



FEBRUARY 4, 2026

Mr. Philip Nitollama, PE, TE
City of Riverside Public Works Department
Traffic Engineering Division
3900 Main Street
Riverside, CA 92501

SUBJECT: POLICY RECOMMENDATIONS & IMPLEMENTATION PLAN FOR THE CITYWIDE SPEED REDUCTION PROGRAM, CITY OF RIVERSIDE

Dear Mr. Nitollama:

INTRODUCTION

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this Implementation Plan and Policy Recommendations for the City of Riverside Speed Reduction Program. The purpose of the Citywide Speed Reduction Program was to evaluate the posted speed limits for 319 roadway segments and provide an engineering and traffic survey (E&TS) per the requirements of the California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (CA MUTCD). This work has been funded through the FY 2023 Safe Streets for All (SS4A) Supplemental Planning Grant, which supports local initiatives aimed at improving roadway safety through data-driven planning and the Safe System Approach. The overarching intent of the program has been to improve safety for all roadway users by identifying opportunities to reduce vehicle speeds where appropriate.

The purpose of this report is to present policy recommendations that serve as a guide for the prioritization of roadway segments that will require the implementation of speed management treatments as part of the Citywide Speed Reduction Program. These recommendations are intended to promote consistency by outlining steps for identifying, evaluating, and implementing speed management treatments. This includes using documented speed data to select candidate corridors, applying the appropriate criteria to prioritize roadway segments, and coordinating with capital improvement planning to integrate treatments into resurfacing, restriping, or reconstruction projects.

BACKGROUND

Managing vehicle speeds is a critical component of roadway safety, particularly on corridors with mixed land uses and multimodal activity. Excessive vehicle speeds increase the likelihood and severity of collisions and reduce safety for pedestrians and bicyclists.

The Citywide Speed Reduction Program establishes a technical basis for identifying appropriate speed limits and this report builds upon that effort by providing guidance and implementation recommendations to support the systematic implementation of speed management treatments.

POLICY RECOMMENDATIONS

Based on engineering judgement and city coordination, it is recommended that roadway segments are prioritized for the implementation of speed management treatments based on varying criteria.

Priority Criteria

Roadway segments should be evaluated and prioritized using the following criteria, with excessive speeding serving as the primary basis:

1. Excessive Speeding
 - The 85th percentile speed exceeds the recommended speed limit by at least eight (8) miles per hour (mph) or more, based on the Citywide Speed Limit Reduction Program.
 - The roadway segments that meet the excessive speeding criteria are listed in **Table A**.
2. Safety Corridor Designation
 - Per the MUTCD, Safety Corridors are defined as *“a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.”* The MUTCD further details that the Safety Corridors must not exceed one-fifth of the overall roadway network and that one or more crash weighting factors from MUTCD Table 2B-105(CA) are applied to prioritize roadway segments.
 - Pursuant to these guidelines, Safety Corridors were designated as part of the Citywide Speed Limit Reduction Program and are listed in **Table B** and **Exhibits A-1, A-2, and A-3**.
3. Roadway Classification
 - Arterial and collector roadways where excessive speeds increase safety risks due to:
 - Traffic volumes
 - Corridor length and lane geometry
 - Transitions between higher speed and lower speed segments
4. Presence of Vulnerable Road Users
 - Roadway segments adjacent to land uses that generate pedestrian, bicycle, or transit activity, including schools, parks, transit stops, senior centers, and neighborhood commercial areas.
5. Lack of Active Transportation Infrastructure
 - Roadway segments that lack a presence of sidewalks or bike lanes forcing pedestrians or bicyclists to travel within the same lane as vehicles increasing their vulnerability.

Priority Tiers

To support consistent and transparent implementation of speed management treatments, roadway segments shall be categorized into priority tiers based on the criteria listed above. These tiers are intended to guide sequencing on implementation.

Tier 1 - High Priority

Tier 1 roadway segments include roadway segments that meet all of the following criteria:

- Excessive speeding by 10 mph or more over the recommended speed limit, as highlighted in Table A; and
- Designated Safety Corridor; and
- Classification as a major arterial roadway; and
- Presence of Vulnerable Users; and
- Lack of Active Transportation Infrastructure.

Tier 1 roadway segments represent the highest priority for implementation of speed management treatments due to the combination of speed related risk, corridor importance, and roadway function.

Tier 2 - Priority

Tier 2 roadway segments include locations that have excessive speeding and meet at least one of the following criteria:

- Excessive speeding by 8 mph or more over the recommended speed limit; and
- Designated Safety Corridor; or
- Classification as a major arterial roadway; or
- Presence of Vulnerable Users; or
- Lack of Active Transportation Infrastructure.

Tier 2 roadway segments warrant consideration for implementation based on available funding, project timing, and engineering judgment.

Tier 3 - All Other Segments

Tier 3 roadway segments include all remaining locations that do not meet Tier 1 or Tier 2 criteria.

