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Prepared for
City of Lake Elsinore

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Engineering and Traffic Survey

CERTIFICATION

I, Nicholas Lowe, do hereby certify that this Engineering and Traffic Survey for the City of Lake Elsinore was performed under my supervision. I certify that I am experienced in performing surveys of this type and duly registered in the State of California as a Professional Civil Engineer.



7/19/2022

Nicholas R. Lowe
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SECTION 1 - INTRODUCTION

This Engineering and Traffic Survey is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Lake Elsinore. This survey was authorized by the City and independently conducted by private consulting firm Albert A. Webb Associates.

Engineering and traffic surveys for speed limits should be conducted once every five (5), seven (7), or ten (10) years to comply with *California Vehicle Code* (CVC) Section 40802.

■ Regulations and Guidelines

CVC Division 11, Chapter 7 defines the California Speed Laws. CVC Section 22352 indicates that prima facie speed limits of 15 miles per hour (mph) at unprotected railroad grade crossings, uncontrolled highway intersections with sight restrictions, and on any alley. In addition, the prima facie speed limit is 25 mph in residence and business districts, when approaching or passing a school building or grounds thereof, or when passing a senior center or other facility primarily used by senior citizens. CVC Division 1 defines a business district and residence district in Sections 235 and 515, respectively:

A “business district” is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.¹

A “residence district” is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.²

¹ California Department of Motor Vehicles, *California Vehicle Code*, Division 1, Section 235, 2015

² California Department of Motor Vehicles, *California Vehicle Code*, Division 1, Section 515, 2015

Section 22357(a) permits the establishment of speed limits greater than 25 mph as follows:

Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.³

Therefore, the CVC allows local authorities to increase the prima facie limits by ordinance or resolution to appropriate limits as determined by an engineering and traffic survey. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a), seven years as specified in Section 40802(c), or ten years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire passed the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802 of the CVC:

(a) *A “speed trap” is either of the following:*

(1) *A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.*

(2) *A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.*

(b) (1) *For purposes of this section, a local street or road is one that is functionally classified as “local” on the “California Road System Maps,” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the “California Road System Maps,” it may be defined as a “local street or road” if it*

³ California Department of Motor Vehicles, *California Vehicle Code*, Division 11, Chapter 7, Section 22357, 2015

primarily provides access to abutting residential property and meets the following three conditions:

- (A) *Roadway width of not more than 40 feet.*
 - (B) *Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.*
 - (C) *Not more than one traffic lane in each direction.*
- (2) *For purposes of this section, 'school zone' means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard 'SCHOOL' warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. 'School zone' also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard 'SCHOOL' warning sign.⁴*

■ Requirements and Methodology of an Engineering and Traffic Study

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are typically set near the 85th-percentile speed; statistically, this represents one standard deviation above the average speed. The 85th-percentile speed is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the majority of motorists as to what is reasonable and prudent and are not dependent on the judgment of one or a few individuals.

The Engineering and Traffic Survey, as defined in CVC Section 627, must consider the prevailing speeds, accident records, and highway, traffic, and roadside conditions not readily apparent to the driver. Local authorities may also consider residential density and pedestrian and bicycle safety. Speed zones are also established to advise motorists of road conditions or hazards which may not be readily apparent to a reasonable driver. For this reason, a field review of related road/traffic variables is conducted in combination with the statistical speed data and collision history of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an Engineering and Traffic Study are outlined in the *California Manual on Uniform Traffic Control Devices, 2014 Edition* (CA MUTCD). The statistical factors used to analyze the collected speed survey data and additional factors as noted in the CA MUTCD to consider are defined in the following section.

⁴ California Department of Motor Vehicles, *California Vehicle Code*, Division 17, Chapter 3, Section 40802, 2015

SECTION 2 - SPEED SURVEY EVALUATION

One hundred (100) locations were evaluated by Albert A. Webb Associates and are included in this report. The location and the limits of this section are listed in Table 2-1.

Table 2-1 – Survey Locations and Limits

No	Street	From	To
1	2nd Street	Dexter Avenue	Camino Del Norte
2	3rd Street	Cambern Avenue	Dexter Avenue
3		Diana Lane	Conard Avenue
4	Alberhill Ranch Road	Lake Street	Nichols Road
5	Ardenwood Way	Highway 74	Rosetta Canyon Drive
6	Auto Center Drive	Franklin Street	Mill Street
7		Mill Street	Diamond Drive
8	Avenue 6	Franklin Street	Mill Street
9	Broadway Avenue	Lincoln Street	Grand Avenue
10	Cambern Avenue	Central Avenue	3rd Street
11	Camino Del Norte	Main Street	2nd Street
12		Main Street	Franklin Street
13	Canyon Estates Drive	Canyon View Drive	Summerhill Drive
14	Canyon Hills Road	Railroad Canyon Road	Hillside Drive
15		Hillside Drive	east City limit
16	Casino Drive	Diamond Drive	Malaga Road
17	Central Avenue	Dexter Avenue	Conard Avenue
18		Conard Avenue	east City limit
19		Pasadena Street	Collier Avenue
20	Chaney Street	Collier Avenue	Treleven Avenue
21		Treleven Avenue	Lakeshore Drive
22	Collier Avenue	Nichols Road	Riverside Drive
23		Central Avenue	Spring Street
24	Corydon Street	Western City Limit	Mission Trail
25	Dexter Avenue	3rd Street	2nd Street
26		Northern City Limit	Highway 74
27		Highway 74	3rd Street
28	Diamond Drive	Grape Street	Malaga Road
29		Malaga Road	Summerly Place
30		Summerly Place	terminus

Table 2-1 (cont) – Survey Location and Limits

No	Street	From	To
31	Flint Street	Main Street	Adobe Street
32	Franklin Street	Main Street	Conklin Avenue
33		Conklin Avenue	Rodeo Grounds
34		Rodeo Grounds	Avenue 6
35		Avenue 6	Canyon Estates Drive
36	Graham Avenue	Lakeshore Drive	Lindsay Street
37		Lindsay Street	Main Street
38	Grand Avenue	Lakeshore Drive	Lincoln Street
39		Lincoln Street	Audelo Street
40		Machado Street	Riverside Drive
41		Ortega Highway (Hwy 74)	east City limit
42	Grape Street	Railroad Canyon Road	south City limit
43	Gunnerson Street	Riverside Drive	Ulmer Street
44		Ulmer Street	Lakeshore Drive
45	Heald Avenue	Chaney Street	Main Street
46	Hidden Trail	Summerly Place	Mission Trail
47	Hillside Drive	Canyon Hills Road	Canyon Rim Drive
48		Canyon Rim Drive	private gates
49	Joy Street	Riverside Drive	Machado Street
50	Lake Street	Lakeshore Drive	Mountain Street
51		Nichols Road	Walker Canyon Road
52		Mountain Street	Nichols Road
53	Lakeshore Drive	Grand Avenue	Terra Cotta Road
54		Terra Cotta Road	Machado Street
55		Machado Street	Riverside Drive
56		Riverside Drive	Cowell Street
57		Cowell Street	Chaney Street
58		Chaney Street	Graham Avenue
59		Graham Avenue	Poe Street
60		Poe Street	Main Street
61		Main Street	Lucerne Street
62		Lucerne Street	Diamond Drive
63	Limited Street	Lakeshore Drive	Main Street
64	Lincoln Street	Grand Avenue	northern terminus
65		Machado Street	Grand Avenue
66		Riverside Drive	Machado Street

Table 2-1 (cont) – Survey Location and Limits

No	Street	From	To
67	Lost Road	Canyon Hills Road	south City limit
68	Machado Street	Lakeshore Drive	Lincoln Street
69		Lincoln Street	Alvarado Street
70	Main Street	Camino Del Norte	Heald Avenue
71		Heald Avenue	Lakeshore Drive
72	Malaga Road	Casino Drive	Mission Trail
73		Mission Trail	western terminus
74	McVicker Canyon Park Road	Grand Avenue	Spectra Drive
75	Minthorn Street	Collier Avenue	Chaney Street
76	Mission Trail	Diamond Drive	Malaga Road
77		Malaga Road	Olive Street
78		Olive Street	Corydon Street
79	Nichols Road	Lake Street	Terra Cotta Road
80		Terra Cotta Road	I-15
81	Orange Grove Way	Palm View Street	Lake Street
82	Piedmont Drive	Canyon Hills Road	Verbena Road
83	Pottery Street	Chaney Street	Lewis Street
84	Railroad Canyon Rd	eastern City limit (ECL)	1 mile west of ECL
85		1 mile west of ECL	Grape Street
86	Riverside Street	SR-74	Steele Valley Road
87	Rosetta Canyon Drive	SR-74	Sunsprite Street
88	Spring Street	Collier Avenue	Sumner Avenue
89		Sumner Avenue	Graham Avenue
90		Graham Avenue	Lakeshore Drive
91	Strickland Avenue	Chaney Street	Riverside Drive
92	Summerhill Drive	Railroad Canyon Road	Corte Seriui
93		Corte Seriui	La Strada
94		La Strada	Ponte Russo
95	Summerly Place	Village Parkway	Summerly Place Loop
96	Sumner Avenue	Main Street	Chaney Street
97	Temescal Canyon Road	Lake Street	north City limit
98	Via Scenica	Bella Vista	Summerhill Drive
99	Village Parkway	Diamond Drive	Summerly Place Loop
100		Summerly Place Loop	Village Parkway Loop

■ Field Review

Speed data was collected using calibrated radar speed guns and pneumatic tubes and were performed by Counts Unlimited, a sub-consultant to Albert A. Webb Associates. Each of the radar speed surveys were made from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. The pneumatic tubes were located as far away from residential driveways as possible to avoid driveway traffic speeds. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and later coded into engineering software for analysis purposes. CA MUTCD Section 2B.13 indicates that in order for the sample to be representative of the actual traffic flow, it is desirable to have a minimum sample of 100 vehicles for a speed zone survey, but in no case should the sample contain less than 50 vehicles. In addition to speed data, average daily traffic (ADT) volumes were collected from the survey using pneumatic tubes.

Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below. The results of the field review for related roadway and traffic variables are summarized in the next section of this report.

1. Segment length, width and alignment;
2. Level of pedestrian and bicycle activity, truck volume;
3. Traffic flow characteristics;
4. Number of lanes and other channelization/stripping factors;
5. Frequency of intersections, driveways, on-street parking, bike lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
7. Roadway condition, bumps and dips;
8. Obstructions to driver/pedestrian visibility;
9. Land use and proximity of schools, parks/recreation areas and senior centers;
10. Uniformity with existing speed zones in adjacent jurisdictions; and
11. Any other unusual conditions or hazards not readily apparent to the driver.

■ Statistical Analysis Factors

Significant factors used to analyze the collected survey data are summarized below:

- **85th-Percentile Speed.** The critical speed, or the 85th-percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speed the majority of drivers find safe and reasonable. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the 85th-percentile speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.
- **10-mph Pace.** The 10-mph pace is the 10-mph increment range which contains the largest number of recorded vehicles. This factor is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace, however, conditions not readily apparent to the driver or adhering to state mandated limits such as in residence districts may require setting speed limits below the 10-mph pace.
- **50th-Percentile Speed.** The median speed, or 50th-percentile speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than, and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th-percentile speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.
- **15th-Percentile Speed.** The 15th-percentile speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.
- **Percent of Vehicles in Pace Speed.** The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of the 10-mph pace is often between 60 and 90 percent.

■ 2014 CA MUTCD Standard

The 2014 CA MUTCD Section 2B.13 sets the standard for establishing posted speed limits:

Standard:

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, except as shown in the two Options below.

Option:

1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. See Standard below for documentation requirements.
2. 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, if no further reduction is used. Refer to CVC Section 21400(b).⁵

If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.

■ Collision History

The Engineering and Traffic Survey forms summarize the available collision information for each of the street segments. The collision information was gathered from the California Statewide Integrated Traffic Records System (SWITRS) between January 1, 2019 to December 31, 2020. Based on the number of total collisions per segment studied over the 2-year period and ADT volumes, a collision rate per million vehicle miles was calculated for the segment. To provide a general comparison of the collision rates on the segment to expected collision rates for similar types of local roadways, the collision rate for the segment was compared to the statewide average rate listed in the 2018 Collision Data on California State Highways (road miles, travel, collisions, collision rates)⁶ as listed in **Table 2-2**. The calculated collision rates for each study segment are shown on **Table 2-3**. Only the segments that experienced collisions due to unsafe speeds in the studied timeframe are shown in the table.

