

# JEFFERSON STREET AT AVENUE 54 TRAFFIC SIGNAL WARRANT STUDY City of La Quinta, California



April 14, 2014

Ms. Liz Belloso  
CALIFORNIA WEST COMMUNITIES  
5927 Priestly Drive, Suite 110  
Carlsbad, CA 92008

**Subject: Jefferson St. at Avenue 54 Traffic Signal Warrant Study, City of La Quinta**

Dear Ms. Belloso:

**Introduction**

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this review of the Jefferson Street at Avenue 54 intersection in the City of La Quinta. The purpose of this review is to develop recommendations to further improve current and future operations at the intersection. The analysis will determine if the existing intersection meets the warrants for a traffic signal, based upon existing conditions, using the criteria stated in the California Manual on Uniform Traffic Control Devices (MUTCD). The analysis location map is shown in Exhibit A.

The traffic signal warrant analysis is a condition for approval for The Signature at PGA West project. The project proposes to develop 230 units in two (2) phases. Condition 25.B.1a (Appendix A) states that the project shall conduct a traffic signal warrant prior to 50% (115 units) completion. If the traffic signal warrants are not met for existing conditions, an additional traffic signal warrant analysis must be conducted after 50% completion.

In this report, RK analyzes existing conditions at the intersection of Jefferson Street and Avenue 54 to determine if a traffic signal is warranted.

**Existing Conditions**

The location of the intersection is shown in Exhibit A. The intersection of Jefferson Street and Avenue 54 is currently an all-way stop. The posted speed limit on Jefferson Street and Avenue 54 is 55 miles per hour.

Jefferson Street, north of Avenue 54, is a six-lane divided major arterial roadway. South of Avenue 54, Jefferson Street becomes a four-lane divided local collector. To the east of Jefferson Street, Avenue 54 is a four-lane divided primary arterial. To the west of Jefferson Street, Avenue 54 is a two-lane divided local roadway. Appendix B provides the City of La Quinta General Plan Roadway Classifications and Street Cross Sections. Both Jackson Street and Avenue 54 are built out according to the General Plan.

Jefferson Avenue and the east leg of Avenue 54 have raised medians. The west leg of Avenue 54 has a striped double yellow median at the intersection on Jefferson Avenue. Crosswalks are present at all four (4) legs of the intersection. Exhibit B illustrates the existing traffic control and travel lanes at the intersection.

**Traffic Volume Data**

Existing traffic volumes at the study intersection are shown on Exhibit C. RK obtained average daily traffic (ADT) volumes for each of the approaches near the intersection. The traffic volume data shows counted vehicles entering and departing the intersection over a 24-hour period for each approach. These counts were taken on Thursday, April 3, 2014 from midnight to midnight. The traffic volumes showed ADT for the following approaches:

- Jefferson Street north of Avenue 54: 28,296 ADT
- Jefferson Street south of Avenue 54: 9,443 ADT
- Avenue 54 east of Jefferson Street: 18,267 ADT
- Avenue 54 west of Jefferson Street: 758 ADT

Traffic count worksheets are included in Appendix C. A summary of the hourly traffic counts is included in Table 1.

**Collision Data**

RK has received collision data from the California Highway Patrol (CHP) in April 2014, for Jefferson Street at Avenue 54, within 200 feet of the intersection. According to the collision data, there have been two (2) collisions within a one-year period at the intersection of Jefferson Street at Avenue 54. A copy of the collision data is included in Appendix D.

**Traffic Signal Warrant Analysis**

The intersection of Jefferson Street and Avenue 54 has been evaluated for full traffic signal warrants using the Caltrans traffic signal warrants criteria.

<b>Warrant No.</b>	<b>Description</b>	<b>Results</b>
Warrant 1	Eight Hour Vehicular Volume	Warranted
Warrant 2	Four Hour Vehicular Volume	Warranted
Warrant 3	Peak Hour	Warranted
Warrant 4	Pedestrian Volume	Not Applicable
Warrant 5	School Crossing	Not Applicable
Warrant 6	Coordinated Signal System	Not Warranted
Warrant 7	Crash Warrant	Not Warranted
Warrant 8	Roadway Network	Warranted

Based upon the Caltrans criteria, a traffic signal is warranted at the intersection of Jefferson Street and Avenue 54. The traffic signal warrants worksheets for all warrant conditions are included in Appendix E.

**Recommendations**

Based on the Caltrans Traffic Signal Warrant Worksheet, the intersection of Jefferson Street and Avenue 54 meets warrants for a traffic signal. RK has made the following recommendations:

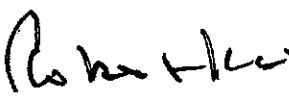
1. Install a traffic signal at the intersection of Jefferson Street and Avenue 54. This intersection meets four (4) traffic signal warrants based on the Caltrans warrant analysis.
2. Once the traffic signal is installed, a Level of Service analysis can be completed at the intersection.

**Conclusions**

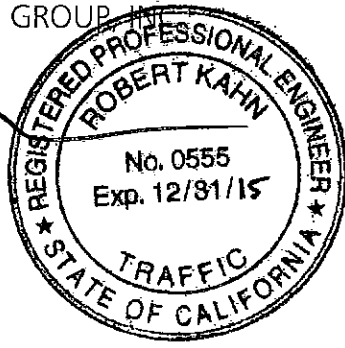
**The intersection of Jefferson Street at Avenue 54 meets four (4) warrants for a traffic signal, based upon the CA MUTCD standards. It is recommended that a traffic signal is installed at the intersection.**

RK Engineering Group, Inc. is pleased to provide this traffic signal warrant review for the intersection of Jefferson Street at Avenue 54, in the City of La Quinta. If you have any questions regarding this analysis or need further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,  
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.  
Principal



Tiffany Giordano, E.I.T.  
Engineer I

Attachments

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# Exhibits

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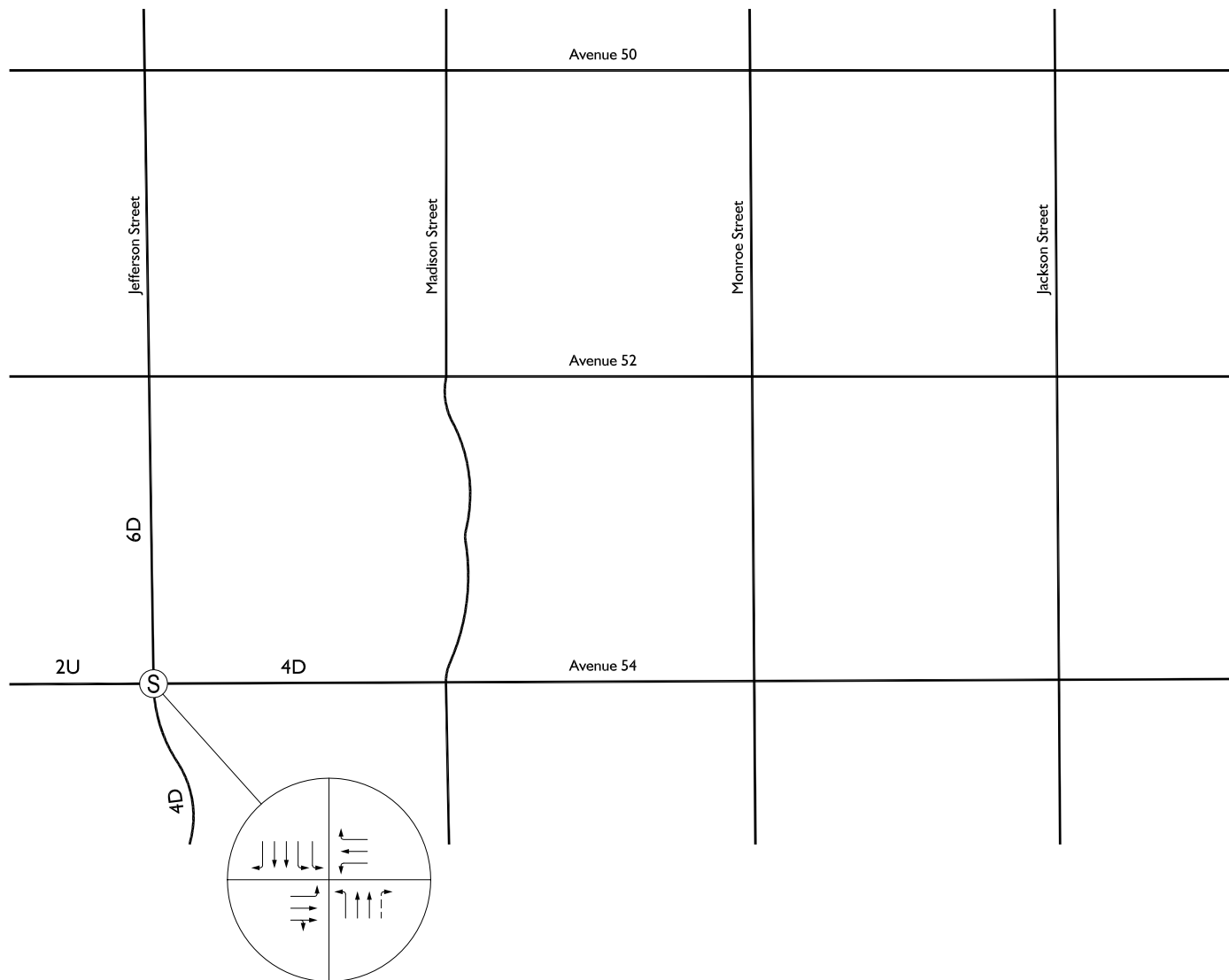


**Legend:**

① = Study Area Intersection



# Existing Lane Geometry and Intersection Controls



**Legend:**

- Ⓢ = All Way Stop
- 4 = Number of Lanes
- D = Divided
- U = Undivided
- ↔ = Defacto Right Turn