These roadway segments may be considered for speed management treatments on an opportunistic basis, including through future studies, community requests supported by data, or as part of broader corridor or neighborhood improvement efforts.

IMPLEMENTATION PLAN

The following implementation plan outlines recommended speed management treatments for prioritized roadway segments identified through the Citywide Speed Reduction Program. These treatments are intended to reinforce posted speed limits, improve driver awareness, and encourage speed compliance using easily deployable measures.

Objective 1: Pavement markings are recommended on prioritized roadway segments to reinforce regulatory signage and communicate speed expectations at key transition points.

Action Plan 1.1: Pavement markings with appropriate numerals may be used to supplement speed limit signs a points of change from one speed limit to another or at the downstream, end of the section to which a particular speed limit applies.

Action Plan 1.2: Pavement markings shall be consistent with applicable CA MUTCD standards and guidance.

Objective 2: Vehicle Speed Feedback signs (W13-20) or plaques (W13-20aP) display the speed of an approaching vehicle to provide warning to drivers of their speed in relation to the speed limit. Vehicle Speed Feedback signs or plaques are recommended on prioritized roadway segments to provide real-time feedback to motorists and encourage voluntary speed compliance.

Action Plan 2.1: Locations should be selected based on documented speed data, roadway context, and engineering judgment.

Action Plan 2.2: Vehicle Speed Feedback signs (W13-20) or plaques (W13-20aP) shall be installed per CA MUTCD standards and guidance.

Objective 3: Pursuant to California Assembly Bill 382 (AB 382) local authorities are authorized to implement 20 mph speed limits in school zones to enhance safety for students and other vulnerable road users.

Action Plan 3.1: Prior to January 1, 2031, the City of Riverside may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 mph in school zones. School zone locations shall be evaluated to confirm eligibility and ensure that signage placement, limits, and operational conditions are consistent with state law and engineering judgment.

Action Plan 3.2: After January 1, 2031, the prima facie speed limit will be 20 mph in all school zones. Replace speed limit signs in accordance with the new laws.

Objective 4: Mobile speed radar trailers are recommended on roadway segments to provide temporary, highly visible speed feedback to motorists and increase overall awareness of operating speeds.

Action Plan 4.1: Implement mobile speed radar trailers on a rotating basis to address multiple locations and response to community concerns.

Action Plan 4.2: Locations and durations should be determined based on documented speed data, roadway characteristics, and operational considerations, allowing for flexible and rapid implementation.

FUNDING AND FUTURE CONSIDERATIONS

The successful implementation of the recommended speed management treatments will depend on strategic coordination with existing and planned transportation projects. To maximize efficiency and minimize costs, it is recommended that treatments identified through this implementation plan be incorporated, where feasible, into the following:

- Roadway resurfacing, restriping, or reconstruction projects
- Corridor improvement projects
- Grant funded projects
- Conditions of approval for land development projects
- Other planned transportation improvements where scope and timing allow

This approach supports efficient implementation while minimizing the need for standalone projects. Implementation of the recommended treatments may be supported through local capital programs and external funding opportunities. The prioritization criteria and documented speed data established through the Citywide Speed Reduction Program may be used to support future project development and funding applications. These policy recommendations and implementation guidance may be refined over time to reflect updated data, performance outcomes, and evolving best practices in speed management.

CONCLUSION

This memorandum provides policy recommendations and an implementation plan to support the Citywide Speed Reduction Program. By prioritizing roadway segments based on documented excessive speeding and integrating speed management treatments into planned transportation projects, the City can systematically address speed-related safety concerns in a consistent and effective manner.

RK Engineering Group, Inc. appreciates this opportunity to work with the City of Riverside Public Works Department, Traffic Engineering Division. If you have any questions regarding this review, or need further clarification, please contact us at (949) 474-0809.

Sincerely,

RK ENGINEERING GROUP, INC.



