


Citywide Speed Limit Reduction Program


City of Riverside
City Council:
May 5, 2026





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Introduction



Citywide Speed Limit Reduction Program

- A Safe Streets for All (SS4A) grant funding program (FY 2023)
- Citywide speed limit evaluation
- Promote safer speeds and reduce severe and fatal crashes
- Targeted community outreach and education
- Enforcement strategies to support compliance

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Safe Streets and Roads for All
(SS4A) Grants

Contact

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Project Background & Previous Actions

Transportation Board (3/4/2026)
Recommended approval to City Council (5-0 vote)



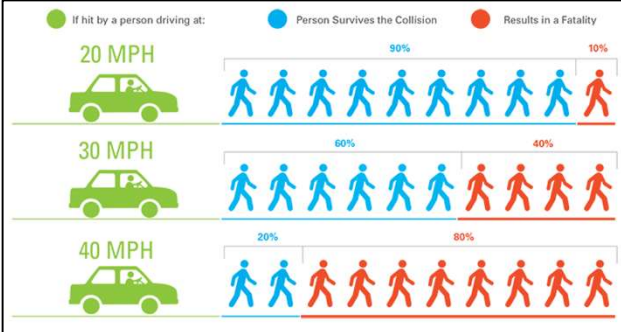
RK Engineering Group, Inc. (RK)

- RK was awarded the contract in July 2025 to prepare engineering and traffic surveys (E&TS), collect traffic counts and speed surveys, identify safety corridors, & providing recommended speed limit changes



Project Goals



- Review speed limits on **321** roadways for potential speed reductions.
- Apply new flexibility under **AB 43, AB 1938, and AB 382** to establish safer, context-appropriate speed limits & support safety through engineering, education, outreach, and enforcement strategies.



Vehicle Speed comparison to chance of Pedestrian Injury and Fatality
 Data source: US Department of Transportation, Literature Reviewed on Vehicle Travel Speeds and Pedestrian Injuries. March 2000.
 Image credit: San Francisco MTA Vision Zero Action Plan, February 2015:
<https://view.joomag.com/vision-zero-san-francisco/0685197001423594455?short>

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Engineering & Traffic Survey (E&TS)

Engineering and Traffic Survey (E&TS)

- An E&TS is mandatory to establish speed limits for enforcement using electronic devices such as radar or lidar.
- Avoid "Speed Trap", CVC Section 40802

All local agencies must conduct Engineering and Traffic Surveys to do the following:



- Enforce speed limits using radar and lidar equipment.
- Raise or lower State dictated "prima facie" limit of 25 miles per hour.
- Lower the otherwise permitted maximum speed of 65 miles per hour.

California Manual on Uniform Traffic Control Devices (CA MUTCD)

- Section 2B.13 define the standards and requirements for conducting an E&TS in California

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AB 43 & AB 1938 & AB 382

AB 43 History

- Signed into law October 8, 2021
- Part of Vision Zero initiative aiming to eliminate traffic fatalities and serious injuries by allowing more flexibility in setting speed limits.
- Now incorporated into latest version of the CA MUTCD.

Provides local agencies more authority to lower speed limits

- Safety corridors & Business districts
- High concentrations of bicyclists and pedestrians
- Retain existing speed limits or restore previous speed limits
- Declare prima facie speed limits of 20 or 15 mph

AB 1938 clarifies legislative intent of AB 43.

- Amends certain statutes to ensure speed limits remain eligible for radar and lidar enforcement


AB 382 authorizes local authorities by ordinance or resolution to

- Declares prima facie speed limits in school zones in certain conditions

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Time Limits for an E&TS




CVC Section 40802 currently establishes the time limits under which an E&TS is valid for radar or electronic enforcement, as follows.

5 Years: An E&TS is valid for 5 years for radar/lidar enforcement.

7 Years: May be extended to 7 years when all the following are met:

- The arresting officer has completed a POST-certified 24-hour radar operator course.
- If laser or other electronic devices are used, the officer has also completed a POST-certified 2-hour laser training course.
- The radar/lidar device meets NHTSA operational standards and has been calibrated within the prior 3 years.

14 Years: May remain valid for up to 14 years when all radar/lidar enforcement conditions are met and a registered engineer evaluates the roadway segment and determines that **no significant changes in roadway or traffic conditions have occurred** (e.g., land use, roadway width, traffic volume, adjoining property changes).



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Data Collection and Speed Surveys



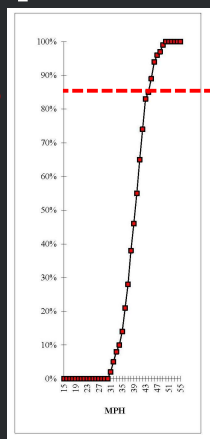
RK performed the following data collection:

- Field Review and visual inspection of each roadway segment
- **100 radar speed surveys** for each segment.
 - Note: On lower-volume roadway segments where 100 vehicles could not be captured within a reasonable surveying period, tube counters were deployed to obtain the minimum of 50 valid free-flow speed observations.
- Speed observation data was calculated to determine average speed, **85th percentile speed**, and 10-mile per hour percentile speed.
- **24 Hour Average Daily Traffic (ADT) Counts** obtained for each segment
- **5 years (60 Months) of collision records** obtained for each segment through CHP California Crash Reporting System (CCRS)

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85th Percentile Speed

85th %

- When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic (**CVC Section 22358.6(a)**)
- The **85th Percentile Speed** is the speed at or below which 85% of vehicles are observed to travel under free-flow conditions.
- Often referred to as the **Critical Speed**.
- Represents the speed that most drivers consider safe and reasonable.
- Speed limits are typically set at the **nearest 5 mph increment** of the 85th percentile speed.
- Enforcement challenges may arise when speed limits are set too far below 85th percentile speeds.

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CITY OF RIVERSIDE
Department of Public Works, Traffic Engineering Division

TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

ROADWAY: Adams Street Location of Survey: N/RRX

ROADWAY LIMITS: Between Magnolia Avenue and Victoria Avenue

Length of Roadway: 1.30 Miles Roadway Width (More Than 40 feet): Yes

Posted Speed Limit: 40 MPH Critical Speed (85th Percentile Speed): 44 MPH

SPEED LIMIT REVIEW

Does not warrant speed limit less than critical speed. Warrants speed limit less than critical speed (See Part A & B).

PART A – JUSTIFICATION FOR REDUCTION IN CRITICAL SPEED¹

When the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then it may be rounded down to the nearest 5 mph increment below the 85th percentile speed.

Roadway characteristics not readily apparent to a driver, such as:

<input type="checkbox"/> Sight Distance Constraints	<input type="checkbox"/> 10 MPH Pace Speed
<input type="checkbox"/> Lack of Sidewalks	<input type="checkbox"/> Parking Practices
<input type="checkbox"/> Other: _____	<input type="checkbox"/> Residence District
	<input type="checkbox"/> Local Street

PART B – JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED²

Land or facility that generates high concentrations of bicyclists or pedestrians such as:

<input type="checkbox"/> Employment Centers	<input type="checkbox"/> Health / Medical Facilities
<input type="checkbox"/> Presence of Retail	<input type="checkbox"/> Transit Stops / Transit Oriented Developments
<input type="checkbox"/> Parks, Multi-use Trails, or Recreations	<input type="checkbox"/> Transit Priority Areas
<input type="checkbox"/> Schools / Universities	<input type="checkbox"/> Presence of Sidewalks
<input type="checkbox"/> Senior Centers	<input type="checkbox"/> Presence of Crosswalks
<input type="checkbox"/> Cultural Areas	<input type="checkbox"/> Presence of Bikeways
<input type="checkbox"/> Religious Facilities	<input type="checkbox"/> Other: _____

Retain current speed limit or restore immediately prior speed limit.

Safety Corridor

Business Activity District

¹Part A justification refers to guidelines established per California Vehicle Code (CVC) Sections 515, 22358.5, 22358.6, & 40802 as well as the California Manual Uniform Traffic Control Devices (CA MUTCD) Section 3B.13 as discussed in the 2025 Engineering & Traffic Survey.

²Part B justification refers to guidelines established per CVC Section 225, 22358.7, & 22358.8 as discussed in the 2025 Engineering & Traffic Survey. Maximum reduction in critical speed shall not exceed 12 MPH of 85th percentile speed.

³Width of roadway segment shall be recorded as the existing width (curb to curb or edge of pavement) at the location where the speed survey was conducted.

CITY OF RIVERSIDE
Department of Public Works, Traffic Engineering Division

TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

ROADWAY: Adams Street Location of Survey: N/RRX

ROADWAY LIMITS: Between Magnolia Avenue and Victoria Avenue

RADAR ENFORCEABLE SPEED

This traffic and engineering survey indicates that the appropriate speed limit for this location is:

40 MPH

City Traffic Engineer _____ Date _____

CERTIFICATION

I, _____ declare:

That I am employed by the City of Riverside, State of California, in the Traffic Engineering Division of the Public Works Department.