# Exhibit C Existing Traffic Volumes



**Legend:**

- 28,296 = 2-Way ADT
- ← 13,304 = I-Way ADT



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# Tables

**TABLE 1**  
**Hourly Traffic Counts**  
**Jefferson Street (NS) at Avenue 54 (EW)**

End Time	NB	SB	Subtotal NB + SB	WB	Grand Total
	Jefferson Street			Avenue 54	
1:00 AM	12	25	37	28	65
2:00 AM	7	16	23	12	35
3:00 AM	4	4	8	12	20
4:00 AM	9	23	32	17	49
5:00 AM	29	97	126	50	176
6:00 AM	87	288	375	174	549
7:00 AM	205	533	738	480	1,218
8:00 AM	318	755	1,073	766	1,839
9:00 AM	309	912	1,221	626	1,847
10:00 AM	282	843	1,125	551	1,676
11:00 AM	297	956	1,253	543	1,796
12 NOON	317	963	1,280	652	1,932
1:00 PM	331	1,123	1,454	596	2,050
2:00 PM	359	1,000	1,359	717	2,076
3:00 PM	385	1,117	1,502	784	2,286
4:00 PM	377	873	1,250	787	2,037
5:00 PM	349	1,077	1,426	692	2,118
6:00 PM	309	911	1,220	618	1,838
7:00 PM	261	570	831	515	1,346
8:00 PM	176	405	581	366	947
9:00 PM	147	305	452	310	762
10:00 PM	124	308	432	258	690
11:00 PM	58	148	206	114	320
12:00 AM	30	52	82	54	136
<b>TOTAL</b>	<b>4,782</b>	<b>13,304</b>	<b>18,086</b>	<b>9,722</b>	<b>27,808</b>

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# Appendices

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## **Appendix A**

The Signature at PGA West  
Partial Conditions of Approval

building(s) on the lot.

25. The applicant shall construct the following street improvements to conform to the General Plan (street type noted in parentheses.)

**A. OFF-SITE PRIVATE STREETS**

- 1) PGA Boulevard (Arterial, 120' ROW) – No additional private street widening is required.
- 2) Other required improvements in the PGA Boulevard private street right-of-way and/or adjacent landscape setback area include:
  - a) All appurtenant components such as, but not limited to: curb, gutter, traffic control striping, legends, and signs. The applicant shall reconstruct all curb and gutter at existing intersections that do not provide access to the tentative tract as required by the City Engineer.
  - b) 8-foot wide meandering sidewalk/Class I Golf Cart Path as shown on the approved tentative tract map from the northerly property line to the proposed primary entry. This improvement shall be installed in its entirety as part of the initial project improvement phase.
  - c) Reconstruct the existing 22-foot wide raised landscaped median as needed to accommodate full movements at the entry. Additionally, the applicant shall provide adequate length of left turn deceleration lane within the median as determined by a California Licensed Traffic Engineer and as approved by the City Engineer.
  - d) Reconstruct and remove existing pavement, curb and gutter, and curb returns previously constructed and not required for access to the tentative tract.

The applicant shall extend improvements beyond the subdivision boundaries to ensure they safely integrate with existing improvements (e.g., grading; traffic control devices and transitions in alignment, elevation or dimensions of streets and sidewalks).

**B. REQUIRED PROJECT FAIR-SHARE IMPROVEMENTS (OFF-SITE PUBLIC STREETS)**

- 1) **Jefferson Street at Avenue 54.**
  - a. Prior to issuance of the first building permit, the Applicant shall pay \$107,500 to the City to cover the project's obligation for this traffic signal. Prior to issuance of the 115<sup>th</sup> (50% of units) building permit

the developer shall conduct a traffic warrant study. It shall be determined by the Public Works Director if traffic signal warrants are met for this intersection. If warrants are met, the Public Works Director shall add the signal to the City's Capital Improvement Program (CIP) for construction the following year.

If traffic signal warrants are not determined to be met pursuant to the aforementioned, a second signal warrant determination shall be conducted by the developer prior to issuance of the 230<sup>th</sup> building permit. If the Public Works Director determines warrants are met, the signal improvement shall be added to the City's Capital Improvement Program (CIP) for construction the following year.

**C. FUTURE PROJECT FAIR-SHARE IMPROVEMENTS (OFF-SITE PUBLIC STREETS**

**1) Washington Street at Avenue 50.**

a) The applicant shall pay his fair-share (calculated in the Final EIR, Table 11.0-12, as 0.9% for PM peak trips) for improvements to install a third northbound through lane, a second southbound left turn lane, a southbound right turn lane with right turn overlap phase, a second eastbound left turn lane, a second eastbound through lane, a second west bound through lane, and a westbound right turn overlap phase. The amount of the applicant's fair share for the above mentioned improvements shall be as approved by the City Engineer. The applicant shall pay to the City of La Quinta his fair share prior to final map recordation.

**2) Jefferson Street at Avenue 50.**

a) The applicant shall pay his fair-share (calculated in the Final EIR, Table 11.0-12, as 6.6% for PM peak trips) for improvements to install a second southbound left turn lane, a second eastbound left turn lane, and a second westbound through lane. The amount of the applicant's fair share for the above mentioned improvements shall be as approved by the City Engineer. The applicant shall pay to the City of La Quinta his fair share prior to final map recordation.

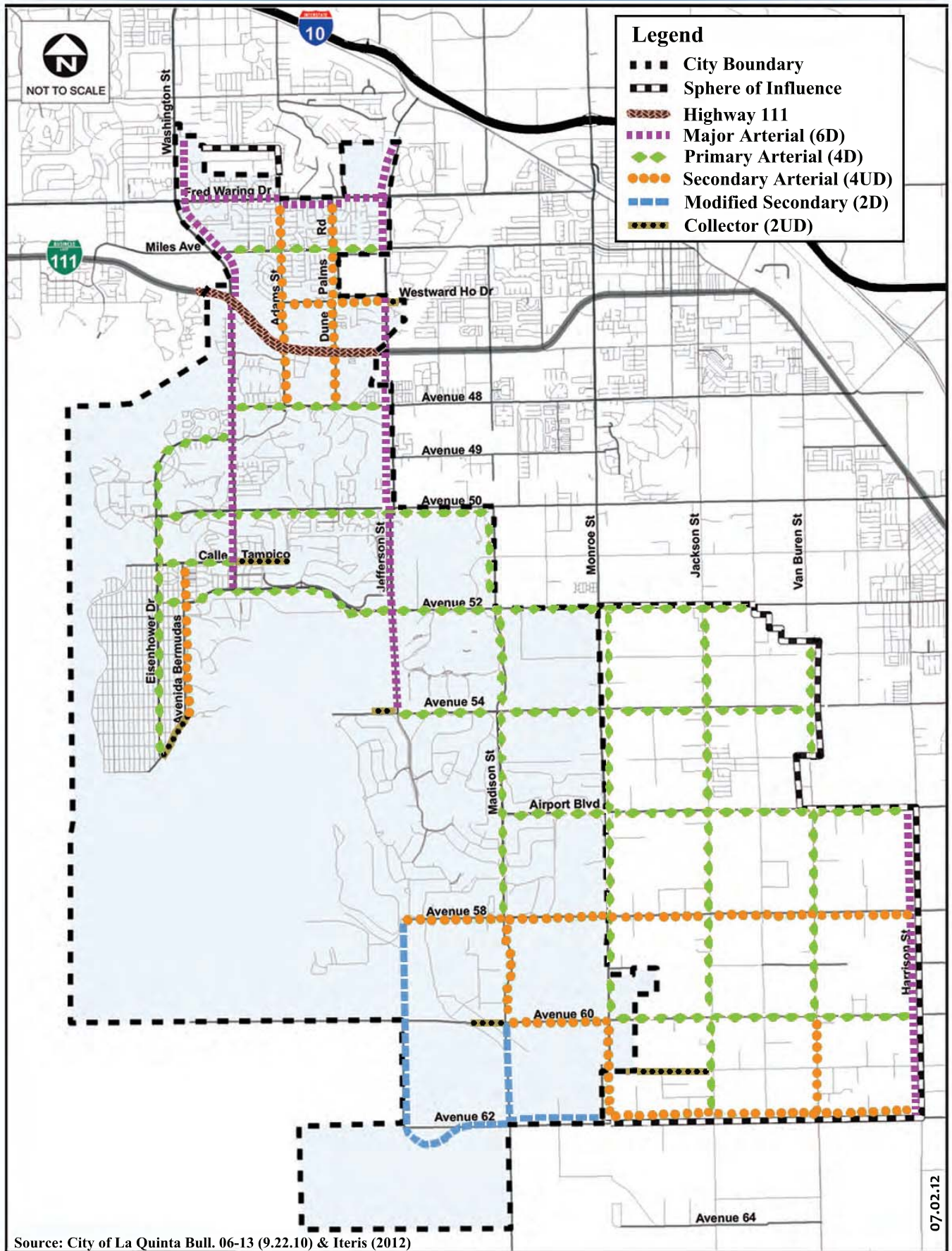
**D. PRIVATE STREETS**

**1) Street 'A' Main Entry - Entry Gate driveway as shown on the approved Tentative Tract Map and as per these conditions of approval.**

**2) Street 'A' - Private Residential Streets measured at gutter flow line to**

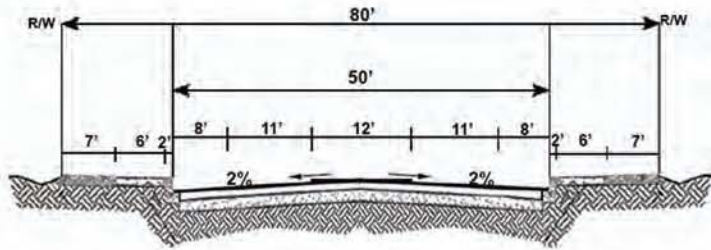
## **Appendix B**

City of La Quinta General Plan  
Roadway Classifications and  
Street Cross Sections

