

## **ORDINANCE NO. 3390**

### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CORONA, CALIFORNIA, AMENDING ORDINANCE NUMBERS 3245, 3255, 3273, 3292, AND 3305 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, 3255, 3273, 3292, and 3305 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, 3255, 3273, 3292, and 3305 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 6<sup>th</sup> day of March, 2024.

\_\_\_\_\_  
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 an adjourned regular meeting of the City Council of the City of Corona, California, duly held the 6<sup>th</sup> day of March, 2024, and thereafter at a regular meeting thereof held on the 20<sup>th</sup> day of March, 2024, 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 20<sup>th</sup> day of March, 2024.

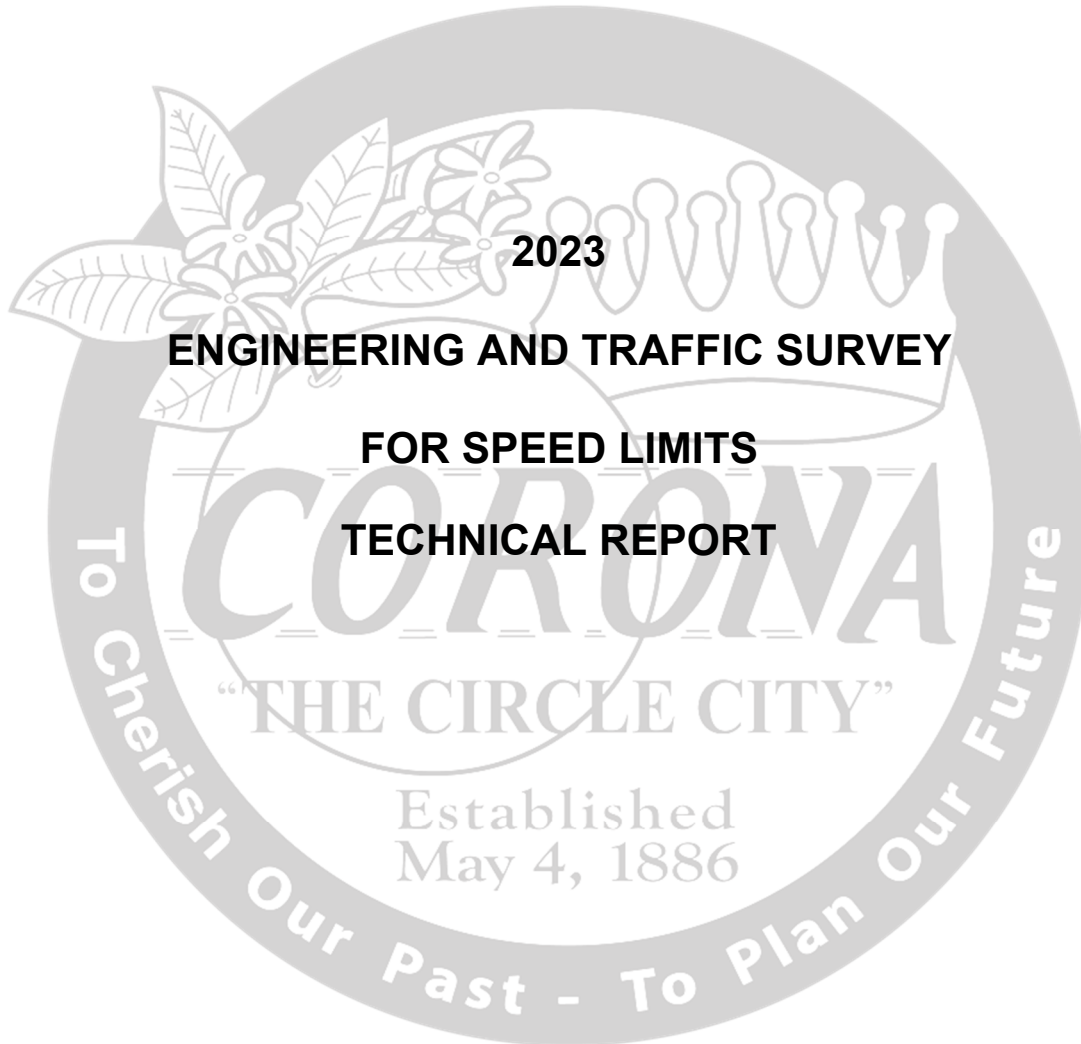
\_\_\_\_\_  
City Clerk of the City of Corona, California

[SEAL]

# CITY OF CORONA

Riverside County, California

Public Works Department



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.