That the attached traffic and engineering survey is a true copy of the traffic and engineering survey present in the Traffic Engineering files.

That the traffic and engineering survey was prepared in the ordinary course of Traffic and Engineering Division business, for and by the Division to determine the appropriate speed limits.

I declare under the penalty of perjury that the foregoing is true.

Executed at Riverside, California, on this _____ day of _____ 20 _____

declarant

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Safety Corridors

The CA MUTCD now defines a Safety Corridor as ***“a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.”***

Safety Corridors are prioritized based on the following collisions

- Fatal Collisions
- Severe Injury Collisions
- Pedestrian/Bicyclist Collisions

63 Roadway Segments have been identified as Safety Corridors

Adams Street	Iowa Avenue	Olivewood Avenue
Alessandro Boulevard	Jackson Street	Pierce Street
Arlington Avenue	Jurupa Avenue	Spruce Street
Blaine Street	La Sierra Avenue	Third Street
California Avenue	Lime Street	Trautwein Road
Canyon Crest Drive	Madison Street	Tyler Street
Central Avenue	Magnolia Avenue	University Avenue
Chicago Avenue	Main Street	Van Buren Boulevard
Fourteenth Street	Market Street	Victoria Avenue
Hole Avenue	Martin Luther King Blvd	
Indiana Avenue	Mission Inn Avenue	

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Summary of Findings & Next Steps

City Council - May 2026

Signage Replacement & Implementation Plan - Summer & Fall 2026

Data Driven Police Enforcement

- Roadway segments recommend for **lower** speed limits - **135/321** (42%)
- Roadway segments recommend for **higher** speed limits - **0**

Roadways recommended for lower speed limits:

Adams Street	Cypress Avenue	John F. Kennedy Dr	Polk Street
Alessandro Blvd	Dufferin Avenue	Jurupa Avenue	Ransom Road
Arizona Avenue	Fairview Avenue	La Sierra Avenue	Sierra Street
Arlington Avenue	Fillmore Street	Lemon Street	Sierra Vista Avenue
Blaine Street	Fourteenth Street	Lime Street	Streeter Avenue
Bolton Avenue	Frances Street	Lincoln Avenue	Strong Street
Box Springs Blvd	Gramercy Place	Linden Street	Third Street
Bradley Street	Grand Avenue	Madison Street	Trautwein Road
Brockton Avenue	Green Orchard Place	Magnolia Avenue	Tyler Street
Cactus Avenue	Harrison Street	Main Street	University Avenue
California Avenue	Hawarden Drive	Mariposa Avenue	Van Buren Boulevard
Canyon Crest Dr	Hole Avenue	Market Street	Via Vista Drive
Central Avenue	Horizon View Drive	Martin Luther King Blvd	Victoria Avenue
Chicago Avenue	Hughes Alley	Mary Street	Watkins Drive
Citrus Street	Indiana Avenue	Mission Grove Pkwy	Wells Avenue
Cole Avenue	Iowa Avenue	Mission Inn Avenue	Wood Road
Collett Avenue	Irving Street	Mulberry Street	
Columbia Avenue	Ivy Street	Orange Street	
Cook Avenue	Jackson Street	Orange Terrace Pkwy	
Cridge Street	Jefferson Street	Philbin Avenue	

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Recommendations

That the City Council:

1. Introduce an Ordinance amending Riverside Municipal Code (RMC) Section 10.76.010 designating the prima facie speed limits for streets and portions thereof in accordance with provisions of section 10.20.020 and 10.20.030; and
2. Approve the proposed Citywide Speed Limit Reduction Program, which includes Policy Recommendations and an Implementation Plan; and
3. Authorizes City Staff to install new speed limit signs and pavement markings throughout the City as determined from the revised speed limit schedule and as required by the California Vehicle Code (CVC).

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Thank you!


Any Questions?




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Project Background




RK Engineering Group, Inc. (RK)



- RK was awarded the contract in July 2025 to complete the citywide speed limit evaluation.
- Responsibilities include:
 - Prepare Engineering and Traffic Survey (E&TS)
 - Collecting traffic counts and speed surveys
 - Identifying safety corridors
 - Providing recommended speed limit changes

Transportation Board (3/4/2026)

- Recommended approval to City Council
- Voted Unanimously with 5-0 support



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Project Background



Safe Streets for All (SS4A) Grant

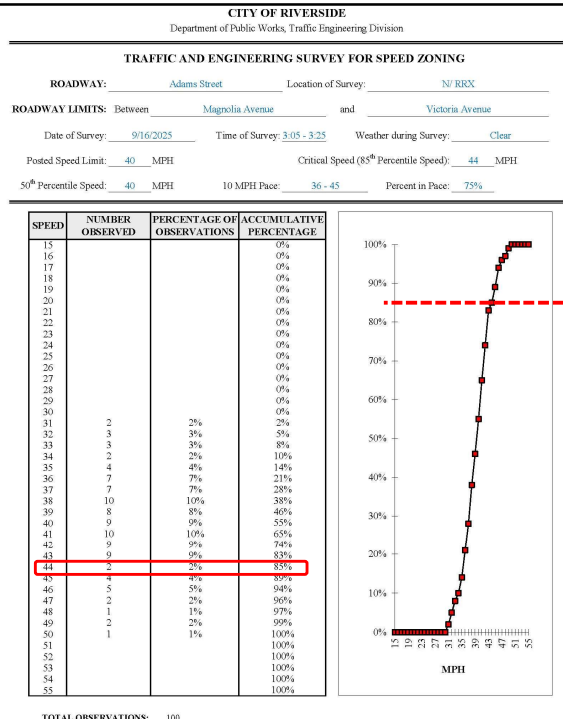


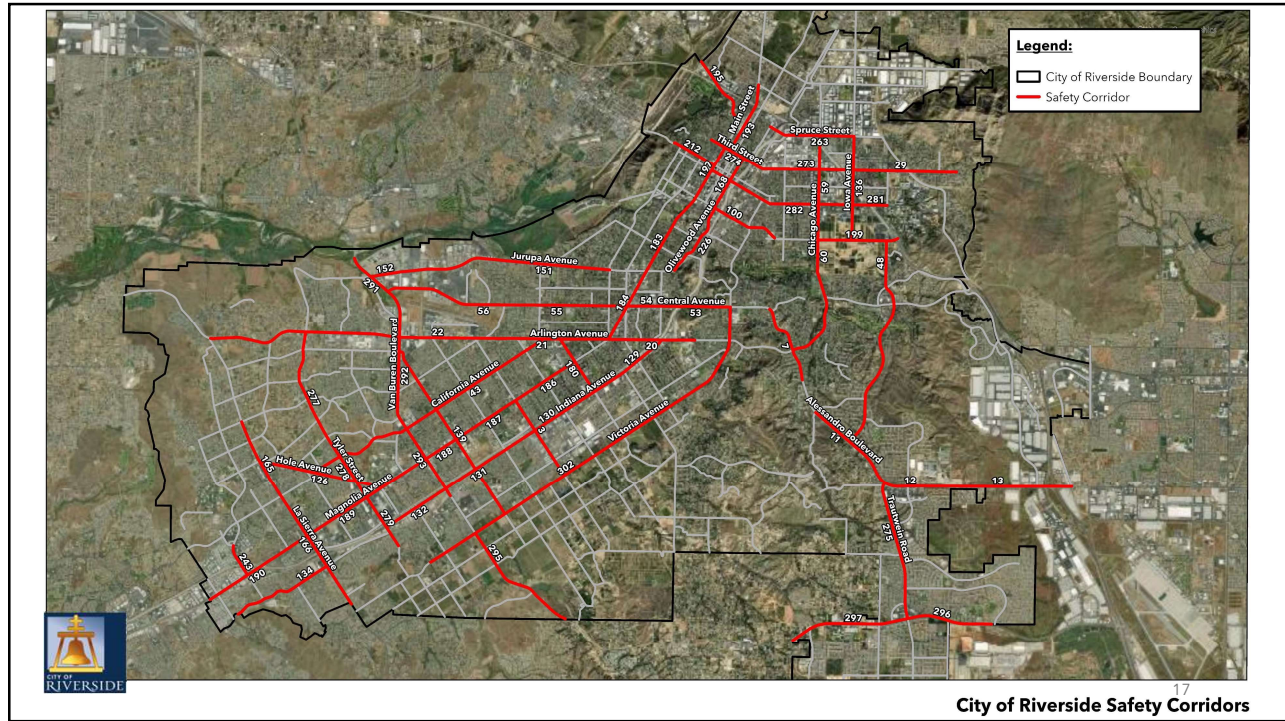
- Riverside received a FY 2023 SS4A Supplemental Planning Grant through the Bipartisan Infrastructure Law.
- Funding supports a citywide evaluation of posted speed limits to identify opportunities for safer speeds.
- Study aligns with the SS4A Safe System Approach and national initiatives promoting safer roadway environments.