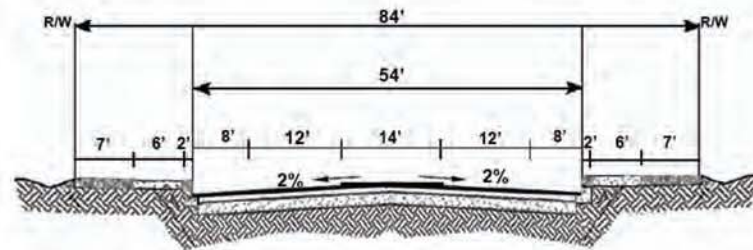


07.02.12

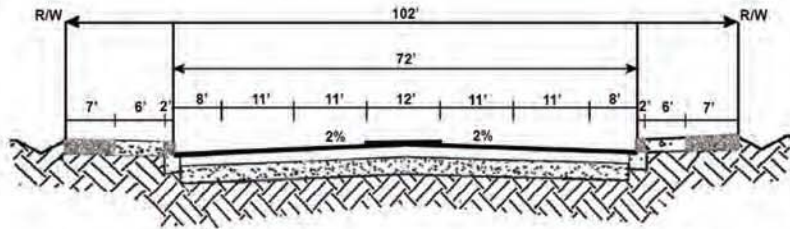




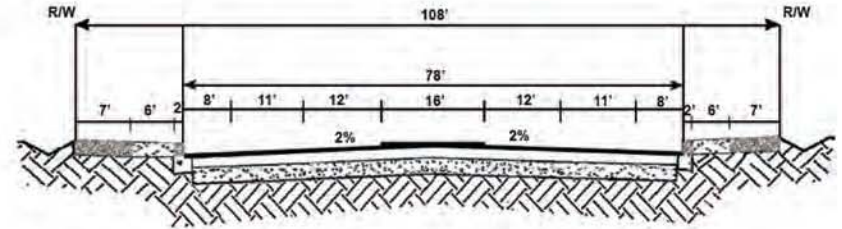
**80' Collector**



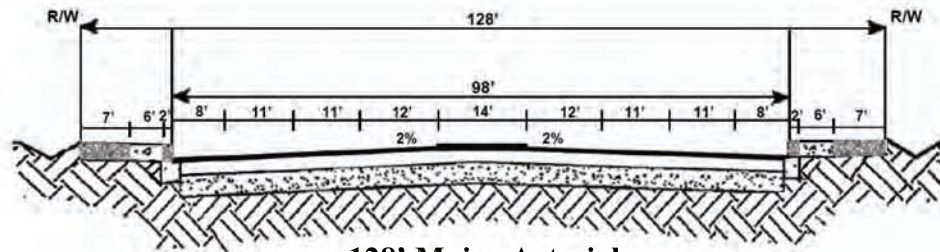
**84' Modified Secondary Arterial**



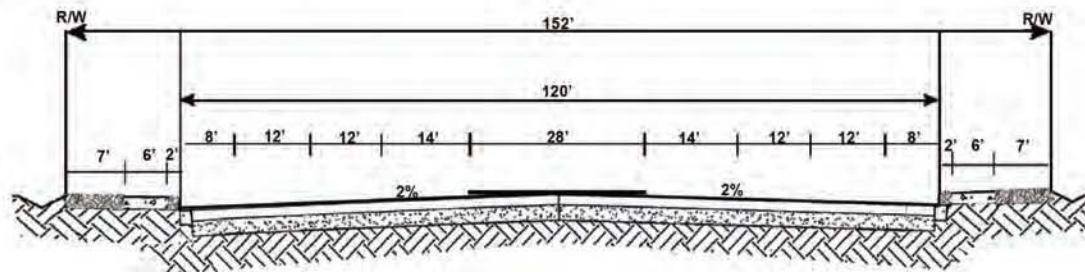
**102' Secondary Arterial**



**108' Primary Arterial**



**128' Major Arterial**



**152' Highway 111**



07.02.12

## **Appendix C**

Traffic Count Worksheets

**ADT1 Jeferson North of Avenue 54**

Prepared by: Field Data Services of Arizona,

Prepared by AimTD tel. 951 249 3226

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	15	15			12:00	285	287		
00:15	2	0			12:15	282	277		
00:30	8	8			12:30	251	281		
00:45	8 33	2 25			12:45	246 1064	278 1123		2187
01:00	12	12			13:00	317	275		
01:15	4	4			13:15	288	250		
01:30	0	0			13:30	238	236		
01:45	0 16	0 16			13:45	268 1111	239 1000		2111
02:00	8	4			14:00	323	276		
02:15	0	0			14:15	278	230		
02:30	4	0			14:30	296	258		
02:45	6 18	0 4			14:45	288 1185	353 1117		2302
03:00	4	0			15:00	285	173		
03:15	2	3			15:15	287	258		
03:30	2	12			15:30	230	160		
03:45	8 16	8 23			15:45	357 1159	282 873		2032
04:00	6	9			16:00	299	245		
04:15	8	6			16:15	288	354		
04:30	20	20			16:30	263	226		
04:45	26 60	62 97			16:45	257 1107	252 1077		2184
05:00	42	71			17:00	236	213		
05:15	52	93			17:15	268	205		
05:30	44	60			17:30	258	272		
05:45	81 219	64 288			17:45	236 998	221 911		1909
06:00	62	55			18:00	245	213		
06:15	73	117			18:15	202	136		
06:30	160	138			18:30	202	147		
06:45	266 561	223 533			18:45	186 835	74 570		1405
07:00	145	177			19:00	172	138		
07:15	257	162			19:15	159	98		
07:30	265	264			19:30	150	70		
07:45	295 962	152 755			19:45	170 651	99 405		1056
08:00	235	205			20:00	148	51		
08:15	209	233			20:15	141	107		
08:30	229	289			20:30	155	80		
08:45	246 919	185 912			20:45	131 575	67 305		880
09:00	179	208			21:00	112	55		
09:15	206	183			21:15	115	86		
09:30	223	228			21:30	114	43		
09:45	208 816	224 843			21:45	136 477	124 308		785
10:00	230	187			22:00	72	55		
10:15	237	259			22:15	74	31		
10:30	225	299			22:30	44	40		
10:45	226 918	211 956			22:45	28 218	22 148		366
11:00	235	212			23:00	34	14		
11:15	221	214			23:15	28	20		
11:30	234	261			23:30	22	6		
11:45	280 970	276 963			23:45	20 104	12 52		156
<b>Total Vol.</b>	5508	5415		<b>10923</b>		9484	7889		<b>17373</b>
					<b>Daily Totals</b>				
					NB	SB	EB	WB	Combined
					14992	13304			<b>28296</b>
<b>AM</b>					<b>PM</b>				
<b>Split %</b>	50.4%	49.6%		<b>38.6%</b>	54.6%	45.4%			<b>61.4%</b>
<b>Peak Hour</b>	11:45	11:45		<b>11:45</b>	15:45	12:00			<b>15:45</b>
<b>Volume</b>	1098	1121		<b>2219</b>	1207	1123			<b>2314</b>
<b>P.H.F.</b>	0.96	0.98		<b>0.97</b>	0.86	0.98			<b>0.90</b>

**ADT2 Avenue 54 East of Jeferson**

Prepared by: Field Data Services of Arizona,

Prepared by AimTD tel. 951 249 3226

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:30			12	12	12:00			142	114			
00:15			6	0	12:15			158	141			
00:30			8	8	12:30			132	152			
00:45			2	28	8	28	56	136	568	189	596	1164
01:00			8	8	13:00			157	165			
01:15			4	4	13:15			138	159			
01:30			2	0	13:30			143	197			
01:45			4	18	0	12	30	196	634	196	717	1351
02:00			2	4	14:00			156	206			
02:15			0	2	14:15			185	175			
02:30			0	2	14:30			165	193			
02:45			0	2	4	12	14	174	680	210	784	1464
03:00			0	5	15:00			177	203			
03:15			6	4	15:15			180	147			
03:30			12	2	15:30			156	257			
03:45			6	24	6	17	41	162	675	180	787	1462
04:00			6	4	16:00			138	198			
04:15			6	8	16:15			136	172			
04:30			18	18	16:30			145	177			
04:45			48	78	20	50	128	178	597	145	692	1289
05:00			44	26	17:00			105	122			
05:15			70	39	17:15			165	168			
05:30			52	38	17:30			142	157			
05:45			56	222	71	174	396	131	543	171	618	1161
06:00			50	56	18:00			151	143			
06:15			96	60	18:15			129	138			
06:30			118	137	18:30			92	106			
06:45			190	454	227	480	934	86	458	128	515	973
07:00			148	121	19:00			56	77			
07:15			139	221	19:15			44	110			
07:30			198	199	19:30			76	95			
07:45			116	601	225	766	1367	52	228	84	366	594
08:00			157	180	20:00			39	84			
08:15			154	138	20:15			50	86			
08:30			154	122	20:30			28	82			
08:45			140	605	186	626	1231	44	161	58	310	471
09:00			144	124	21:00			34	66			
09:15			127	143	21:15			34	66			
09:30			144	141	21:30			42	86			
09:45			154	569	143	551	1120	30	140	40	258	398
10:00			118	145	22:00			16	42			
10:15			142	130	22:15			20	22			
10:30			161	121	22:30			20	26			
10:45			137	558	147	543	1101	10	66	24	114	180
11:00			132	146	23:00			14	20			
11:15			155	160	23:15			4	16			
11:30			142	160	23:30			6	10			
11:45			165	594	186	652	1246	18	42	8	54	96

**Total Vol.** 3753 3911 **7664** 4792 5811 **10603**

Daily Totals				
NB	SB	EB	WB	Combined
		8545	9722	<b>18267</b>

AM					PM				
Split %	49.0%	51.0%	<b>42.0%</b>		45.2%	54.8%	<b>58.0%</b>		
<b>Peak Hour</b>	00:30	00:30	06:45	07:15	<b>06:45</b>		13:45	14:45	<b>14:45</b>
<b>Volume</b>			675	825	<b>1443</b>		702	817	<b>1504</b>
<b>P.H.F.</b>			0.85	0.92	<b>0.87</b>		0.90	0.79	<b>0.91</b>