A handwritten signature in cursive script that reads "Ruren0".

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

## **2023 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 reasonably.

Speed zones are also established to advise of road conditions or hazards that 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 44 different roadway segments in the City of Corona. These streets and the number of segments on each street are described as follows:

- |                           |                        |
|---------------------------|------------------------|
| • Bedford Canyon Road (1) | • Joy Street (2)       |
| • Buena Vista Avenue (4)  | • Ontario Avenue (1)   |
| • Circle City Drive (2)   | • Paseo Grande (1)     |
| • Citron Street (1)       | • Promenade Avenue (4) |
| • Cleveland Way (1)       | • Ridgeline Drive (1)  |
| • Cota Street (2)         | • Rincon Street (2)    |
| • Eagle Glen Parkway (2)  | • River Road (3)       |
| • Foothill Parkway (8)    | • Second Street (1)    |
| • Green River Road (4)    | • Sherborn Street (1)  |
| • Harrison Street (1)     | • Taylor Avenue (2)    |

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 85<sup>th</sup> 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 50<sup>th</sup> 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 **15<sup>th</sup> 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/stripping 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 6<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 MPH increment below the 85<sup>th</sup> percentile speed if no further reduction is used.

Section 3.4 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 3.4 indicates that 25 of 44 street segments are recommended for no change in posted speed limits. The reason centers mostly on the fact that newly measured values of the 85<sup>th</sup> 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:

- |   |  |
|---|--|
| <ul style="list-style-type: none"><li>• Buena Vista Avenue<br/>Railroad to Sixth<br/>Ontario to Highgrove</li><li>• Cleveland Way<br/>Lopez to Fullerton<sup>1</sup></li><li>• Eagle Glen Parkway<br/>Ryder Cup to Bennett<sup>1</sup><br/>Bennett to I-15</li><li>• Foothill Parkway<br/>Paseo Grande to Border<br/>Border to Trudy<sup>1</sup><br/>Trudy to Lincoln<br/>Lincoln to Main<br/>Main to Fullerton<br/>Fullerton to California<br/>California to State<sup>1</sup><br/>State to I-15</li><li>• Green River Road<br/>SR-91 to Dominguez Ranch<br/>Dominguez Ranch to W. Ridgeline<sup>1</sup><br/>W. Ridgeline to E. Ridgeline<sup>1</sup><br/>E. Ridgeline to Paseo Grande</li></ul> | <ul style="list-style-type: none"><li>• Harrison Street<br/>Main to Parkridge<sup>1</sup></li><li>• Promenade Avenue<br/>Sixth to Cresta</li><li>• Ridgeline Drive<br/>W. Green River to E. Green River<sup>1</sup></li><li>• River Road<br/>Corydon to Country Club<br/>Country Club to Lincoln<br/>Lincoln to Main</li><li>• Second Street<br/>Lincoln to W. Grand</li><li>• Sherborn Street<br/>Magnolia to End</li></ul> |
|---|--|

<sup>1</sup>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.

#### Cleveland Way from Lopez to Fullerton (35 MPH)

This segment of Cleveland Way is a two-lane, undivided local street that is 0.33 miles in length and serves 900 vehicles per day. This segment of Cleveland Way serves residential uses via front-loading driveways and side streets. To maintain safe conditions and ensure adequate egress opportunities onto Cleveland Way

from the side streets and driveways, it is recommended that the 35 MPH limit be maintained.

Eagle Glen Parkway from Ryder Cup to Bennett (40 MPH)

Eagle-Glen Parkway is a four-lane, secondary collector that is 0.79 miles in length and serves 6,800 vehicles per day. This segment provides access to residential uses, a public park, and an elementary school via side streets. To maintain safe conditions, and ensure adequate egress opportunities for the Eagle Glen community, the current posted speed limit of 40 MPH should be maintained.

Foothill Parkway from Border to Trudy (45 MPH)

Foothill Parkway is a four-lane, divided minor arterial with class II bike lanes, that serves 16,300 vehicles per day. This segment is 0.68 miles in length, and primarily serves residential uses via side streets. There have been seven accidents in the past two years, two of them being speed related collisions, resulting in an accident rate of 13 acc/HMVM. To maintain safe conditions, avoid an increase in speed-related accidents, it is recommended that the current 45 MPH limit be maintained.