Collision Trends

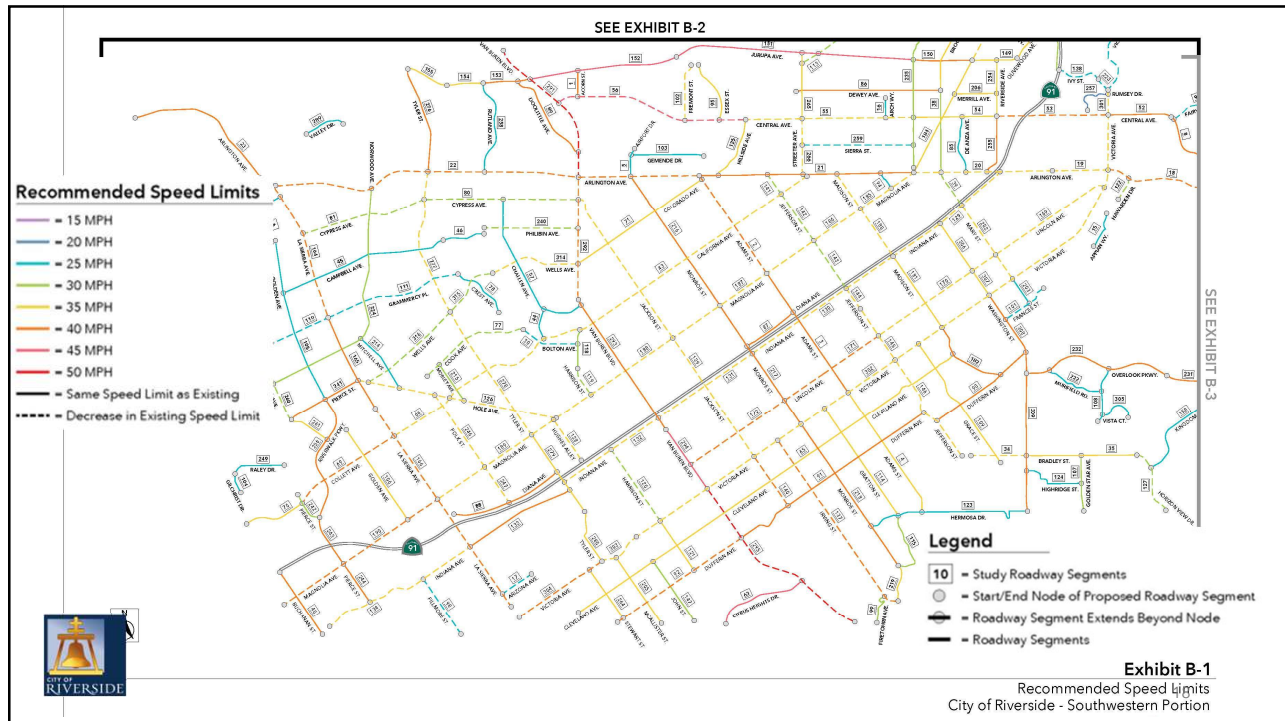
- Speeding is the second leading collision factor in Riverside.
- Over 3,050 speed-related collisions in five years.
- Fatalities increased to 40 in 2022, highlighting the need for action.
- Higher speeds dramatically increase the risk of severe injury and death, particularly for pedestrians and cyclists.

Updated E&TS Forms

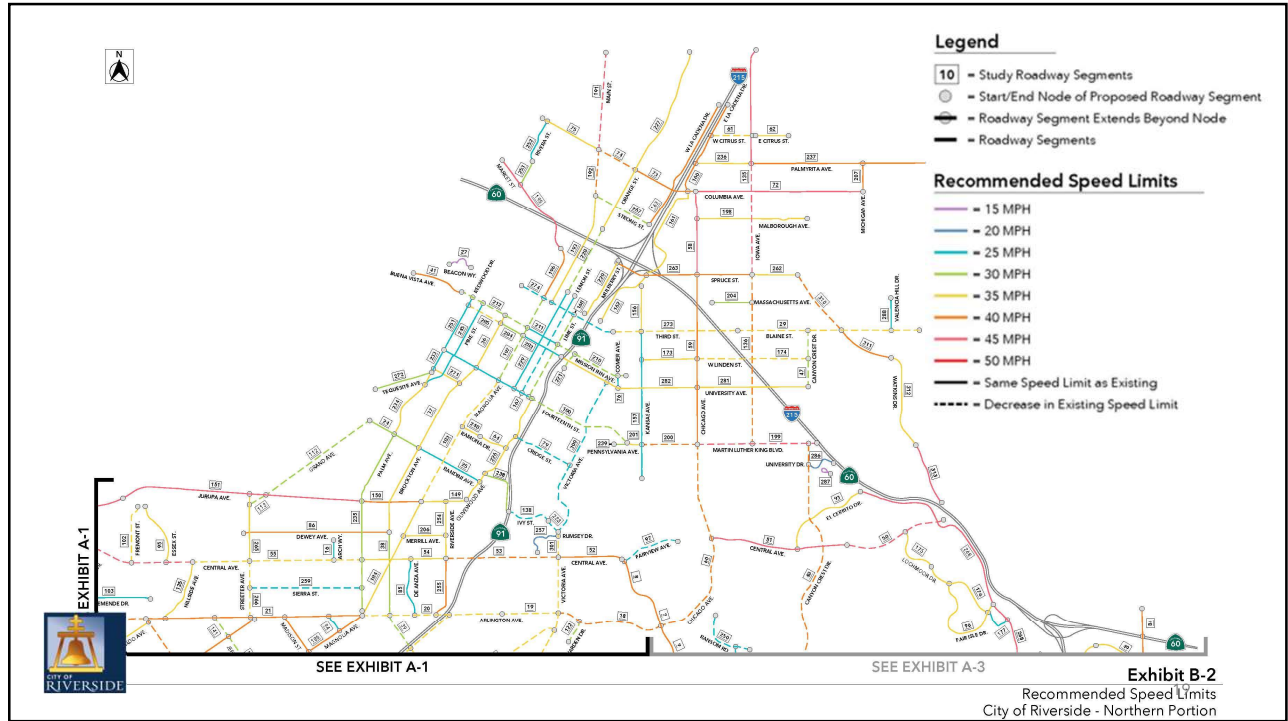





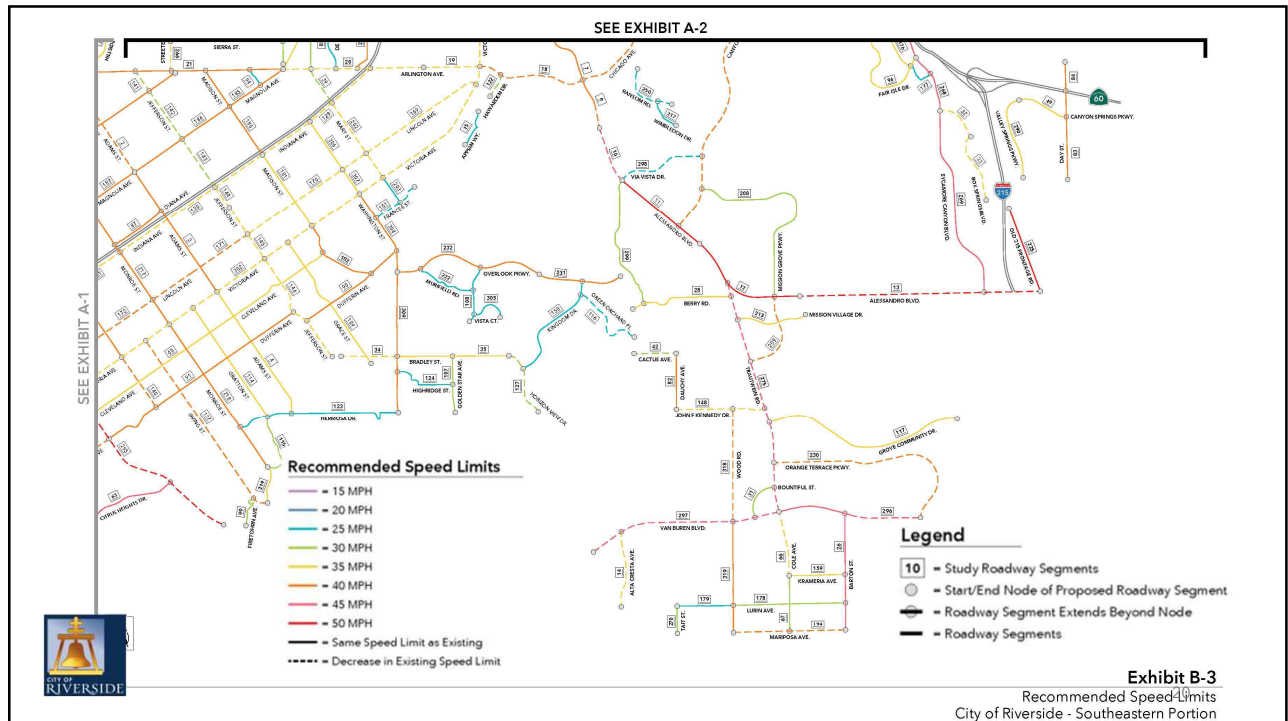
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Next Steps