**ADT3 Jeferson South of Avenue 54**

Prepared by: Field Data Services of Arizona,

Prepared by AimTD tel. 951 249 3226

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	5	3			12:00	87	80		
00:15	2	0			12:15	89	84		
00:30	3	3			12:30	78	88		
00:45	2	2	8	20	12:45	77	331	94	346
					677				
01:00	4	2			13:00	96	89		
01:15	2	2			13:15	86	83		
01:30	0	1			13:30	77	89		
01:45	1	7	0	5	13:45	100	359	89	350
					709				
02:00	2	2			14:00	97	97		
02:15	0	0			14:15	99	82		
02:30	1	0			14:30	95	91		
02:45	1	4	1	3	14:45	94	385	113	383
					768				
03:00	1	1			15:00	95	76		
03:15	2	1			15:15	96	83		
03:30	3	3			15:30	79	85		
03:45	3	9	3	8	15:45	107	377	94	338
					715				
04:00	2	3			16:00	91	90		
04:15	3	3			16:15	87	107		
04:30	8	6			16:30	84	81		
04:45	16	29	21	33	16:45	87	349	79	357
					706				
05:00	17	26			17:00	69	67		
05:15	24	34			17:15	87	75		
05:30	19	20			17:30	80	86		
05:45	27	87	20	100	17:45	73	309	78	306
					615				
06:00	22	12			18:00	80	71		
06:15	34	35			18:15	67	55		
06:30	56	57			18:30	59	51		
06:45	93	205	98	202	18:45	55	261	41	218
					479				
07:00	61	62			19:00	46	43		
07:15	79	78			19:15	41	42		
07:30	94	95			19:30	45	33		
07:45	84	318	79	314	19:45	44	176	37	155
					331				
08:00	79	78			20:00	37	27		
08:15	73	75			20:15	38	39		
08:30	78	84			20:30	37	32		
08:45	79	309	77	314	20:45	35	147	25	123
					270				
09:00	67	67			21:00	29	24		
09:15	67	66			21:15	30	30		
09:30	74	74			21:30	31	26		
09:45	74	282	74	281	21:45	34	124	33	113
					237				
10:00	70	67			22:00	18	20		
10:15	77	78			22:15	19	11		
10:30	77	85			22:30	13	13		
10:45	73	297	72	302	22:45	8	58	9	53
					111				
11:00	75	74			23:00	10	7		
11:15	76	75			23:15	6	7		
11:30	76	85			23:30	6	3		
11:45	90	317	94	328	23:45	8	30	4	21
					51				
<b>Total Vol.</b>	1876	1898		<b>3774</b>		2906	2763		<b>5669</b>
					<b>Daily Totals</b>				
					NB	SB	EB	WB	Combined
					4782	4661			<b>9443</b>
					<b>AM</b>				
<b>Split %</b>	49.7%	50.3%		<b>40.0%</b>		51.3%	48.7%		<b>60.0%</b>
<b>Peak Hour</b>	11:45	11:45		<b>11:45</b>		13:45	14:00		<b>14:00</b>
<b>Volume</b>	344	346		<b>690</b>		391	383		<b>768</b>
<b>P.H.F.</b>	0.96	0.92		<b>0.94</b>		0.99	0.85		<b>0.93</b>

**ADT4 Avenue 54 West of Jeferson**

Prepared by: Field Data Services of Arizona,

Prepared by AimTD tel. 951 249 3226

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:30			0	0	12:00			0	6			
00:15			0	0	12:15			2	4			
00:30			0	0	12:30			6	6			
00:45			0	0	12:45			3	11	2	18	29
01:00			0	0	13:00			4	4			
01:15			0	0	13:15			4	2			
01:30			0	0	13:30			10	6			
01:45			0	0	13:45			10	28	36	48	76
02:00			0	0	14:00			2	8			
02:15			0	0	14:15			6	34			
02:30			0	0	14:30			2	12			
02:45			0	0	14:45			4	14	6	60	74
03:00			0	0	15:00			2	12			
03:15			0	0	15:15			12	12			
03:30			0	0	15:30			6	11			
03:45			0	0	15:45			6	26	16	51	77
04:00			0	0	16:00			8	18			
04:15			2	2	16:15			10	12			
04:30			2	0	16:30			2	11			
04:45			22	26	16:45			0	20	2	43	63
05:00			32	0	17:00			2	4			
05:15			38	0	17:15			0	0			
05:30			0	0	17:30			0	2			
05:45			0	70	17:45			0	2	0	6	8
06:00			0	0	18:00			0	2			
06:15			0	0	18:15			2	4			
06:30			12	0	18:30			2	2			
06:45			41	53	18:45			2	6	2	10	16
07:00			10	12	19:00			0	0			
07:15			6	0	19:15			0	0			
07:30			12	6	19:30			0	0			
07:45			19	47	19:45			0	0	0	0	
08:00			4	4	20:00			0	0			
08:15			6	2	20:15			0	0			
08:30			8	7	20:30			0	0			
08:45			12	30	20:45			0	0	0	0	
09:00			4	10	21:00			0	0			
09:15			6	4	21:15			0	0			
09:30			2	4	21:30			0	0			
09:45			4	16	21:45			2	2	2	2	4
10:00			2	4	22:00			2	2			
10:15			0	6	22:15			0	0			
10:30			6	0	22:30			0	0			
10:45			4	12	22:45			0	2	0	2	4
11:00			10	6	23:00			0	0			
11:15			0	6	23:15			0	0			
11:30			2	4	23:30			0	0			
11:45			10	22	23:45			0	0	0	0	

**Total Vol.** 276 131 **407** 111 240 **351**

Daily Totals				
NB	SB	EB	WB	Combined
		387	371	<b>758</b>

AM					PM				
Split %									
		67.8%	32.2%	<b>53.7%</b>		31.6%	68.4%	<b>46.3%</b>	
<b>Peak Hour</b>	00:30	00:30	04:30	08:30	<b>04:30</b>		15:15	13:45	<b>13:30</b>
<b>Volume</b>			94	31	<b>100</b>		32	90	<b>112</b>
<b>P.H.F.</b>			0.62	0.78	<b>0.66</b>		0.67	0.63	<b>0.61</b>

## **Appendix D**

Collision Data

**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

P. O. Box 942898  
Sacramento, CA 94298-0001  
(916) 843-4230  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



April 7, 2014

File No.: 042.A15572.A09426.140307

Rogier Goedecke  
RK Engineering Group, Inc  
4000 Westerly Place, Suite 280  
Newport Beach, CA 92660

Dear Mr. Goedecke:

Enclosed is a one page listing of collisions occurring at or near the intersection of Jefferson Street and Avenue 54, in the city of La Quinta, Riverside County, as requested by your email dated March 14, 2014. The time period covered was from 2010 through available 2012, available 2013, and available 2014. Any year missing information had no reported collisions for the requested location at this time.

Should there be any questions, please contact Jose E Haro at (916) 843-4230.

Sincerely,

A handwritten signature in black ink that reads "I. J. Tillman".

I. J. TILLMAN  
Commander  
Support Services Section

Enclosures

cc: City Engineer  
City of La Quinta  
PO Box 1504  
La Quinta, CA 92253





logged 3/17/14

**Rakkar, Gurwinder@CHP**

#140307JH

3292

**From:** Rogier Goedecke <rg@rkengineer.com>  
**Sent:** Friday, March 14, 2014 11:05 AM  
**To:** Rakkar, Gurwinder@CHP  
**Cc:** Bob Kahn; Allison Goedecke  
**Subject:** City of La Quinta Accident Data

Dear Ms. Rakkar:

RK Engineering Group, Inc. (RK) is being retained by the City of La Quinta to prepare one (1) intersection. We are respectfully requesting all vehicle accident history for the years 2010 to current within 200 feet from each leg at the following intersection:

**1. Jefferson Street at Avenue 54**

Thank you in advance for your response,

**Rogier Goedecke**  
Vice President Operations



transportation planning / traffic engineering & design  
acoustical engineering / community traffic calming

4000 Westerly Place, Suite 280  
Newport Beach, CA 92660  
tel. 949.474.0809  
fax 949.474.0902

[www.rkengineer.com](http://www.rkengineer.com)