Table 2-2 – 2018 California State Highways Collision Rate

Lane Type	Total Accidents per Million Vehicle Miles (AMVM)
2 and 3 Lane Roadway	1.48
4+ Lanes (Undivided Highway)	1.24
4+ Lanes (Divided Highway)	1.20

⁵ California Department of Transportation, *California Manual on Uniform Traffic Control Devices, 2014 Edition*, Chapter 2B, Section 2B.13

⁶ California Department of Transportation, 2018 Collision Data on California State Highways (road miles, travel, collisions, collision rates)

Table 2-3 – Road Segment Collision Rates from January 1, 2019, to December 31, 2020

No	Street	From	To	Average Daily Traffic (ADT)	Lanes	Unsafe Speed Collisions (1/1/19-12/31/20)	Collision Rate (A/MMM)
13	Canyon Estates Drive	Canyon View Drive	Summerhill Drive	11,142	2	1	0.24
14	Canyon Hills Road	Railroad Canyon Road	Hillside Drive	12,556	4	2	0.14
16	Casino Drive	Diamond Drive	Malaga Road	5,981	2	2	0.75
17	Central Avenue	Dexter Avenue	Conard Avenue	44,186	4-6	3	0.21
19	Central Avenue	Pasadena Street	Collier Avenue	5,991	4	2	1.76
22	Collier Avenue	Nichols Road	Riverside Drive	5,396	4	5	1.10
23	Collier Avenue	Central Avenue	Spring Street	5,366	2-4	2	0.41
25	Dexter Avenue	3rd Street	2nd Street	12,098	2	1	0.36
33	Franklin Street	Conklin Avenue	Rodeo Grounds	2,911	2	3	3.61
35	Franklin Street	Avenue 6	Canyon Estates Drive	3,070	2	1	1.86
40	Grand Avenue	Machado Street	Riverside Drive	9,296	2	1	0.31
41	Grand Avenue	Ortega Highway (Hwy 74)	east City limit	18,205	2	2	0.75
42	Grape Street	Railroad Canyon Road	south City limit	5,419	4	3	1.02
43	Gunnerson Street	Riverside Drive	Ulmer Street	1,604	2	2	2.08
49	Joy Street	Riverside Drive	Machado Street	3,034	2	3	2.62
52	Lake Street	Nichols Road	Walker Canyon Road	18,090	2	4	0.21
54	Lakeshore Drive	Terra Cotta Road	Machado Street	13,119	2	1	0.09
55	Lakeshore Drive	Machado Street	Riverside Drive	17,456	2-5	2	0.31
57	Lakeshore Drive	Cowell Street	Chaney Street	12,265	2	2	0.70
60	Lakeshore Drive	Poe Street	Main Street	1,388	2	1	3.85
64	Lincoln Street	Riverside Drive	Machado Street	7,287	2	1	0.37
70	Main Street	Camino Del Norte	Heald Avenue	12,231	2	2	0.33
85	Railroad Canyon Road	1 mile west of ECL	Grape Street	48,166	6	9	0.19
86	Riverside Street	SR-74	Steele Valley Road	4,288	2-4	1	0.45
92	Summerhill Drive	Railroad Canyon Road	Corte Seriui	9,387	4	4	0.58
93	Summerhill Drive	Corte Seriui	La Strada	5,412	4	1	0.29

SECTION 3 - RESULTS AND RECOMMENDATIONS

The recommendations contained in this report are intended to establish prima facie speed limits. Prima facie limits attempt to advise the motorist and enforcement of the reasonable speed for a particular section of roadway for the prevailing conditions.

The Engineering and Traffic Survey Sheets presented in this section illustrate the results of a thorough evaluation of the available data and indicate a recommended speed limit for the street segment surveyed. A summary of the data analysis, along with the recommended speed limit can be found in Table 3-1 followed by a description of the recommendations for roadway segments with changing posted speed limits.

Table 3-1 – Speed Survey Recommendations

No	Street	From	To	Existing Speed Limit	85th %ile Speed	Recom Speed Limit
1	2nd Street	Dexter Avenue	Camino Del Norte	35	32	30
2	3rd Street	Cambern Avenue	Dexter Avenue	35	41	35
3	3rd Street	Diana Lane	Conard Avenue	30	42	35
4	Alberhill Ranch Road	Lake Street	Nichols Road	35	42	35
5	Ardenwood Way	Highway 74	Rosetta Canyon Drive	35	36	30
6	Auto Center Drive	Franklin Street	Mill Street	45	46	45
7	Auto Center Drive	Mill Street	Diamond Drive	45	50	45
8	Avenue 6	Franklin Street	Mill Street	30	39	35
9	Broadway Avenue	Lincoln Street	Grand Avenue	30	36	30
10	Cambern Avenue	Central Avenue	3rd Street	40	42	40
11	Camino Del Norte	Main Street	2nd Street	55	54	55
12	Camino Del Norte	Main Street	Franklin Street	40	55	50
13	Canyon Estates Drive	Canyon View Drive	Summerhill Drive	35	44	40
14	Canyon Hills Road	Railroad Canyon Road	Hillside Drive	45	50	45
15	Canyon Hills Road	Hillside Drive	Eastern City Limit	45	49	45
16	Casino Drive	Diamond Drive	Malaga Road	45	48	45
17	Central Avenue	Dexter Avenue	Conard Avenue	55	54	50
18	Central Avenue	Conard Avenue	Eastern City Limit	55	55	55
19	Central Avenue	Pasadena Street	Collier Avenue	30	39	35
20	Chaney Street	Collier Avenue	Treleven Avenue	40	47	40
21	Chaney Street	Treleven Avenue	Lakeshore Drive	35	43	40
22	Collier Avenue	Nichols Road	Riverside Drive	50	54	50
23	Collier Avenue	Central Avenue	Spring Street	45	46	45
24	Corydon Street	Western City Limit	Mission Trail	45	49	45
25	Dexter Avenue	3rd Street	2nd Street	45	44	45
26	Dexter Avenue	Northern City Limit	Highway 74	45	46	45
27	Dexter Avenue	Highway 74	3rd Street	40	33	35
28	Diamond Drive	Grape Street	Malaga Road	35	43	40

Table 3-1 – Speed Survey Recommendations (continued)

No	Street	From	To	Existing Speed Limit	85th %ile Speed	Recom Speed Limit
29	Diamond Drive	Malaga Road	Summerly Place	40	46	40
30	Diamond Drive	Summerly Place	Terminus	40	47	40
31	Flint Street	Main Street	Adobe Street	30	33	30
32	Franklin Street	Main Street	Conklin Avenue	25	35	25
33	Franklin Street	Conklin Avenue	Rodeo Grounds	30	40	35
34	Franklin Street	Rodeo Grounds	Avenue 6	30	39	35
35	Franklin Street	Avenue 6	Canyon Estates Drive	40	39	35
36	Graham Avenue	Lakeshore Drive	Lindsay Street	30	38	35
37	Graham Avenue	Lindsay Street	Main Street	30	37	30
38	Grand Avenue	Lakeshore Drive	Lincoln Street	45	48	45
39	Grand Avenue	Lincoln Street	Audelo Street	45	47	45
40	Grand Avenue	Machado Street	Riverside Drive	40	46	40
41	Grand Avenue	Ortega Highway (Hwy 74)	Eastern City Limit	45	49	45
42	Grape Street	Railroad Canyon Road	Southern City Limit	45	53	50
43	Gunnerson Street	Riverside Drive	Ulmer Street	40	46	40
44	Gunnerson Street	Ulmer Street	Lakeshore Drive	40	42	40
45	Heald Avenue	Chaney Street	Main Street	25	36	25
46	Hidden Trail	Summerly Place	Mission Trail	30	38	35
47	Hillside Drive	Canyon Hills Road	Canyon Rim Drive	40	41	40
48	Hillside Drive	Canyon Rim Drive	Private Gates	40	45	40
49	Joy Street	Riverside Drive	Machado Street	30	33	25
50	Lake Street	Lakeshore Drive	Mountain Street	45	49	45
51	Lake Street	Mountain Street	Nichols Road	50	52	50
52	Lake Street	Nichols Road	Walker Canyon Road	50	54	50
53	Lakeshore Drive	Grand Avenue	Terra Cotta Road	45	49	45
54	Lakeshore Drive	Terra Cotta Road	Machado Street	45	50	45
55	Lakeshore Drive	Machado Street	Riverside Drive	40	44	40
56	Lakeshore Drive	Riverside Drive	Cowell Street	40	46	40

Table 3-1 – Speed Survey Recommendations (continued)

No	Street	From	To	Existing Speed Limit	85th %ile Speed	Recom Speed Limit
57	Lakeshore Drive	Cowell Street	Chaney Street	40	48	45
58	Lakeshore Drive	Chaney Street	Graham Avenue	40	43	40
59	Lakeshore Drive	Graham Avenue	Poe Street	30	42	35
60	Lakeshore Drive	Poe Street	Main Street	30	34	30
61	Lakeshore Drive	Main Street	Lucerne Street	45	52	45
62	Lakeshore Drive	Lucerne Street	Diamond Drive	45	51	45
63	Limited Street	Lakeshore Drive	Main Street	30	39	35
64	Lincoln Street	Riverside Drive	Machado Street	35	40	35
65	Lincoln Street	Machado Street	Grand Avenue	40	43	40
66	Lincoln Street	Grand Avenue	Northern Terminus	40	46	40
67	Lost Road	Canyon Hills Road	South City Limit	40	41	35
68	Machado Street	Lakeshore Drive	Lincoln Street	40	43	40
69	Machado Street	Lincoln Street	Alvarado Street	40	47	40
70	Main Street	Camino Del Norte	Heald Avenue	35	38	35
71	Main Street	Heald Avenue	Lakeshore Drive	25	36	25
72	Malaga Road	Casino Drive	Mission Trail	35	38	35
73	Malaga Road	Mission Trail	Western Terminus	35	43	40
74	McVickers Canyon Park Road	Grand Avenue	Spectra Drive	40	49	45
75	Minthorn Street	Collier Avenue	Chaney Street	40	47	40
76	Mission Trail	Diamond Drive	Malaga Road	45	43	45
77	Mission Trail	Malaga Road	Olive Street	50	49	45
78	Mission Trail	Olive Street	Corydon Street	50	53	50
79	Nichols Road	Lake Street	Terra Cotta Road	50	54	50
80	Nichols Road	Terra Cotta Road	I-15	50	54	50
81	Orange Grove Way	Palm View Street	Lake Street	30	34	30
82	Piedmont Drive	Canyon Hills Road	Verberna Road	N/P	36	30
83	Pottery Street	Chaney Street	Lewis Street	30	39	35
84	Railroad Canyon Road	Eastern City Limit (ECL)	1 mile west of ECL	50	55	50

Table 3-1 – Speed Survey Recommendations (continued)

No	Street	From	To	Existing Speed Limit	85th %ile Speed	Recom Speed Limit
85	Railroad Canyon Road	1 mile west of ECL	Grape Street	50	56	50
86	Riverside Street	SR-74	Steele Valley Road	40	45	40
87	Rosetta Canyon Drive	SR-74	Sunsprite Street	40	45	40
88	Spring Street	Collier Avenue	Sumner Avenue	30	36	30
89	Spring Street	Sumner Avenue	Graham Avenue	25	32	25
90	Spring Street	Graham Avenue	Lakeshore Drive	25	31	25
91	Strickland Avenue	Chaney Street	Riverside Drive	30	36	30
92	Summerhill Drive	Railroad Canyon Road	Corte Serui	45	47	45
93	Summerhill Drive	Corte Serui	La Strada	45	49	45
94	Summerhill Drive	La Strada	Ponte Russo	45	40	40
95	Summerly Place	Village Parkway	Summerly Place Loop	30	34	30
96	Sumner Avenue	Main Street	Chaney Street	30	37	30
97	Temescal Canyon Road	Lake Street	north City limit	50	48	45
98	Via Scenica	Bella Vista	Summerhill Drive	30	37	30
99	Village Parkway	Diamond Drive	Summerly Place Loop	N/P	41	35
100	Village Parkway	Summerly Place Loop	Village Parkway Loop	N/P	29	30

■ 2nd Street (Dexter Avenue to Camino Del Norte)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
2nd Street	Dexter Avenue	Camino Del Norte	35	32	29	27	25-34	96%	0.00	1.48	30

Conditions

2nd Street is an east-west two-lane undivided local street. The studied segment is approximately 600 feet long. On-street parking is allowed on both sides of the street. There are no residential driveways along the segment. The surrounding land uses are industrial with some vacant lots. The intersection of 2nd Street and Dexter Avenue is a two-way stop- controlled intersection. The study segment connects to Camino Del Norte on the west. There are no bike lanes or sidewalks along the segment. There is an existing 35 mph speed limit sign within the roadway segment.