City Council - May 2026

Signage Replacement & Implementation Plan - Summer & Fall 2026

Data Driven Police Enforcement



Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
1. Acorn Street Jurupa Avenue to Central Avenue	40	40	41	32 - 41	63%	N/A
2. Adams Street Arlington Avenue to Magnolia Avenue	45	40	45	37 - 46	73%	2, 5
3. Adams Street Magnolia Avenue to Victoria Avenue	40	40	44	36 - 45	75%	1
4. Adams Street Victoria Avenue to Hermosa Drive	35	35	43	35 - 44	68%	1, 3, 4, 8b
5. Airport Drive Arlington Avenue to Flight Road	25	25	34	22 - 31	67%	1, 4, 5, 8h, 8i
6. Alhambra Avenue La Sierra Avenue to Cypress Avenue	25	25	25	16 - 25	74%	N/A
7. Alessandro Boulevard (Southbound) Central Avenue to Whitestone Drive	40	40	51	38 - 47	64%	2, 3, 8h, 8i
8. Alessandro Boulevard (Northbound) Central Avenue to Chicago Avenue	40	40	47	38 - 47	80%	2, 3
9. Alessandro Boulevard (Northbound) Chicago Avenue to Whitestone Drive	50 / 40	40	46	40 - 49	74%	2, 3
10. Alessandro Boulevard Whitestone Drive to Via Vista Drive	50	45	49	39 - 48	69%	1, 3, 4
11. Alessandro Boulevard Via Vista Drive to Cannon Road	50	50	54	46 - 55	62%	1, 3
12. Alessandro Boulevard Cannon Road to Northrop Drive	50	50	55	46 - 55	63%	1, 3
13. Alessandro Boulevard Northrop Drive to Old 215 Frontage Road	55	50	54	41 - 50	69%	1, 4
14. Alta Cresta Avenue Van Buren Boulevard to Lurin Avenue	35	35	41	32 - 41	66%	2, 3, 5
15. Applin Way Horace Street to Hawarden Drive	25	25	32	23 - 32	67%	2, 3, 5
16. Arch Way Central Avenue to Dewey Avenue	25 NB / Not Posted SB	25	32	23 - 32	65%	2, 5, 7
17. Arizona Avenue La Sierra Avenue to The Easterly Terminus	30	25	32	23 - 32	75%	2, 5, 7
18. Arlington Avenue Alessandro Boulevard to Victoria Avenue	45	40	49	41 - 50	85%	1, 3, 8h, 8i
19. Arlington Avenue Victoria Avenue to Horace Street	40	35	44	35 - 44	89%	1, 4, 8c, 8h, 8i, 8j
20. Arlington Avenue Horace Street to Magnolia Avenue	40	35	36	28 - 37	86%	N/A
21. Arlington Avenue Magnolia Avenue to Adams Street	40	40	48	36 - 45	69%	1, 4, 5, 8a, 8c, 8f, 8g, 8h, 8i, 8j

Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
22. Arlington Avenue Adams Street to La Sierra Avenue	45	40	47	35 - 44	74%	2, 3, 4
23. Arlington Avenue La Sierra Avenue to 300' East of Crestview Drive	40	40	50	41 - 50	76%	2, 3, 8b, 8j
24. Bandini Avenue Grand Avenue to Brockton Avenue	30	30	39	30 - 39	79%	1, 4, 5, 8h, 8i, 8j
25. Bandini Avenue Brockton Avenue to Olivewood Avenue	25	25	27	18 - 27	85%	N/A
26. Barton Street Van Buren Boulevard to Mariposa Avenue	45	45	53	42 - 51	61%	1, 4, 8h, 8i, 8j
27. Beacon Way Redwood Drive to Ladlera Avenue	15	15	14	6 - 15	57%	N/A
28. Berry Road Trautwein Road to Crystal View Terrace	35	35	42	34 - 43	80%	2, 3
29. Blaine Street Mt. Vernon Avenue to Fwy. 60	40	35	42	34 - 43	65%	2
30. Bolton Avenue Harrison Street to Cook Avenue	35	25	34	25 - 34	76%	1, 4, 5, 7, 8h, 8i
31. Bountiful Street Van Buren Boulevard to Trautwein Road	30	30	33	25 - 34	83%	1, 3, 4
32. Box Springs Blvd. Sycamore Canyon Boulevard to River Crest Drive	40	35	42	33 - 42	80%	2, 5
33. Box Springs Blvd. River Crest Drive to Southerly Terminus	40 SB / Not Posted NB	35	42	33 - 42	76%	2, 5
34. Bradley Street Jefferson Street to Washington Street	45 EB / 45 WB / 40 WB	40	43	34 - 43	82%	1, 3, 4
35. Bradley Street Washington Street to Harbart Drive	35	35	41	33 - 42	78%	2, 5
36. Brockton Avenue Mission Inn Avenue to Fourteenth Street	35	35	38	31 - 40	91%	1, 5
37. Brockton Avenue Fourteenth Street to Dewey Avenue	35	35	42	33 - 42	66%	1, 3, 5
38. Brockton Avenue Dewey Avenue to Arlington Avenue	30	30	32	24 - 33	83%	N/A
39. Brockton Avenue Arlington Avenue to Indiana Avenue	35	30	31	24 - 33	88%	N/A
40. Buchanan Street 400' North of Doherty Street to Indiana Avenue	40	40	43	34 - 43	72%	1, 4, 5
41. Buena Vista Avenue The Buena Vista Bridge to 1,000' East of Crestmore Road	40	40	47	39 - 48	83%	2, 3
42. Cactus Avenue Crystal View Terrace to Dauchy Avenue	35	30	34	24 - 33	76%	1, 3, 4

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
43. California Avenue Arlington Avenue to Hole Avenue	40	35	44	37 - 46	76%	2, 3, 5, 8a, 8b, 8c, 8e, 8g, 8h, 8i, 8j, 10
44. Calmhill Drive California Avenue to Challén Avenue	25	25	32	25 - 34	84%	2
45. Campbell Avenue Crest Avenue to Golden Avenue	25	25	34	26 - 35	85%	1, 5, 8c, 8h, 8i
46. Campbell Avenue Rutland Avenue to Crest Avenue	25	25	35	24 - 33	65%	2, 4, 5, 8c, 8h, 8i
47. Canyon Crest Drive Blaine Street to University Avenue	35	30	39	28 - 37	72%	1, 4, 5, 8c, 8g, 8h, 8i, 8j
48. Canyon Crest Drive Martin Luther King Boulevard to Alessandro Boulevard	45	40	49	40 - 49	75%	1, 3, 4, 8b, 8g, 8h, 8i, 8j, 10
49. Canyon Springs Parkway Valley Springs Pkwy. to Day Street	35	35	37	28 - 37	66%	N/A
50. Central Avenue Canyon Crest Drive to The Easterly City Limit	50	45	47	39 - 48	80%	N/A
51. Central Avenue Canyon Creek Drive to Chicago Avenue	45	45	48	38 - 47	82%	1, 3, 4
52. Central Avenue Alessandro Boulevard to Victoria Avenue	40	40	44	36 - 45	89%	1
53. Central Avenue Victoria Avenue to Riverside Avenue	45	40	50	39 - 48	73%	2, 4, 8b, 8g, 8h
54. Central Avenue Riverside Avenue to Palm Avenue	35	35	43	36 - 45	92%	1, 4, 8a, 8g, 8h, 8i, 8j, 10
55. Central Avenue Palm Avenue to Hillside Avenue	40	35	46	36 - 45	75%	2, 5, 8c, 8g, 8h, 8i, 8j, 10
56. Central Avenue Hillside Avenue to Van Buren Boulevard	50	45	54	44 - 53	68%	1, 4, 8i, 8j, 8j, 10
57. Challan Avenue Cypress Avenue to Van Buren Boulevard	25	25	37	28 - 37	78%	2, 3, 5, 8e, 8f, 8h, 8i
58. Chicago Avenue Columbia Avenue to Spruce Street	45	45	48	39 - 48	68%	1, 4
59. Chicago Avenue Spruce Street to Martin Luther King Boulevard	40	40	44	34 - 43	81%	1, 4
60. Chicago Avenue Martin Luther King Boulevard to Alessandro Boulevard	45	40	48	40 - 49	85%	1, 3, 4, 8b, 8g, 8h, 8i, 8j, 10
61. W Citrus Street Iowa Avenue to East La Cadena Drive	40 WB / Not Posted EB	35	38	26 - 35	67%	1, 4, 5
62. E Citrus Street 800' East of Iowa Avenue to 800' West of Northgate Street	35	35	40	29 - 38	60%	1, 4, 5
63. Citrus Heights Drive Van Buren Boulevard to 600' North of Minneola Avenue	45	45	51	43 - 52	76%	2, 3

