ORDINANCE NO. 3366

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CORONA, CALIFORNIA, AMENDING ORDINANCE NUMBERS 3245, 3273, AND 3292 TO UPDATE THE PRIMA FACIE SPEED LIMITS ON CERTAIN STREET SEGMENTS IN THE CITY OF CORONA

WHEREAS, in accordance with California Vehicle Code Sections 22357 and 22358, local municipalities have the power to increase or decrease prima facie speed limits for local streets; and

WHEREAS, in accordance with California Vehicle Code Section 40802 and provisions of the California Manual on Uniform Traffic Control Devices (CAMUTCD), Engineering and Traffic Surveys must be performed on those local streets every seven (7) years when the use of radar or other electronic devices which measure the speed of moving objects are utilized to enforce the prima facie speed limits for those streets; and

WHEREAS, the City Council now desires to amend Ordinance Nos. 3245, 3273, and 3292 by approving a seven (7) year city-wide Engineering and Traffic Survey for some of the street segments governed by these Ordinances; and

WHEREAS, the results of the Engineering and Traffic Surveys conform to the requirements of the Vehicle Code; and

WHEREAS, the City's police officers have successfully completed a radar operator course approved and certified by the Commission on Police Officers Standards and Training, of not less than twenty-four (24) hours on the use of police traffic radar; and

WHEREAS, a radar, laser, or other electronic device used to measure the speed of a vehicle meets the minimal operational standards of the National Traffic Safety Administration, and has been calibrated within three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility; and

WHEREAS, City staff has concluded those speed limits set forth in Exhibit "A" attached hereto are justified for their associated street segments in that they are found to be most appropriate to facilitate the orderly movement of vehicular traffic and are reasonable and safe for those street segments.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORONA DOES ORDAIN AS FOLLOWS:

SECTION 1. That Ordinance Nos. 3245, 3273, and 3292 are hereby amended by adopting the prima facie speed limits for those street segments listed in Exhibit "A" attached hereto and incorporated herein by reference.

SECTION 2. The City Council of the City of Corona hereby declares:

A. That the action taken in Section 1 hereinabove is based on an Engineering and Traffic Survey conducted by the City.

B. The prima facie speed limits provided in Exhibit "A" attached hereto for their associated street segments are most appropriate to facilitate the orderly development of vehicular traffic and are reasonable and safe for those street segments.

SECTION 3. The Mayor shall sign this Ordinance, and the City Clerk shall attest thereto and shall within fifteen (15) days cause it, or a summary of it, to be published in the Sentinel Weekly News, a newspaper of general circulation published and circulated in the City of Corona. Thereupon and after that, this Ordinance shall take effect and be in force according to law.

PASSED, APPROVED AND ADOPTED this 15th day of March, 2023.

_____
Mayor of the City of Corona, California

ATTEST:

_____
City Clerk of the City of Corona, California

CERTIFICATION

I, Sylvia Edwards, City Clerk of the City of Corona, California, do hereby certify that the foregoing Ordinance was regularly introduced at a regular meeting of the City Council of the City of Corona, California, duly held on the 15th day of March, 2023, and thereafter at a regular meeting thereof held on the 5th day of April, 2023, it was duly passed and adopted by the following vote of the:

AYES:

NOES:

ABSENT:

ABSTAINED:

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of Corona, California, this 5th day of April, 2023.

_____

City Clerk of the City of Corona, California

[SEAL]

EXHIBIT "A"

ENGINEERING AND TRAFFIC SURVEY

FOR SPEED LIMITS

TECHNICAL REPORT

[SEE ATTACHED 17 PAGES]

CITY OF CORONA

Riverside County, California

Public Works Department

2022

ENGINEERING AND TRAFFIC SURVEY

FOR SPEED LIMITS

TECHNICAL REPORT

PREPARED BY:

CITY OF CORONA
PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING
400 S. VICENTIA AVENUE, STE. 210
CORONA, CA 92882-2187
(951) 736-2266

CERTIFICATION

I, Rosalva N. Ureno, do hereby certify that this Engineering and Traffic Survey for the City of Corona was performed under my supervision. I certify that I am experienced in performing surveys of this type and duly registered in the State of California as a Professional Civil Engineer.