Foothill Parkway from California to State (45 MPH)

Foothill Parkway is a four-lane, divided minor arterial with class II bike lanes, that is 0.45 miles in length and carries 22,400 vehicles per day. This segment serves residential uses via side streets and borders a high school. There have been ten accidents in the past two years, two of them being speed related collisions, resulting in an accident rate of 27 acc/HMVM. To maintain safe conditions for pedestrians and students, and avoid an increase in speed-related accidents, it is recommended that the current 45 MPH limit be maintained.

Green River Road from Dominguez Ranch to West Ridgeline (45 MPH)

This segment of Green River Road is a six-lane, divided major arterial with class II bike lanes, that is 0.81 miles in length and carries 24,100 vehicles per day. The segment serves residential and commercial uses via side streets. To maintain safe conditions it is recommended that the current 45 MPH limit be maintained.

Green River Road from West Ridgeline to East Ridgeline (45 MPH)

This segment of Green River Road is a four-lane, divided major arterial with class II bike lanes, that is 0.92 miles in length and carries 21,000 vehicles per day. The segment serves residential and commercial uses via side streets. There have been eleven accidents in the past two years, five of them being speed related collisions, resulting in an accident rate of 33 acc/HMVM. To maintain safe conditions and avoid an increase in speed-related accidents, it is recommended that the current 45 MPH limit be maintained.

Harrison Street from Main to Parkridge (35 MPH)

This segment of Harrison Street is a two-lane, undivided collector with class II bike lanes, that is 0.27 miles in length and carries 7,500 vehicles per day. The segment serves industrial uses via side streets and has on-street parking on both sides. There have been six accidents in the past two years, one of them being speed related collisions, resulting in an accident rate of 12 acc/HMVM. To maintain safe

conditions and avoid an increase in speed-related accidents, it is recommended that the current 45 MPH limit be maintained.

Ridgeline Drive from West Green River to East Green River (40 MPH)

Ridgeline Drive is a four-lane, undivided minor arterial that is 1.18 miles in length, and carries 2,700 vehicles per day. The street serves mainly residential uses via side streets, and a public park. There are multiple horizontal and vertical curves along the entire segment of the road, which raise concerns regarding a safe stopping distance that may not be readily apparent to the motorist. The segment is also fronted by an elementary school, which experiences heavy vehicular and student traffic during school let-in/let-out times. To maintain safe conditions for pedestrians and students, and to ensure adequate egress opportunities onto Ridgeline Drive from the school driveways, it is recommended that the current 40 MPH limit be maintained.

**3.3 CHANGES TO EXISTING SPEED LIMITS WITH JUSTIFICATIONS**

There are nineteen (19) 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:

- |   |  |
|---|--|
| • Bedford Canyon Road<br>Georgetown to Eagle Glen               | • Ontario Avenue<br>California to State  |
| • Buena Vista Avenue<br>Sixth to Citron<br>Citron to Ontario    | • Paseo Grande<br>City Limits to Green River   |
| • Circle City Dr<br>E. Grand to Rimpau<br>Rimpau to El Sobrante | • Promenade Avenue<br>Cresta to McKinley<br>McKinley to Richey<br>Richey to Buchanan |
| • Citron Street<br>Lincoln to Main                              | • Rincon Avenue<br>Corydon to Smith<br>Smith to Lincoln                              |
| • Cota Street<br>Parkridge to River<br>River to Railroad        | • Taylor Avenue<br>Olive to Ontario<br>Ontario to Montoya                            |
| • Joy Street<br>Parkridge to Harrison<br>Harrison to E. Grand   |  |

Bedford Canyon Road from Georgetown to Eagle Glen (35 MPH)

This segment of Bedford Canyon Road is a four-lane, undivided collector street that is 0.20 miles in length, and serves 6,600 vehicles per day. This roadway mainly serves a retail center via front-loading driveways towards the southern end

and a fire station on the northern end of this segment. To maintain safe conditions and to ensure adequate egress opportunities onto Bedford Canyon Road, it is recommended that the speed limit is decreased to 35 MPH speed limit for this segment.