Bryan Estrada, TE
Principal



Sabrina Ayala
Engineer II



Tables

Table A | Roadway Segments With Excessive Speeding

	Roadway Segment	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	Excessive Speeding Difference ¹
4.	Adams Street Victoria Avenue to Hermosa Drive	35	43	+8
5.	Airport Drive Arlington Avenue to Flight Road	25	34	+9
7.	Alessandro Boulevard (Southbound) Central Avenue to Whitestone Drive	40	51	+11
18.	Arlington Avenue Alessandro Boulevard to Victoria Avenue	40	49	+9
19.	Arlington Avenue Victoria Avenue to Horace Street	35	44	+9
21.	Arlington Avenue Magnolia Avenue to Adams Street	40	48	+8
23.	Arlington Avenue La Sierra Avenue to 300' East of Crestview Drive	40	50	+10
24.	Bandini Avenue Grand Avenue to Brockton Avenue	30	39	+9
26.	Barton Street Van Buren Boulevard to Mariposa Avenue	45	53	+8
30.	Bolton Avenue Harrison Street to Cook Avenue	25	34	+9
43.	California Avenue Arlington Avenue to Hole Avenue	35	44	+9
45.	Campbell Avenue Crest Avenue to Golden Avenue	25	34	+9
46.	Campbell Avenue Rutland Avenue to Crest Avenue	25	35	+10
47.	Canyon Crest Drive Blaine Street to University Avenue	30	39	+9
48.	Canyon Crest Drive Martin Luther King Boulevard to Alessandro Boulevard	40	49	+9
53.	Central Avenue Victoria Avenue to Riverside Avenue	40	50	+10
54.	Central Avenue Riverside Avenue to Palm Avenue	35	43	+8
55.	Central Avenue Palm Avenue to Hillside Avenue	35	46	+11
56.	Central Avenue Hillside Avenue to Van Buren Boulevard	45	54	+9
57.	Challen Avenue Cypress Avenue to Van Buren Boulevard	25	37	+12
60.	Chicago Avenue Martin Luther King Boulevard to Alessandro Boulevard	40	48	+8
66.	Cole Avenue Van Buren Boulevard to Krameria Avenue	35	45	+10
67.	Cole Avenue Krameria Avenue to Mariposa Avenue	30	38	+8
71.	Colorado Avenue Adams Street to Van Buren Boulevard	30	39	+9
74.	Columbia Avenue Orange Street to Main Street	40	48	+8
78.	Crest Avenue Gramercy Place to Camelot Road	25	37	+12
79.	Cridge Street Victoria Avenue to Olivewood Avenue	25	34	+9
80.	Cypress Avenue Van Buren Boulevard to Tyler Street	30	38	+8
86.	Dewey Avenue Brockton Avenue to Juanro Way	40	49	+9
87.	Diana Avenue Adams Street to Monroe Street	40	50	+10
95.	Essex Street Mountain View Avenue to Central Avenue	35	44	+9
97.	Fairview Avenue Bronson Way to Alessandro Boulevard	25	34	+9

¹ The roadway segments where the excessive speeding is 10 mph or more are highlighted blue (40 segments).

Roadway Segment	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	Excessive Speeding Difference ¹
98. Fillmore Street Indiana Avenue to Oakbrook Drive	25	36	+11
101. Frances Street Washington Street to Sundance Trail	25	33	+8
103. Gemende Drive Airport Drive to Its Easterly Terminus	25	33	+8
104. Gilchrist Drive Raley Drive to Macfar Lane	25	33	+8
108. Golden Star Avenue Overlook Parkway to Southerly Terminus	25	34	+9
110. Gramercy Place Sierra Vista Avenue to La Sierra Avenue	25	35	+10
111. Gramercy Place La Sierra Avenue to Crest Avenue	25	37	+12
112. Grand Avenue Bandini Avenue to Jurupa Avenue	30	41	+11
116. Green Orchard Place Kingdom Drive to Crystal View Terrace	25	36	+11
117. Grove Community Drive Trautwein Road to Yarrow Lane	30	39	+9
118. Harrison Street California Avenue to Garfield Street	30	38	+8
119. Harrison Street Garfield Street to Magnolia Avenue	30	38	+8
124. Highridge Street Washington Street to Golden Star Avenue	25	33	+8
126. Hole Avenue Magnolia Avenue to La Sierra Avenue	35	46	+11
127. Horizon View Drive Harbart Drive to The Southerly Terminus	30	38	+8
130. Indiana Avenue Madison Street to Monroe Street	35	47	+12
131. Indiana Avenue Monroe Street to Van Buren Boulevard	35	43	+8
132. Indiana Avenue Van Buren Boulevard to Tyler Street	35	46	+11
133. Indiana Avenue Tyler Street to La Sierra Avenue	40	48	+8
138. Ivy Street Panorama Road to Myrtle Avenue	25	33	+8
139. Jackson Street Van Buren Boulevard to Victoria Avenue	35	45	+10
142. Jefferson Street California Avenue to Magnolia Avenue	30	39	+9
143. Jefferson Street Magnolia Avenue to Indiana Avenue	30	40	+10
145. Jefferson Street Evans Street to Victoria Avenue	35	43	+8
147. John Street Cleveland Avenue to The Southerly Terminus	30	39	+9
151. Jurupa Avenue Palm Avenue to Republic Street	45	53	+8
154. Jurupa Avenue Rutland Avenue to Crest Avenue	35	44	+9
155. Jurupa Avenue Crest Avenue to Tyler Street	35	45	+10
157. Kansas Avenue Third Street to Prince Albert Drive	25	35	+10
158. Kingdom Drive Overlook Parkway to Horizon View	25	36	+11
159. Krameria Avenue Barton Street to Cole Avenue	35	46	+11
164. La Sierra Avenue Arlington Avenue to Gramercy Place	40	48	+8
171. Lincoln Avenue Jefferson Street to Monroe Street	40	49	+9

¹ The roadway segments where the excessive speeding is 10 mph or more are highlighted blue (40 segments).