Rosalva N. Ureno, P.E. No. 77433
City Traffic Engineer

2022 ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS

(SEE SECTION 3.3 FOR PROPOSED SPEED LIMITS)

1. INTRODUCTION

In accordance with procedures established by the State of California, this Engineering and Traffic Survey has been developed for the City of Corona as the basis for the establishment and enforcement of speed limits for selected streets within the City. The work herein was performed by the City to evaluate established speed limit sections to determine whether changes in pre-existing conditions have occurred which would require a modification to the speed limit.

The Traffic Engineering Division performs Engineering and Traffic Surveys for speed limits following the California Vehicle Code (CVC). Section 40802 of the CVC specifies the time periods within which speed surveys must be performed if the use of radar is to be employed to enforce speed limits. If such a survey is not performed within the required time frame, the new data and its use will constitute a speed trap. Hence, evidence using such data would not be admissible in court. CVC Section 40802(c)(2) defines a "speed trap" as either of the following:

(A) A section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the know distance.

(B) (i) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an Engineering and Traffic Survey conducted within one of the following periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or other electronic devices that measure the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an Engineering and Traffic Survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the selection of the highway and determines that no significant changes in the roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

2. PROCEDURES

2.1 ESTABLISHMENT OF SPEED ZONES

The reason that speed limit areas, and their required postings, are established is to guard reasonable drivers against the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. As with other similar laws, the identified speed limits are based on the consensus of the majority of those who drive the highway as to what speed is reasonable and safe. It is this type of information that is reflected in the analysis section of this report. Namely, posted speed limits reflect the speed that most people deem to be safe, as opposed to a minority of drivers who do not drive in a reasonable manner.

Speed zones are also established to advise of road conditions or hazards which may not be readily apparent to a reasonable driver. For this reason, a field review of related road/traffic variables is included, which considers the analytical and accident history of a roadway segment to help determine a safe and reasonable speed limit.

2.2 DATA COLLECTION PROCEDURES

Speed evaluation data was collected at 48 different roadway segments in the City of Corona. These streets and the number of segments on each street are described as follows:

- Belle Street (2)
- Blaine Street (1)
- Citrus Way (1)
- Cresta Road (1)
- Crestridge Drive (1)
- Dos Lagos Drive (1)
- El Camino Avenue (1)
- El Sobrante Road (1)
- Fullerton Avenue (5)
- Garretson Avenue (4)
- Green River Road (2)
- Harrington Street (1)
- Highgrove Street (2)
- Kellogg Avenue (3)
- Maple Street (1)
- Masters Drive (2)
- Montana Ranch (1)
- Oak Avenue (1)
- Olympic Drive (1)
- Parkview Drive (1)
- Pico Street (1)
- Radio Road (1)
- Research Drive (1)
- Sheridan Street (1)
- State Street (1)
- Taber Street (2)
- Temescal Canyon Road (2)
- Valencia Road (4)
- Village Loop Drive (1)
- Wardlow Road (1)

As described in various traffic engineering documents, including information provided by the State of California, the selection of data collection locations for roadway segments on which radar data collection procedures were used involved considerations for the following:

1. Stop signs or traffic signal locations;

2. Visibility problems;

3. Traffic flow opportunities at or near intersections, major driveways, crosswalks, railroad crossings, and unusual turning movements; and

4. Minimum influence from parked vehicles, bumps, dips, curves, or poor roadway conditions.

2.3 RADAR COLLECTION TIME-FRAMES

The hours of radar operations were restricted to off-peak periods (when possible) for heavily traveled streets, and peak periods on lightly traveled streets. All speed surveys were conducted in fair weather.

The radar unit was mounted at the top of the front dash of an unmarked vehicle, with the meter-reading unit sustained inside the vehicle. The radar’s unit calibration was checked periodically using a tuning fork.

The radar operator recorded the radar speed meter readings for each location on Radar Speed Survey Field Sheets, which are available upon request. For the sample to be representative of the actual traffic flow, a sample of at least 100 vehicles was taken in each survey. On low-volume roads, where a total sample of 100 vehicles would result in an excessive time period, sampling was continued until a representative bell-shaped curve was attained. In no case did the sample contain less than 50 vehicles.

2.4 PREVAILING SPEEDS

The prevailing speeds are determined by speed zone surveys. The analysis of the prevailing speeds will provide important information about the existing traffic conditions. These are described in detail below.