Total Count: 5

Primary Rd JEFFERSON ST Distance (ft) 1 Direction Secondary Rd AVE 54 NCIC 3300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy												
City LA QUINTA County RIVERSIDE Population 3 Rpt Dist 7783 Beat 1915 Type CalTrans Dist Badge N5068 Collision Date 20101004 Time 1915 Day MON												
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HEAD-ON Severity PDO # Killed 0 # Injured 0 Tow Away? Process Date 20111103												
Weather1 WIND Weather2 Rdwy Surface DRY Rdwy Cond1 OBSTR ON RD Rdwy Cond2 Spec Cond 0												
Hit and Run Motor Veh Involved With OTHER OBJ Lighting DARK - NO ST LTS Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int												
<b>PARTY INFO</b>												
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected												
1F DRVR 85 M W HNBD PROC ST S A 0100 MERCU 2004 - 3 N - M G												
<b>VICTIM INFO</b>												
Primary Rd AVE 54 Distance (ft) 1941 Direction E Secondary Rd JEFFERSON ST NCIC 3300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy												
City LA QUINTA County RIVERSIDE Population 3 Rpt Dist 45B1 Beat 045 Type CalTrans Dist Badge 3452 Collision Date 20101214 Time 1505 Day TUE												
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type OTHER Severity FATAL # Killed 0 # Injured 0 Tow Away? Y Process Date 20120124												
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0												
Hit and Run FELONY Motor Veh Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int												
<b>PARTY INFO</b>												
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected												
1F DRVR 52 F W PHYS PROC ST W A 0100 CHEVR 2005 - 3 - M B												
2 BICY 56 M W DRUG PROC ST W L 0400 - - N - - BICY KILLED 56 M 1 P - 1												
<b>VICTIM INFO</b>												
Primary Rd AVE 54 Distance (ft) 1 Direction Secondary Rd JEFFERSON ST NCIC 3300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy												
City LA QUINTA County RIVERSIDE Population 3 Rpt Dist 45B1 Beat M453 Type CalTrans Dist Badge 2855 Collision Date 20110213 Time 2329 Day SUN												
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HIT OBJECT Severity FATAL # Killed 1 # Injured 0 Tow Away? Y Process Date 20130322												
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0												
Hit and Run Motor Veh Involved With FIXED OBJ Lighting DARK - ST LTS Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int												
<b>PARTY INFO</b>												
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected												
1F DRVR 21 M W HNBD DRUG PROC ST W A 0100 BMW 1998 - - N - L H DRVR KILLED 21 M 1 L H 1												
<b>VICTIM INFO</b>												
Primary Rd AVENUE 54 Distance (ft) 2038 Direction E Secondary Rd JEFFERSON ST NCIC 3300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy												
City LA QUINTA County RIVERSIDE Population 3 Rpt Dist B2 Beat 045 Type CalTrans Dist Badge 4630 Collision Date 20111004 Time 1420 Day TUE												
Primary Collision Factor DRVR ALC DRG Violation 23152A Collision Type REAR END Severity PDO # Killed 0 # Injured 0 Tow Away? N Process Date 20130403												
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0												
Hit and Run MSDMNR Motor Veh Involved With PKD MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int												
<b>PARTY INFO</b>												
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected												
1F DRVR 31 F H HBD-UI RAN OFF RD E A 0100 FORD 1999 - 3 A 21658A - L G												
2 PRKD 998 PARKED E E 2235 FORD 1999 - - N - - -												
<b>VICTIM INFO</b>												
Primary Rd JEFFERSON ST Distance (ft) 97 Direction N Secondary Rd AVENUE 54 NCIC 3300 State Hwy? N Route Postmile Prefix Postmile Side of Hwy												
City LA QUINTA County RIVERSIDE Population 3 Rpt Dist 44C1 Beat 380 Type CalTrans Dist Badge N3802 Collision Date 20111006 Time 1630 Day THU												
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDESWIPE Severity INJURY # Killed 0 # Injured 1 Tow Away? Y Process Date 20130109												
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0												
Hit and Run Motor Veh Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int												
<b>PARTY INFO</b>												
Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Coll Dir SW Veh CHP Veh Make Year Sp Info OAF1 Viol OAF2 Safety Equip Role Ext of Inj Age Sex Seat Pos Safety Equip Ejected												
1F DRVR 67 F W HNBD PROC ST S A 0100 TOYOT 2009 - 3 A 22350 - L G DRVR COMP PN 67 F 1 L G 0												
2 DRVR 74 M W HNBD PROC ST S A 0700 HUMME 2005 - 3 N - M G												
3 DRVR 21 M H HNBD STOPPED S A 0100 HONDA 2008 - 3 N - M G												
4 DRVR 60 M W HNBD PROC ST N A 0100 KIA 2012 - 3 N - L G												
PASS 998 M 3 M G 0												
PASS 998 F 4 M G 0												
PASS 998 F 6 M G 0												

STATEWIDE INTEGRATED TRAFFIC RECORDS SYSTEM (SWITRS)

EXTRACT OF HISTORY FILES GENERATED ON LIST

'HP.SW.LSTREF'  
(H:DATA/042/ISU/SW.LSTREFNWrev2010.DOC  
DECEMBER 21, 2010

DESCRIPTION OF SWITRS COLLISION LISTING

LINE 1 \* \* \* \* \*

PRIMARY ROAD - PRIMARY ROAD NAME AS APPEARS UNDER HEADING "COLLISION OCCURRED ON"

DISTANCE (FT) - DISTANCE, IN FEET, FROM SECONDARY ROAD OR "I", MEANING COLLISION OCCURRED AT INTERSECTION WITH SECONDARY ROAD

DIRECTION - DIRECTION FROM SECONDARY ROAD. IF AT INTERSECTION, DIRECTION IS BLANK.

SECONDARY RD - SECONDARY ROAD NAME AS APPEARS IN "LOCATION" BOX OF PAGE 1 OF COLLISION REPORT. NEAREST CROSS STREET OR LANDMARK TO POINT OF IMPACT.

NCIC - NATIONAL CRIME INFORMATION CENTER NUMBER FOR JURISDICTION

STATE HWY? - Y OR N

ROUTE - - ROUTE NUMBER OF STATE HIGHWAY (OR INTERSTATE OR U S)  
(RARELY WITH SUFFIX TO INDICATE TRANSITIONAL STATUS)

POSTMILE PREFIX - NEW POSTMILE VALUES ARE ASSIGNED WHENEVER A LENGTH OF HIGHWAY IS CHANGED DUE TO CONSTRUCTION OR REALIGNMENT. TO DIFFERENTIATE THE NEW VALUES FROM THE OLD, AN ALPHA CODE IS ADDED PREFIXING THE POSTMILE FOR THE NEW VALUES.

- B-BLANK
- C-COMMERCIAL LANES
- D-DUPLICATE POSTMILE AT MEANDERING COUNTY LINE
- G-REPOSTING OF DUPLICATE POSTMILE AT THE END OF A ROUTE
- H-REALIGNMENT OF D MILEAGE
- L-OVERLAP POSTMILE
- M-REALIGNMENT OF R MILEAGE
- N-REALIGNMENT OF M MILEAGE
- R-FIRST REALIGNMENT
- S-SPUR
- T-TEMPORARY CONNECTION
- NO PREFIX

POSTMILE - HIGHWAY MARKER (MILEPOST MARKER [MPM])

SIDE OF HWY - SIDE OF HIGHWAY (N,S,E OR W)

LINE 2 \* \* \* \* \*

CITY - NAME OF INCORPORATED CITY WHERE COLLISION OCCURRED OR UNINCORP FOR UNINCORPORATED AREAS OF THE COUNTY

COUNTY - NAME OF COUNTY WHERE COLLISION OCCURRED

POPULATION - POPULATION CODE FOR INCORPORATED CITY

- 1 - LESS THAN 2,500
- 2 - 2,500 - 10,000
- 3 - 10,000 - 25,000
- 4 - 25,000 - 50,000
- 5 - 50,000 - 100,000
- 6 - 100,000 - 250,000
- 7 - GREATER 250,000
- 9 - UNINCORPORATED

LINE 2 (CONTINUED) \* \* \* \* \*

0 - UNIVERSITY/STATE PARK, ETC.

RPT DIST - LOCAL REPORTING DISTRICT

BEAT - BEAT NUMBER

TYPE - BEAT TYPE (CHP)

- 1 - STATE HIGHWAY
- 2 - COUNTY ROAD LINE
- 3 - COUNTY ROAD AREA
- 4 - SCHOOLBUS ON CITY ROADWAY
- 5 - SCHOOLBUS NOT ON PUBLIC ROADWAY
- 6 - OFFROAD (UNIMPROVED)
- 7 - VISTA POINT OR REST AREA,  
SCALES OR INSPECTION FACILITY
- 8 - OTHER PUBLIC ACCESS (IMPROVED)
- BLANK - NOT CHP

CALTRANS DIST - CALTRANS DISTRICT NUMBER (01-12)

BADGE - OFFICER IDENTIFICATION NUMBER

COLLISION DATE - DATE OF COLLISION (YEARMODY)

TIME - TIME OF COLLISION

- 0000 TO 2359
- 2500 (NOT STATED)

DAY - DAY OF WEEK

LINE 3 \* \* \* \* \*

PRIMARY COLLISION FACTOR - CATEGORY DESCRIPTION OF PRIMARY COLLISION FACTOR (PCF)

ABBREVIATED CATEGORY	FULL CATEGORY
R-O-W AUTO	- Automobile Right-Of-Way
BRAKES	- Brakes
DRVR ALC DRG	- Driving or Bicycling Under Influence of Alcohol or Drug
FELL ASLEEP	- Fell Asleep (No longer a PCF Category beginning with the 7/2003 traffic collision form revision.)
TOO CLOSE	- Following Too Closely
HAZ PARKING	- Hazardous Parking
IMPED TRAFFIC	- Impeding Traffic
IMPROP PASS	- Improper Passing
IMPROP TURN	- Improper Turning
LIGHTS	- Lights
NOT STATED	- Not Stated
OTHER EQPMNT	- Other Equipment
OTHER HAZ	- Other Hazardous Violation
OTHER IMPROP DRV	- Other Improper Driving
NOT DRIVER	- Other Than Driver
PED ALC DRUG	- Pedestrian or "Other" Under Influence Of Alcohol Or Drug
R-O-W PED	- Pedestrian Right-Of-Way
PED VIOL	- Pedestrian Violation
STOP SGN SIG	- Traffic Signals and Signs
UNKNOWN	- Unknown
LANE CHANGE	- Unsafe Lane Change
UNSAFE SPEED	- Unsafe Speed
STRING BCKNG	- Unsafe Starting or Backing
WRONG SIDE	- Wrong Side of Road

LINE 3 (CONTINUED) \* \* \* \* \*

VIOLATION - SPECIFIC SECTION OF CODE VIOLATION LISTED BY OFFICER AS PRIMARY COLLISION FACTOR

COLLISION TYPE - TYPE OF COLLISION INDICATED BY OFFICER ON PAGE 2 OF COLLISION REPORT

- POSSIBLE ENTRIES
- HEAD-ON
- SIDESWIPE
- REAR END
- BROADSIDE
- HIT OBJECT
- OVERTURNED
- AUTO/PED
- OTHER

SEVERITY - SEVERITY OF COLLISION - HIGHEST DEGREE OF RESULTING INJURY  
(FATAL, INJURY OR PDO [PROPERTY DAMAGE ONLY])