Roadway Segment	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	Excessive Speeding Difference ¹
178. Lurin Avenue Barton Street to Wood Road	30	41	+11
179. Lurin Avenue Wood Road to Taft Street	25	38	+13
183. Magnolia Avenue Fourteenth Street to Jurupa Avenue	35	45	+10
185. Magnolia Avenue Arlington Avenue to Madison Street	35	44	+9
186. Magnolia Avenue Madison Street to Adams Street	35	44	+9
187. Magnolia Avenue Adams Street to Jackson Street	35	43	+8
188. Magnolia Avenue Jackson Street to Hole Avenue/Hughes Alley	35	43	+8
189. Magnolia Avenue Hole Avenue/Hughes Alley to La Sierra Avenue	35	44	+9
201. Martin Luther King Boulevard Kansas Avenue to Fourteenth Street	35	43	+8
203. Mary Street Victoria Avenue to Frances Street	25	35	+10
208. Mission Grove Parkway Alessandro Boulevard to Canyon Crest Drive	30	40	+10
210. Mission Inn Avenue Eucalyptus Avenue to Lime Street	30	39	+9
212. Mission Inn Avenue Market Street to The Buena Vista Bridge	30	42	+12
222. Murifield Road Golden Star Avenue to Overlook Parkway	25	36	+11
226. Olivewood Avenue Fourteenth Street to Jurupa Avenue	35	45	+10
230. Orange Terrace Parkway Van Buren Boulevard to Trautwein Road	40	48	+8
231. Overlook Parkway Bodewin Court to Crystal View Terrace	40	49	+9
233. Palm Avenue Fourteenth Street to Tequesquite Avenue	25	36	+11
234. Palm Avenue Tequesquite Avenue to Bandini Avenue	35	45	+10
237. Palmyrita Avenue Iowa Avenue to Woodwind Drive	40	52	+12
238. Panorama Road Olivewood Avenue to Ivy Street	30	41	+11
264. Stewart Street Victoria Avenue to Dufferin Avenue	35	46	+11
266. Streeter Avenue Central Avenue to Arlington Avenue	35	46	+11
267. Strong Street La Cadena Drive to Main Street	30	42	+12
273. Third Street Fwy. 60 to Park Avenue	35	44	+9
278. Tyler Street Wells Avenue to Magnolia Avenue	35	43	+8
279. Tyler Street Magnolia Avenue to Shoshone Avenue	35	43	+8
280. Tyler Street Shoshone Avenue to Victoria Avenue	35	43	+8
283. University Avenue Mulberry Street to Market Street	25	34	+9
288. Valencia Hill Drive Blanie Street to Spruce Street	25	34	+9
289. Valley Drive Sandy Lane to Mitchell Avenue	25	37	+12
290. Valley Springs Parkway Eucalyptus Avenue to Canyon Springs Parkway	35	43	+8
298. Via Vista Drive Canyon Crest Drive to Alessandro Boulevard	25	41	+16

¹ The roadway segments where the excessive speeding is 10 mph or more are highlighted blue (40 segments).

Roadway Segment	Recommended Speed Limit (mph) ^{1,2}	85 th Percentile Speed (mph)	Excessive Speeding Difference ¹
315. Wells Avenue Noble Street to Tyler Street	30	39	+9
317. Wimbledon Drive Claridge Drive to Ransom Road	25	34	+9

¹ The roadway segments where the excessive speeding is 10 mph or more are highlighted blue (40 segments).