Between Dexter Avenue and Camino Del Norte, 2nd Street carries approximately 12,330 vehicles per day. The speed survey conducted on August 31, 2021, measured an 85th-percentile speed of 32 mph.

Comments

The 85th-percentile speed of 32 mph indicates a speed limit of 30 mph between Dexter Avenue and Camino Del Norte. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 30 mph in this segment. Based on the observed conditions it is recommended that the posted speed limit on 2nd Street between Dexter Avenue and Camino Del Norte be reduced to 30 mph.

■ 3rd Street (Cambern Avenue to Dexter Avenue)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
3 rd Street	Cambern Avenue	Dexter Avenue	35	41	36	31	31-40	67%	0.00	1.48	35

Conditions

3rd Street is an east-west two-lane undivided local street. The studied segment is approximately 1,314 feet long. There are no residential driveways along this segment. The surrounding land uses are commercial with many vacant lots. The intersection of 3rd Street and Dexter Avenue is a one-way stop controlled intersection on 3rd Street while the intersection of 3rd Street and Cambern Avenue is an all-way stop controlled intersection. There are no bike lanes. The only sidewalk exists in front of Walmart Supercenter. No sidewalks exist for the entire rest of the segment. There is an existing 35 mph speed limit sign within the roadway segment.

Between Cambern Avenue and Dexter Avenue, 3rd Street carries approximately 3,974 vehicles per day. The speed survey conducted on August 31, 2021, measured an 85th-percentile speed of 41 mph.

Comments

The 85th-percentile speed of 41 mph indicates a speed limit of 40 mph between Cambern Avenue and Dexter Lane. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph in this segment. However, there are pedestrian activities at Walmart Supercenter and the LA fitness on the north side of the study segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on 3rd Avenue between Cambern Avenue and Dexter Avenue be maintained at 35 mph.

■ 3rd Street (Diana Lane to Conard Avenue)

Speed Survey Summary of Finding

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
3rd Street	Diana Lane	Conard Avenue	30	42	37	29	33-42	62%	0.00	1.48	35

Conditions

3rd Street is an east-west two-lane undivided local street. The studied segment is approximately 1,790 feet long. On-street parking is allowed on both sides of the street. Seven residential driveways line the roadway segment. The surrounding land uses are residential with many vacant lots. The intersection of 3rd Street and Diana Lane is a one-way stop controlled “T” intersection while the intersection of 3rd Street and Conard Avenue is one-way stop controlled on the southbound side. There are two minor one-way stop controlled intersections within the roadway segment at Waterford Street and Melby Drive. There are no bike lanes. Sidewalks exist on the entire length of the segment. There is an approximately 330’ radius horizontal curve in the roadway which may block sight lines for eastbound traffic. There is an existing 30 mph speed limit sign within the roadway segment.

Between Conard Avenue and Diana Lane, 3rd Street carries approximately 1,887 vehicles per day. The speed survey was conducted on January 19, 2022. The 85th-percentile speed was measured at 42 mph.

Comments

The 85th-percentile speed of 42 mph indicates a speed limit of 40 mph between Conard Avenue and Diana Lane. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph in this segment. However, there is limited sight distance on the horizontal curve and there are nearby residential areas. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on 3rd Street between Conard Avenue and Diana Lane be at 35 mph.

■ Alberhill Ranch Road (Lake Street to Nichols Road)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Alberhill Ranch Road	Lake Street	Nichols Road	35	42	36	31	31-40	66%	0.00	1.48	35

Conditions

Alberhill Ranch Road is a two-lane divided local street with a raised median. The studied segment is approximately 5,530 feet long with no residential driveways. On-street parking is not allowed on both sides of the street. Alberhill Ranch Community Playground access is via a driveway along this segment north of Norris Street. The surrounding land uses are residential with many vacant lands on the south side of the segment. The intersection at Lake Street is signalized while the intersection at Nichols Road is controlled by an all-way stop. There are three other all-way stop controlled intersections within the roadway segment at Brianna Circle, Ladrillo Street, and Norris Street. In addition, there are seven minor one-way stop controlled “T” intersections within the roadway segment at Cypress Circle, Isabella Circle, Alderwood Place, Hudson Lane, Larkspur Street, Ash Street, and Ballantree Street. There are Class II bike lanes on both sides of the segment and sidewalks on the entire segment except for the south side from 300 feet east of Hudson Lane to Nichols Road and north side from 200 feet west of Nichols Road to Nichols Road. There is an existing 35 mph speed limit sign within the segment.

Between Lake Street and Nichols Road, Alberhill Ranch Road carries approximately 2,907 vehicles per day. The speed survey was conducted on September 15, 2021. The 85th-percentile speed was measured at 42 mph.

Comments

The 85th-percentile speed of 42 mph indicates a speed limit of 40 mph between Lake Street and Nickols Road. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph in this segment. However, there is limited sight distance on the horizontal curve and there are nearby residential areas.

In addition, the observed 10 mph pace range is between 31 mph and 40 mph and class II bike lanes exist on both sides of the segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Alberhill Ranch Road between Lake Street and Nichols Road be maintained at 35 mph.

■ Ardenwood Way (Highway 74 to Rosetta Canyon Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Ardenwood Way	Highway 74	Rosetta Canyon Drive	35	36	29	24	24-33	66%	0.00	1.48	30

Conditions

Ardenwood Lane is a two-lane undivided local street with centerline striping. The studied segment is approximately 1,470 feet long. On-street parking is not allowed on both sides of the street. There are no residential driveways along the roadway segment. There are only two driveways along the south side of this segment providing access to the Rosetta Canyon Sports Park. The surrounding land uses are residential. Both intersections of Ardenwood Way and Rosetta Canyon Drive and Ardenwood Way and Highway 74 are signalized intersections. There is one minor one-way stop controlled intersection within the roadway segment at Strada Pozzo. There are Class II bike lanes along both sides of the segment. Sidewalks exist on the entire length of the segment. There is an existing 35 mph speed limit sign within the roadway segment.

Between Highway 74 and Rosetta Canyon Drive, Ardenwood Lane carries approximately 1,495 vehicle per day. The speed survey was conducted on September 14, 2021. The 85th-percentile speed was measured at 36 mph.

Comments

The 85th-percentile speed of 36 mph indicates a speed limit of 35 mph between Highway 74 and Rosetta Canyon Drive. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph in this segment. However, it is a short segment with limited sight distance on the horizontal curve and there are nearby residential areas. Rosetta Canyon Sports Park is located south of the study segment with no mid-block pedestrian crossing. There are also bike lanes on both sides of the street. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Ardenwood Way between Highway 74 and Rosetta Canyon Drive be reduced to 30 mph.

■ Auto Center Drive (Franklin Street to Mill Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Auto Center Drive	Franklin Street	Mill Street	45	46	41	36	36-45	77%	0.00	1.48	45

Conditions

Auto Center Drive is a north-south three-lane street with a two-way left-turn median lane. The studied segment is approximately 1,470 feet long. On-street parking is allowed only on the east side of the street. Two main residential driveways line the roadway segment providing access to Villa Siena Apartments. The surrounding land uses are residential and commercial such as car dealerships and car rentals. Both intersections of Auto Center Drive and Franklin Street and Auto Center Drive and Mill Street are signalized intersections. There are no bike lanes. Sidewalks exist on the entire length of the segment except for approximately 750 feet north of Mill Street on the west side of the segment. There is an existing 45 mph speed limit sign within the roadway segment.

Between Franklin Street and Mill Street, Auto Center Drive carries approximately 5,173 vehicles per day. The speed survey was conducted on September 14, 2021. The 85th-percentile speed was measured at 46 mph.

Comments

The 85th-percentile speed of 46 mph indicates a speed limit of 45 mph between Franklin Street and Mill Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 45 mph in this segment. Based on the observed conditions it is recommended that the posted speed limit on Auto Center Drive between Franklin Street and Mill Street be maintained at 45 mph.

■ Auto Center Drive (Mill Street to Diamond Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Auto Center Drive	Mill Street	Diamond Drive	45	50	44	37	39-48	64%	0.00	1.48	45

Condition

Auto Center Drive is a north-west two- to three-lane local street with a two-way left-turn median lane. The studied segment is approximately 2,480 feet long. On-street parking is allowed on both sides of the street. There are no residential driveways along the roadway segment. The surrounding land uses are mainly commercial with many vacant lands. Both intersections of Auto Center Drive and Mill Street and Auto Center Drive and Diamond Drive are signalized intersections. There is only one minor one-way stop controlled intersection within the roadway segment at San Jacinto River Road. There are no bike lanes. There are sidewalk gaps along the segments on both east and west sides of the roadway. There is an existing 45 mph speed limit sign within the roadway segment.

Between Mill Street and Diamond Drive, Auto Center Drive Street carries approximately 6,507 vehicles per day. The speed survey was conducted on September 14, 2021. The 85th-percentile speed was measured at 50 mph.

Comments

The 85th-percentile speed of 50 mph indicates a speed limit of 50 mph between Mill Street and Diamond Drive. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 50 mph in this segment. However, there are shopping centers on both sides of the street north of Diamond Drive. In addition, the observed 10 mph pace range is between 39 mph and 48 mph and Auto Center Drive north of this segment between Franklin Street and Mill Street has a posted speed limit of 45 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Auto Center Drive between Mill Street and Diamond Drive be maintained at 45 mph.

■ Avenue 6 (Franklin Street to Mill Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Avenue 6	Franklin Street	Mill Street	30	39	34	27	30-39	65%	0.00	1.48	35

Conditions

Avenue 6 is a north-south two-lane undivided local street. The studied segment is approximately 1,150 feet long. No on-street parking is allowed. There are five residential driveways on the segment. The surrounding land uses are residential with mostly vacant lots. The intersection of Avenue 6 and Franklin Street is one-way stop controlled on the westbound side while the intersection of Avenue 6 and Mill Street is all-way stop controlled. There are no bike lanes. Sidewalks exist for only 130' of the southwest end of the segment. The roadway width narrows to 21 feet at one point. There are 30 mph speed limit signs at each end of the segment.

Between Franklin Street and Mill Street, Avenue 6 carries approximately 1,262 vehicles per day. The speed survey was conducted on September 14, 2021. The 85th-percentile speed was measured at 39 mph.

Comments

The 85th-percentile speed of 39 mph indicates a speed limit of 40 mph between Franklin Street and Mill Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 40 mph in this segment. However, this segment is a narrow roadway with no sidewalks. The observed 10 mph pace range is between 30 mph and 39 mph. There are residential areas south of the segment close to Mill Street. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Avenue 6 between Franklin Street and Mill Street be increased to 35 mph.

■ Broadway Avenue (Lincoln Street to Grand Avenue)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Broadway Avenue	Lincoln Street	Grand Avenue	30	36	32	28	27-36	80%	0.00	1.48	30

Conditions

Broadway Avenue is an east-west two-lane undivided collector street with centerline striping. The studied segment is approximately 1,300 feet long. On-street parking is not allowed. There are four residential driveways fronting the segment. The surrounding land uses are residential with open park space. The intersection of Broadway Avenue and Lincoln Street is signalized as well as the intersection of Broadway Avenue and Grand Avenue. The intersections of Broadway Avenue and Outrigger Street, Crosswinds Court, and Northpointe Street are one- or two-way stop-controlled. There are no bike lanes. Sidewalks exist on both sides of the street. Broadway Avenue is curvilinear which can pose sight distance issues at the intersection of Broadway Avenue and Crosswinds Court. There are 30 mph speed limit signs at each end of the roadway segment.