- The **CRITICAL SPEED**, or 85th percentile speed, is defined as the speed at or below which 85 percent of the traffic is moving. From experience, traffic engineers have found that this is one of the most reliable factors in determining appropriate speed limits. Hence, the accepted practice, and one which has been used in this case, is to set the speed limit at the nearest 5 MPH increment to the critical speed. When this procedure is used, it not only conforms to that required by Federal and State regulations but also provides a strong base for law enforcement personnel to properly enforce speed limits.

- The **10 MPH PACE** is the 10 MPH increment of speed where the largest number of recorded vehicles is contained. It is a measure of the dispersion of speeds within the sample surveyed. For this element, the accepted practice is to keep the recommended speed limit within the 10 MPH pace to

the greatest extent possible, after considering the critical speed and any factors requiring a speed lower than the critical speed.

- The **MEDIAN SPEED**, or 50th percentile speed, represents the mid-point value within the range of recorded speeds for a particular roadway section. In other words, 50 percent of the vehicles travel faster than, and 50 percent travel slower than the median speed. This value is another measure of the central tendency of the vehicle speed distribution.

- The **15th PERCENTILE SPEED** is the speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the accident potential.

The numerical values of the above factors are derived from the cumulative speed distribution curves which are calculated for each survey location. These distribution curves represent a method of graphical analysis that compares the cumulative percentage of vehicles to the speed at which the vehicles are traveling.

2.5 FIELD REVIEW

In addition to the availability of the statistical data discussed above, a significant aspect of speed limit recommendations is based on the field review. This is important, in that existing conditions may warrant a lower speed than what is actually indicated by the application of the survey data. Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below:

1. Segment length, width, and alignment;
2. Level of pedestrian activity;
3. Traffic flow characteristics;
4. Number of lanes and other channelization/striping factors;
5. Frequency of intersections, driveways, and on-street parking;
6. Location of stop signs, traffic signals, and other regulatory traffic control devices;
7. Roadway condition, bumps, and dips;
8. Obstructions to drive/pedestrian visibility;
9. Land use and proximity of schools;
10. Uniformity with existing speed zones to/with adjacent jurisdictions; and

11. Any other unusual conditions or hazards not readily apparent to the driver.

2.6 ACCIDENT HISTORY

The Engineering and Traffic Survey forms summarize the available accident information for the subject streets. The accident information includes the total number of accidents within each street segment, and of those accidents, the number which are speed-related. This information is obtained from the City of Corona computerized accident database. The annual accident rate figures represent the number of speed-related accidents divided by two years of accident records.

The equation for calculating roadway segment accident rates is as follows:

$$\text{Accident Rate per 100 Million Vehicle Miles (HMVM)} = \frac{\text{(No. of accidents in one year)} \times \text{(HMVM)}}{\text{(Average Daily Traffic)} \times (365) \times \text{(Distance of Segment in Miles)}}$$

Source: Institute of Transportation Engineers, Traffic Engineering Handbook 6th ed., Washington D.C.: ITE, 2010

3. RESULTS AND RECOMMENDATIONS

Several factors are considered when determining recommendations for speed limits. These important factors include the prevailing speeds, as determined by the radar speed surveys; the accident history; and the existing traffic and roadside conditions not readily apparent to the driver. Per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 2B.13, the posted speed is established at the nearest 5 MPH increment of the 85th percentile speed of free-flow traffic, except as shown in the two options below.

> **Option 1:** Whenever an engineering study indicates the need for a reduction in speed to match existing conditions with the traffic safety needs of the community, the posted speed may be reduced by 5 MPH from the nearest 5 MPH increment of the 85th percentile speed, provided that the conditions and justification for the lower speed limit are documented in writing in the E&TS and approved by a registered Civil or Traffic Engineer. The conditions and justifications for those street segments with lower speed limits are provided in Section 3.2 herein.
>
> **Option 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.

Section 3.3 summarizes the results and recommendations of the radar speed survey for the selected locations. As shown, the table presents the necessary analysis

elements that, in addition to the field review of a registered Civil Engineer, led to the recommendations indicated.