Buena Vista Avenue from Sixth to Citron (30 MPH)

This segment of Buena Vista Avenue is a two-lane, undivided collector street that is 0.9 miles in length, and serves 6,600 vehicles per day. This segment has class II bike lanes, on-street parking on both sides, and serves residential uses via side streets and front-loading driveways. The segment is also fronted by an elementary school, which experiences heavy vehicular and student traffic during school let-in/let-out times. Based on the dense residential nature of the area, it is recommended that the speed limit for this segment decrease to 30 MPH, to maintain a safe residential and elementary school environment.

Buena Vista Avenue from Citron to Ontario (30 MPH)

This segment of Buena Vista Avenue is a two-lane, undivided collector street that is 0.40 miles in length, and serves 4,800 vehicles per day. This segment has class II bike lanes, on-street parking on one side, and serves residential uses via side streets and front-loading driveways. The segment is also fronted by an intermediate school, which experiences heavy vehicular and student traffic during school let-in/let-out times. To maintain safe conditions for pedestrians and students, and to ensure adequate egress opportunities onto Buena Vista Avenue from the school and residential driveways, it is recommended that the speed limit is decreased to 30 MPH speed limit for this segment.

Circle City Drive from E. Grand to Rimpau (30 MPH)

This segment of Circle City Drive is a two-lane, undivided collector street that is 0.40 miles in length, and serves 7,000 vehicles per day. This segment has a class III shared bike route, on-street parking on both sides, and serves residential uses via side streets and front-loading driveways. To maintain safe conditions and to ensure adequate egress opportunities onto Circle City Drive, it is recommended that the speed limit is decreased to 30 MPH speed limit for this segment.

Circle City Drive from Rimpau to El Sobrante (30 MPH)

This segment of Circle City Drive is a two-lane, undivided collector street that is 0.55 miles in length, and serves 2,900 vehicles per day. This segment has on-street parking and serves residential uses via side streets and front-loading driveways. To maintain safe conditions and to ensure adequate egress opportunities onto Circle City Drive, it is recommended that the speed limit is decreased to 30 MPH speed limit for this segment.

Citron Street from Lincoln to Main (30 MPH)

This segment of Citron Street is a two-lane, undivided collector street that is 1.0 mile in length, and serves 2,300 vehicles per day. This segment is fronted by single family homes with on-street parking on both sides. The segment is also fronted by an intermediate school, which experiences heavy vehicular and student traffic during school let-in/let-out times. To maintain safe conditions for

pedestrians and students, and to ensure adequate egress opportunities onto Citron Street from the school and residential driveways, it is recommended that the speed limit is decreased to 30 MPH speed limit for this segment.

Cota Street from Parkridge to River (35 MPH)

This segment of Cota Street is a two-lane, undivided collector street that is 0.25 miles in length, and serves 7,500 vehicles per day. This segment has on-street parking, class II bike lanes and serves residential uses via side streets. To maintain safe conditions and to ensure adequate egress opportunities onto Cota Street, it is recommended that the speed limit is decreased to 35 MPH speed limit for this segment.

Cota Street from River to Railroad (35 MPH)

This segment of Cota Street is a two-lane, undivided collector street that is 0.60 miles in length and serves 7,000 vehicles per day. This segment has on-street parking, and class II bike lanes and serves industrial uses via side streets along with the city's police department and fire department. An at-grade railroad crossing also traverses the southern end of this roadway segment. Based on the unique characteristic of this segment to maintain safe conditions and to ensure adequate egress opportunities onto Cota Street, it is recommended that the speed limit be decreased to 35 MPH speed limit for this segment.

Joy Street from Parkridge to Harrison (35 MPH)

This segment of Joy Street is a two-lane, undivided major collector that is 0.35 miles in length and serves 5,300 vehicles per day. The segment serves mainly industrial uses via multiple side streets with class II bike lanes on both sides. To maintain safe conditions for vehicles, and to ensure adequate egress opportunities onto Joy Street, it is recommended that the speed limit be decreased to 35 MPH for this segment.

Joy Street from Harrison to East Grand (35 MPH)

This segment of Joy Street is a four-lane, undivided major collector that is 0.23 miles in length and serves 7,700 vehicles per day. The segment serves mainly industrial uses and provides access to the Metrolink station via a side street. The segment has an at-grade railroad crossing, as well as a class II bike lane on the east side of the street near the north end. To maintain safe conditions for vehicles, and to ensure adequate egress opportunities onto Joy Street, it is recommended that the current 40 MPH speed limit be decreased to 35 MPH.