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
64. City College Drive Olivewood Avenue to Ramona Drive	35	35	39	31 - 40	83%	1, 3
65. Cleveland Avenue 650' West of Stewart Street to Easterly Terminus	35	35	34	23 - 32	71%	N/A
66. Cole Avenue Van Buren Boulevard to Krameria Avenue	40	35	45	36 - 45	81%	2, 8b, 8h, 8i, 8j
67. Cole Avenue Krameria Avenue to Mariposa Avenue	30 NB / 35 NB / 35 SB	30	38	30 - 39	87%	1, 4, 8c, 8h, 8i
68. Collett Avenue Hole Avenue to La Sierra Avenue	40	35	41	33 - 42	90%	2, 5
69. Collett Avenue La Sierra Avenue to Pierce Street	45	40	46	37 - 46	80%	2
70. Collett Avenue Pierce Street to Buchanan Street	35	35	39	32 - 41	90%	1, 3
71. Colorado Avenue Adams Street to Van Buren Boulevard	35	35	39	32 - 41	76%	1, 5
72. Columbia Avenue The Easterly Terminus to Chicago Avenue	45	45	44	35 - 44	68%	N/A
73. Columbia Avenue Chicago Avenue to Orange Street	40	40	45	36 - 45	75%	2
74. Columbia Avenue Orange Street to Main Street	45	40	48	37 - 46	73%	1, 8h, 8i, 8j
75. Columbia Avenue Main Street to Salmon River Road	35	35	41	33 - 42	79%	2
76. Comer Avenue Mission Inn Avenue to University Avenue	Not Posted	25	27	20 - 29	87%	N/A
77. Cook Avenue Bolton Avenue to Jones Avenue	35	30	35	26 - 35	83%	2, 3, 5
78. Crest Avenue Gramercy Place to Camelot Road	25	25	37	26 - 35	60%	1, 3, 5, 7, 8c, 8h, 8i
79. Cridge Street Victoria Avenue to Olivewood Avenue	35	25	34	27 - 36	87%	1, 5, 7, 8h, 8i, 8j
80. Cypress Avenue Van Buren Boulevard to Tyler Street	35	30	38	30 - 39	81%	1, 4, 5, 8e, 8h, 8i, 8j
81. Cypress Avenue Tyler Street to La Sierra Avenue	35	30	37	27 - 36	74%	2, 5
82. Dauchy Avenue John F. Kennedy Drive to Cactus Avenue	40	40	44	35 - 44	80%	1, 3, 4
83. Day Street 500' North of Canyon Springs Parkway to Eucalyptus Avenue	40	40	41	33 - 42	84%	N/A
84. Day Street - Southbound Box Springs Road to Eucalyptus Avenue	40	40	40	31 - 40	83%	N/A

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
85. De Anza Avenue Central Avenue to Arlington Avenue	25 SB / Not Posted NB	25	30	21 - 30	87%	2, 3, 7
86. Dewey Avenue Brookton Avenue to Juanro Way	40	40	49	39 - 48	72%	1, 4, 5, 8h, 8i
87. Diana Avenue Adams Street to Monroe Street	40	40	50	38 - 47	58%	2, 4, 8c, 8h, 8i
88. Diana Avenue Tyler Street to 500' West of Park Sierra Drive	40 WB / Not Posted EB	40	44	36 - 45	80%	1, 5
89. Doolittle Avenue Van Buren Boulevard (North) to Van Buren Boulevard (South)	40	40	39	29 - 38	58%	N/A
90. Dufferin Avenue Washington Street to Jefferson Street	40	40	44	35 - 44	56%	1, 3, 4
91. Dufferin Avenue Jefferson Street to Van Buren Boulevard	40	40	41	33 - 42	79%	N/A
92. Dufferin Avenue Van Buren Boulevard to McAllister Parkway	45	40	45	36 - 45	65%	2, 3
93. El Cerrito Drive Sycamore Canyon Boulevard to Central Avenue	35	35	39	33 - 42	80%	1, 3, 5
94. El Hijo Street Arlington Avenue to Magnolia Avenue	Not Posted	25	23	15 - 24	89%	N/A
95. Essex Street Mountain View Avenue to Central Avenue	35	35	44	30 - 39	63%	1, 3, 4, 5, 8h
96. Fair Isle Drive Sycamore Canyon Boulevard to Northerly End At Lochmoor Drive	35	35	35	25 - 34	79%	N/A
97. Fairview Avenue Bronson Way to Alessandro Boulevard	30	25	34	26 - 35	82%	1, 5, 8h, 8j
98. Fillmore Street Indiana Avenue to Oakbrook Drive	30	25	36	28 - 37	86%	2, 5, 8c, 8h, 8i, 8j
99. Finthorn Avenue Living Street to 300' North of Van Buren Boulevard	30	30	34	25 - 34	78%	1, 3, 4
100. Fourteenth Street Palm Avenue to Pennsylvania Avenue 100a. from Palm Avenue to Lime Street 100b. from Lime Street to Pennsylvania Avenue	25 EB / 35 EB & WB 35	25 30	37	28 - 37	83%	2, 8b, 8c, 8f, 8g, 8h, 8i, 8j 2
101. Frances Street Washington Street to Sundance Trail	30	25	33	24 - 33	76%	1, 4, 5, 7, 8h
102. Fremont Street Central Avenue to Mountain View Avenue	35	35	38	27 - 36	68%	1, 4, 5
103. Gemende Drive Airport Drive to Its Easterly Terminus	25	25	33	19 - 28	52%	1, 4, 5, 7
104. Gilchrist Drive Raley Drive to Macfar Lane	Not Posted	25	33	26 - 35	58%	2, 3, 5, 7, 8h

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent In Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
105. Golden Avenue Cypress Avenue to Pierce Street	25	25	32	24 - 33	87%	2
106. Golden Avenue Schuyler Avenue to Magnolia Avenue	35	35	38	30 - 39	87%	2, 4
107. Golden Star Avenue Bradley Street to 1,000' North of Weikamp Street	30	30	37	28 - 37	68%	2, 3, 5
108. Golden Star Avenue Overhead Parkway to Southerly Terminus	25 SB / Not Posted NB	25	34	24 - 33	68%	1, 4, 7, 8h
109. Grace Street Victoria Avenue to Gladstone Boulevard	35	35	39	31 - 40	67%	1, 3
110. Gramercy Place Sierra Vista Avenue to La Sierra Avenue	30	25	35	28 - 37	84%	2, 5, 6, 8h, 8i
111. Gramercy Place La Sierra Avenue to Crest Avenue	30	25	37	26 - 35	76%	2, 3, 8c, 8d, 8i, 8j
112. Grand Avenue Bandini Avenue to Jurupa Avenue	35	30	41	34 - 43	78%	2, 5, 8e, 8h, 8i, 8j
113. Grand Avenue Jurupa Avenue to Streeter Avenue	35	30	37	29 - 38	87%	2, 5
114. Graton Street Victoria Avenue to Hermosa Drive	35	35	41	32 - 41	61%	2, 3
115. Graton Street Hermosa Drive to Monroe Street	30	30	30	22 - 31	86%	N/A
116. Green Orchard Place Kingdon Drive to Crystal View Terrace	35	25	36	26 - 35	72%	2, 3, 7
117. Grove Community Drive Trautwein Road to Yarrow Lane	35	35	39	32 - 41	81%	1, 3
118. Harrison Street California Avenue to Garfield Street	30	30	38	29 - 38	88%	1, 4, 5, 8d, 8h
119. Harrison Street Garfield Street to Magnolia Avenue	35	30	38	30 - 39	87%	1, 8a, 8c, 8h, 8i, 8j
120. Harrison Street Indiana Avenue to Victoria Avenue	35	30	36	27 - 36	87%	2, 5
121. Harrison Street Victoria Avenue to Dufferin Avenue	35	35	38	28 - 37	65%	1, 3, 4
122. Hewardian Drive Arlington Avenue to Piedmont Drive South	35	30	35	25 - 34	76%	2, 3, 4
123. Hermosa Drive Washington Street to Monroe Street	25	25	24	17 - 26	88%	N/A
124. Highridge Street Washington Street to Golden Star Avenue	25	25	33	16 - 25	43%	1, 3, 4, 5, 7
125. Hillside Avenue Central Avenue to Arlington Avenue	35	35	42	32 - 41	69%	2, 5