Table B | Safety Corridors

Roadway Segment	No. of Collisions	No. of Fatal Collisions	No. of Severe Injury Collisions	No. of Pedestrian Related Collisions	No. of Bicyclist Related Collisions	Adjusted No. of Collisions ^{1,2}
3. Adams Street Magnolia Avenue to Victoria Avenue	113	0	43	0	3	178.25
7. Alessandro Boulevard (Southbound) Central Avenue to Whitestone Drive	88	0	36	1	1	142.50
11. Alessandro Boulevard Via Vista Drive to Cannon Road	83	0	46	1	0	152.25
12. Alessandro Boulevard Cannon Road to Northrop Drive	122	1	57	1	1	210.00
13. Alessandro Boulevard Northrop Drive to Old 215 Frontage Road	89	0	52	0	2	167.50
20. Arlington Avenue Horace Street to Magnolia Avenue	160	2	69	5	2	269.25
21. Arlington Avenue Magnolia Avenue to Adams Street	206	2	89	11	3	347.00
22. Arlington Avenue Adams Street to La Sierra Avenue	319	3	167	11	9	580.50
29. Blaine Street Mt. Vernon Avenue to Fwy. 60	159	0	66	8	4	261.00
43. California Avenue Arlington Avenue to Hole Avenue	256	2	124	6	5	448.75
48. Canyon Crest Drive Martin Luther King Boulevard to Alessandro Boulevard	138	1	80	4	1	261.25
53. Central Avenue Victoria Avenue to Riverside Avenue	150	0	55	3	2	233.75
54. Central Avenue Riverside Avenue to Palm Avenue	79	0	43	3	4	145.25
55. Central Avenue Palm Avenue to Hillside Avenue	82	0	51	1	1	159.00
56. Central Avenue Hillside Avenue to Van Buren Boulevard	87	1	43	1	3	154.50
59. Chicago Avenue Spruce Street to Martin Luther King Boulevard	148	1	76	8	6	267.50
60. Chicago Avenue Martin Luther King Boulevard to Alessandro Boulevard	107	1	50	0	1	184.25
100. Fourteenth Street Palm Avenue to Pennsylvania Avenue	206	1	103	4	3	364.25
126. Hole Avenue Magnolia Avenue to La Sierra Avenue	147	2	74	8	4	265.00
129. Indiana Avenue Arlington Avenue to Madison Street	123	1	64	3	3	222.50
130. Indiana Avenue Madison Street to Monroe Street	87	1	39	2	0	148.00
131. Indiana Avenue Monroe Street to Van Buren Boulevard	92	1	37	2	2	150.50
132. Indiana Avenue Van Buren Boulevard to Tyler Street	79	1	35	1	2	134.25
134. Indiana Avenue La Sierra Avenue to 700' East of Buchanan Street	104	1	59	5	3	196.50
136. Iowa Avenue Spruce Street to Martin Luther King Boulevard	139	1	57	7	4	229.25
139. Jackson Street Van Buren Boulevard to Victoria Avenue	167	3	77	3	8	291.25
151. Jurupa Avenue Palm Avenue to Republic Street	122	1	59	6	1	214.25
152. Jurupa Avenue Republic Street to Van Buren Boulevard	77	2	41	0	1	142.75
165. La Sierra Avenue Gramercy Place to Schuyler Avenue	98	0	52	3	2	177.25
166. La Sierra Avenue Schuyler Avenue to Middleborough Road	284	2	149	14	8	517.00
168. Lime Street Third Street to Fourteenth Street	106	0	54	1	4	188.25
180. Madison Street Arlington Avenue to Indiana Avenue	133	0	54	2	2	215.00
183. Magnolia Avenue Fourteenth Street to Jurupa Avenue	82	0	38	6	2	141.00
184. Magnolia Avenue Jurupa Avenue to Arlington Avenue	118	1	57	11	2	208.75

¹ The adjusted number of collisions is a sum of the number of collisions with the following factors applied:
 Number of Fatal Collisions = 3.0
 Number of Severe Injury Collisions = 2.5
 Number of Pedestrian / Bicyclist Related Collisions = 1.25

Roadway Segment	No. of Collisions	No. of Fatal Collisions	No. of Severe Injury Collisions	No. of Pedestrian Related Collisions	No. of Bicyclist Related Collisions	Adjusted No. of Collisions ^{1,2}
186. Magnolia Avenue Madison Street to Adams Street	95	0	47	2	5	167.25
187. Magnolia Avenue Adams Street to Jackson Street	82	1	55	3	6	168.75
188. Magnolia Avenue Jackson Street to Hole Avenue/Hughes Alley	212	1	110	12	13	385.25
189. Magnolia Avenue Hole Avenue/Hughes Alley to La Sierra Avenue	237	3	118	17	10	426.75
190. Magnolia Avenue La Sierra Avenue to 600' West of Buchanan Street	157	1	88	6	7	294.25
193. Main Street Strong Street to Third Street	109	1	56	2	5	196.75
195. Market Street 1,500' South of Via Cerro to Northbend Street	88	0	39	2	2	147.50
197. Market Street Third Street to Fourteenth Street	145	1	87	7	4	280.25
199. Martin Luther King Boulevard Fwy. 60 to Chicago Avenue	85	1	44	2	0	153.50
212. Mission Inn Avenue Market Street to The Buena Vista Bridge	127	0	47	1	2	198.25
226. Olivewood Avenue Fourteenth Street to Jurupa Avenue	90	1	37	0	2	148.00
243. Pierce Street Riverwalk Parkway to Magnolia Avenue	84	0	43	2	1	149.25
263. Spruce Street Iowa Avenue to Mulberry Street	82	1	43	2	2	149.50
273. Third Street Fwy. 60 to Park Avenue	119	0	62	9	3	215.00
274. Third Street Park Avenue to Brockton Avenue	81	1	37	1	3	139.50
275. Trautwein Road Alessandro Boulevard to Van Buren Boulevard	113	1	64	4	0	212.00
277. Tyler Street Arlington Avenue to Wells Avenue	122	1	51	3	0	201.25
278. Tyler Street Wells Avenue to Magnolia Avenue	151	4	72	9	1	269.50
279. Tyler Street Magnolia Avenue to Shoshone Avenue	188	0	77	3	5	305.50
281. University Avenue Canyon Crest Drive to Chicago Avenue	98	0	49	12	7	176.25
282. University Avenue Chicago Avenue to Mulberry Street	154	1	74	5	8	270.25
283. University Avenue Mulberry Street to Market Street	133	2	52	7	4	217.75
291. Van Buren Boulevard Santa Ana River to Arlington Avenue	215	2	109	4	2	384.00
292. Van Buren Boulevard Arlington Avenue to Duncan Avenue	185	1	96	7	6	334.25
293. Van Buren Boulevard Duncan Avenue to Rudicill Street	328	5	136	7	3	544.50
295. Van Buren Boulevard Victoria Avenue to 700' South of Canyon Ridge Drive	107	1	47	1	0	179.75
296. Van Buren Boulevard Orange Terrace Parkway to Trautwein Road	90	0	51	3	0	167.25
297. Van Buren Boulevard Trautwein Road to Gamble Avenue	135	2	54	4	1	221.25
302. Victoria Avenue Central Avenue to John Street	160	3	87	0	10	299.00