Ontario Avenue from California to State (40 MPH)

This segment of Ontario Avenue is a four-lane, major arterial that is 0.76 miles in length with Class II bike lanes and carries 48,00 vehicles per day. While the portion of Ontario Avenue between California and the I-15 freeway Northbound ramps is divided with a raised center median and the remaining segment is undivided, the entire segment is fronted by retail uses via front-loaded driveways. There have been 10 speed-related collisions on this segment in the past two years resulting in an accident rate of 54.9 accidents per HMVM. It is recommended that

the speed limit be decreased to 40 MPH for this segment to maintain safe conditions and ensure adequate egress opportunities onto Ontario Avenue.

Paseo Grande from City Limits to Green River Road (35 MPH)

This segment of Paseo Grande is a two-lane collector street that is 0.34 miles in length and serves 5,000 vehicles per day. The segment serves residential uses via multiple side streets with class II bike lanes on both sides and a horizontal curve near the southern end of the segment. To the north of this segment leads to the county which is residential and posted at 25MPH. Based on the nature of the street, ensuring adequate egress opportunities onto Paseo Grande, it is recommended to decrease the speed limit from 40 MPH to 35 MPH speed limit for this segment.

Promenade Avenue Cresta to McKinley (40 MPH)

This segment of Promenade Avenue is a four-lane, secondary arterial that is 0.98 miles in length and serves 18,200 vehicles per day. This portion of Promenade Avenue serves residential uses via side streets and includes class II bike lanes throughout. This roadway features a vertical grade and slight horizontal curve which raises concern for safe stopping sight distance that may not be readily apparent to the motorist. There have been 5 speed-related collisions in this segment in the past two years resulting in an accident rate of 38 accidents per HMVM. It is recommended that the current 45 MPH limit be reduced to 40 MPH to maintain safe conditions and ensure adequate egress opportunities onto Promenade Avenue.

Promenade Avenue McKinley to Richey (35 MPH)

This segment of Promenade Avenue is a four-lane, secondary arterial that is 0.20 miles in length and serves 17,600 vehicles per day. This portion of Promenade Avenue serves residential, and retail uses via side streets and includes class II bike lanes throughout. There have been 5 speed-related collisions in this segment in the past two years resulting in an accident rate of 192 accidents per HMVM. It is recommended that the current 40 MPH limit be reduced to 35 MPH to avoid an increase in speed-related accidents/injuries, maintain safe conditions, and ensure adequate egress opportunities onto Promenade Avenue.

Promenade Avenue Richey Buchanan (35 MPH)

This segment of Promenade Avenue is a four-lane, secondary arterial that is 0.91 miles in length and serves 17,600 vehicles per day. This portion of Promenade Avenue serves residential via side streets, and a public park at the west end, and includes class II bike lanes throughout. There have been 4 speed-related collisions in this segment in the past two years resulting in an accident rate of 34 accidents per HMVM. It is recommended that the current 40 MPH limit be reduced to 35 MPH to avoid an increase in speed-related accidents/injuries, maintain a safe stopping distance, and ensure adequate egress opportunities onto Promenade Avenue.



Rincon Street from Corydon to Smith (40 MPH)

This segment of Rincon Street is a two-lane collector street that is 0.80 miles in length and primarily provides access to the airport and a public park via a side street. Based on the nature of the street, ensuring adequate egress opportunities onto Butterfield Park, and remaining within a five-mile speed limit difference with the adjacent segment to the east, it is recommended to decrease the speed limit from 45 MPH to 40 MPH speed limit for this segment.

Rincon Street from Smith to Lincoln (35 MPH)

This segment of Rincon Street is a two-lane collector street that is 0.70 miles in length with class II bike lanes along a portion of the segment with class III shared bike lanes in the remaining portion. This segment serves mainly industrial uses and provides access via multiple driveways. Based on the nature of the street, ensuring adequate egress opportunities onto the businesses, it is recommended to decrease the speed limit to 35 MPH for this segment.

Taylor Avenue from Olive to Ontario (30 MPH)

This segment of Taylor Avenue is a two-lane collector street that is 0.81 miles in length and carries 2,300 vehicles per day. Taylor Avenue provides access to single-family residences via front-loading driveways throughout. Based on the residential nature of the street and ensuring adequate egress opportunities onto Taylor Avenue, it is recommended to decrease the speed limit from 35 MPH to 30 MPH speed limit for this segment.

