

March 31, 2026

TO: Traffic Commission

SUBJECT: T.C. 74-186
Update of the Engineering and Traffic Surveys for

1. Hoover Street between Garden Grove Boulevard and Trask Avenue
2. Hoover Street between Trask Avenue and Westminster Boulevard
3. Hoover Street between Westminster Boulevard and Hazard Avenue
4. Hoover Street between Hazard Avenue and Bolsa Avenue

RECOMMENDATION:

That the Traffic Commission recommend approval of the update of the Engineering and Traffic Surveys for the four roadway segments listed above.

DISCUSSION:

The City recently completed the Mendez Historical Trail Project on Hoover Street, which created a two-way protected bikeway along the west side of Hoover Street between Garden Grove Boulevard and Bolsa Avenue. This project included travel lane reductions, which were necessary to implement the bicycle facilities and a two-way left-turn lane.

Based on the roadway changes resulting from the Mendez Historical Trail Project, a re-evaluation of the non-statutory speed limits is required. The lack of an adequate study effectively precludes police officers from using radar enforcement. The intent of this legislation is to protect the public from “revenue speed traps” and requires agencies to set both realistic and safe speed limits. Through adoption of this study, the Police Department will be able to enforce posted speed limits using radar equipment.

These roadways were last surveyed in September 2020, before the project was constructed.

The City hired AGA Engineers, Inc. (AGA) to conduct speed surveys at the subject roadway segments to determine the existing vehicular travel speeds by using a calibrated radar gun. Spot speed surveys were taken in conformance with State law for conducting engineering and traffic surveys for the purpose of establishing prima facie speed limits. The data was collected per the latest edition of the California Manual of Uniform Traffic Control Devices (CA MUTCD).

A minimum of 100 observations were recorded (50 per direction) on arterial and collector streets during weekday off-peak hours. The data was compiled and then processed to calculate useful statistical information such as the 85th percentile speed, 10-miles-per-hour pace speed, percent of vehicles within the 10-miles-per-hour pace, median speed, and other related data for analysis.

AGA staff also performed field observations to determine the new roadway characteristics, conditions, adjacent land uses, pedestrian and bicycle activity, and identify roadway characteristics that are not readily apparent to drivers.

The speed limits should normally be established near the 85th percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public. However, engineering judgment and other factors, such as street surveillance and accident rates, may indicate the need for further reduction in establishing reasonable and effective speed limits.

The following standards have been implemented in the California MUTCD and used in the subject study:

- The speed limit shall be established at the nearest increment of the 85th percentile.
- If the 5-miles-per-hour reduction is applied, the Engineering and Traffic Survey shall document in writing the conditions and justification for the reduced speed limit and be approved by a registered Civil or Traffic Engineer.
- Additional 5-miles-per-hour lowering of the speed limits from standards is allowed for the roadway segments designated as “safety corridor” or “land or facilities that generate high concentrations of bicyclists and pedestrians”.
- The total reduction from the 85th percentile speed shall not exceed 12.4 mph.

AGA conducted the speed surveys in March 2026 for the four roadway segments and the recommended speed limits are as follows:

Street	No.	Segment	Existing Posted Speed Limit - MPH	85th Percentile - MPH (2026 Survey)	Recomm. Speed Limit - MPH	Comments
Hoover Street	1	Garden Grove to Trask	40	40	35	Decrease
	2	Trask to Westminster	40	36	35	Decrease
	3	Westminster to Hazard	40	37	35	Decrease
	4	Hazard to Bolsa	40	40	35	Decrease

Prior to the final recommendation of speed limits in the City, the Traffic Engineering Division and Police Department Traffic Bureau met to discuss the analysis findings and other relevant special knowledge of the roadway segments.

Overall results of this study disclose that, with the recommended findings, speed limits on the subject streets are established at proper levels, and that the courts should uphold citations issued through radar enforcement.

Staff recommends that the Traffic Commission approve the updates to the 2020 City of Westminster Engineering and Traffic Survey.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Pham", with a long horizontal flourish extending to the right.

Bill Pham, T.E.
Senior Traffic Engineer

Attachment:
Revised City of Westminster Engineering and Traffic Survey Report