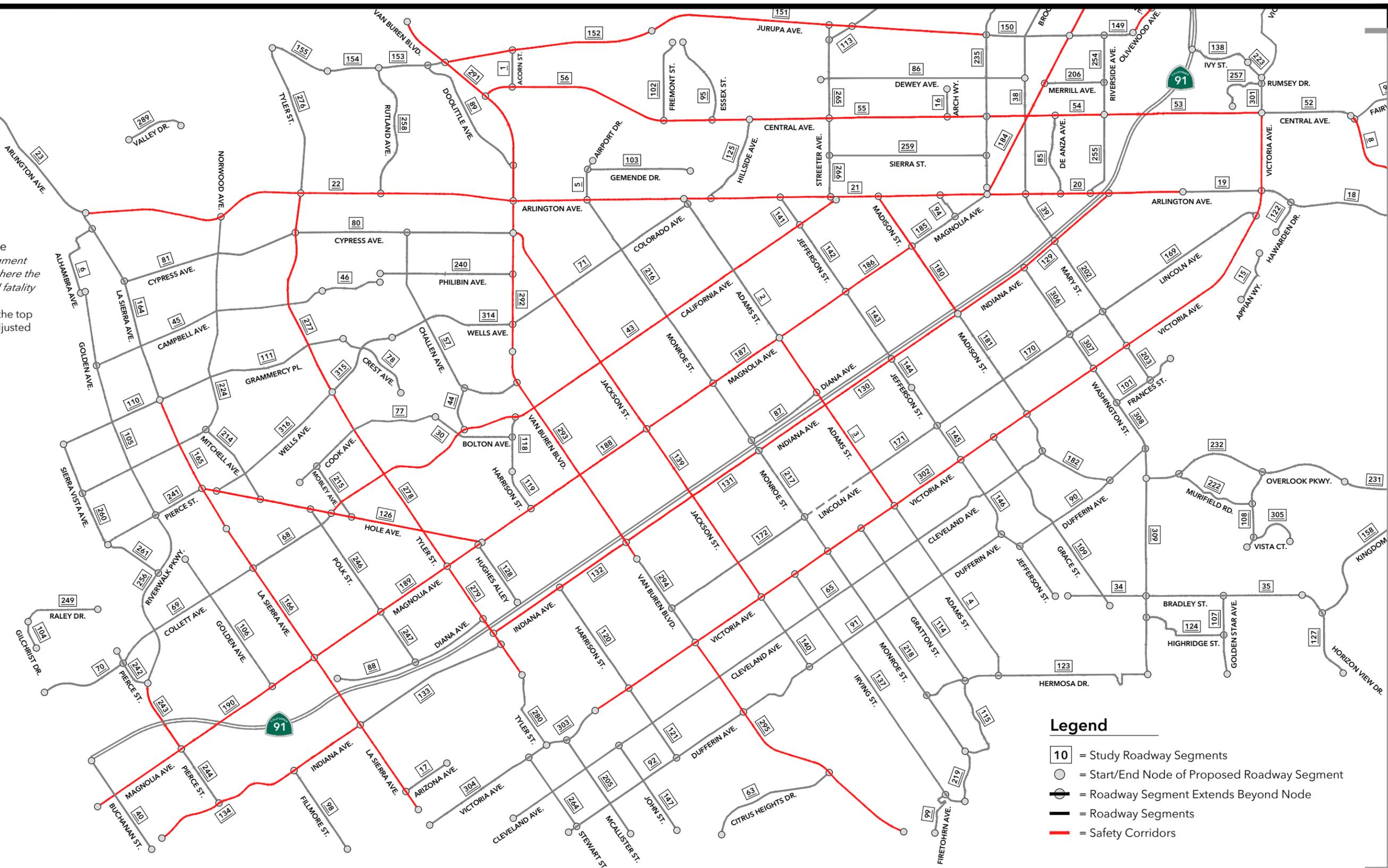
¹The adjusted number of collisions is a sum of the number of collisions with the following factors applied:
 Number of Fatal Collisions = 3.0
 Number of Severe Injury Collisions = 2.5
 Number of Pedestrian / Bicyclist Related Collisions = 1.25



Exhibits

Safety Corridors

A safety corridor is defined per the California MUTCD as "a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur." The safety corridors highlighted in this exhibit represent the top 20% of segments with the highest adjusted number of collisions.