3.1 NO CHANGES TO EXISTING SPEED LIMITS

Section 3.3 indicates that 41 of 48 street segments are recommended for no change in posted speed limits. The reason centers mostly on the fact that newly measured values of the 85th percentile and the 10 MPH pace are still within the parameters of the existing speed limits. Hence, the current postings should remain as is. Those locations are listed below:

- Belle Avenue
  - Third to Eighth[1]
  - Ninth to Olive
- Blaine Street
  - Sheridan to Joy
- Citrus Way
  - Main to Highgrove
- Crestridge Drive
  - Green River to Prado
- Dos Lagos Drive
  - I-15 to Temescal Canyon
- El Camino Avenue
  - Sixth to Magnolia
- El Sobrante Road
  - Magnolia to Sixth[1]
- Fullerton Avenue
  - E. Grand to Sycamore[1]
  - Sycamore to Magnolia
  - Magnolia to Ontario
  - Foothill to Cleveland
- Garrettson Avenue
  - E. Grand to Olive[1]
  - Olive to Magnolia[1]
  - Santana to Chase
  - Chase to Pacific
- Harrington Street
  - Lincoln to Cota
- Highgrove Street
  - Lincoln to Foothill
  - Foothill to Mountain Gate
- Kellogg Avenue
  - Olive to Magnolia[1]
  - Magnolia to Ontario
  - Ontario to Chase[1]
- Maple Street
  - SR-91 to Smith
- Masters Drive
  - California to Nelson
  - Nelson to Eagle Glen
- Montana Ranch
  - Green River to Hidden Hills[1]
- Oak Avenue
  - Ontario to Chase[1]
- Olympic Drive
  - Rimpau to California
- Parkview Drive
  - Hidden Valley to Norco Hills[1]
- Radio Road
  - Sixth to Sampson[1]
- Research Drive
  - Auto Center to Wardlow
- Sheridan Street
  - Rincon to Railroad
- State Street
  - Taber to Foothill[1]
- Taber Street
  - California to State

- Temescal Canyon Road
  Dos Lagos to Cajalco
  Cajalco to La Gloria

- Valencia Road
  Upper to Fullerton
  Fullerton to Rimpau
  Rimpau to California

- Village Loop Drive
  Parkridge to Hidden Valley

- Wardlow
  Bonnie to Research

[1]Speed limit reduction with justifications per CA MUTCD Section 2B.13 (see Section 3.2 herein for justifications)

3.2 NO CHANGE TO EXISTING SPEED LIMITS WITH JUSTIFICATIONS

This Section presents the conditions and justifications for those street segments that are to remain unchanged after the 5 MPH reduction per the California MUTCD standards Section 2B.13. The speed reduction is necessary to facilitate the orderly movement of traffic, and the reasons for the lower speed limit compliant with CVC Sections 627 and 22358.5.

Belle Avenue from Third to Eighth (25 MPH)
Belle Avenue is a two-lane undivided collector that is 0.36 mi in length and carries 1,400 vehicles per day. Belle Avenue provides access to single-family residential and commercial properties. Belle qualifies as a residential district under CVC 627 based on the number of single-family homes fronting the street. The proposed speed limit should remain at 25 MPH in consideration of the residential nature of the street and in conformance with the provisions of CVC 627.

El Sobrante Road from Magnolia to Sixth (45 MPH)
El Sobrante Road is a four-lane secondary arterial that is 0.66 miles in length and carries 7,900 vehicles per day. The segment serves light industrial uses and commercial uses via multiple front-loading driveways. There have been 9 mid-block collisions in the past 2 years resulting in an accident rate of 236 HMVM. The segment has a downgrade for the southbound traffic and a horizontal curve at the southern end which raises concern for a safe stopping sight distance that is not readily apparent to the motorist. To maintain safe conditions, avoid an increase in speed-related crashes, and ensure adequate egress opportunities onto El Sobrante Road from the commercial properties, it should remain posted at 45 MPH.

Fullerton Avenue from E. Grand to Sycamore (35 MPH)
This segment of Fullerton Avenue is a two-lane collector street with varying street widths ranging from 30, 40, and 50 feet. The segment is 0.53 miles in length, carries 8,600 vehicles per day, provides access for residential uses, and is fronted by an elementary school. There is an uncontrolled school crosswalk at Ford Street and the segment experiences heavy vehicular and pedestrian traffic during school let-in/let-out times. The inconsistency in street widths combined with the front-loading residential driveways raises concerns for a safe stopping sight distance that is not readily apparent to the motorist. To maintain safe conditions for pedestrians and

students, and to ensure adequate egress opportunities onto Fullerton Avenue, it is recommended that the current 35 MPH speed limit be maintained.