Taylor Avenue from Ontario to Montoya (30 MPH)

This segment of Taylor Avenue is a two-lane collector street that is 0.16 miles in length with class II bike lanes and carries 1,800 vehicles per day. Taylor Avenue provides access to single-family residences via multiple side streets. Based on the residential nature of the street and ensuring adequate egress opportunities onto Taylor Avenue, it is recommended to decrease the speed limit from 35 MPH to 30 MPH speed limit for this segment.

### 3.4 PROPOSED SPEED LIMITS

STREET	LIMITS	SPEED		
		EXISTING	CRITICAL <sup>1</sup> (85%- TILE)	PROPOSED
Bedford Canyon Rd	Georgetown Dr to Eagle Glen Pkwy	40	35.9	35
Buena Vista Ave	Railroad St to Sixth St	30	31.4	30
	Sixth St to Citron St	35	38.3	30
	Citron St to Ontario Ave	35	40.3	30
	Ontario Ave to Highgrove St	35	34.9	35
Circle City Dr	E. Grand Blvd to Rimpau Ave	35	36.0	30
	Rimpau Ave to El Sobrante Rd	35	39.4	30
Citron St	Lincoln Ave to Main St	35	35.5	30
Cleveland Way	Lopez St to Fullerton Ave	35	43.3	35
Cota St	Parkridge Ave to River Rd	40	36.5	35
	River Rd to Railroad St	40	43.2	35
Eagle Glen Pkwy	Ryder Cup Dr to Bennett Ave	40	45.1	40
	Bennett Ave to I-15	40	44.5	40
Foothill Pkwy	Paseo Grande to Border Ave	45	49.5	45
	Border Ave to Trudy Way	45	51.3	45
	Trudy Way to Lincoln Ave	45	47.0	45
	Lincoln Ave to Main St	45	48.9	45
	Main St to Fullerton Ave	45	49.8	45
	Fullerton Ave to California Ave	45	47.1	45
	California Ave to State St	45	50.4	45
	State St to I-15	45	45.7	45
Green River Rd	SR-91 to Dominguez Ranch Rd	45	48.8	45
	Dominguez Ranch Rd to W. Ridgeline Dr	45	52.6	45
	W. Ridgeline Dr to E. Ridgeline Dr	45	50.6	45
	E. Ridgeline to Paseo Grande	45	46.7	45
Harrison St	Main St to Parkridge Ave	35	40.2	35
Joy St	Parkridge Ave to Harrison St	40	39.5	35
	Harrison St to E. Grand Blvd	40	34.7	35
Ontario Ave	California Ave to State St	45	43.8	40

## PROPOSED SPEED LIMITS (CONTINUED)

STREET	LIMITS	SPEED		
		EXISTING	CRITICAL <sup>1</sup> (85%- TILE)	PROPOSED
Paseo Grande	City Limits to Green River Rd	40	41.1	35
Promenade Ave	Sixth St to Cresta Rd	45	47.1	45
	Cresta Rd to McKinley St	45	47.3	40
	McKinley St to Richey St	40	39.9	35
	Richey St to Buchanan St	40	45.0	35
Ridgeline Dr	W. Green River Rd to E. Green River Rd	40	47.8	40
Rincon St <sup>2</sup>	Corydon St to Smith Ave	45	49.2	40
	Smith Ave to Lincoln Ave	45	39.8	35
River Rd	Corydon St to Country Club Ln	45	50.0	45
	Country Club Ln to Lincoln Ave	45	48.0	45
	Lincoln Ave to Main St	45	49.8	45
Second St	Lincoln Ave to W. Grand Blvd	35	39.6	35
Sherborn St	Magnolia Ave to End	35	39.9	35
Taylor Ave	Olive St to Ontario Ave	35	38.8	30
	Ontario Ave to Montoya Dr	35	30.0	30

**NOTE:**

1. The CRITICAL SPEED, or 85th percentile speed, is defined as that 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 the State but also provides a strong base for law enforcement personnel to properly enforce speed limits.

2. Segments affected by recent projects, such as the Alcoa Dike Project, have been resurveyed due to change of conditions and/or lane geometry.