Between Lincoln Street and Grand Avenue, Broadway Avenue carries approximately 2,961 vehicles per day. The speed survey was conducted on September 23, 2021. The 85th-percentile speed was measured at 36 mph.

Comments

The 85th-percentile speed of 36 mph indicates a speed limit of 35 mph between Lincoln Street and Grand Avenue. There were no unsafe speed-related collision during the past two years.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 35 mph in this segment. However, Summerlake Park and Terra Cotta Middle School are located north of this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Broadway Avenue between Lincoln Street and Grand Avenue be maintained at 30 mph.

■ Cambern Avenue (Central Avenue to 3rd Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Cambarn Avenue	Central Avenue	3rd Street	40	42	35	30	31-40	68%	0.00	1.24	40

Conditions

Cambarn Avenue is a north-south four-lane undivided street with centerline striping. The studied segment is approximately 1,350 feet long. On-street parking is not allowed. A Walmart Supercenter is located on the west side of this segment. The surrounding land uses are residential and commercial with mostly vacant lots. The intersection of Cambarn Avenue and 3rd Street is an all-way stop controlled intersection while the intersection of Cambarn Avenue and Central Avenue is signalized. There are no bike lanes. Sidewalks exist only on the west side of the street. There are 40 mph speed limit signs within the roadway segment.

Between Central Avenue and 3rd Street, Cambarn Avenue carries approximately 2,450 vehicles per day. The speed survey was conducted on August 31, 2021. The 85th-percentile speed was measured at 42 mph.

Comments

The 85th-percentile speed of 42 mph indicates a speed limit of 35 mph between Lincoln Street and Grand Avenue. There were no unsafe speed-related collisions during the past two years.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 40 mph in this segment. Based on the observed conditions, it is recommended that the posted speed limit on Cambarn Avenue between Central Avenue and 3rd Street be maintained at 40 mph.

■ Camino Del Norte (Main Street to 2nd Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Camino Del Norte	Main Street	2nd Street	55	54	49	45	45-54	78%	0.00	1.48	55

Conditions

Camino Del Norte is a north-south two-lane undivided street with centerline striping. The studied segment is approximately 2,850 feet long. On-street parking is not allowed. There is only one driveway to an industrial site along the segment. There are mostly vacant lots surrounding this segment. Intersection of Camino Del Norte and Main Street is an all-way stop controlled T-intersection while the intersection of Camino Del Norte and 2nd Street is a 90-degree curve with a 25 mph advisory speed. There is only one minor T-intersection along the segment at Ohana Circle with no traffic control. There are no bike lanes or sidewalks along this segment.

There are 55 mph speed limit signs within the roadway segment.

Between Main Street and 2nd Street, Camino Del Norte carries approximately 12,060 vehicles per day. The speed survey was conducted on September 14, 2021. The 85th-percentile speed was measured at 54 mph.

Comments

The 85th-percentile speed of 54 mph indicates a speed limit of 55 mph between Main Street and 2nd Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 55 mph in this segment. Based on the observed conditions, it is recommended that the posted speed limit on Camino Del Norte between Main Street and 2nd Street be maintained at 55 mph.

■ Camino Del Norte (Main Street to Franklin Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Camino Del Norte	Main Street	Franklin Street	40	55	49	44	45-54	69%	0.00	1.48	50

Conditions

Camino Del Norte is a north-south two-lane street with portions each of centerline striping and striped median. The studied segment is approximately 6,250 feet long. On-street parking is not allowed. There are no land uses surrounding this segment. The intersection of Camino Del Norte and Main Street is an all-way stop controlled T-intersection, while the intersection of Camino Del Norte and Franklin Street is a signalized intersection. There are no bike lanes or sidewalks along this segment. There are 40 mph speed limit signs within the roadway segment.

Between Main Street and Franklin Street, Camino Del Norte carries approximately 11,940 vehicles per day. The speed survey was conducted on September 14, 2021. The 85th-percentile speed was measured at 55 mph.

Comments

The 85th-percentile speed of 55 mph indicates a speed limit of 55 mph between Main Street and Franklin Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 55 mph in this segment. However, the observed 10 mph pace range is between 45 mph and 54 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Camino Del Norte between Main Street and Franklin Street be at 50 mph.

■ Canyon Estates Drive (Canyon View Drive to Summerhill Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Canyon Estates Drive	Canyon View Drive	Summerhill Drive	35	44	41	36	35-44	80%	0.24	1.48	40

Conditions

Canyon Estates Drive is an east-west two-lane undivided local street with centerline striping. The studied segment is approximately 2,715 feet long. No on-street parking is allowed. There are two business driveways fronting the segment. The surrounding land uses are mostly residential with few commercial and some vacant lots. The intersection of Canyon Estates Drive and Canyon View Drive is two-way stop controlled on the Canyon View Drive approaches while the intersection of Canyon Estates Drive and Summerhill Drive is signalized. There are bike lanes. Sidewalks exist on most of the segment with gaps at unimproved areas. There are one-way stop controlled intersections at Sagecrest Drive, Stoney Creek Drive, Ridgecrest Drive, Saddle Ridge Drive, and Boulder Vista Drive. Canyon Estates Drive is curvilinear which can pose sight distance issues at a few of the intersections. There are 35 mph speed limit signs at each end of the roadway segment.

Between Canyon View Drive and Summerhill Drive, Canyon Estates Drive carries approximately 11,140 vehicles per day. The speed survey was conducted on September 15, 2021. The 85th-percentile speed was measured at 44 mph.

Comments

The 85th-percentile speed of 44 mph indicates a speed limit of 45 mph between Canyon View Drive and Summerhill Drive. There was one unsafe speed-related collision during the past two years resulting in an accident per million vehicle miles rate of 0.24 which is below the state average.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 45 mph in this segment. However, there are large number of nearby residential units and intersection sight distance issues. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Canyon Estates Drive between Canyon View Drive and Summerhill Drive be at 40 mph.

■ Canyon Hills Road (Railroad Canyon Road to Hillside Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Canyon Hills Road	Railroad Canyon Road	Hillside Drive	45	50	45	40	41-50	71%	0.14	1.20	45

Conditions

Canyon Hills Road is an east-west four-lane street with a raised median. The studied segment is approximately 8,100 feet long. On-street parking is not allowed. Surrounding land uses are mostly residential. Canyon Hills Community Park is located on the north side of the segment west of Hillside Drive. Canyon Lake Middle School is located on the west side of the segment, south of Lost Road. The intersections of Canyon Hills Road at Railroad Canyon Road and at Hillside Drive are signalized. There are one-way stop controlled intersections at Sprucewood Way and Winterberry Lane, while there are signalized intersections at Lost Road, Sage Lane, and Cottonwood Canyon Road. There are class II bike lanes along both sides of the segment. Sidewalks exist on most of the segment with gaps at undeveloped areas. There are 45 mph speed limit signs within the roadway segment.

Between Railroad Canyon Road and Hillside Drive, Canyon Hills Road carries approximately 12,560 vehicles per day. The speed survey was conducted on September 15, 2021. The 85th-percentile speed was measured at 50 mph.

Comments

The 85th-percentile speed of 50 mph indicates a speed limit of 50 mph between Railroad Canyon Road and Hillside Drive. There were two unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 0.14 which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 50 mph in this segment. However, there are large number of nearby residential units and Canyon Hills Community Park, and Canyon Lake Middle School are located along this segment of Canyon Hills Road. In addition, there are bike lanes on both sides of this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Canyon Hills Road between Railroad Canyon Road and Hillside Drive be maintained at 45 mph.

■ Canyon Hills Road (Hillside Drive to eastern city limit)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Canyon Hills Road	Hillside Drive	Eastern City Limit	45	49	43	39	39-48	70%	0.00	1.20	45

Conditions

This segment of Canyon Hills Road is an east-west four-lane street with portions each of raised median, striped median, and centerline striping. The studied segment is approximately 8,860 feet long. On-street parking is not allowed. Surrounding land uses are mostly residential. Canyon Hills Park and Herk Bouris Elementary School are located along this segment. The intersection of Canyon Hills Road and Hillside Drive is signalized. There are one-way stop controlled intersections at Camelina Street, Chaparossa Drive, Peidmont Drive, Acanthus Drive, and Hermosa Street. There is an all-way stop controlled intersection at Angel Falls Drive. The intersection of Canyon Hills Drive and Kalanchoe Road is signalized. There are class II bike lanes along both sides of the segment. Sidewalks exist on both sides of the segment. There are 45 mph speed limit signs within the roadway segment.

Between Railroad Hillside Drive and eastern city limit, Canyon Hills Road carries approximately 7,680 vehicles per day. The speed survey was conducted on September 15, 2021. The 85th-percentile speed was measured at 49 mph.

Comments

The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between Hillside Drive and eastern city limit. There were no unsafe speed-related collisions during the past two years.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 50 mph in this segment. However, there are large numbers of nearby residential units and Herk Bouris Elementary School, and Canyon Hills Park are located along this segment of Canyon Hills Road. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Canyon Hills Road between Hillside Drive and eastern city limit be maintained at 45 mph.

■ Casino Drive (Diamond Drive to Malaga Road)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Casino Drive	Diamond Drive	Malaga Road	45	48	42	38	36-45	73%	0.75	1.48	45

Conditions

Casino Drive is a north-south two- to four-lane major street with a two-way left-turn median lane. The studied segment is approximately 3,225 feet long. No on-street parking is allowed. There are many business driveways fronting the segment. The surrounding land uses are mostly commercial with vacant lots. The intersection of Casino Drive and Diamond Drive is signalized while the intersection of Casino Drive and Malaga Road is a 90-degree curve with a 20 mph advisory speed. There are no bike lanes. Sidewalks exist on most of the segment with gaps at unimproved areas. There are 45 mph speed limit signs within the roadway segment.

Between Diamond Drive and Malaga Road, Casino Drive carries approximately 5,980 vehicles per day. The speed survey was conducted on October 14, 2015. The 85th-percentile speed was measured at 48 mph.

Comments

The 85th-percentile speed of 48 mph indicates a speed limit of 50 mph between Diamond Drive and Malaga Road. There were two unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 0.75 which is below the state average.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 50 mph in this segment. However, the observed 10 mph pace range is between 36 mph and 45 mph. There are shopping plazas on both sides of this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Casino Drive between Diamond Drive and Malaga Road be maintained at 45 mph.

■ Central Avenue (Dexter Avenue to Conard Avenue)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Central Avenue	Dexter Avenue	Conard Avenue	55	54	47	42	42-51	63%	0.21	1.24	50

Conditions

Central Avenue is a northeast-southwest major street with four to six lanes and a raised median. The studied segment is approximately 2,390 feet long. The surrounding land uses are mostly commercial with some vacant lots. The intersections of Central Avenue with Conard Avenue, Cambern Avenue, and Dexter Avenue are all signalized intersections. There are no bike lanes. Sidewalks exist on most of the segment with gaps at undeveloped areas. There are 55 mph speed limit signs within the roadway segment.

Between Dexter Avenue and Conard Avenue, Central Avenue carries approximately 44,190 vehicles per day. The speed survey was conducted on August 31, 2021. The 85th-percentile speed was measured at 54 mph.

Comments

The 85th-percentile speed of 54 mph indicates a speed limit of 55 mph between Dexter Avenue and Conard Avenue. There were three unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 0.21 which is below the state average.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 55 mph in this segment. However, the observed 10 mph pace range is between 42 mph and 51 mph. There are also numerous businesses along this segment of Central Avenue. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Central Avenue between Dexter Avenue and Conard Avenue be reduced to 50 mph.