Garretson Avenue from E. Grand to Olive (30 MPH)
Garretson Avenue is a 2-lane undivided collector street with a roadway width of 44 feet and 0.20 miles in length. It is striped with a double yellow centerline and carries 5,400 vehicles per day. This segment provides access to residential properties via front-loading driveways. Based on the dense residential nature of the area, it is recommended that the segment remain posted at 30 MPH in consideration of the residential nature of the street and in conformance with the provisions of CVC 627.

Garretson Avenue from Olive to Magnolia (30 MPH)
Garretson Avenue is a 2-lane undivided collector street that varies in width from 40 to 48 feet and is 0.83 miles in length. It is striped with either a double yellow centerline or a two-way left-turn lane depending on the location and currently carries 5,400 vehicles per day. This segment provides access to Garretson Elementary School as well as numerous residential properties via front-loading driveways. Based on the dense residential nature of the area, it is recommended that the segment remain posted at 30 MPH, as a higher speed limit could result in an unsafe residential and elementary school environment.

Kellogg Avenue from Olive to Magnolia (35 MPH)
Kellogg Avenue is a 2-lane undivided collector street with varying widths throughout the 0.71-mile-long segment and carries approximately 5,100 vehicles per day. It is striped with a centerline stripe and provides access to residential uses with front-loading driveways and includes on-street parking as well as a public park. There have been 3 speed-related collisions in the past 2 years resulting in an accident rate of 114 HMVM. Based on the dense residential nature of the area, it is recommended that the segment remain posted at 35 MPH.

Kellogg Avenue from Ontario to Chase (35 MPH)
Kellogg Avenue is a 2-lane undivided collector, 0.75 miles in length that carries 3,100 vehicles per day. The 85% tile speed is 41.2 MPH with a posted speed limit of 35 MPH. The street provides access to residential uses and a large public park. The park is un-fenced and it is possible for sports equipment followed by children to enter the street at any time. This is a condition not readily apparent to the motorist. Based on the nature of the street and the vicinity of the park it is recommended to retain its posted speed limit of 35 MPH.

Montana Ranch from Green River to Hidden Hills (35 MPH)
Montana Ranch is a 2-lane undivided collector street with a roadway width of 44 feet and 0.35 miles in length. The 85% tile speed is 43.0 MPH with a posted speed limit of 35 MPH. The street provides access to residential uses and offers on-street parking on both sides of the street. This segment has a steep vertical grade which raises concern for safe stopping distance that may not be readily apparent to the motorist. To maintain safe conditions and ensure adequate egress opportunities, it is recommended that the current 35MPH speed limit be maintained.

Oak Avenue from Ontario to Chase (35 MPH)
Oak Avenue is a 2-lane undivided collector, 0.91 miles in length that carries 2,300 vehicles per day. The 85% tile speed is 43.2 MPH with a posted speed limit of 35 MPH. The street provides access to residential uses and is fronted by an elementary school. There is an uncontrolled school crosswalk at Stillwater Road and the segment experiences heavy vehicular and pedestrian traffic during school let-in/let-out times. This combined with the front-loading residential driveways raises concerns for a safe stopping sight distance that is not readily apparent to the motorist. To maintain safe conditions for pedestrians and students, and to ensure adequate egress opportunities onto Oak Avenue, it is recommended that the current 35 MPH speed limit be maintained.

Parkview Drive from Hidden Valley to Norco Hills (35 MPH)
Parkview Drive is primarily a 4-lane undivided collector street that varies in width from 60 feet to 42 feet and is 0.49 miles in length. The street has bike lanes on both sides of the road, provides access to residential uses, and is fronted by a public park. The park is un-fenced, and it is possible for sports equipment followed by children to enter the street at any time. This is a condition not readily apparent to the motorist. Based on the nature of the street and the vicinity of the park it is recommended to retain its posted speed limit of 35 MPH.

Radio Road from Sixth to Sampson (35 MPH)
Radio Road is a 2-lane undivided collector street with a roadway width of 44 feet. This segment is 0.30 miles in length and carries 6,700 vehicles per day. The street has bike lanes on both sides of the road, provides access to industrial uses, and includes an at-grade railroad crossing on the northern end of the segment. There have been 2 speed-related accidents in this segment in the past 2 years resulting in an accident rate of 272 accidents per HMVM. Based on the nature of the street and the vicinity of the railroad crossing it is recommended to retain its posted speed limit of 35 MPH.