Legend

- 10 = Study Roadway Segments
- = Start/End Node of Proposed Roadway Segment
- ⊖ = Roadway Segment Extends Beyond Node
- = Roadway Segments
- (Red) = Safety Corridors



SEE EXHIBIT A-3

Exhibit A-1

Safety Corridors City of Riverside - Southwestern Portion

City of Riverside Speed Limit Reduction Program // City of Riverside
0619-2025-01

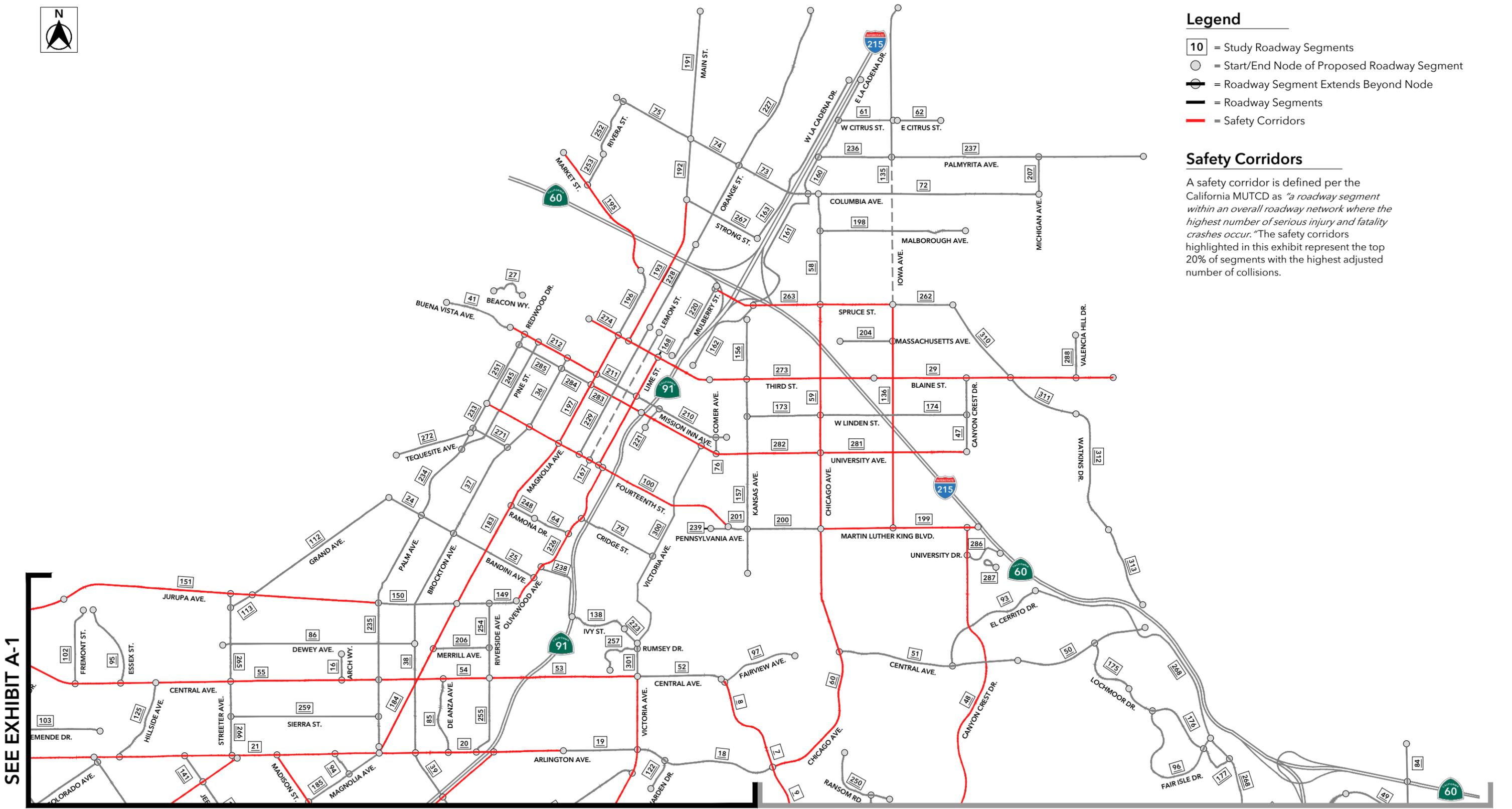


Legend

- 10 = Study Roadway Segments
- = Start/End Node of Proposed Roadway Segment
- = Roadway Segment Extends Beyond Node
- = Roadway Segments
- = Safety Corridors

Safety Corridors

A safety corridor is defined per the California MUTCD as "a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur." The safety corridors highlighted in this exhibit represent the top 20% of segments with the highest adjusted number of collisions.