■ Central Avenue (Conard Avenue to eastern city limit)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Central Avenue	Conard Avenue	Eastern City Limit	55	55	50	44	46-55	66%	0.00	1.24	55

Conditions

Central Avenue is a northeast-southwest major street with four to five lanes and a two-way left-turn median lane. The studied segment is approximately 7,600 feet long. On-street parking is not allowed. The surrounding land uses are mostly residential with a lot of vacant lots. The intersections of Central Avenue with Conard Avenue, Ardenwood Way, Rosetta Canyon Drive, Trellis Lane, and Riverside Street are all signalized intersections. There are one-way stop controlled intersections at Crater Drive, El Toro Cut Off Road, and Allen Street. There are bike lanes along this segment of Central Avenue. Sidewalks exist on most of the segment except at undeveloped and unimproved areas. There are 55 mph speed limit signs within the roadway segment.

Between Conrad Avenue and eastern city limit at Riverside Street, Central Avenue carries approximately 38,125 vehicles per day. The speed survey was conducted on August 31, 2021. The 85th-percentile speed was measured at 55 mph.

Comments

The 85th-percentile speed of 55 mph indicates a speed limit of 55 mph between Conard Avenue and eastern city limit. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 55 mph in this segment. Based on the observed conditions, it is recommended that the posted speed limit on Central Avenue between Conard Avenue and Riverside Avenue be maintained at 55 mph.

■ Central Avenue (Pasadena Street to Collier Avenue)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Central Avenue	Pasadena Street	Collier Avenue	30	39	35	30	30-39	75%	1.76	1.24	35

Conditions

Central Avenue is a northeast-southwest major street with four lanes and a two-way left-turn median lane. The studied segment is approximately 1,375 feet long. On-street parking is allowed. There are several business driveways along this segment. The surrounding land uses are mostly commercial. The intersection of Central Avenue and Collier Avenue is signalized while the intersection of Central Avenue and Pasadena Street is an all-way stop controlled intersection. There are no bike lanes. Sidewalks exist on most of the segment except for a gap at an unimproved area northwest of Pasadena Street. There are 30 mph speed limit signs within the roadway segment.

Between Pasadena Street and Collier Avenue, Central Avenue carries approximately 5,990 vehicles per day. The speed survey was conducted on August 31, 2021. The 85th-percentile speed was measured at 39 mph.

Comments

The 85th-percentile speed of 39 mph indicates a speed limit of 40 mph between Pasadena Street and Collier Avenue. There were two unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 1.76 which is higher than the state average.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 40 mph in this segment. However, there were two unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 1.76 which is higher than the state average of 1.24. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Central Avenue between Pasadena Street and Collier Avenue be at 35 mph.

■ Chaney Street (Collier Avenue to Treleven Avenue)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Chaney Street	Collier Avenue	Treleven Avenue	40	47	42	38	38-47	79%	0.00	1.48	40

Conditions

Chaney Street is a northeast-southwest 2 to 3 lane major street with a two-way left-turn median lane. The studied segment is approximately 2,760 feet long. No on-street parking is allowed. Ortega High School and Valley Adult School are located along this segment of Chaney Street. The surrounding land uses are commercial and offices with some vacant lots. The intersections of Chaney Street and Collier Avenue is a one-way stop controlled intersection on Chaney Street, while the intersection of Chaney Street and Treleven Avenue is a one-way stop controlled intersection on Treleven Avenue. The intersection of Chaney Street and Education Way is signalized. The intersection of Chaney Way and Minthorn Street is a one-way stop controlled intersection on Minthorn Street. There are no bike lanes. Sidewalks exist on most of the segment with gaps at undeveloped and unimproved areas. There are 40 mph speed limit signs within the roadway segment.

Between Collier Avenue and Treleven Avenue, Chaney Street carries approximately 7,880 vehicles per day. The speed survey was conducted on September 16, 2021. The 85th-percentile speed was measured at 47 mph.

Comments

The 85th-percentile speed of 47 mph indicates a speed limit of 45 mph between Collier Avenue and Treleven Avenue. There were no unsafe speed-related collisions during the past two years.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 45 mph in this segment. However, there are educational institutes such as Ortega High School, Keith McCarthy Academy, and Valley Adult School along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Chaney Street between Collier Avenue and Treleven Avenue be maintained at 40 mph.

■ Chaney Street (Treleven Avenue to Lakeshore Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Chaney Street	Treleven Avenue	Lakeshore Drive	35	43	38	34	32-41	74%	0.00	1.48	40

Conditions

Chaney Street is a northeast-southwest 2 lane undivided major street with centerline striping. The studied segment is approximately 2,820 feet long. No on-street parking is allowed. There are several residential driveways fronting the segment. The surrounding land uses are mostly residential with many vacant lots. The intersection of Chaney Street and Treleven Avenue is one way stop controlled while the intersection of Chaney Street and Lakeshore Drive is a signalized “T” intersection.

11 residential streets intersect Chaney Street; 10 are one or two way stop controlled. The intersection of Chaney Street and Sumner Avenue is all way stop controlled. There are no bike lanes. Sidewalks only exist in front of a few properties. There are 35 mph speed limit signs at each end of the roadway segment.

Between Treleven Avenue and Lakeshore Drive, Chaney Street carries approximately 3,690 vehicles per day. The speed survey was conducted on September 16, 2021. The 85th-percentile speed was measured at 43 mph.

Comments

The 85th-percentile speed of 43 mph indicates a speed limit of 45 mph between Treleven Avenue and Lakeshore Drive. There were no unsafe speed-related collisions during the past two years.

Recommendations

Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 45 mph in this segment. However, there are 11 intersecting streets, numerous residential driveways, and no pedestrian or bicycle facilities on the segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Chaney Street between Treleven Avenue and Lakeshore Drive be at 40 mph.

■ Collier Avenue (Nichols Road to Riverside Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Collier Avenue	Nichols Road	Riverside Drive	50	54	49	42	46-55	69%	1.10	1.20	50

Conditions

Collier Avenue is a northwest-southeast four lane major/secondary street with a raised median. The studied segment is approximately 6,100 feet long. No on-street parking is allowed. There are several business driveways fronting the segment. The surrounding land uses are mostly commercial and industrial with vacant lots. The intersection of Collier Avenue and Nichols Road is a one-way stop controlled intersection, while the intersection of Collier Avenue and Riverside Drive is signalized. There are no bike lanes. Sidewalks exist along both sides of the segment. There are 50 mph speed limit signs within roadway segment.

Between Nichols Road and Riverside Drive, Collier Avenue carries approximately 5,400 vehicles per day. The speed survey was conducted on September 16, 2021. The 85th-percentile speed was measured at 54 mph.

Comments

The 85th-percentile speed of 54 mph indicates a speed limit of 55 mph between Nichols Road and Riverside Drive. There were five unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 1.10 which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 55 mph in this segment. However, there are several commercial and industrial driveways along the segment. Collier Avenue south of Riverside Drive has a posted speed limit of 40 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Collier Avenue between Nichols Road and Riverside Drive be maintained at 50 mph.

■ Collier Avenue (Central Avenue to Spring Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Collier Avenue	Central Avenue	Spring Street	45	46	43	39	37-46	81%	0.41	1.48	45

Conditions

Collier Avenue is a northwest-southeast two- to four-lane major/secondary street with portions each of centerline striping and raised median. The studied segment is approximately 6,500 feet long. No on-street parking is allowed. There are many business driveways fronting the segment. The surrounding land uses are mostly commercial and industrial with vacant lots. The intersection of Collier Avenue and Central Avenue is signalized while the intersection of Collier Avenue and Spring Street is three-way stop controlled. There are no bike lanes. Sidewalks exist on some areas of the segment with gaps at industrial sites and unimproved areas. There are 45 mph speed limit signs at each end of the roadway segment.

Between Central Avenue and Spring Street, Collier Avenue carries approximately 5,370 vehicles per day. The speed survey was conducted on September 16, 2021. The 85th-percentile speed was measured at 46 mph.

Comments

The 85th-percentile speed of 46 mph indicates a speed limit of 45 mph between Central Avenue and Spring Street. There were two unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 0.41 which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph in this segment. Based on the observed conditions, it is recommended that the posted speed limit on Collier Avenue between Central Avenue and Spring Street be maintained at 45 mph.

■ Corydon Street (western city limit to Mission Trail)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Corydon Street	Western City Limit	Mission Trail	45	49	44	41	40-49	82%	0.00	1.48	45

Conditions

Corydon Street is an east-west two lane street with a two-way left-turn median lane. The studied segment is approximately 6,340 feet long. On-street parking is allowed. There are several business driveways fronting this segment. The surrounding land uses are commercial, industrial, and residential with vacant lots. The intersections of Corydon Street with Mission Trail and Union Street are signalized. There are one-way stop controlled intersections at Albert Street and Cereal Street. Intersection of Corydon Street and Palomar Street is signalized, while there are uncontrolled intersections at Cathy Lane and Lescar Drive. There are no bike lanes. Sidewalks exist on some areas of the segment with gaps at unimproved or industrial areas. There are 45 mph speed limit signs within the roadway segment.

Between western city limit and Mission Trail, Corydon Street carries approximately 15,710 vehicles per day. The speed survey was conducted on September 21, 2021. The 85th-percentile speed was measured at 49 mph.

Comments

The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between western city limit and Mission Trail. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 50 mph in this segment. However, Serenity Dog Park is located north of this segment and this segment is approaching a residential area on the Western City Limit side. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Corydon Street between western city limit and Mission Trail be maintained at 45 mph.

■ Dexter Avenue (3rd Street to 2nd Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Dexter Avenue	3rd Street	2nd Street	45	44	40	36	35-44	81%	0.36	1.48	45

Conditions

Dexter Avenue is a northwest-southeast two-lane street with centerline striping. The studied segment is approximately 1,680 feet long. On-street parking is not allowed. There are vacant lots surrounding this segment of Dexter Avenue. The intersections of Dexter Avenue with 3rd Street and 2nd Street are one-way stop controlled intersections. There are no bike lanes or sidewalks.

There are 45 mph speed limit signs within the roadway segment.

Between 3rd Street and 2nd Street, Dexter Avenue carries approximately 12,100 vehicles per day. The speed survey was conducted on August 31, 2021. The 85th-percentile speed was measured at 44 mph.

Comments

The 85th-percentile speed of 44 mph indicates a speed limit of 45 mph between 3rd Street and 2nd Street. There was one unsafe speed-related collision during the past two years resulting in an accident per million vehicle miles rate of 0.36 which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph in this segment. Based on the observed conditions, it is recommended that the posted speed limit on Dexter Avenue between 3rd Street and 2nd Street be maintained at 45 mph.

■ Dexter Avenue (northern city limit to Highway 74)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Dexter Avenue	Northern City Limit	Highway 74	45	46	41	35	36-45	67%	0.00	1.48	45

Conditions

Dexter Avenue is a northwest-southeast 2 to 3 lane street with a two-way left-turn median lane. The studied segment is approximately 2,340 feet long. On-street parking is not allowed. Surrounding land uses are mostly commercial with some vacant lots. The intersection of Dexter Avenue and Central Avenue is signalized. There are no bike lanes. Sidewalks exist on some areas of the segment with gaps at undeveloped areas. There are 45 mph speed limit signs within the roadway segment.

Between northern city limit and Highway 74, Dexter Avenue carries approximately 6,000 vehicles per day. The speed survey was conducted on August 31, 2021. The 85th-percentile speed was measured at 46 mph.

Comments

The 85th-percentile speed of 46 mph indicates a speed limit of 45 mph between northern city limit and Highway 74. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph in this segment. Based on the observed conditions, it is recommended that the posted speed limit on Dexter Avenue between northern city limit and Highway 74 be maintained at 45 mph.

■ Dexter Avenue (Highway 74 to 3rd Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Dexter Avenue	Highway 74	3rd Street	40	33	30	27	26-35	93%	0.00	1.48	35

Conditions

Dexter Avenue is a northwest-southeast two-lane street with a two-way left-turn median lane. The studied segment is approximately 1,425 feet long. On-street parking is not allowed. Surrounding land uses are mostly commercial with some vacant lots. The intersection of Dexter Avenue and Central Avenue is signalized, while the intersection of Dexter Avenue and 3rd Street is one-way stop controlled on the 3rd Street. There are no bike lanes. Sidewalks exist on some areas of the segment with gaps at undeveloped areas. There are 40 mph speed limit signs within the roadway segment.

Between Highway 74 and 3rd Street, Dexter Avenue carries approximately 10,640 vehicles per day. The speed survey was conducted on August 31, 2021. The 85th-percentile speed was measured at 33 mph.

Comments

The 85th-percentile speed of 33 mph indicates a speed limit of 35 mph between Northern City Limit and Highway 74. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph in this segment. Based on the observed conditions, it is recommended that the posted speed limit on Dexter Avenue between Highway 74 and 3rd Street be reduced to 35 mph.

■ Diamond Drive (Grape Street to Malaga Road)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Diamond Drive	Grape Street	Malaga Road	35	43	38	34	33-42	75%	0.00	1.24	40

Conditions

Diamond Drive is a north-south five-lane major street with striped median. The studied segment is approximately 4,150 feet long. No on-street parking is allowed. Surrounding land uses are mostly commercial with some vacant lots. Storm Stadium is located northwest of Malaga Road.

The intersections of Diamond Drive with Malaga Road and Grape Street are signalized. There are no bike lanes. Sidewalks exist at some areas of the segment with gaps at undeveloped or industrial areas. Existing posted speed limit is 35 mph.

Between Grape Street and Malaga Road, Diamond Drive carries approximately 12,075 vehicles per day. The speed survey was conducted on August 26, 2021. The 85th-percentile speed was measured at 43 mph.

Comments

The 85th-percentile speed of 43 mph indicates a speed limit of 45 mph between Malaga Road and Grape Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph in this segment. However, the observed 10 mph pace range is between 33 mph and 42 mph. In addition, Storm Stadium is located along this segment of Diamond Drive, northwest of Malaga Road. There are business driveways fronting this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Diamond Drive between Malaga Road and Grape Street be at 40 mph.

■ Diamond Drive (Malaga Road to Summerly Place)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Diamond Drive	Malaga Road	Summerly Place	40	46	40	35	35-44	65%	0.00	1.20	40

Conditions

Diamond Drive is a north-south four-lane major street with raised median. The studied segment is approximately 2,050 feet long. No on-street parking is allowed. No businesses or residential units front the street. The surrounding land uses are residential. The intersections of Diamond Drive with Malaga Road and Summerly Place are signalized. The intersection of Diamond Drive and Village Parkway is also signalized. There are bike lanes along the entire segment. Sidewalks exist along the entire segment. Existing speed limit is 40 mph.

Between Malaga Road and Summerly Place, Diamond Drive carries approximately 7,930 vehicles per day. The speed survey was conducted on August 26, 2021. The 85th-percentile speed was measured at 46 mph.

Comments

The 85th-percentile speed of 46 mph indicates a speed limit of 45 mph between Malaga Road and Summerly Place. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph in this segment. However, this segment is surrounded by residential area. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Diamond Drive between Malaga Road and Summerly Place be maintained at 40 mph.

■ Diamond Drive (Summerly Place and Terminus)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Diamond Drive	Summerly Place	Terminus	40	47	40	33	37-46	55%	0.00	1.20	40

Conditions

Diamond Drive is a north-south four-lane major street with raised median. The studied segment is approximately 3,115 feet long. No on-street parking is allowed. No businesses or residential units front the street. The surrounding land uses are residential. Summerly Community Center is located along this segment southeast of Summerly Place. The intersection of Summerly Place and Diamond Drive is signalized. There are one-way stop controlled intersections at Hawthorn, Village Parkway, Summerly Place, and Hidden Trail. There are bike lanes along the entire segment. Sidewalks exist along the entire segment. Existing speed limit is 40 mph.

Between Summerly Place and Diamond Drive Terminus, Diamond Drive carries approximately 2,315 vehicles per day. The speed survey was conducted on August 24th, 2021. The 85th-percentile speed was measured at 47 mph.

Comments

The 85th-percentile speed of 47 mph indicates a speed limit of 45 mph between Summerly Place and Diamond Drive Terminus. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph in this segment. However, this segment is surrounded by residential area, and there are bike lanes on both sides of the street. In addition, Summerly Community Center is located on the southeast of Summerly Place. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Diamond Drive between Summerly Place and the Terminus be maintained at 40 mph.

■ Flint Street (Main Street to Adobe Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Flint Street	Main Street	Adobe Street	30	33	28	23	24-33	70%	0.00	1.48	30

Conditions

Flint Street is a northwest-southeast two-lane undivided street. The studied segment is approximately 1,815 feet long. No on-street parking is allowed. Surrounding land uses are residential and commercial with many vacant lots. The intersection of Flint Street and Main Street is one-way stop controlled on Flint Street. There is no traffic control at the intersections of Flint Street with Adobe Street and Hill Street. There are one-way stop controlled intersections at Lockout Street, Ellis Street, and Granite Street. There are no bike lanes. Sidewalks exist only at some small areas along the segment close to Main Street. Existing speed limit is 30 mph.

Between Main Street and Adobe Street, Flint Street carries approximately 250 vehicles per day. The speed survey was conducted on September 21, 2021. The 85th-percentile speed was measured at 33 mph.

Comments

The 85th-percentile speed of 33 mph indicates a speed limit of 35 mph between Main Street and Adobe Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph in this segment. However, Flint Street is a narrow roadway segment with no sidewalk along most parts of it, while surrounded by residential area. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Flint Street between Main Street and Adobe Street be maintained at 30 mph.

■ Franklin Street (Main Street to Canyon Estate Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Franklin Street	Main Street	Conklin Avenue	25	35	31	27	27-36	78%	0.00	1.48	25
Franklin Street	Conklin Avenue	Rodeo Grounds	30	40	36	32	32-41	84%	3.61	1.48	35
Franklin Street	Rodeo Grounds	Avenue 6	30	39	36	31	32-41	79%	0.00	1.48	35
Franklin Street	Avenue 6	Canyon Estates Drive	40	39	35	31	30-39	75%	1.86	1.48	35

Conditions

Franklin Street is an east-west two-lane local street with centerline striping. The studied segment is approximately 6,880 feet long. No on-street parking is allowed. There are many residential properties fronting the street from Main Street to Conklin Avenue. Most of the surrounding land uses are vacant lots. The roadway is on rolling terrain with multiple curves. The intersection of Franklin Street and Main Street is two way stop controlled. Rodeo Grounds is not an intersection, but an area of land near the I-15. The intersection of Franklin Street and Conklin Avenue is an uncontrolled T-intersection. The intersection of Franklin Street and Avenue 6 is a one-way stop controlled intersection while the intersection of Franklin Street and Canyon Estate Drive is signalized. There are several residential streets that intersect Franklin Avenue along the segment. There are no bike lanes and dirt shoulders exist in only a few areas. There are very few sidewalks along the segment. The existing speed limit is 25 mph between Main Street and Conklin Avenue, while it is 30 mph between Conklin Avenue and Avenue 6 and 40 mph between Avenue 6 and Canyon Estate Drive.

For this study, Franklin Street is separated into four segments:

- Main Street to Conklin Avenue
- Conklin Avenue to Rodeo Grounds
- Rodeo Grounds to Avenue 6
- Avenue 6 to Canyon Estate Drive

Between Main Street and Avenue 6, Franklin Street carries approximately 2,900 vehicles per day, while between Avenue 6 and Canyon Estate Drive, it carries approximately 3,070 vehicles per day. The speed surveys were conducted on September 21, 2021. The 85th-percentile speed between Main Street and Conklin Avenue was measured at 35 mph. The 85th-percentile speed between Conklin Avenue and Rodeo Grounds was measured at 40 mph. The 85th-percentile speed between Rodeo Grounds and Avenue 6 was measured at 39 mph. The 85th-percentile speed between Avenue 6 and Canyon Estate Drive was measured at 39 mph.

Comments

The 85th-percentile speed of 35 mph indicates a speed limit of 35 mph between Main Street and Conklin Avenue. The 85th-percentile speed of 40 mph indicates a speed limit of 40 mph between Conklin Avenue and Rodeo Grounds. The 85th-percentile speed of 39 mph indicates a speed limit of 40 mph between Rodeo Grounds and Canyon Estate Drive. There were three unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 3.61 between Conklin Avenue and Rodeo Grounds which is higher than state average. In addition, there was one unsafe speed-related collision during the past two years resulting in an accident per million vehicle miles rate of 1.86 between Avenue 6 and Canyon Estate Drive which is higher than the state average.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph from Main Street to Conklin Avenue. However, that segment qualifies as a residence district as there are 16 homes that front the street. Based on the observed conditions, it is recommended that the posted speed limit on Franklin Street between Main Street and Conklin Avenue be maintained at 25 mph.

The results of the speed survey indicate a speed limit of 40 mph from Conklin Avenue to Rodeo Grounds. However, the roadway has rolling terrain and 20 mph advisory speeds on the curves. There are also very few dirt shoulders. In addition, there were three unsafe collisions during the past two years resulting in an accident rate of 3.61 which is higher than the state average. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Franklin Street between Conklin Avenue and Rodeo Grounds be at 35 mph.

The results of the speed survey indicate a speed limit of 40 mph from Rodeo Grounds to Avenue 6. However, there are no pedestrian or bicycle facilities and there are 20 mph advisory speeds on the curves. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Franklin Street between Rodeo Grounds to Avenue 6 be at 35 mph.

The results of the speed survey indicate a speed limit of 40 mph from Avenue 6 to Canyon Estate Drive. However, there was one unsafe speed-related collision during the past two years resulting in an accident per million vehicle miles rate of 1.86 between Avenue 6 and Canyon Estate Drive which is higher than the state average. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Franklin Street between Avenue 6 and Canyon Estate Drive be reduced to 35 mph.

■ Graham Avenue (Lakeshore Drive to Main Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Graham Avenue	Lakeshore Drive	Lindsay Street	30	38	34	31	30-39	85%	0.00	1.48	35
Graham Avenue	Lindsay Street	Main Street	30	37	32	28	27-36	80%	0.00	1.48	30

Conditions

Graham Avenue is a northwest-southeast two-lane local street with centerline striping. The studied segment is approximately 4,325 feet long. There are parking lanes on both sides of the segment. Elsinore Middle School is located along this segment south of Mohr Street. There are several commercial and residential properties fronting this segment. Surrounding land uses are mostly commercial with some vacant lots. Lakeshore Drive is a southbound one-way local street connecting to Graham Avenue at a T-intersection. Graham Avenue and Main Street intersection and Graham Avenue and Lindsay Street intersection are both all-way stop controlled. There are one-way stop-controlled intersections at Silver Street, Lewis Street, Scrivener Street, Lowell Street, Kellogg Street, Poe Street, and Langstaff Street. The intersection of Graham Street and Spring Street is an all-way stop-controlled intersection. Bike lanes and sidewalks exist along the entire segment. The existing posted speed limit from Lakeshore Drive to Main Street is 30 mph.

For this study, Graham Avenue is separated into two segments:

- Lakeshore Drive to Lindsay Street
- Lindsay Street to Main Street

Daily, Graham Avenue carries approximately 9,635 vehicle between Lakeshore Drive and Lindsay Street, and approximately 9,820 vehicles between Lindsay Street and Main Street. The speed surveys were conducted on September 21, 2021 and January 19, 2022. The 85th-percentile speed between Lakeshore Drive and Lindsay Street was measured at 38 mph. The 85th-percentile speed between Lindsay Street and Main Street was measured at 37 mph.

Comments

The 85th-percentile speed of 38 mph indicates a speed limit of 40 mph between Lakeshore Drive and Lindsay Street. The 85th-percentile speed of 37 mph indicates a speed limit of 35 mph between Lindsay Street and Main Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph from Lakeshore Drive to Lindsay Street. However, there are several business and residential driveways fronting this segment. Elsinore Middle School and Lake Elsinore Library are located along this segment. In addition, there are bike lanes along both sides of this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Graham Avenue between Lakeshore Drive and Lindsay Street be at 35 mph.

The results of the speed survey indicate a speed limit of 35 mph from Lindsay Street to Main Street. However, there are several businesses fronting Graham Avenue. Lake Community Center is located along this segment. In addition, the observed 10 mph pace range is between 27 mph and 36 mph and there are bike lanes along both sides of this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Graham Avenue between Lindsay Street and Main Street be maintained at 30 mph.