State Street from Taber to Foothill (35 MPH)
State Street is a two-lane local street that is 0.66 miles in length and carries 1,200 vehicles per day. The critical speed is 40 MPH with a posted speed limit of 35 MPH. The street has bike lanes on both sides of the road and serves residential uses. It has a narrow roadway at the southern portion of the segment which has no curb, gutter, sidewalk, or streetlights. To maintain safe conditions and create an orderly movement of traffic, it is recommended that the segment of roadway remain posted at 35 MPH.

3.3 CHANGES TO EXISTING SPEED LIMITS

There are six (6) street segments where the findings of the speed survey justify decreasing the posted speed limit. The recommended speed limit is based on the 85th percentile speed, 10 MPH pace, median speed, roadway characteristics, and accident statistics. The decreased speed limit locations are as follows:

- Fullerton Avenue
  Ontario to Foothill
- Green River Road
  West End to Crestridge
  Crestridge to SR-91
- Pico Street
  California to Compton
- Taber Street
  Fullerton to California
- Valencia Road
  Payette to Upper

Fullerton Avenue from Ontario to Foothill (45 MPH to 40 MPH)
This segment of Fullerton Avenue is a four-lane secondary arterial that is 1.09 miles in length and carries 7,100 vehicles per day. This segment serves residential properties in the area via side streets and a large private school and shopping center on the north end. The segment is characterized by two-way-left-turn painted medians and class II bike lanes. In addition, this segment has multiple horizontal curves which limit lateral visibility of the street, creating a line-of-sight concern. Lastly, the segments adjacent to the north and south of this section are posted at 40 MPH. It is recommended to lower the speed to 40 MPH to maintain safe conditions, ensure adequate egress opportunities onto Fullerton Avenue, and maintain consistency with adjacent segments.

Green River Road from West End to Crestridge (45 MPH to 35 MPH)
This segment of Green River Road is a two-lane undivided collector that is 0.28 miles in length and carries 3,000 vehicles per day. This segment has class II bike lanes and serves mainly as a collector for residential uses via side streets, a business center via front-loading driveways, and a golf course. In addition to the golf course, this street provides direct access to the Santa Ana River Trail and includes a parking lot for the bike trail users, which is located at the west end. With the growing use of the trail, it is recommended to lower the speed to 35 MPH to provide safe conditions for cyclists and motorists and ensure adequate egress opportunities onto Green River Road.

Green River Road from Crestridge to SR-91 (45 MPH to 35 MPH)
This segment of Green River Road is a four-lane major arterial that is 0.13 miles in length and carries over 10,000 vehicles per day. The segment is adjacent to the SR-91 Westbound on and off ramps and serves mainly retail via multiple frontloading driveways which include 2 fueling station sites and multiple drive-thru restaurants. The close proximity of the freeway ramps to the fueling stations creates a heavily used segment for large trucks and passersby trips. It is recommended to lower the speed to 35 MPH to provide safe conditions and ensure adequate egress opportunities onto Green River Road.

Pico Street from California to Compton (40 MPH to 35 MPH)
Pico Street is a two-lane, undivided collector that is 0.13 miles in length, and serves 1,500 vehicles per day. This segment provides access to businesses via multiple front-loading industrial driveways. Additionally, the 85th percentile speed is 32 MPH with an existing posted speed limit of 40 MPH in this segment. It is recommended

to lower the speed limit from 40 MPH to 35 MPH, maintain a safe stopping distance, ensure adequate egress opportunities to Pico Street, and to closer meet the 85th percentile speed.

Taber Street from Fullerton to California (40 MPH to 35 MPH)
Taber Street is a two-lane collector that is 0.97 miles in length and carries 6,700 vehicles per day. This segment serves residential properties via numerous side streets and is fronted by a large public park. This segment has multiple horizontal curves which limit lateral visibility of the street, creating a line-of-sight concern. Furthermore, the segment adjacent to the east of this section is posted at 35 MPH. It is recommended to lower the speed to 35 MPH to maintain safe conditions, ensure adequate egress opportunities onto Taber Street, and maintain consistency with adjacent segments.