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent In Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
126. Hole Avenue Magnolia Avenue to La Sierra Avenue	40	35	46	34 - 43	70%	2, 4, 8g, 8h, 8i, 10
127. Horizon View Drive Harbart Drive to The Southerly Terminus	35	30	38	28 - 37	63%	1, 3, 4, 5, 8h
128. Hughes Alley Magnolia Avenue to Diana Avenue	40	35	39	29 - 38	67%	1, 4
129. Indiana Avenue Arlington Avenue to Madison Street	40	35	37	28 - 37	81%	N/A
130. Indiana Avenue Madison Street to Monroe Street	40	35	47	39 - 48	71%	2, 5, 8a, 8g, 8h, 8i, 10
131. Indiana Avenue Monroe Street to Van Buren Boulevard	40	35	43	35 - 44	80%	1, 4, 5, 8g, 8h, 8i, 10
132. Indiana Avenue Van Buren Boulevard to Tyler Street	40	35	46	37 - 46	70%	2, 5, 8a, 8g, 8h, 8i, 10
133. Indiana Avenue Tyler Street to La Sierra Avenue	40	40	48	39 - 48	76%	1, 4, 8g, 8h, 8i, 8j
134. Indiana Avenue La Sierra Avenue to 700' East of Buchanan Street	40	35	41	32 - 41	81%	2, 3
135. Iowa Avenue Main Street to Spruce Street	45 / 50	45	46	37 - 46	81%	N/A
136. Iowa Avenue Spruce Street to Martin Luther King Boulevard	45	40	42	34 - 43	77%	N/A
137. Irving Street Victoria Avenue to Monroe Street	45	40	41	34 - 43	61%	N/A
138. Ivy Street Panorama Road to Myrtle Avenue	30	25	33	26 - 35	86%	1, 3, 7, 8j
139. Jackson Street Van Buren Boulevard to Victoria Avenue	40	35	45	36 - 45	79%	2, 5, 8b, 8c, 8h, 8i, 8j, 10
140. Jackson Street Victoria Avenue to Dufferin Avenue	45	40	45	37 - 46	57%	2, 3
141. Jefferson Street Arlington Avenue to California Avenue	35	30	29	22 - 31	85%	N/A
142. Jefferson Street California Avenue to Magnolia Avenue	40	30	39	32 - 41	85%	1, 5, 8b, 8c, 8h, 8i, 8j
143. Jefferson Street Magnolia Avenue to Indiana Avenue	35	30	40	30 - 39	78%	2, 4, 5, 8h, 8i, 8j
144. Jefferson Street Indiana Avenue to Evans Street	40	35	37	29 - 38	79%	N/A
145. Jefferson Street Evans Street to Victoria Avenue	45	35	43	34 - 43	76%	1, 4, 8j, 8k
146. Jefferson Street Victoria Avenue to Bradley Street	40	35	34	25 - 34	86%	N/A

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
147. John Street Cleveland Avenue to The Southerly Terminus	30	30	39	31 - 40	54%	2, 3, 9
148. John F. Kennedy Drive Trautwein Road to Dauchy Avenue	40	35	41	34 - 43	87%	2
149. Jurupa Avenue Olivewood Avenue to Magnolia Avenue	35	35	40	31 - 40	79%	2, 5
150. Jurupa Avenue Magnolia Avenue to Palm Avenue	40	40	41	33 - 42	89%	N/A
151. Jurupa Avenue Palm Avenue to Republic Street	45	45	53	45 - 54	58%	1, 4, 5, 8a, 8h, 8i, 8j, 10
152. Jurupa Avenue Republic Street to Van Buren Boulevard	50 NB / 45 NB / 50 SB	45	52	43 - 52	69%	2, 5
153. Jurupa Avenue Van Buren Boulevard to Rutland Avenue	40	40	44	34 - 43	83%	1, 4
154. Jurupa Avenue Rutland Avenue to Crest Avenue	35	35	44	34 - 43	77%	1, 4, 5, 8b, 8h, 8i, 8j
155. Jurupa Avenue Crest Avenue to Tyler Street	35	35	45	36 - 45	70%	2, 8h, 8j
156. Kansas Avenue Roberta Street to Third Street	35 SB / Not Posted NB	35	39	31 - 40	73%	1
157. Kansas Avenue Third Street to Prince Albert Drive	25	25	35	25 - 34	73%	2, 4, 5, 7, 8b, 8e, 8h, 8i, 8j
158. Kingdom Drive Overlook Parkway to Horizon View	Not Posted	25	36	27 - 36	73%	2, 3, 5, 7, 8h
159. Krameria Avenue Barton Street to Cole Avenue	35	35	46	38 - 47	74%	2, 5, 8h, 8i
160. La Cadena Dr. East 500 South of Villa Street to Columbia Avenue	Not Posted	40	39	30 - 39	72%	N/A
161. La Cadena Dr. East Columbia Avenue to Spruce Street	35 NB / Not Posted SB	35	40	30 - 39	61%	2, 4
162. La Cadena Dr. East Spruce Street to First Street	Not Posted	35	35	26 - 35	76%	N/A
163. La Cadena Dr. West 200 South of Toulouse Avenue to Strong Street	40	40	41	32 - 41	78%	N/A
164. La Sierra Avenue Arlington Avenue to Gramercy Place	45	40	48	37 - 46	65%	1, 5, 8g, 8h, 8i
165. La Sierra Avenue Gramercy Place to Schuyler Avenue	40	40	45	37 - 46	76%	2, 5
166. La Sierra Avenue Schuyler Avenue to Middleborough Road	45	40	46	37 - 46	77%	2
167. Leimon Street First Street to Fourteenth Street	30 NB / 25 NB / 25 SB	25	29	20 - 29	80%	1, 4, 5, 8e, 8h, 8i, 11

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
168. Lime Street Third Street to Fourteenth Street	35	30	35	27 - 36	82%	2, 5
169. Lincoln Avenue Victoria Avenue to Mary Street	40	35	37	29 - 38	89%	N/A
170. Lincoln Avenue Mary Street to Jefferson Street	40	35	41	30 - 39	77%	2, 4, 5
171. Lincoln Avenue Jefferson Street to Monroe Street	45 EB / 40 WB / 45 WB	40	49	37 - 46	66%	1, 4, 8g, 8h, 8i, 8j
172. Lincoln Avenue Monroe Street to Van Buren Boulevard	45	40	43	35 - 44	90%	1, 4, 5
173. Linden Street Kansas Avenue to Chicago Avenue	35	35	35	26 - 35	82%	N/A
174. Linden Street Chicago Avenue to Canyon Crest Drive	40	35	41	33 - 42	74%	2, 5
175. Lochmoor Drive Central Avenue to Kirkmichael Circle (North)	35	35	42	33 - 42	78%	2, 3
176. Lochmoor Drive Kirkmichael Circle (North) to Fair Isle Drive (South)	35	35	41	31 - 40	80%	2, 3
177. Lochmoor Drive Fair Isle Drive to Sycamore Canyon Boulevard	25 SB / Not Posted NB	25	32	24 - 33	78%	2, 3, 5
178. Lurin Avenue Barton Street to Wood Road	30	30	41	32 - 41	69%	2, 5, 8h
179. Lurin Avenue Wood Road to Taff Street	25	25	38	27 - 36	69%	7
180. Madison Street Arlington Avenue to Indiana Avenue	40	35	42	35 - 44	86%	2
181. Madison Street Indiana Avenue to Victoria Avenue	35	35	34	27 - 36	80%	N/A
182. Madison Street Victoria Avenue to Dufferin Avenue	40	40	47	35 - 44	64%	2, 3, 4
183. Magnolia Avenue Fourteenth Street to Jurupa Avenue	40	35	45	35 - 44	73%	2, 4, 8c, 8g, 8h, 8i, 8j, 10
184. Magnolia Avenue Jurupa Avenue to Arlington Avenue	35 SB / Not Posted NB	35	37	26 - 35	75%	N/A
185. Magnolia Avenue Arlington Avenue to Madison Street	40	35	44	37 - 46	83%	1, 8e, 8g, 8h, 8i, 8j, 10
186. Magnolia Avenue Madison Street to Adams Street	40	35	44	35 - 44	77%	1, 4, 8c, 8h, 8i, 8j, 10
187. Magnolia Avenue Adams Street to Jackson Street	40 EB / Not Posted WB	35	43	35 - 44	84%	1, 4, 8c, 8e, 8f, 8g, 8h, 8i, 8j, 10
188. Magnolia Avenue Jackson Street to Hole Avenue/Hughes Alley	40	35	43	35 - 44	79%	1, 4, 8a, 8c, 8e, 8g, 8h, 8i, 8j, 10