# KILLED - COUNT OF VICTIMS KILLED

# INJURED - COUNT OF VICTIMS INJURED (SEVERE, OTHER VISIBLE OR COMPLAINT OF PAIN)

TOW AWAY? - Y OR N AS INDICATED ON PAGE 1 OF COLLISION REPORT

PROCESS DATE - DATE COLLISION WAS PROCESSED INTO SWITRS (YEAR/MO/Y)

LINE 4 \* \* \* \* \*

WEATHER1 - FIRST OR ONLY INDICATION OF WEATHER

- POSSIBLE ENTRIES
- CLEAR
- CLOUDY
- RAINING
- SNOWING
- FOG
- OTHER
- WIND
- BLANK

WEATHER2 - IF INDICATED, SECOND WEATHER CONDITION (SAME POSSIBLE ENTRIES AS WEATHER1 ABOVE)

RDWY SURFACE - ROADWAY SURFACE AS INDICATED BY OFFICER ON COLLISION REPORT

- POSSIBLE ENTRIES
- DRY
- WET
- SNOWY/ICY
- SLIPPERY
- BLANK

RDWY COND1 - FIRST OR ONLY INDICATION OF ROADWAY CONDITION

- |                     |                           |
|---------------------|---------------------------|
| ABBREVIATED ENTRIES | FULL ENTRIES              |
| CONS ZONE           | CONSTRUCTION ZONE         |
| FLOODED             | FLOODED                   |
| HOLES               | HOLES, DEEP RUTS          |
| LOOSE MATRL         | LOOSE MATERIAL ON ROADWAY |
| NO UNUSL CND        | NO UNUSUAL CONDITION      |
| OBSTR ON RD         | OBSTRUCTION ON ROADWAY    |
| OTHER               | OTHER                     |

LINE 4 (CONTINUED) \* \* \* \* \*

REDUCED RD WPTH            REDUCED ROADWAY WIDTH  
NOT STATED                BLANK

RDWY COND2 - IF INDICATED, SECOND ROADWAY CONDITION (SAME POSSIBLE ENTRIES AS RDWY COND1)

SPEC COND - SPECIAL CONDITION CODED AT TIME OF PROCESSING REPORT

- 1 - SCHOOLBUS, PUBLIC ROADWAY
- 2 - UNIVERSITY/STATE PARKS/AIRPORT
- 3 - SCHOOLBUS, NOT ON PUBLIC ROADWAY
- 4 - OFFROAD (UNIMPROVED)
- 5 - REST AREAS/SCALES
- 6 - OTHER PUBLIC ACCESS
- NO SPECIAL CONDITION
- 0 - NOT STATED

(STATISTICALLY, SPECIAL CONDITIONS GREATER THAN ONE ARE CONSIDERED PRIVATE PROPERTY)

LINE 5 \* \* \* \* \*

HIT AND RUN - AS INDICATED ON COLLISION REPORT

- FELONY
- MISDEMEANOR

MOTOR VEHICLE INVOLVED WITH - AS INDICATED ON THE COLLISION REPORT. THIS CATEGORY IS THE FIRST EVENT THAT OCCURRED.

POSSIBLE ENTRIES	FULL ENTRIES
ANIMAL	ANIMAL
BICYCLE	BICYCLE
FIXED OBJ	FIXED OBJECT
MV ON OTHER RD	MOTOR VEHICLE ON OTHER ROADWAY
NON-CLSN	NON- COLLISION
BLANK	NOT STATED
OTHER MV	OTHER MOTOR VEHICLE
OTHER OBJ	OTHER OBJECT
PKD MV	PARKED MOTOR VEHICLE
PED	PEDESTRIAN
TRAIN	TRAIN

LIGHTING - LIGHT CONDITION AS INDICATED ON COLLISION REPORT

POSSIBLE ENTRIES	FULL ENTRIES
DAYLIGHT	- DAYLIGHT
DUSK/DAWN	- DUSK/DAWN
DARK - ST LTS	- DARK WITH STREET LIGHTS
DARK - NO ST LTS	- DARK NO STREET LIGHTS
DARK - ST LTS NON-OP	- DARK STREET LIGHTS NOT FUNCTIONING

PED ACTION - PEDESTRIAN ACTION

POSSIBLE ENTRIES	FULL ENTRIES
X-WLK AT IS	- CROSSING IN CROSSWALK AT INTERSECTION
X-WLK NT IS	- CROSSING IN CROSSWALK NOT AT INTERSECTION
NOT IN X-WLK	- CROSSING NOT IN CROSSWALK
IN RD, SHLDR	- IN ROAD (INCLUDING SHOULDER)
NOT IN RD	- NOT IN ROAD
ON/OFF SCH BUS	- APPROACHING/LEAVING SCHOOL BUS

LINE 4 (CONTINUED) \* \* \* \* \*

BLANK - NO PEDESTRIAN INVOLVED

CNTRL DEV - TRAFFIC CONTROL DEVICES
FNCTNG - CONTROLS FUNCTIONING
NT FNCT - CONTROLS NOT FUNCTIONING
OBSCR - CONTROLS OBSCURED
NT PRS/FCTR - NO CONTROLS PRESENT/FACTOR
BLANK - NOT STATED

LOC TYPE - CALTRANS CODING REFERRING TO TYPE OF LOCATION
H - HIGHWAY
I - INTERSECTION
R - RAMP

RAMP/INT - RAMP/INTERSECTION DESCRIPTION
1 - RAMP EXIT, LAST 50 FEET
2 - MID-RAMP
3 - RAMP ENTRY, FIRST 50 FEET
4 - NON-STATE HIGHWAY, RAMP RELATED, WITHIN 100 FT
5 - INTERSECTION
6 - NON-STATE HIGHWAY, INTERSECTION RELATED, WITHIN 250 FT
7 - HIGHWAY
8 - NON STATE HIGHWAY

NOTE: THE FIRST FIVE LINES OF EACH COLLISION PRESENT DATA THAT DESCRIBES THE COLLISION. THE FOLLOWING DESCRIPTIONS ARE FOR EACH PARTY IN THE COLLISION AND THE VICTIMS ASSOCIATED WITH EACH PARTY. THE VICTIM DATA APPEARS TO THE RIGHT OF EACH PARTY.

DESCRIPTION OF PARTY DATA (ONE LINE PER PARTY)

PARTY - PARTY NUMBER
IF AN "F" APPEARS AFTER THE PARTY NUMBER, THIS IS THE PARTY INDICATED BY THE OFFICER AS AT FAULT.

TYPE - PARTY TYPE
DRVR - DRIVER
PED - PEDESTRIAN
PRKD - PARKED VEHICLE
BICY - BICYCLIST
OTHR - OTHER

AGE - AGE OF PARTY
998 - UNKNOWN

SEX - SEX OF PARTY

RACE - RACE OF PARTY (EFFECTIVE 1/1/2002)
A - ASIAN
B - BLACK
H - HISPANIC
O - OTHER
W - WHITE
BLANK - NOT STATED

SOBRIETY1 - REFERS TO THE ALCOHOL PORTION OF THE SOBRIETY-DRUG-PHYSICAL CATEGORY ON THE COLLISION REPORT.
HNB D - HAD NOT BEEN DRINKING
HBD-UI - HBD UNDER INFLUENCE
HBD-NUI - HBD NOT UNDER INFLUENCE
HBD-UNK - HBD IMPAIRMENT UNKNOWN

DESCRIPTION OF PARTY DATA (CONTINUED) \* \* \* \* \*

IMP UNK - IMPAIRMENT UNKNOWN

SOBRIETY2 - REFERS TO THE DRUG AND PHYSICAL IMPAIRMENT PORTION OF THE SOBRIETY-DRUG-PHYSICAL CATEGORY ON THE COLLISION REPORT.

DRUG - UNDER DRUG INFLUENCE

PHYS - PHYSICAL IMPAIRMENT

FATG - SLEEPY/FATIGUED

IMP UNK - IMPAIRMENT UNKNOWN

MOVE PRE COLL - PARTY'S MOVEMENT PRECEDING COLLISION

- STOPPED - STOPPED
- PROC ST - PROCEEDING STRAIGHT
- RAN OFF RD - RAN OFF ROAD
- RGT TURN - MAKING RIGHT TURN
- LFT TURN - MAKING LEFT TURN
- U-TURN - MAKING U TURN
- BACKING - BACKING
- SLOWING - SLOWING/STOPPING
- PASSING - PASSING OTHER VEHICLE
- CHANG LN - CHANGING LANES
- PARKING - PARKING MANEUVER
- ENT TRAF - ENTERING TRAFFIC
- UNS TURN - OTHER UNSAFE TURNING
- OPPOS LN - CROSSED INTO OPPOSING LANE
- PARKED - PARKED
- MERGING - MERGING
- WRONG WY - TRAVELING WRONG WAY
- OTHER - OTHER
- BLANK - NOT STATED/NOT APPLICABLE

DIR - PARTY'S DIRECTION OF TRAVEL (N,S,E OR W)

SW VEH - STATEWIDE VEHICLE TYPE OF PARTY'S VEHICLE

- A - PASSENGER CAR/STATION WAGON
- B - PASSENGER CAR WITH TRAILER
- C - MOTORCYCLE/SCOOTER
- D - PICKUP OR PANEL TRUCK
- E - PICKUP/PANEL TRUCK WITH TRAILER
- F - TRUCK OR TRUCK TRACTOR
- G - TRUCK/TRUCK TRACTOR WITH TRAILER
- H - SCHOOL BUS
- I - OTHER BUS
- J - EMERGENCY VEHICLE
- K - HIGHWAY CONSTRUCTION EQUIPMENT
- L - BICYCLE
- M - OTHER VEHICLE
- N - PEDESTRIAN
- O - MOPED

CHP VEH - CHP-REPORTED COLLISIONS ONLY, CHP VEHICLE TYPE. THE FIRST TWO DIGITS REFERENCE VEHICLE TYPE, NO TOW, OR TOWING VEHICLE TYPE; THIRD AND FOURTH DIGITS REFERENCE TOWED VEHICLE TYPE. (EFFECTIVE 7/2003 TRAFFIC COLLISION FORM REVISION ALL JURISDICTION ARE TO USE THIS VEHICLE TYPE)

- 00 - NO TOW
- 01 - PASSENGER CAR
- 02 - MOTORCYCLE
- 03 - MOTOR-DRIVEN CYCLE (UNDER 15 HP)
- 04 - BICYCLE
- 05 - MOTORIZED BICYCLE
- 06 - ALL TERRAIN VEHICLE (ATV), NO MOTORCYCLE



## DESCRIPTION OF PARTY DATA (CONTINUED) \* \* \* \* \*

- 07 - SPORT UTILITY VEHICLE (EFF. 6/00)
- 08 - MINI-VAN (EFF. 6/00)
- 09 - PARATRANSIT BUS
- 10 - TOUR BUS
- 11 - OTHER COMMERCIAL BUS
- 12 - NON-COMMERCIAL BUS
- 13 - SCHOOLBUS WITHOUT PUPIL PASSENGERS (prior to 2002)
- 13 - SCHOOLBUS PUBLIC I (EFF. 2002)
- 14 - SCHOOLBUS, PUBLIC I (prior to 2002)
- 14 - SCHOOLBUS, PUBLIC II (EFF. 2002)
- 15 - SCHOOLBUS, PUBLIC II (prior to 2002)
- 15 - SCHOOLBUS, PRIVATE I (EFF. 2002)
- 16 - SCHOOLBUS, PRIVATE I (prior to 2002)
- 16 - SCHOOLBUS, PRIVATE II (EFF. 2002)
- 17 - SCHOOLBUS, PRIVATE II (prior to 2002)
- 17 - SCHOOLBUS, CONTRACTUAL I (EFF. 2002)
- 18 - SCHOOLBUS, CONTRACTUAL I (prior to 2002)
- 18 - SCHOOLBUS, CONTRACTUAL II (EFF. 2002)
- 19 - SCHOOLBUS, CONTRACTUAL II (prior to 2002)
- 19 - GENERAL PUBLIC PARATRANSIT VEHICLE
- 20 - PUBLIC TRANSIT AUTHORITY
- 21 - TWO AXLE TANK TRUCK
- 22 - PICKUP OR PANEL TRUCK
- 23 - PICKUP TRUCK WITH CAMPER
- 24 - THREE AXLE TANK TRUCK
- 25 - TRUCK TRACTOR
- 26 - TWO-AXLE TRUCK
- 27 - THREE-AXLE OR MORE AXLE TRUCK
- 28 - SEMI-TANK TRAILER
- 29 - PULL-TANK TRAILER
- 30 - TWO TANK TRAILER
- 31 - SEMI-TRAILER
- 32 - PULL TRAILER
- 33 - TWO TRAILERS
- 34 - BOAT TRAILER
- 35 - UTILITY TRAILER
- 36 - TRAILER COACH
- 37 - EXTRALEGAL PERMIT LOAD
- 38 - POLE, PIPE, OR LOGGING DOLLY
- 39 - THREE TRAILERS
- 40 - FEDERALLY LEGAL SEMI TRAILER
- 41 - AMBULANCE
- 42 - DUNE BUGGY
- 43 - FIRE TRUCK (NOT RESCUE)
- 44 - FORKLIFT
- 45 - HIGHWAY CONSTRUCTION EQUIPMENT
- 46 - IMPLEMENT OF HUSBANDRY
- 47 - MOTOR HOME 40 FEET IN LENGTH OR LESS (EFF. 01/02)
- 47 - MOTOR HOME (PRIOR TO 01/02)
- 48 - POLICE CAR
- 49 - POLICE MOTORCYCLE
- 50 - MOBILE EQUIPMENT
- 51 - FARM LABOR VEHICLE (PRIOR TO 6/00)
- 51 - FARM LABOR VEHICLE-CERTIFIED (EFF. 6/00)
- 52 - FEDERALLY LEGAL DBL CARGO COMBO (OVER 75 FEET)
- 53 - FIFTH WHEEL TRAVEL TRAILER
- 54 - CONTAINER CHASSIS
- 55 - TWO-AXLE TOW TRUCK
- 56 - THREE-AXLE TOW TRUCK
- 57 - FARM LABOR VEHICLE NON-CERTIFIED (EFF. 6/00)

DESCRIPTION OF PARTY DATA (CONTINUED) \* \* \* \* \*

- 58 - FARM LABOR VEHICLE TRANSPORTER (EFF. 6/00)
- 59 - MOTOR HOME OVER 40 FEET (EFF. 1/02)
- 61 - SCHOOL PUPIL ACTIVITY BUS I (prior to 2002)
- 62 - SCHOOL PUPIL ACTIVITY BUS II (prior to 2002)
- 63 - "YOUTH" BUS
- 64 - SCHOOL PUPIL ACTIVITY BUS I (EFF. 2002)
- 65 - SCHOOL PUPIL ACTIVITY BUS II (EFF. 2002)
- 66 - SCHOOLBUS WITHOUT PUPIL PASSENGERS (EFF. 2002)
- 71 - PASSENGER CAR-HAZARDOUS MATERIALS ONLY
- 72 - PICKUP OR PANEL-HAZARDOUS MATERIALS ONLY
- 73 - PICKUP AND CAMPER-HAZARDOUS MATERIALS ONLY
- 75 - TRUCK TRACTOR-HAZARDOUS MATERIALS ONLY
- 76 - TWO-AXLE TRUCK-HAZARDOUS MATERIALS ONLY
- 77 - THREE OR MORE AXLE TRUCK-HAZARDOUS MATERIALS ONLY
- 78 - TWO-AXLE TANK TRUCK-HAZARDOUS MATERIALS ONLY
- 79 - THREE-AXLE TANK TRUCK-HAZARDOUS MATERIALS ONLY
- 81 - PASSENGER CAR-HAZ WASTE OR COMBO HAZ WASTE & MATERIALS
- 82 - PICKUP OR PANEL-HAZ WASTE OR COMBO HAZ WASTE & MATERIALS
- 83 - PICKUP AND CAMPER-HAZ WASTE OR COMBO HAZ WASTE & MATERIALS
- 85 - TRUCK TRACTOR-HAZ WASTE OR COMBO HAZ WASTE & MATERIALS
- 86 - TWO-AXLE TRUCK-HAZ WASTE OR COMBO HAZ WASTE & MATERIALS
- 87 - THREE OR MORE AXLE TRUCK-HAZ WASTE OR COMBO HAZ WASTE & MAT.
- 88 - TWO-AXLE TANK TRUCK-HAZ WASTE OR COMBO HAZ WASTE & MATERIALS
- 89 - THREE-AXLE TANK TRUCK-HAZ WASTE OR COMBO HAZ WASTE & MAT.
- 94 - MOTORIZED TRANSPORTATION DEVICE (EFF. 6/00)
- 95 - MISC NON-MOTORIZED VEHICLE
- 96 - MISC MOTORIZED VEHICLE
- 97 - LOW SPEED VEHICLE (EFF. 6/00)
- 98 - EMERGENCY VEHICLE ON EMERGENCY RUN OR IN PURSUIT OF VIOLATOR
- 99 - HIT AND RUN, UNKNOWN

VEH MAKE - VEHICLE MAKE OF PARTY'S VEHICLE

YEAR - MODEL YEAR OF PARTY'S VEHICLE

SP INFO - FROM SPECIAL INFORMATION BOX ON COLLISION REPORT (TWO ITEMS MAY BE INDICATED)

- A - HAZARDOUS MATERIALS INVOLVED
- B - CELL PHONE IN USE (4/1/01)
- C - CELL PHONE NOT IN USE (4/1/01)
- D - CELL PHONE NONE/UNKNOWN (4/1/01)

OAF1 VIOL - FIRST OTHER ASSOCIATED FACTOR INDICATED FOR THE PARTY. IF "A", "B" OR "C" IS INDICATED, THE VIOLATION WILL ALSO APPEAR.

- A,B,C - VC SECTION VIOLATION
- E - VISION OBSCUREMENT
- F - INATTENTION (TYPE OF INATTENTION NOT STATED)
- G - STOP & GO TRAFFIC
- H - ENTERING/LEAVING RAMP
- I - PREVIOUS COLLISION
- J - UNFAMILIAR WITH ROAD
- K - DEFECTIVE EQUIPMENT
- L - UNINVOLVED VEHICLE
- M - OTHER
- N - NONE APPARENT
- O - RUNAWAY VEHICLE
- P - CELL PHONE
- Q - ELECTRONIC EQUIPMENT
- R - RADIO/CD
- S - SMOKING
- T - EATING

DESCRIPTION OF PARTY DATA (CONTINUED) \* \* \* \* \*

- U - CHILDREN
- V - ANIMALS
- W - PERSONAL HYGIENE
- X - READING
- Y - OTHER INATTENTION

(CATEGORIES P THROUGH Y WERE EFFECTIVE 1/1/01 THROUGH 12/1/2001 ONLY AND ARE CATEGORIES OF "F" INATTENTION.)

OAF2 - SECOND OTHER ASSOCIATED FACTOR INDICATED FOR THE PARTY. IF NOT BLANK, REFER TO SAME ALPHA CODES AS ABOVE IN OAF1.