Valencia Road from Payette to Upper (40 MPH to 30 MPH)
This segment of Valencia Road is a two-lane collector street that is 0.29 miles in length and primarily provides access to residential neighborhoods. The critical speed of this road is 36 MPH with an existing posted speed of 40 MPH. The segment is characterized by a 675-foot horizontal and vertical curve that raises concern for a safe stopping sight distance that is not readily apparent to the motorist. Based on the nature of the street and to ensure adequate egress opportunities onto Valencia Road, it is recommended to reduce the posted speed limit to 30 MPH.

3.4 SPEED LIMITS TO NEW SEGMENTS

There is one street segment that was surveyed to establish a posted speed limit. The recommended speed limit is based on the 85th percentile speed, 10 MPH pace, median speed, roadway characteristics, and accident statistics. The speed limit locations are as follows:

- Cresta Road
  Promenade to Collett

Cresta Road from Promenade to Collett (35 MPH)
This segment of Cresta Road is a two-lane collector street that is 0.38 miles in length and primarily provides access to residential neighborhoods via multiple side streets a safe stopping sight distance that is not readily apparent to the motorist. Based on the dense residential nature of the street, ensuring adequate egress opportunities onto Cresta Road, and remaining consistent with the adjacent segment to the west, it is recommended to continue a 35 MPH speed limit for this segment.

3.5 PROPOSED SPEED LIMITS

STREET	LIMITS	SPEED		
		EXISTING	CRITICAL[1] (85%-TILE)	PROPOSED
Belle Avenue	Third to Eighth	25	34.4	25
	Ninth to Olive	25	28.6	25
Blaine Street	Sheridan to Joy	35	34.4	35
Citrus Way	Main to Highgrove	40	41.4	40
Cresta Road	Promenade to Collett	-	40.2	35
Crestridge Drive	Green River to Prado	30	32.6	30
Dos Lagos Drive	I-15 to Temescal Canyon	35	33.4	35
El Camino Avenue	Sixth to Magnolia	40	41.7	40
El Sobrante Road	Magnolia to Sixth	45	51.2	45
Fullerton Avenue	E. Grand to Sycamore	35	41.6	35
	Sycamore to Magnolia	40	44.9	40
	Magnolia to Ontario	40	43.4	40
	Ontario to Foothill	45	44.1	40
	Foothill to Cleveland	40	41.2	40
Garretson Avenue	E. Grand to Olive	30	37.1	30
	Olive to Magnolia	30	40.3	30
	Santana to Chase	35	39.7	35
	Chase to Pacific	35	39.3	35
Green River Road	West End to Crestridge	45	42.2	35
	Crestridge to SR-91	45	30.0	35
Harrington Street	Lincoln to Cota	40	42.8	40
Highgrove Street	Lincoln to Foothill	40	41.9	40
	Foothill to Mountain Gate	35	37.9	35
Kellogg Avenue	Olive to Magnolia	35	40.5	35
	Magnolia to Ontario	35	37.2	35
	Ontario to Chase	35	41.2	35
Maple Street	SR-91 to Smith	40	43.0	40

STREET	LIMITS	SPEED		
		EXISTING	CRITICAL[1] (85%-TILE)	PROPOSED
Masters Drive	California to Nelson	35	37.0	35
	Nelson to Eagle Glen	35	39.6	35
Montana Ranch	Green River to Hidden Hills	35	43.0	35
Oak Avenue	Ontario to Chase	35	43.2	35
Olympic Drive	Rimpau to California	40	41.0	40
Parkview Drive	Hidden Valley to Norco Hills	35	44.3	35
Pico Street	California to Compton	40	32.4	35
Radio Road	Sixth to Sampson	35	41.8	35
Research Drive	Auto Center to Wardlow	35	38.2	35
Sheridan Street	Rincon to Railroad	35	38.4	35
State Street	Taber to Foothill	35	40.1	35
Taber Street	Fullerton to California	40	40.1	35
	California to State	35	37.1	35
Temescal Canyon Road	Dos Lagos to Cajalco	45	49.2	45
	Cajalco to La Gloria	45	46.6	45
Valencia Road	Payette to Upper	40	35.7	30
	Upper to Fullerton	40	44.7	40
	Fullerton to Rimpau	40	41.9	40
	Rimpau to California	35	34.8	35
Village Loop Drive	Parkridge to Hidden Valley	35	32.0	35
Wardlow	Bonnie to Research	35	36.7	35

NOTES:

1. The CRITICAL SPEED, or 85th percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving