

CITY OF RIVERSIDE

Department of Public Works, Traffic Engineering Division

TRAFFIC AND ENGINEERING SURVEY FOR SPEED ZONING

ROADWAY: Streeter Avenue Location of Survey: N/ Lantana Street

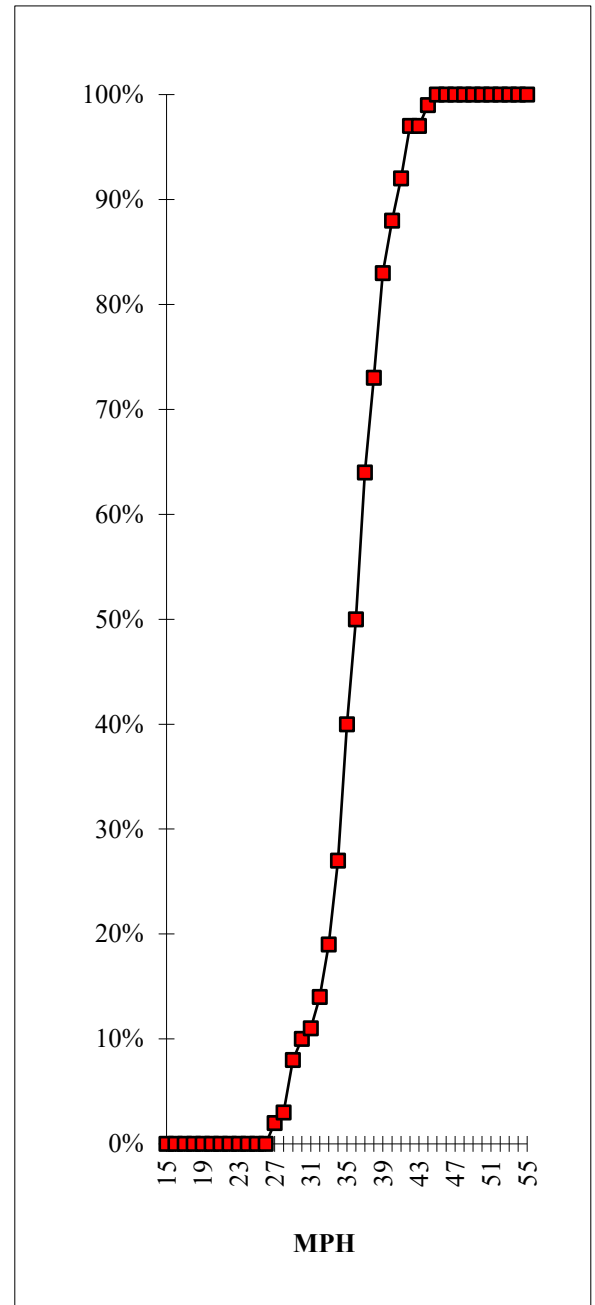
ROADWAY LIMITS: Between Jurupa Avenue and Central Avenue

Date of Survey: 10/23/2025 Time of Survey: 1:15 - 1:35 Weather during Survey: Clear

Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 40 MPH

50th Percentile Speed: 36 MPH 10 MPH Pace: 33 - 42 Percent in Pace: 83%

SPEED	NUMBER OBSERVED	PERCENTAGE OF OBSERVATIONS	ACCUMULATIVE PERCENTAGE
15			0%
16			0%
17			0%
18			0%
19			0%
20			0%
21			0%
22			0%
23			0%
24			0%
25			0%
26			0%
27	2	2%	2%
28	1	1%	3%
29	5	5%	8%
30	2	2%	10%
31	1	1%	11%
32	3	3%	14%
33	5	5%	19%
34	8	8%	27%
35	13	13%	40%
36	10	10%	50%
37	14	14%	64%
38	9	9%	73%
39	10	10%	83%
40	5	5%	88%
41	4	4%	92%
42	5	5%	97%
43			97%
44	2	2%	99%
45	1	1%	100%
46			100%
47			100%
48			100%
49			100%
50			100%
51			100%
52			100%
53			100%
54			100%
55			100%



TOTAL OBSERVATIONS: 100

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ROADWAY LIMITS: Between Jurupa Avenue and Central Avenue

Length of Roadway: 0.60 Miles Roadway Width More Than 40 feet³: Yes

Posted Speed Limit: 35 MPH Critical Speed (85th Percentile Speed): 40 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. | ☒ When the nearest 5 mph increment of the 85th percentile speed would require a rounding down, then it may be reduced an additional 5 mph from the 85th percentile speed. |
| ☐ Roadway characteristics not readily apparent to a driver, such as: | ☐ 10 MPH Pace Speed |
| ☐ Sight Distance Constraints | ☐ Parking Practices |
| ☐ Lack of Sidewalks | ☐ Residence District |
| ☐ Other: _____ | ☐ Local Street |

PART B – JUSTIFICATION FOR ADDITIONAL REDUCTION IN CRITICAL SPEED²

- ☐ Land or facility that generates high concentrations of bicyclists or pedestrians such as:
- | | |
|--|--|
| ☐ Employment Centers | ☐ Health / Medical Facilities |
| ☐ Presence of Retail | ☐ Transit Stops / Transit Oriented Developments |
| ☐ Parks, Multi-use Trails, or Recreations | ☐ Transit Priority Areas |
| ☐ Schools / Universities | ☐ Presence of Sidewalks |
| ☐ Senior Centers | ☐ Presence of Crosswalks |
| ☐ Cultural Areas | ☐ Presence of Bikeways |
| ☐ Religious Facilities | ☐ Other: _____ |
- ☐ Retain current speed limit or restore immediately prior speed limit.
- ☐ Safety Corridor
- ☐ Business Activity District

¹ Part 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 2B.13 as discussed in the 2025 Engineering & Traffic Survey.

² Part B justification refers to guidelines established per CVC Section 235, 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.

³ Width 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.

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ROADWAY: Streeter Avenue Location of Survey: N/ Lantana Street

ROADWAY LIMITS: Between Jurupa Avenue and Central Avenue

RADAR ENFORCEABLE SPEED

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

35 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