



City of Arts & Innovation

Transportation Board

TO: TRANSPORTATION BOARD **DATE: AUGUST 7, 2024**

FROM: PUBLIC WORKS DEPARTMENT **WARDS: 3 & 4**

SUBJECT: SPEED LIMIT ZONE ESTABLISHMENT AND REVISIONS – APPIAN WAY, ACORN STREET, AND MISSION GROVE PARKWAY

ISSUES:

Consideration of: 1) establishment of a 25 MPH speed limit zone on Appian Way from Horace Street to Hawarden Drive; 2) revision of the existing speed limit zone on Acorn Street from Jurupa Avenue to Central Avenue reducing the speed limit from 45 MPH to 40 MPH; and 3) revision of the existing speed limit zone on the segment of Mission Grove Parkway from Alessandro Boulevard to Trautwein Road reducing the speed limit from 45 MPH to 40 MPH.

RECOMMENDATIONS:

That the Transportation Board recommend that the City Council approve:

1. Establishment of a 25 MPH speed limit zone on Appian Way from Horace Street to Hawarden Drive;
2. Reducing the established speed limit on Acorn Street from Jurupa Avenue to Central Avenue from 45 MPH to 40 MPH; and
3. Reducing the established speed limit on Mission Grove Parkway from Alessandro Boulevard to Trautwein Road from 45 MPH to 40 MPH.

BACKGROUND:

The Public Works Department performs speed surveys to establish appropriate speed limits on City streets including those classified as collector or arterial roadways and local roadways which do not meet the California Vehicle Code (CVC) definition of a “Residence District”. These surveys include consideration of prevailing speeds as determined by traffic engineering measurements, accident data, unusual conditions not readily apparent to motorists, residential density, and pedestrian and bicyclist safety. These surveys are performed in accordance with the CVC and California Manual on Uniform Traffic Control Devices (CA MUTCD) and enable both establishment and enforcement of the posted speed limit on City streets.

DISCUSSION:

Appian Way

Appian Way from Horace Street to Hawarden Drive is a two-lane local roadway with residential properties situated along the street segment. There is currently no posted speed limit within this stretch of roadway and the street segment does not have the residential density to meet the California Vehicle Code (CVC) definition of a residential district to qualify for prima facie 25 MPH zone thus requiring a speed survey to determine the appropriate speed limit. To establish an enforceable speed limit, the Public Works Department conducted a Traffic and Engineering Survey on Appian Way from Horace Street to Hawarden Drive which concluded the current 85th percentile speed to be 30 MPH. As a result of the survey findings and noted unusual conditions including variations in road width and narrow width on portion of roadway, segment without sidewalk improvements, and segment with dirt shoulder, the Public Works Department is recommending establishment of a 25 MPH speed limit on Appian Way from Horace Street to Hawarden Drive.

Acorn Street

Acorn Street from Jurupa Avenue to Central Avenue is a two-lane collector roadway with commercial properties and parking lots situated along both sides of the roadway. The existing adopted and posted speed limit along this segment of Acorn Street is 45 MPH, however, an updated speed survey was conducted at the time of the current survey expiration which concluded the current 85th percentile speed to be 41 MPH. As a result of the survey findings, the Public Works Department is recommending a revision of the existing speed limit zone on Acorn Street from Jurupa Avenue to Central Avenue reducing the speed limit from 45 MPH to 40 MPH.

Mission Grove Parkway

Mission Grove Parkway from Alessandro Boulevard to Trautwein Road is a four-lane arterial roadway with a combination of commercial properties, multi-unit apartment complexes, a Kinder Care Learning Center, and the back side of single-family residential properties situated along the street segment. The existing adopted and posted speed limit along this segment of Mission Grove Parkway is 45 MPH, however, an updated speed survey was conducted at the time of the current survey expiration which concluded the current 85th percentile speed to be 42 MPH. As a result of the survey findings, the Public Works Department is recommending a revision of the existing speed limit zone on Mission Grove Parkway from Alessandro Boulevard to Trautwein Road reducing the speed limit from 45 MPH to 40 MPH.

STRATEGIC PLAN ALIGNMENT:

This proposal follows Strategic Plan Goal 2.4, to “Support programs and innovations that enhance community safety, encourage neighborhood engagement, and build public trust.” Additionally, the proposed speed limit zone adoptions and implementation of speed limit signage relates to the cross-cutting threads as demonstrated below:

1. **Community Trust-** Development of Speed limit zones establish Community Trust through the transparent methodology and public process that is set forth by the California

Vehicle Code which requires an Engineering and Traffic Survey to determine the appropriate speed limit for a specific street segment. The speed limit zones are a direct response to resident concerns about speed management along public streets.

2. **Equity-** The development of speed zones is a traffic calming tool that manages speeds on the public roadway to allow for the safe usage of motorists, bicyclists, and pedestrians.
3. **Fiscal Responsibility-** Speed limit zones are a cost-effective measure to regulate speeds on the roadway, to inform motorists about the design speed, and to increase safety.
4. **Innovation-** This project is neutral towards this cross-cutting thread.
5. **Sustainability & Resiliency-** The Engineering and Traffic Surveys that establish enforceable speed limits are valid for a maximum of 7 years and thus, the Police Services Department can enforce the speed limits once they are established on the roadway.

FISCAL IMPACT:

The cost of sign removal, fabrication, and installation is estimated to be \$1,800. Funding is available in the existing Public Works Department budget, Signing Supplies account number 4110100-424143, to cover this cost.

Prepared by: Phillip Nitollama, City Traffic Engineer
Approved by: Gilbert Hernandez, Public Works Director

Attachments:

1. Appian Way – Site Map
2. Appian Way – Aerial Map
3. Acorn Street – Site Map
4. Acorn Street – Aerial Map
5. Mission Grove Parkway – Site Map
6. Mission Grove Parkway – Aerial Map
7. Presentation