



*City of Arts & Innovation*

# Transportation Board

**TO: TRANSPORTATION BOARD** **DATE: JUNE 1, 2016**  
**FROM: PUBLIC WORKS DEPARTMENT** **WARDS: 1, 2, & 3**  
**SUBJECT: SPEED LIMIT ZONE ESTABLISHMENT AND REVISIONS – CENTRAL AVENUE, DEWEY AVENUE, FAIRVIEW AVENUE, HAWARDEN DRIVE, AND MISSION INN AVENUE**

## **ISSUES:**

The issues for Transportation Board consideration are: 1) establishment of a 35 MPH speed limit zone on Hawarden Drive from Arlington Avenue to Piedmont Drive South; 2) reducing the established speed limit on Dewey Avenue from Brockton Avenue to Juanro Way from 45 MPH to 40 MPH; 3) reducing the established speed limit on Fairview Avenue from Bronson Way to Alessandro Boulevard from 35 MPH to 30 MPH; and, 4) revision of the boundaries of the existing speed zones on designated segments of Central Avenue, Dewey Avenue, and Mission Inn Avenue.

## **RECOMMENDATIONS:**

That the Transportation Board recommend that the City Council adopt an ordinance to:

1. Establish a 35 MPH speed limit zone on Hawarden Drive from Arlington Avenue to Piedmont Drive South;
2. Reduce the established speed limit on Fairview Avenue from Bronson Way to Alessandro Boulevard from 35 MPH to 30 MPH;
3. Make the following changes on designated segments of Dewey Avenue:
  - a. Revise the boundaries of the speed limit zone on Dewey Avenue changing them from “Brockton Avenue to Streeter Avenue” to “Brockton Avenue to Juanro Way”; and,
  - b. Reduce the established speed limit on Dewey Avenue from Brockton Avenue to Juanro Way from 45 MPH to 40 MPH;
4. Revise the boundaries of the 50 MPH speed limit zone on Central Avenue changing them from “Canyon Bluff to the easterly City limits” to “Canyon Creek Drive to the easterly City limits”; and,
5. Revise the boundaries of the 35 MPH speed limit zone on Mission Inn Avenue changing them from “Kansas Avenue to Lime Street” to “Lime Street to Eucalyptus Avenue”.

## **BACKGROUND:**

### **Hawarden Drive:**

Hawarden Drive between Arlington Avenue and Piedmont Drive South is a two-lane local roadway with an existing posted speed limit of 25 MPH, however the street segment does not meet the California Vehicle Code (CVC) definition of a residential district. A mixture of single-family residential properties are positioned along the east side of the roadway and the Gage Canal is located along the west side.

To establish an enforceable speed limit, the Public Works Department conducted a Traffic and Engineering Survey on Hawarden Drive from Arlington Avenue to Piedmont Drive South to determine the appropriate speed limit. The survey concluded the current 85<sup>th</sup> percentile speed to be 38 MPH. As a result of the survey findings and noted unusual conditions including the presence of a vertical grade, dirt shoulders, and narrow street width, the Public Works Department is proposing establishment of a 35 MPH speed limit.

### **Fairview Avenue:**

Fairview Avenue is a two-lane median divided roadway with single family residential properties either fronting or situated adjacent to the street. The Traffic and Engineering Survey on file for Fairview Avenue from Bronson Way to Alessandro Boulevard was due to expire, as a result, the Public Works Department conducted an updated Traffic and Engineering Survey on this street segment to determine the appropriate speed limit. The survey concluded the current 85<sup>th</sup> percentile speed to be 32 MPH. As a result of the updated survey findings, the Public Works Department is proposing to change the established speed limit on Fairview Avenue from Bronson Way to Alessandro Boulevard from 35 MPH to 30 MPH.

### **Dewey Avenue:**

Dewey Avenue is a two lane roadway with single family residential properties located along the south side of the street and the Burlington Northern Santa Fe (BNSF) Railroad tracks are located along the north side of the street. The recently completed Streeter Avenue Grade Separation project eliminated the Dewey Avenue and Streeter Avenue intersection which served as the boundary for the existing 45 MPH speed limit zone from Brockton Avenue to Streeter Avenue. As a result, the westerly zone boundary is being changed from “Streeter Avenue” to “Juanro Way” where the street becomes a 25 MPH residence district to the west.

Due to the resulting changes to the roadway, the Public Works Department conducted an updated Traffic and Engineering Survey on Dewey Avenue between Brockton Avenue and Juanro Way. The survey concluded the current 85<sup>th</sup> percentile speed to be 47 MPH. As a result of the updated survey findings and noted unusual conditions including portion of roadway with dirt shoulder, segment with residential density, and multiple uncontrolled access points and closely spaced driveways, the Public Works Department is proposing to change the established speed limit on Dewey Avenue from Brockton Avenue to Juanro Way from 45 MPH to 40 MPH.

### **Central Avenue:**

Central Avenue east of Canyon Creek Drive is a four-lane median divided roadway with multi-unit apartment complexes/condominiums, Fire Station 14, the La Colina Electrical Substation, Sycamore Canyon Wilderness Park, and vacant land situated along the street segment. A correction to the westerly zone boundary currently identified as “Canyon Bluff” is necessary as this street does not directly intersect Central Avenue and merely connects to the actual

intersecting street. The proper westerly boundary is at “Canyon Creek Drive.”

**Mission Inn Avenue:**

Mission Inn Avenue between Lime Street and Vine Street is a four lane roadway and the street becomes predominantly two lane with a two-way left-turn lane east of Vine Street. There are commercial, industrial, residential and vacant lots along the frontage of the road. A correction to the easterly zone boundary now identified as “Kansas Avenue” is necessary as the easterly end of Mission Inn Avenue terminates westerly of Kansas Avenue at Eucalyptus Avenue. As a result, the easterly zone boundary is being changed to “Eucalyptus Avenue”.

**FISCAL IMPACT:**

The cost of sign removal and installation is nominal. Funding is available in the existing Public Works Department budget to cover this cost.

Prepared by: Gilbert Hernandez, P.E., T.E., City Traffic Engineer

Approved by: Kris Martinez, Public Works Director

Attachments:

1. Site Map – Hawarden Drive
2. Aerial Map – Hawarden Drive
3. Site Map – Fairview Avenue
4. Aerial Map – Fairview Avenue
5. Site Map – Dewey Avenue
6. Aerial Map – Dewey Avenue
7. Site Map – Central Avenue
8. Aerial Map – Central Avenue
9. Site Map – Mission Inn Avenue
10. Aerial Map – Mission Inn Avenue