SEE EXHIBIT A-1

SEE EXHIBIT A-1

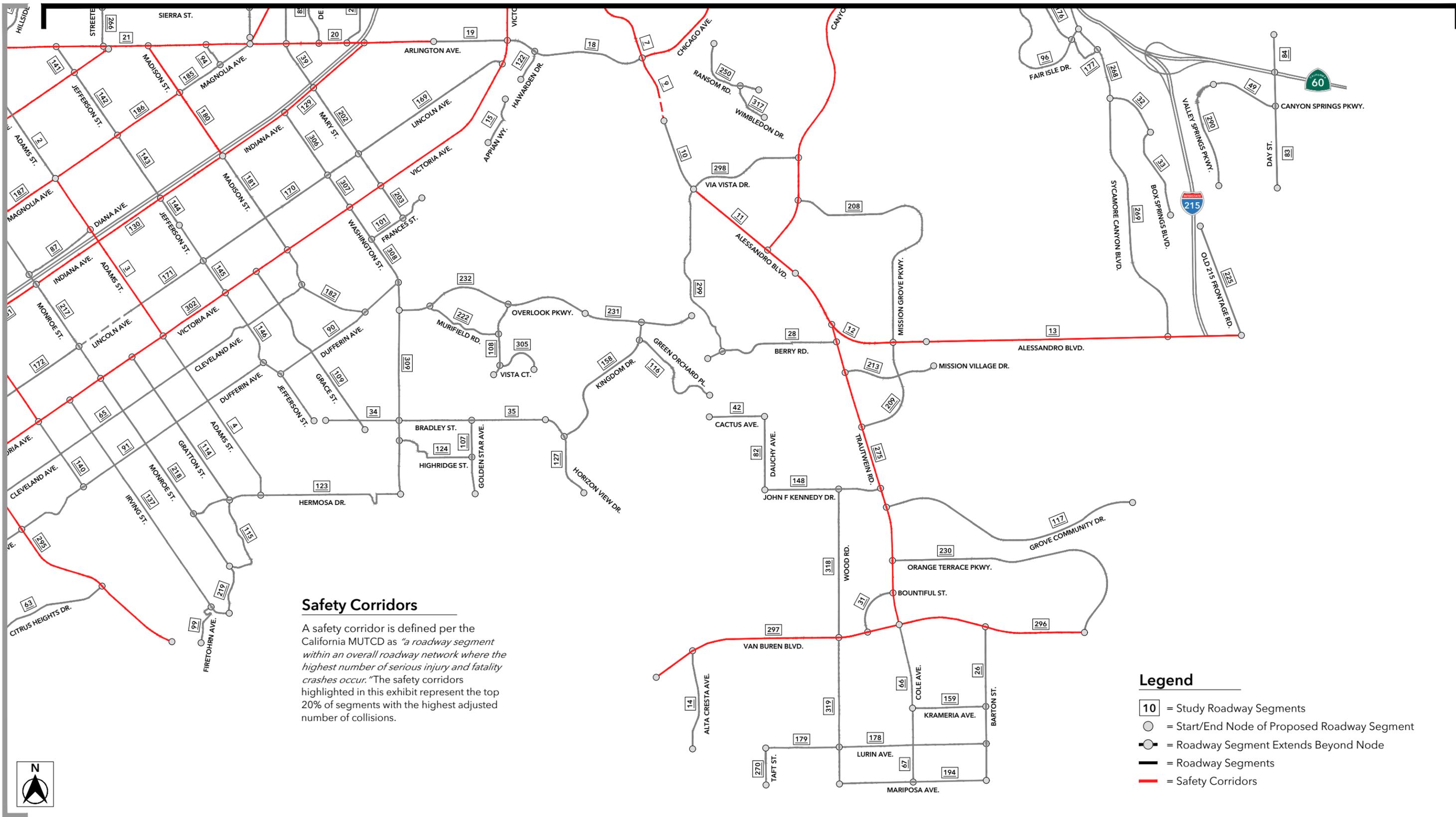
SEE EXHIBIT A-3

Exhibit A-2

Safety Corridors City of Riverside - Northern Portion

City of Riverside Speed Limit Reduction Program // City of Riverside
0619-2025-01

SEE EXHIBIT A-1



Safety Corridors

A safety corridor is defined per the California MUTCD as "a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur." The safety corridors highlighted in this exhibit represent the top 20% of segments with the highest adjusted number of collisions.

Legend

- 10 = Study Roadway Segments
- = Start/End Node of Proposed Roadway Segment
- = Roadway Segment Extends Beyond Node
- = Roadway Segments
- = Safety Corridors



Exhibit A-3

**Safety Corridors
City of Riverside - Southeastern Portion**