■ Grand Avenue (Lakeshore Drive to Audelo Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Grand Avenue	Lakeshore Drive	Lincoln Street	45	48	43	39	39-48	78%	0.00	1.20	45
Grand Avenue	Lincoln Street	Audelo Street	45	47	42	37	38-47	69%	0.00	1.20	45

Conditions

Grand Avenue is a north-south four-lane major street with raised median. The studied segment is approximately 4,810 feet long. On-street parking is not allowed. McVicker Canyon Park, Terra Cotta Middle School, and Summerlake Park are located along this segment. Surrounding land uses are mostly residential and parks. Grand Avenue and Lakeshore Drive intersection is a signalized T-intersection. There are also signalized intersections at Lincoln Street, Audelo Drive, McVicker Canyon Park Road, and Broadway Avenue. There are bike lanes along this segment. Sidewalks exist along the entire segment. The existing posted speed limit is 45 mph.

For this study, Grand Avenue is separated into two segments:

- Lakeshore Drive to Lincoln Street
- Lincoln Street to Audelo Street

Between Lakeshore Drive and Lincoln Street, Grand Avenue carries approximately 13,310 vehicles per day, while between Lincoln Street and Audelo Street, it carries approximately 6,870 vehicles per day. The speed surveys were conducted on August 26, 2021. The 85th-percentile speed between Lakeshore Drive and Lincoln Street was measured at 48 mph. The 85th-percentile speed between Lincoln Street and Audelo Street was measured at 47 mph.

Comments

The 85th-percentile speed of 48 mph indicates a speed limit of 50 mph between Lakeshore Drive and Lincoln Street. The 85th-percentile speed of 47 mph indicates a speed limit of 45 mph between Lincoln Street and Audelo Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 50 mph from Lakeshore Drive to Lincoln Street. However, Terra Cotta Middle School and Summerlake Park are located west of Grand Avenue along this segment. This segment is surrounded by residential area. In addition, the observed 10 mph pace range is between 39 mph and 48 mph. There are also bike lanes along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the

observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Grand Avenue between Lakeshore Drive and Lincoln Street be maintained at 45 mph.

The results of the speed survey indicate a speed limit of 45 mph from Lincoln Street to Audelo Street. Based on the observed conditions, it is recommended that the posted speed limit on Grand Avenue between Lincoln Street and Audelo Street be maintained at 45 mph.

■ Grand Avenue (Machado Street to Riverside Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Grand Avenue	Machado Street	Riverside Drive	40	46	42	37	38-47	72%	0.31	1.48	40

Conditions

Grand Avenue is a northwest-southeast two-lane street with a two-way left-turn median lane. The studied segment is approximately 2,530 feet long. On-street parking is allowed. Surrounding land uses are residential with some vacant lots. Grand Avenue and Machado Street intersection is an all-way stop controlled intersection, while the intersection of Grand Avenue and Riverside Drive is one-way stop controlled on Riverside Drive. There are also one-way stop controlled intersections at Lake Terrace Drive and Washington Street. There are no bike lanes along this segment. Sidewalks exist at some areas of the segment with gaps at unimproved or undeveloped areas on the south side of the segment. The existing posted speed limit is 40 mph.

Between Machado Street and Riverside Drive, Grand Avenue carries approximately 9,300 vehicles per day. The speed surveys were conducted on August 26, 2021. The 85th-percentile speed between Machado Street and Riverside Drive was measured at 46 mph.

Comments

The 85th-percentile speed of 46 mph indicates a speed limit of 45 mph between Machado Street and Riverside Drive. There was one unsafe speed-related collision during the past two years resulting in an accident per million vehicle miles rate of 0.31 between Machado Street and Riverside Drive which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph from Machado Street to Riverside Drive. However, this segment is surrounded by residential area and several residential driveways front this segment. In addition, there are unimproved areas on the south side of the segment with no sidewalks. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Grand Avenue between Machado Street and Riverside Drive be maintained at 40 mph.

■ Grand Avenue (Ortega Highway to eastern city limit)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Grand Avenue	Ortega Highway (Hwy 74)	Eastern City Limit	45	49	45	40	39-48	76%	0.75	1.48	45

Conditions

Grand Avenue is a northwest-southeast two-lane street with a two-way left-turn median lane. The studied segment is approximately 1,060 feet long. On-street parking is allowed. Surrounding land uses are residential and commercial with some vacant lots. The intersection of Grand Avenue and Highway 74 is a signalized T-intersection. There are one-way stop controlled intersections at Morro way, Shoreline Drive, and Windward Way. There are no bike lanes along this segment. Sidewalks exist at some areas of the segment with gaps at unimproved or undeveloped areas. The existing posted speed limit is 45 mph.

Between Ortega Highway and eastern city limit, Grand Avenue carries approximately 18,205 vehicles per day. The speed surveys were conducted on August 26, 2021. The 85th-percentile speed between Ortega Highway and Eastern City Limit was measured at 49 mph.

Comments

The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between Ortega Highway and eastern city limit. There were two unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 0.75 between Ortega highway and eastern city limit which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 50 mph from Ortega Highway and eastern city limit. However, there are several residential streets intersecting with this segment and there are no sidewalks on north side of this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Grand Avenue between Ortega Highway and eastern city limit be maintained at 45 mph.

■ Grape Street (Railroad Canyon Road to southern city limit)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Grape Street	Railroad Canyon Road	Southern City Limit	45	53	49	43	45-54	71%	1.02	1.20	50

Conditions

Grape Street is a north-south four-lane major street with raised median. The studied segment is approximately 3,900 feet long. On-street parking is not allowed. Surrounding land uses are residential and commercial with vacant lots. The intersection of Grape Street and Malaga Road is one-way stop controlled on Malaga Road while the intersection of Grape Street and Railroad Canyon Road is a signalized intersection. There are one-way stop controlled intersections at Sunrise Drive, Boulder Road, Oak Tree Drive, and Drexel Court. There are no bike lanes. Sidewalks exist on some areas of the segment with gaps at undeveloped or unimproved areas.

The existing posted speed limit is 45 mph.

Between Railroad Canyon Road and the south city limit, Grape Street carries approximately 5,420 vehicles per day. The speed surveys conducted on September 21, 2021 measured the 85th-percentile speed between Railroad Canyon Road and southern city limit at 53 mph.

Comments

The 85th-percentile speed of 53 mph indicates a speed limit of 55 mph between Railroad Canyon Road and southern city limit. There were three unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 1.02 between Railroad Canyon Road and southern city limit which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 55 mph from Railroad Canyon Road and southern city limit. However, there are four residential streets intersecting this segment and there is a big shopping center on the east side of the segment south of Railroad Canyon Road. In addition, the observed 10 mph pace range is between 45 mph and 54 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Grape Street between Railroad Canyon Road and southern city limit be at 50 mph.

■ Gunnerson Street (Riverside Drive to Lakeshore Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Gunnerson Street	Riverside Drive	Ulmer Street	40	46	40	35	36-45	66%	2.08	1.48	40
Gunnerson Street	Ulmer Street	Lakeshore Drive	40	42	38	35	34-43	83%	0.00	1.48	40

Conditions

Gunnerson Street is a northwest-southeast two-lane street with centerline striping. The studied segment is approximately 6,380 feet long. On-street parking is not allowed. Surrounding land uses are residential with many vacant lots. There are many residential units fronting this segment. The intersection of Gunnerson Street and Riverside Drive is one-way stop controlled on Gunnerson Street while the intersection of Gunnerson Street at Ulmer Street is one-way stop controlled on Ulmer Street. Gunnerson Street intersects with Lakeshore Drive at a one-way stop controlled T-intersection. There are no bike lanes or sidewalks along the entire length of this segment. The existing posted speed limit is 40 mph.

For this study, Gunnerson Street separated into two segments:

- Riverside Drive to Ulmer Street
- Ulmer Street to Lakeshore Drive

Between Riverside Drive and Ulmer Street, Grape Street carries approximately 1,600 vehicles per day, while between Ulmer Street and Lakeshore Drive, it carries approximately 1,785 vehicles per day. The speed surveys were conducted on September 16, 2021. The 85th-percentile speed between Riverside Drive and Ulmer Street was measured at 46 mph. The 85th-percentile speed between Ulmer Street and Lakeshore Drive was measured at 42 mph.

Comments

The 85th-percentile speed of 46 mph indicates a speed limit of 45 mph between Riverside Drive and Ulmer Street. The 85th-percentile speed of 42 mph indicates a speed limit of 40 mph between Ulmer Street and Lakeshore Drive. There were two unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 2.08 between Riverside Drive and Ulmer Street which is above the state average.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph from Riverside Drive to Ulmer Street. However, there were two unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 2.08 between Riverside Drive and Ulmer

Street which is above the state average. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Gunnerson Street between Riverside Drive and Ulmer Street be maintained at 40 mph.

The results of the speed survey indicate a speed limit of 40 mph from Ulmer Street to Lakeshore Drive. Based on the observed conditions, it is recommended that the posted speed limit on Gunnerson Street between Ulmer Street and Lakeshore Drive be maintained at 40 mph.

■ Heald Avenue (Chaney Street to Main Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Heald Avenue	Chaney Street	Main Street	25	36	31	26	25-34	72%	0.00	1.48	25

Conditions

Heald Avenue is a northwest-southeast two lane street with centerline striping. The studied segment is approximately 5,900 feet long. On-street parking is allowed. Surrounding land uses are mostly residential. Elsinore Middle School is located along this segment. The intersection of Heald Avenue and Main Street is an all-way stop controlled intersection while the intersection of Heald Avenue and Chaney Street is one-way stop controlled on Healed Avenue. There are one-way stop controlled intersections at Matich Street, Townsend Street, Davis Street, Mohr Street, Campus Way, Silver Street, Lewis Street, Scrivener Street, Lowell Street, Kellogg Street, Poe Street, and Riley Street. There are all-way stop controlled intersections at Spring Street, Langstaff Street, and Lindsay Street. There are no bike lanes along this segment. Sidewalks exist at most areas of the segment except for some gaps at undeveloped or unimproved areas. The existing posted speed limit is 25 mph.

Between Chaney Street and Main Street, Heald Avenue carries approximately 1,760 vehicles per day. The speed surveys were conducted on September 21, 2021. The 85th-percentile speed between Chaney Street and Main Street was measured at 36 mph.

Comments

The 85th-percentile speed of 36 mph indicates a speed limit of 35 mph between Chaney Street and Main Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph from Chaney Street to Main Street. However, this segment is qualified as residential district as there are more than 13 residential units fronting the segment on one side of the street in less than quarter of a mile distance. In addition, Elsinore Middle School is located along this segment. Based on the observed conditions, it is recommended that the posted speed limit on Heald Avenue between Chaney Street and Main Street be maintained at 25 mph.

■ Hidden Trail (Summerly Place to Mission Trail)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Hidden Trail	Summerly Place	Mission Trail	30	38	34	30	30-39	79%	0.00	1.48	35

Conditions

Hidden Trail is an east-west two lane curvilinear collector street with raised median. The studied segment is approximately 2,500 feet long. No on-street parking is allowed. There are no homes or businesses fronting the segment. The surrounding land uses are residential. The intersection of Hidden Trail and Mission Trail is signalized while the intersection of Hidden Trail and Summerly Place is one-way stop controlled. Two other intersections within the segment are one-way stop controlled. There are bike lanes along the entire segment. Sidewalks also exist along the entire segment. The median and sidewalk areas are heavily landscaped with trees and shrubbery. The existing posted speed limit is 30 mph.

Between Summerly Place and Mission Trail, Hidden Trail carries approximately 2,315 vehicles per day. The speed survey was conducted on September 21, 2021. The 85th-percentile speed was measured at 38 mph.

Comments

The 85th-percentile speed of 38 mph indicates a speed limit of 40 mph between Summerly Place and Mission Trail. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph in this segment. However, there are two intersections along the curvilinear roadway segment which may encounter sight distance issues. The heavily landscaped medians and sidewalk areas can also block visibility for drivers. The observed 10 mph pace range is between 30 mph and 39 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Hidden Trail between Summerly Place and Mission Trail be at 35 mph.

