

EXHIBIT "A"
PROPOSED SPEED LIMITS

STREET	LIMITS	SPEED		
		EXISTING	CRITICAL ¹ (85%-TILE)	PROPOSED
Border Avenue	Condor to Ontario	35	31.8	35
	Ontario to Via Del Rio	35	39.9	35
	Via Del Rio to Tenth	35	32.7	35
Griffin Way	McKinley to Mondale	35	37.5	35
	Mondale to Brittany	30	37.3	30
Hidden Valley Parkway	Parkview to Parkridge	45	51.4	45
	Parkridge to City Limits	45	47.6	45
Mountain Gate Drive	Main to Lincoln	40	42.6	40
Oakridge Drive	San Ramon to Canyon Crest	35	41.0	35
Olive Street	Lincoln to Taylor	35	38.3	35
	Taylor to Garretson	35	38.7	35
Ontario Avenue	Paseo Grande to Border	35	39.0	35
	Border to Via Pacifica	35	37.4	35
	Via Pacifica to Lincoln	45	49.3	45
	Lincoln to Main	45	49.8	45
	Main to Kellogg	45	51.3	45
	Kellogg to Rimpau	45	47.2	45
	Rimpau to State	45	46.1	45
Parkridge Avenue	W. City Limits to Lincoln	40	35.7	40
	Cota to Main	40	31.7	40
	Main to Joy	45	43.8	45
	Joy to Cresta	45	44.9	45
	Cresta to Hidden Valley	45	44.9	45
Pomona Road	Auto Center to Maple	35	42.0	35
	Maple to Smith	35	41.8	35
	Smith to Lincoln	35	42.0	35
Railroad Street	Auto Center to Smith	40	47.3	40
	Smith to Lincoln	40	44.6	40
	Lincoln to Buena Vista	40	46.6	40
	Buena Vista to W. Grand	40	43.1	40

EXHIBIT "A"
PROPOSED SPEED LIMITS
(CONTINUED)

STREET	LIMITS	SPEED		
		EXISTING	CRITICAL ¹ (85%-TILE)	PROPOSED
Rincon Street	Smith to Lincoln	45	44.3	45
	Cota to Joy	35	33.0	35
Sampson Avenue	Radio to Delilah	45	48.3	45
	Delilah to McKinley	45	46.7	45
	McKinley to City Limits	45	51.8	45
Sherman Street	Tenth to D	35	35.7	35
	Pomona to Railroad	35	37.6	35
Tenth Street	Border to Lincoln	35	39.8	35
	Lincoln to W. Grand	30	33.8	30
	W. Grand to Main	25	23.8	25
	Main to E. Grand	25	27.4	25

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. 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.