SAFETY EQUIPMENT - TWO CATEGORIES MAY BE INDICATED BY OFFICER

- A - NONE IN VEHICLE
- B - UNKNOWN
- C - LAP BELT USED
- D - LAP BELT NOT USED
- E - SHOULDER HARNESS USED
- F - SHOULDER HARNESS NOT USED
- G - LAP/SHOULDER HARNESS USED
- H - LAP/SHOULDER HARNESS NOT USED
- J - PASSIVE RESTRAINT USED
- K - PASSIVE RESTRAINT NOT USED
- L - AIR BAG DEPLOYED
- M - AIR BAG NOT DEPLOYED
- N - OTHER
- P - NOT REQUIRED
- Q - CHILD RESTRAINT IN VEHICLE USED
- R - CHILD RESTRAINT IN VEHICLE NOT USED
- S - CHILD RESTRAINT IN VEHICLE USE UNKNOWN
- T - CHILD RESTRAINT IN VEHICLE IMPROPER USE
- U - CHILD RESTRAINT NONE IN VEHICLE
- V - DRIVER OF M/C OR BICYCLIST NOT USING HELMET
- W - DRIVER OF M/C OR BICYCLIST USING HELMET
- X - PASSENGER ON M/C OR BICYCLE NOT USING HELMET
- Y - PASSENGER NO M/C OR BICYCLE USING HELMET

DESCRIPTION OF VICTIM DATA \* \* \* \* \*

EACH VICTIM IS LISTED ON A SEPARATE LINE TO THE RIGHT OF THE PARTY WITH WHICH THE VICTIM IS ASSOCIATED.

ROLE - VICTIM CLASSIFICATION

- DRVR - DRIVER
- PASS - PASSENGER
- PED - PEDESTRIAN
- BICY - BICYCLE RIDER (DOES NOT INCLUDE PASSENGER)
- OTHR - OTHER

EXT OF INJ - EXTENT OF INJURY FOR EACH VICTIM

- KILLED - KILLED
- SEVERE - SEVERE INJURY
- OTH VIS - OTHER VISIBLE INJURY
- COMP PN - COMPLAINT OF PAIN
- BLANK - NOT INJURED

AGE - AGE OF VICTIM

- 998 - UNKNOWN
- 999 - FETUS (FATAL ONLY)

SEX - SEX OF VICTIM

DESCRIPTION OF VICTIM DATA (CONTINUED) \* \* \* \* \*

SEAT POS - SEATING POSITION OF VICTIM

- 1 - DRIVER
- 2 TO 6 - PASSENGERS
- 7 - STATION WAGON REAR
- 8 - REAR OCCUPANT OF TRUCK OR VAN
- 9 - POSITION UNKNOWN

SAFETY EQUIP - TWO CATEGORIES MAY BE INDICATED BY THE OFFICER. FOR A LIST OF THE CODES,  
SEE PARTY DESCRIPTION FOR SAFETY EQUIPMENT.

EJECTED - VICTIM EJECTED FROM VEHICLE CATEGORY

- 0 - NOT EJECTED
- 1 - FULLY EJECTED
- 2 - PARTIALLY EJECTED
- 3 - UNKNOWN

## **Appendix E**

Traffic Signal Warrants

## Traffic Signal Warrants Worksheet

Jurisdiction: CITY OF LA QUINTA  
 Major Street: JEFFERSON STREET  
 Minor Street: AVENUE 54  
 Traffic Condition: RURAL

CALC TG DATE 4/14/2014  
 CHK \_\_\_\_\_ DATE 4/14/2014

Critical speed of major street = **55** mph  
 Roadway Class Rural (R) Major Approach Lanes = 3  
 Minor Approach Lanes = 2

### WARRANT 1 - Eight Hour Vehicular Volume

**Condition A - Minimum Vehicle Volume** 100% SATISFIED = **YES**  
 Minimum Major Approach Volume = 420 80% SATISFIED = **YES**  
 Minimum Minor Approach Volume = 140

	Minimum Requirements (80% shown in Brackets)				Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Hr 6	Hr 7	Hr 8	% Satisfy
	U	R	U	R									
Approach Lanes	1		2 or More		<b>7-8</b>	<b>8-9</b>	<b>11-12</b>	<b>12-1</b>	<b>1-2</b>	<b>2-3</b>	<b>3-4</b>	<b>4-5</b>	
Both Approaches	500	350	600	420									
Major Street	(400)	(280)	(480)	(336)	<b>1073</b>	<b>1221</b>	<b>1280</b>	<b>1454</b>	<b>1359</b>	<b>1502</b>	<b>1250</b>	<b>1426</b>	<b>100%</b>
Highest Approach	150	105	200	140									
Minor Street	(120)	(84)	(160)	(112)	<b>766</b>	<b>626</b>	<b>652</b>	<b>596</b>	<b>717</b>	<b>784</b>	<b>787</b>	<b>692</b>	<b>100%</b>

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED = **YES**  
 Minimum Major Approach Volume = 630 80% SATISFIED = **YES**  
 Minimum Minor Approach Volume = 70

	Minimum Requirements (80% shown in Brackets)				Hr 1	Hr 2	Hr 3	Hr 4	Hr 5	Hr 6	Hr 7	Hr 8	% Satisfy
	U	R	U	R									
Approach Lanes	1		2 or More		<b>7-8</b>	<b>8-9</b>	<b>11-12</b>	<b>12-1</b>	<b>1-2</b>	<b>2-3</b>	<b>3-4</b>	<b>4-5</b>	
Both Approaches	750	525	900	630									
Major Street	(600)	(420)	(720)	(504)	<b>1073</b>	<b>1221</b>	<b>1280</b>	<b>1454</b>	<b>1359</b>	<b>1502</b>	<b>1250</b>	<b>1426</b>	<b>100%</b>
Highest Approach	75	53	100	70									
Minor Street	(60)	(42)	(80)	(56)	<b>766</b>	<b>626</b>	<b>652</b>	<b>596</b>	<b>717</b>	<b>784</b>	<b>787</b>	<b>692</b>	<b>100%</b>

## Traffic Signal Warrants Worksheet

**Combination of Conditions A & B**

SATISFIED = **YES**

REQUIREMENT	WARRANT	FULFILLED
TWO WARRANTS SATISFIED 80%	1. MINIMUM VEHICULAR VOLUME	<b>YES</b>
	2. INTERRUPTION OF CONTINUOUS TRAFFIC	<b>YES</b>

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED = **YES**

Record hourly vehicular volumes for four hours.

APPROACH LANES	Number of Lanes	2-3	4-5	1-2	12-1
Both Approaches - Major Street	3	1502	1426	1359	1454
Highest Approach - Minor Street	2	784	692	717	596

**WARRANT 3 - Peak Hour**

PART A or PART B SATISFIED = **YES**

**PART A**

SATISFIED = **YES**

(All parts 1, 2, and 3 below must be satisfied)

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND Y
  
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND Y
  
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches. Y

**PART B**

SATISFIED = **YES**

Approach Lanes	Number of Lanes	2-3	4-5	1-2	12-1
Both Approaches - Major Street	3	1502	1426	1359	1454
Highest Approach - Minor Street	2	784	692	717	596

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume vehicle minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above the applicable curves in MUTCD Figure 4C-3 or 4C-4.

## Traffic Signal Warrants Worksheet

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

100% SATISFIED = NO

REQUIREMENT	Fulfilled
Pedestrian volume crossing the major street is 100 or more for each of any four hours <u>OR</u> is 190 or more during any one hour;	<b>N</b>
<u>AND</u> , There are less than 60 gaps per hour in the major street traffic stream of adequate length for pedestrians to cross;	<b>N</b>
<u>AND</u> , The distance to the nearest traffic signal along the major street is greater than 90m (300ft);	<b>N</b>
<u>AND</u> , The new traffic signal will not seriously disrupt progressive traffic flow on the major street.	<b>N</b>

The satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion, or other evidence of the need for right-of-way assignment must be shown.

**WARRANT 5 - School Crossing**  
**(All Parts Must Be Satisfied)**

100% SATISFIED = NO

**PART A**

SATISFIED = NO

EACH OF TWO HOURS ----->		1-2	2-3
Gaps vs Minutes	Minutes Children Using Crossing	<b>0</b>	<b>0</b>
	Number of Adequate Gaps	<b>0</b>	<b>0</b>
School Age Pedestrians Crossing Street		<b>0</b>	<b>0</b>

**GAPS < MINUTES SATISFIED = NO**

**CHILDREN > 20/HR SATISFIED = NO**

**PART B**

Is Nearest Controlled Crossing More Than 180 m (600 ft) away?

**Y**



## Traffic Signal Warrants Worksheet

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

100% SATISFIED = NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	FULFILLED
>300 m (1000 ft)	North <u>9,150</u> ft      South <u>0</u> ft East <u>5,100</u> ft      West <u>0</u> ft	<b>YES</b>
On one way isolated streets or streets with one way traffic significance and adjacent signals are so far apart that necessary platooning and speed control would be lost.		<b>NO</b>
On 2-way streets where adjacent signals do not provide necessary platooning and speed control proposed signals could constitute a progressive signal system.		

**WARRANT 7 - Crash Warrant**  
**(All Parts Must Be Satisfied)**

100% SATISFIED = NO

REQUIREMENTS	WARRANT	FULFILLED
One Warrant Satisfied 80%	Warrant 1 - Minimum Vehicular Volume ..... OR ..... Warrant 2 - Interruption of Continuous Traffic	<b>Y</b>
Signal will not seriously disrupt progressive traffic flow.		<b>Y</b>
Adequate Trial of Less Restrictive Remedies Has Failed to Reduce Accident Frequency		<b>Y</b>
Acc. Within a 12 Month Period Susceptible for Corr. & Involving Injury or ≥ \$500 Damage		<b>N</b>
MINIMUM REQUIREMENTS	NUMBER OF ACCIDENTS	
5 or More	<b>2</b>	

## Traffic Signal Warrants Worksheet

**WARRANT 8 - Roadway Network**  
**(All Parts Must Be Satisfied)**

100% SATISFIED = YES

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES		FULFILLED
1000 Veh/Hr	Durring Typical Weekday Peak Hour <span style="float: right; color: red;">2300</span> Veh/Hr.		<b>YES</b>
	OR		
	During Each of Any 5 Hrs. of a Sat. and/or Sun <span style="float: right; color: red;">0</span> Veh/Hr.		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ST.	MINOR ST.
Hwy System Serving as Principal Network for Through Traffic		Y	Y
Rural or Suburban Highway Outside Of, Entering, or Traversing a City		Y	Y
Appears as Major Route on an Official Plan		Y	Y
Any Major Route Characteristics Met, Both Streets			<b>YES</b>