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
189. Magnolia Avenue Hole Avenue/Hughes Alley to La Sierra Avenue	40	35	44	34 - 43	82%	1, 4, 8a, 8b, 8c, 8h, 8i, 8j, 10
190. Magnolia Avenue La Sierra Avenue to 600' West of Buchanan Street	45	40	42	33 - 42	78%	N/A
191. Main Street Placencia Lane to Columbia Avenue	50	45	52	41 - 50	80%	2
192. Main Street Columbia Avenue to Strong Street	45	40	46	38 - 47	78%	2, 5
193. Main Street Strong Street to Third Street	35	35	40	31 - 40	79%	2, 5
194. Mariposa Avenue (Westbound) Barton Street to Wood Road	45	40	45	36 - 45	66%	2, 3
195. Market Street 1,500' South of Via Cerro to Northbend Street	45	40	47	37 - 46	77%	2, 3
196. Market Street Northbend Street to Third Street	40	40	46	34 - 43	70%	2, 4
197. Market Street Third Street to Fourteenth Street	35	30	34	26 - 35	89%	1
198. Marlborough Avenue Chicago Avenue to Northgate Street	35	35	39	25 - 34	60%	1, 4
199. Martin Luther King Boulevard Fwy. 60 to Chicago Avenue	50	45	52	41 - 50	58%	2, 3
200. Martin Luther King Boulevard Chicago Avenue to Kansas Avenue	45	40	45	37 - 46	85%	2
201. Martin Luther King Boulevard Kansas Avenue to Fourteenth Street	35	35	43	35 - 44	80%	1, 4, 8g, 8h, 8i
202. Mary Street Indiana Avenue to Victoria Avenue	40	35	42	32 - 41	78%	2, 5
203. Mary Street Victoria Avenue to Frances Street	Not Posted	25	35	27 - 36	81%	2, 5, 7, 8h
204. Massachusetts Avenue Iowa Avenue to The Westerly Terminus	30	30	34	26 - 35	88%	1, 5
205. McAllister Street Victoria Avenue to The Southerly Terminus	35	35	41	32 - 41	57%	2, 3
206. Merrill Avenue Riverside Avenue to Magnolia Avenue	35	35	34	25 - 34	81%	N/A
207. Michigan Avenue Columbia Avenue to Palmyra Avenue	40	40	43	35 - 44	96%	1, 4
208. Mission Grove Parkway Alessandro Boulevard to Canyon Crest Drive	30	30	40	31 - 40	77%	2, 3, 8c, 8h, 8i
209. Mission Grove Parkway Alessandro Boulevard to Trautwein Road	45 NB / Not Posted SB	40	43	35 - 44	82%	1, 4, 5

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
210. Mission Inn Avenue Eucalyptus Avenue to Lime Street	35	30	39	30 - 39	70%	1, 4, 5, 8b, 8h, 8i, 8j
211. Mission Inn Avenue Lime Street to Market Street	25	25	25	18 - 27	90%	N/A
212. Mission Inn Avenue Market Street to The Buena Vista Bridge	35	30	42	33 - 42	70%	2, 5, 8a, 8b, 8c, 8i, 8j, 10
213. Mission Village Drive Trautwein Road to Northrop Drive	35	35	42	33 - 42	68%	2
214. Mitchell Avenue Hole Avenue to Norwood Avenue	25	25	31	24 - 33	87%	2, 3, 5
215. Mobley Avenue Hole Avenue to Cook Avenue	30	30	36	27 - 36	76%	2, 5
216. Monroe Street Arlington Avenue to Magnolia Avenue	40	40	41	34 - 43	88%	N/A
217. Monroe Street Magnolia Avenue to Victoria Avenue	40	40	42	33 - 42	79%	N/A
218. Monroe Street Victoria Avenue to Gratton Street	40	40	45	37 - 46	68%	2, 3
219. Monroe Street Gratton Street to Irving Street	35 SB / Not Posted NB	35	38	29 - 38	74%	1, 3, 4
220. Mulberry Street Russell Street to First Street	35	35	36	25 - 34	68%	N/A
221. Mulberry Street Mission Inn Avenue to Ninth Street	35	30	29	20 - 29	79%	N/A
222. Murfield Road Golden Star Avenue to Overlook Parkway	25 SB / Not Posted NB	25	36	27 - 36	60%	2, 3, 8k
223. Myrtle Avenue Southernly Intersection With Victoria Avenue to Ivy Street	Not Posted	25	31	23 - 32	93%	1, 3, 7
224. Norwood Avenue Sierra Vista Avenue to Arlington Avenue	30	30	36	27 - 36	68%	2, 3, 5
225. Old 215 Frontage Road (Southbound) Alessandro Boulevard to Oracosa Avenue	50	50	54	41 - 50	62%	1, 4
226. Olivewood Avenue Fourteenth Street to Jurupa Avenue	35	35	45	35 - 44	79%	2, 3, 4, 5, 8g, 8h, 8i, 8j, 10
227. Orange Street Pellissier Road to Fwy. 60	35	35	38	30 - 39	69%	1, 4, 5
228. Orange Street Fwy. 60 to First Street	35	30	35	25 - 34	73%	2, 4, 5
229. Orange Street First Street to Fourteenth Street	25	25	29	20 - 29	86%	1, 4, 5
230. Orange Terrace Parkway Van Buren Boulevard to Trautwein Road	45	40	48	39 - 48	83%	1, 3, 4, 8c, 8e, 8g, 8h, 8i, 8j

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
231. Overlook Parkway Bodewin Court to Crystal View Terrace	40	40	49	40 - 49	72%	1, 3, 4, 8h, 8i, 8j
232. Overlook Parkway Bodewin Court to Washington Street	40	40	45	37 - 46	66%	1, 3
233. Palm Avenue Fourteenth Street to Tequesquite Avenue	25	25	36	27 - 36	78%	1, 4, 5, 8h, 8i, 8j
234. Palm Avenue Tequesquite Avenue to Bandini Avenue	35	35	45	37 - 46	75%	2, 3, 8b, 8h, 8i, 8j
235. Palm Avenue Bandini Avenue to The Southerly Terminus Near Magnolia Avenue	30	30	35	27 - 36	88%	2, 5
236. Palmyra Avenue East La Cadena Drive to Iowa Avenue	35	35	41	29 - 38	63%	2, 4, 5
237. Palmyra Avenue Iowa Avenue to Woodwind Drive	40	40	52	41 - 50	66%	2, 8e, 8h, 8i, 8j
238. Panorama Road Olivewood Avenue to Ivy Street	30	30	41	33 - 42	77%	2, 3, 5, 8h, 8i, 8j
239. Pennsylvania Avenue Sedgwick Avenue to Fourteenth Street	Not Posted	30	31	21 - 30	80%	N/A
240. Philbin Avenue Van Buren Boulevard to Rutland Avenue	35	30	35	28 - 37	77%	2, 5
241. Pierce Street La Sierra Avenue to Sierra Vista Avenue	40	40	45	34 - 43	66%	2, 4
242. Pierce Street Ambi Drive to Riverwalk Parkway	30	30	34	26 - 35	83%	2
243. Pierce Street Riverwalk Parkway to Magnolia Avenue	40	40	41	33 - 42	90%	N/A
244. Pierce Street Magnolia Avenue to Indiana Avenue	40 SB / Not Posted NB	40	41	33 - 42	81%	N/A
245. Pine Street Mission Inn Avenue to Palm Avenue	25	25	27	19 - 28	91%	N/A
246. Polk Street Hole Avenue to Magnolia Avenue	40	35	41	32 - 41	77%	2, 5
247. Polk Street Magnolia Avenue to Diana Avenue	40	35	42	32 - 41	71%	2, 5
248. Ramona Drive Magnolia Avenue to City College Drive	35	35	38	29 - 38	79%	1, 5
249. Raley Drive Glichrist Drive to East Campus Drive	25 EB / Not Posted WB	25	31	23 - 32	79%	2, 3, 7
250. Ransom Road Ransom Place to Claridge Drive	30	25	32	24 - 33	81%	2, 3, 5
251. Redwood Drive Mission Inn Avenue to Fourteenth Street	25 SB / Not Posted NB	25	28	21 - 30	88%	1, 5

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
252. Rivera Street Columbia Avenue to Strong Street	25	25	30	22 - 31	88%	2, 3, 5, 7
253. Rivera Street Strong Street to Market Street	30	30	36	27 - 36	66%	2, 5
254. Riverside Avenue Junupa Avenue to Central Avenue	35	35	35	26 - 35	87%	N/A
255. Riverside Avenue Central Avenue to Arlington Avenue	40	40	46	35 - 44	63%	2, 4, 5
256. Riverwalk Parkway Pierce Street South to Pierce Street North	40	40	42	32 - 41	79%	N/A
257. Rumsey Drive Victoria Avenue to Carmel Way	20	20	19	11 - 20	60%	N/A
258. Rutland Avenue Arlington Avenue to Junupa Avenue	Not Posted	25	28	21 - 30	88%	1, 5
259. Sierra Street Palm Avenue to Streeter Avenue	30	25	28	21 - 30	90%	2, 5
260. Sierra Vista Avenue Gramercy Place to Pierce Street	35	30	36	28 - 37	83%	2, 5
261. Sierra Vista Avenue Pierce Street to Riverwalk Parkway	35 WB / Not Posted EB	35	41	32 - 41	76%	2, 3, 5
262. Spruce Street Watkins Drive to Iowa Avenue	35	35	42	35 - 44	85%	2, 5
263. Spruce Street Iowa Avenue to Mulberry Street	40	40	44	35 - 44	75%	1, 4
264. Stewart Street Victoria Avenue to Dufferin Avenue	35	35	46	36 - 45	67%	2, 3, 9
265. Streeter Avenue Junupa Avenue to Central Avenue	35	35	40	33 - 42	83%	2
266. Streeter Avenue Central Avenue to Arlington Avenue	40	35	46	35 - 44	76%	2, 4, 8e, 8g, 8h, 8i
267. Strong Street La Cadena Drive to Main Street	35	30	42	29 - 38	62%	2, 4, 5, 8h, 8i
268. Sycamore Canyon Boulevard El Cerro Drive to Box Springs Boulevard	45	45	49	37 - 46	62%	1, 4
269. Sycamore Canyon Boulevard Box Springs Boulevard to Alessandro Boulevard	45	45	48	35 - 44	66%	1, 4
270. Taft Street Luna Avenue to Mariposa Avenue	30	30	37	28 - 37	75%	2
271. Tequesquite Avenue Brookton Avenue to Palm Avenue	35	35	36	27 - 36	86%	N/A
272. Tequesquite Avenue Palm Avenue to Sanitary Fill	30	30	33	26 - 35	85%	1, 3, 5

