

## **ORDINANCE NO. 3305**

### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CORONA, CALIFORNIA, AMENDING ORDINANCE NUMBERS 3168 AND 3203 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 (MUTCD), 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. 3168 and 3203 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, CALIFORNIA, DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** That Ordinance Nos. 3168 and 3203 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 thereafter this Ordinance shall take effect and be in force according to law.

**ADOPTED** this 6<sup>th</sup> day of November, 2019.

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Mayor of the City of Corona, California

**ATTEST:**

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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 meeting of the City Council of the City of Corona, California, duly held the 16<sup>th</sup> day of October, 2019, and thereafter at a regular meeting thereof held on the 6<sup>th</sup> day of November, 2019, it was duly passed and adopted by the following vote of the Council:

**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 6<sup>th</sup> day of November, 2019.

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City Clerk of the City of Corona, California

[SEAL]

# **EXHIBIT “A”** **PROPOSED SPEED LIMITS**

STREET	LIMITS	SPEED		
		EXISTING	CRITICAL <sup>1</sup> (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 <sup>1</sup> (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.