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Table 2 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
273. Third Street Fwy. 60 to Park Avenue	40	35	44	36 - 45	70%	2, 8c, 8h, 8i, 8j, 10
274. Third Street Park Avenue to Brockton Avenue	30	25	26	19 - 28	92%	N/A
275. Trautwein Road Alessandro Boulevard to Van Buren Boulevard	50	45	50	38 - 47	66%	2, 4
276. Tyler Street Jurupa Avenue to Arlington Avenue	40	40	42	33 - 42	80%	N/A
277. Tyler Street Arlington Avenue to Wells Avenue	40	35	42	34 - 43	80%	2, 5
278. Tyler Street Wells Avenue to Magnolia Avenue	40	35	43	37 - 46	73%	1, 5, 8a, 8g, 8h, 8i, 10
279. Tyler Street Magnolia Avenue to Shoshone Avenue	35	35	43	34 - 43	88%	1, 4, 8a, 8h, 8i, 10
280. Tyler Street Shoshone Avenue to Victoria Avenue	35	35	43	35 - 44	81%	1, 3, 4, 9
281. University Avenue Canyon Crest Drive to Chicago Avenue	35	35	41	30 - 39	69%	2, 4
282. University Avenue Chicago Avenue to Mulberry Street	35	30	37	28 - 37	76%	2
283. University Avenue Mulberry Street to Market Street	25	25	34	26 - 35	68%	2, 5, 8a, 8g, 8h, 8i, 8j, 10
284. University Avenue Market Street to Brockton Avenue	30	30	35	26 - 35	81%	2
285. University Avenue Brockton Avenue to Redwood Drive	40	35	41	33 - 42	87%	2, 5
286. University Drive Canyon Crest Drive to Sycamore Canyon Boulevard	20	20	22	16 - 25	60%	N/A
287. University Place University Drive to University Drive	Not Posted	15	16	1 - 10	54%	N/A
288. Valencia Hill Drive Blaine Street to Spruce Street	Not Posted	25	34	25 - 34	60%	1, 4, 7, 8h
289. Valley Drive Sandy Lane to Mitchell Avenue	Not Posted	25	37	28 - 37	65%	2, 3, 7
290. Valley Springs Parkway Eucalyptus Avenue to Canyon Springs Parkway	35	35	43	32 - 41	74%	1, 4, 8h, 8i
291. Van Buren Boulevard Santa Ana River to Arlington Avenue	55	50	51	40 - 49	65%	N/A
292. Van Buren Boulevard Arlington Avenue to 400' North of Challen Street	45	40	46	37 - 46	75%	2
293. Van Buren Boulevard 400' North of Challen Street to Radcliff Street	40	40	45	36 - 45	75%	2

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Table 3 | Speed Survey Summary

Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ³
294. Van Buren Boulevard Radcliff Street to Victoria Avenue	45	45	44	36 - 45	79%	N/A
295. Van Buren Boulevard Victoria Avenue to 700' South of Canyon Ridge Drive	55	50	50	41 - 50	77%	N/A
296. Van Buren Boulevard Orange Terrace Parkway to Trautwein Road	50 EB/ 55 EB / 50 WB	45	52	41 - 50	72%	2
297. Van Buren Boulevard Trautwein Road to Gamble Avenue	50	45	52	41 - 50	65%	2
298. Via Vista Drive Canyon Crest Drive to Alessandro Boulevard	35	25	41	32 - 41	72%	7
299. Via Vista Drive Alessandro Boulevard to Berry Road	30	30	37	28 - 37	82%	2, 3, 5
300. Victoria Avenue University Avenue to Myrtle Avenue (South)	35	25	27	20 - 29	88%	N/A
301. Victoria Avenue Myrtle Avenue (South) to Central Avenue	40	35	40	30 - 39	73%	2, 4
302. Victoria Avenue Central Avenue to John Street	40	35	41	32 - 41	76%	2, 3
303. Victoria Avenue John Street to Tyler Street	40 EB / Not Posted WB	35	34	25 - 34	87%	N/A
304. Victoria Avenue Tyler Street to La Sierra Avenue	45	35	45	36 - 45	78%	2, 3, 8b, 8i, 8j
305. Vista Court Golden Star Avenue to Easterly Terminus	Not Posted	25	28	21 - 30	69%	1, 3, 5
306. Washington Street Indiana Avenue to Lincoln Avenue	35	35	38	29 - 38	88%	1, 4, 5
307. Washington Street Lincoln Avenue to Victoria Avenue	35	35	38	30 - 39	88%	1, 4, 5
308. Washington Street Victoria Avenue to Overlook Parkway	40	40	44	37 - 46	77%	1
309. Washington Street Overlook Parkway to Hermosa Drive	40	40	46	38 - 47	80%	2
310. Watkins Drive Spruce Street to Blaine Street	45	40	45	36 - 45	76%	2, 5
311. Watkins Drive Blaine Street to Valencia Hill Drive	40	40	47	37 - 46	75%	2, 5
312. Watkins Drive Valencia Hill Drive to Mt. Vernon Avenue	35	35	42	34 - 43	81%	2, 3, 5
313. Watkins Drive Mt. Vernon Avenue to Gernet Road	45	45	50	42 - 51	84%	2, 3

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Table 3 Speed Survey Summary						
Roadway Segment	Posted Speed Limit (mph)	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	10 mph Pace ³ Speed (mph)	Percent in Pace (%)	Reasoning for Adjustment from 85 th Percentile Speed ⁴
314. Wells Avenue Van Buren Boulevard to Noble Street	40	35	40	32 - 41	93%	2, 5
315. Wells Avenue Noble Street to Tyler Street	35	30	39	31 - 40	89%	1, 3, 5, 8h, 8i, 8j
316. Wells Avenue Tyler Street to Hole Avenue	35	30	37	30 - 39	88%	2, 3, 5
317. Wimbledon Drive Clardge Drive to Ransom Road	Not Posted	25	34	27 - 36	83%	1, 3, 5, 7, 8h
318. Wood Road John F. Kennedy Drive to Van Buren Boulevard	45 SB / Not Posted NB	40	46	36 - 45	76%	2
319. Wood Road Van Buren Boulevard to Mariposa Avenue	40	40	46	37 - 46	74%	2
320. First Street¹² Orange Street to Main Street	Not Posted	25	27	20 - 29	96%	N/A
321. Victoria Avenue Frontage Road¹² Laramie Road to Arlington Avenue Frontage Road	Not Posted	25	31	21 - 30	64%	2, 7

¹Recommended speed limits lower than the existing speed limit are shown in **Bold** and highlighted accordingly.
²XX = Recommended speed limit lower than current speed limit (127 segments)
 xx = Recommended speed limit higher and/or lower at different parts of the segment's current speed limit (8 segments)
³Recommended speed is determined in accordance with methodologies, procedures and guidelines contained in the California Manual on Uniform Traffic Control Devices (Caltrans) and California Vehicle Code (CVC).
⁴Reason for Adjustment from 85th Percentile Speed:
 1. 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.
 2. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed.
 3. Roadway characteristics not readily apparent to a driver such as shifting alignment, sight distance constraints, railroad crossings, curves, lack of sidewalks, etc.
 4. 10 mph Pace Speed
 5. Parking Practices
 6. Residence District: 25 mph prima facie speed limit established per CVC 22352 (b)
 7. Local Street: 25 mph prima facie speed limit established per CVC 40802 (b)(1)
 8. Land or facility that generates high concentrations of bicyclists or pedestrians such as:
 a. Presence of Retail
 b. Parks, Multi-use Trails, & Recreational Destinations
 c. Schools / Universities
 d. Senior Centers
 e. Religious Facilities & Cultural Areas
 f. Health / Medical Facilities
 g. Transit Stops / Transit Oriented Developments / Transit Priority Areas
 h. Presence of Sidewalks
 i. Presence of Crosswalks
 j. Presence of Bikeways
 k. Presence of vulnerable groups including children, seniors, or persons with disabilities
 9. Retain current speed limit or restore immediately prior speed limit per CVC 22358.8
 10. Safety Corridor (Refer to Table 4)
 11. Business Activity District
 12. These roadway segments were included to establish eligibility for the residential speed hump program only as these speed limits are being established through separate ordinances.