■ Hillside Drive (Canyon Hills Road to private gate)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Hillside Drive	Canyon Hills Road	Canyon Rim Drive	40	41	38	34	34-43	85%	0.00	1.48	40
Hillside Drive	Canyon Rim Drive	Private Gates	40	45	40	36	36-45	73%	0.00	1.48	40

Conditions

Hillside Drive is north-south two-lane collector street with a two-way left-turn median lane. The studied segment is approximately 2,800 feet long. No on-street parking is allowed. There are no homes or businesses fronting the segment. The surrounding land uses are residential. The intersection of Hillside Drive and Canyon Hills Road is signalized. There are several one-way stop controlled intersections along this segment. There are bike lanes along this segment. Sidewalks exist along the entire segment. Existing posted speed limit is 40 mph.

For this study, Hillside Drive separated into two segments:

- Canyon Hills Road to Canyon Rim Drive
- Canyon Rim Drive to private gate

Between Canyon Hills Road and Canyon Rim Drive, Hillside Drive carries approximately 2,860 vehicles per day while between Canyon Rim Drive and the private access gates, it carries approximately 2,100 vehicles per day. The speed survey was conducted on September 21st, 2021. The 85th-percentile speed between Canyon Hills Road and Canyon Rim Drive was measured at 41 mph. The 85th-percentile speed between Canyon Rim Drive and private gate was measured at 45 mph.

Comments

The 85th-percentile speed of 41 mph indicates a speed limit of 40 mph between Canyon Hills Road and Canyon Rim Drive. The 85th-percentile speed of 45 mph indicates a speed limit of 45 mph between Canyon Rim Drive and the private gate. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph between Canyon Hills Road and Canyon Rim Drive. Based on the observed conditions, it is recommended that the posted speed limit on Hillside Drive between Canyon Hills Road and Canyon Rim Drive be maintained at 40 mph.

The results of the speed survey indicate a speed limit of 45 mph between Canyon Rim Drive and private gate. However, this segment is surrounded with residential area and bike lanes exist on both sides of the segment. In addition, Hillside Drive south of this segment has a posted speed limit of 40 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Hillside Drive between Canyon Rim Drive and private gate be maintained at 40 mph.

■ Joy Street (Riverside Drive to Machado Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Joy Street	Riverside Drive	Machado Street	30	33	30	27	25-34	83%	2.62	1.48	25

Conditions

Joy Street is a northwest-southeast two lane local street with centerline striping. The studied segment is approximately 2,725 feet long. On-street parking is allowed. There are homes driveways fronting the segment. The surrounding land uses are mostly residential. Machado Park and Machado Elementary Schools are located along this segment. The intersection of Joy Street and Machado Street is an all-way stop controlled T-intersection, while the intersection of Joy Street and Riverside Drive is one-way stop controlled on Joy Street. There is one one-way stop controlled intersection within the segment at Quail Drive. There are no bike lanes along this segment. Sidewalks exist along the entire segment except for some gaps at undeveloped areas. Existing posted speed limit is 30 mph.

Between Riverside Drive and Machado Street, Joy Street carries approximately 3,035 vehicles per day. The speed survey was conducted on August 26, 2021. The 85th-percentile speed between Riverside Drive and Machado Street was measured at 33 mph.

Comments

The 85th-percentile speed of 33 mph indicates a speed limit of 35 mph between Riverside Drive and Machado Street. There were three unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 2.62 between Riverside Drive and Machado Street which is higher than the state average.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph between Riverside Drive and Machado Street. However, this area is qualified as residential district as there are more than 13 residential units fronting the segment on one side of the street in less than a quarter mile distance. There were three unsafe speed-related collisions during the past two years resulting in an accident per million vehicle miles rate of 2.62 which is higher than the state average. In addition, Machado Elementary School and Park are located along this segment. Based on the observed conditions, it is recommended that the posted speed limit on Joy Street between Riverside Drive and Machado Street be reduced to 25 mph.

■ Lake Street (Lakeshore Drive to Walker Canyon Road)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Lake Street	Lakeshore Drive	Mountain Street	45	49	44	41	40-49	80%	0.00	1.20	45
Lake Street	Mountain Street	Nichols Road	50	52	49	44	45-54	81%	0.00	1.48	50
Lake Street	Nichols Road	Walker Canyon Road	50	54	51	47	46-55	79%	0.21	1.48	50

Conditions

Lake Street is a north-south four-lane major street with raised median between Lakeshore Drive and Mountain Street. It is a two-lane street with centerline striping between Mountain Street and Walker Canyon Road. The studied segment is approximately 14,530 feet long. No on-street parking is allowed. There are no homes or businesses fronting the segment. The surrounding land uses are residential with many vacant lots. Alberhill Ranch Community Park is located along this segment south of Nichols Road. There are signalized T-intersections at Lakeshore Drive and Alberhill Ranch Road. There are also signalized intersections at Mountain Street and Nichols Street. The intersection of Lake Street and Orange Grove Way is one-way stop controlled on Orange Grove Way. Lake Street and Walker Canyon Road is a one-way stop controlled intersection on Walker Canyon Road. There are bike lanes and sidewalks between Lakeshore Drive and Mountain Street, but none between Mountain Street and Walker Canyon Road. The existing posted speed limit is 45 mph between Lakeshore Drive and Mountain Street and 50 mph between Mountain Street and Walker Canyon Road.

For this study, Lake Street separated into three segments:

- Lakeshore Drive to Mountain Street
- Mountain Street to Nichols Road
- Nichols Road to Walker Canyon Road

Between Lakeshore Drive and Mountain Street, Lake Street carries approximately 21,320 vehicles per day, while between Mountain Street and Nichols Road, it carries approximately 24,730 vehicles per day. Between Nichols Road and Walker Canyon Road, Lake Street carries approximately 18,090 vehicles per day. The speed surveys were conducted on August 26, 2021. The 85th-percentile speed between Lakeshore Drive and Mountain Street was measured at 49 mph. The 85th-percentile speed between Mountain Street and Nichols Road was measured at 52 mph. The 85th-percentile speed between Nichols Road and Walker Canyon Road was measured at 54 mph.

Comments

The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between Lakeshore Drive and Mountain Street. The 85th-percentile speed of 52 mph indicates a speed limit of 50

mph between Mountain Street and Nichols Road. The 85th-percentile speed of 54 mph indicates a speed limit of 55 mph between Nichols Road and Walker Canyon Road. There were four unsafe speed-related collisions during the past two years resulting in an accident rate of 0.21 per million vehicle miles between Nichols Road and Walker Canyon Road, which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 50 mph from Lakeshore Drive to Mountain Street. However, Terra Cotta Middle School is located southwest of Lakeshore Drive and Lake Street intersection and there are bike lanes along this segment of Lake Street. In addition, the observed 10 mph pace range is between 40 mph and 49 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lake Street between Lakeshore Drive and Mountain Street be maintained at 45 mph.

The results of the speed survey indicate a speed limit of 50 mph from Mountain Street to Nichols Road. Based on the observed conditions, it is recommended that the posted speed limit on Lake Street between Mountain Street and Nichols Road be maintained at 50 mph.

The results of the speed survey indicate a speed limit of 55 mph from Nichols Road to Walker Canyon Road. However, it is a narrow segment with no sidewalks which leads to the Walker Canyon Trailhead. In addition, Lake Street south of this segment has a posted speed limit of 50 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lake Street between Nichols Road and Walker Canyon Road be maintained at 50 mph.

■ Lakeshore Drive (Grand Avenue to Diamond Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Lakeshore Drive	Grand Avenue	Terra Cotta Road	45	49	44	41	40-49	83%	0.00	1.20	45
Lakeshore Drive	Terra Cotta Road	Machado Street	45	50	45	41	41-50	81%	0.09	1.48	45
Lakeshore Drive	Machado Street	Riverside Drive	40	44	40	37	35-44	82%	0.31	1.48	40
Lakeshore Drive	Riverside Drive	Cowell Street	40	46	42	37	37-46	81%	0.00	1.48	40
Lakeshore Drive	Cowell Street	Chaney Street	40	48	44	41	41-50	78%	0.70	1.48	45
Lakeshore Drive	Chaney Street	Graham Avenue	40	43	38	34	34-43	77%	0.00	1.48	40
Lakeshore Drive	Graham Avenue	Poe Street	30	42	36	28	30-39	56%	0.00	1.48	35
Lakeshore Drive	Poe Street	Main Street	30	34	31	27	25-34	81%	3.85	1.48	30
Lakeshore Drive	Main Street	Lucerne Street	45	52	47	43	43-52	73%	0.00	1.48	45
Lakeshore Drive	Lucerne Street	Diamond Drive	45	51	47	43	41-50	79%	0.00	1.48	45

Conditions

Lakeshore Drive is a northwest-southeast major street. It is a four-lane divided street with striped median between Grand Avenue and Terra Cotta Road, a two-lane street with portions each of centerline striping, striped median, and two-way left-turn median lane between Terra Cotta Road Diamond Drive, except between Poe Street and Main Street, where it is a one-way street. The studied segments total approximately 37,000 feet long. Parking is not allowed. Surrounding land uses are residential and commercial with many vacant lots along the segment. There are some residential and business driveways fronting this segment.

The intersection of Lakeshore Drive and Grand Avenue is a signalized T-intersection. There are also signalized intersections at Machado Street, Riverside Drive, Chaney Street, and Diamond Drive. There are many streets intersecting Lakeshore Drive at either side street or all-way stop controlled intersections. There are bike lanes between Grand Avenue and Jernigan Street on both sides of the segment. Sidewalks exist at some areas of the segment with big gaps at undeveloped or unimproved areas.

The existing posted speed limit is 45 mph between Grand Avenue and Machado Street. Between Machado Street and Graham Avenue, the existing posted speed limit is 40 mph. There are 30 mph speed limit signs within the roadway segment between Graham Avenue and Main Street while the existing posted speed limit between Main Street and Diamond Drive is 45 mph.

For this study, Lakeshore Drive is separated into ten segments:

- Grand Avenue to Terra Cotta Road
- Terra Cotta Road to Machado Street
- Machado street to Riverside Drive
- Riverside Drive to Cowell Street
- Cowell Street to Chaney Street

- Chaney Street to Graham Avenue
- Graham Avenue to Poe Street
- Poe Street to Main Street
- Main Street to Lucerne Street
- Lucerne Street to Diamond Drive

Daily, Lakeshore Drive carries approximately 9,750 vehicles between Grand Avenue and Terra Cotta Road, approximately 13,120 vehicles between Terra Cotta Road and Machado Street, approximately 17,460 vehicles Between Machado Street and Riverside Drive, approximately 12,200 vehicles Between Riverside Drive and Chaney Street, approximately 11,085 vehicles between Chaney Street and Graham Avenue, approximately 1,380 vehicles between Graham Avenue and Main Street, it carries approximately 11,950 vehicles between Main Street and Lucerne Street, and approximately 12,240 vehicles between Lucerne Street and Diamond Drive

The speed surveys were conducted on August 26, 2021, and January 19, 2022. The 85th-percentile speed limit was measured at 49 mph, 50 mph, 44 mph, 46 mph, 49 mph, 43 mph, 42 mph, 34 mph, 52 mph, and 51 mph in order from Grand Avenue to Diamond Drive at the above-ten segments.

Comments

The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between Grand Avenue and Terra Cotta Road. The 85th-percentile speed of 50 mph indicates a speed limit of 50 mph between Terra Cotta Road and Machado Street. The 85th-percentile speed of 44 mph indicates a speed limit of 45 mph between Machado Street and Riverside Drive. The 85th-percentile speed of 46 mph indicates a speed limit of 45 mph between Riverside Drive and Cowell Street. The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between Cowell Street and Chaney Street. The 85th-percentile speed of 43 mph indicates a speed limit of 45 mph between Chaney Street and Graham Avenue. The 85th-percentile speed of 42 mph indicates a speed limit of 40 mph between Graham Avenue and Poe Street. The 85th-percentile speed of 34 mph indicates a speed limit of 35 mph between Poe Street and Main Street. The 85th-percentile speed of 52 mph indicates a speed limit of 50 mph between Main Street and Lucerne Street. The 85th-percentile speed of 51 mph indicates a speed limit of 50 mph between Lucerne Street and Diamond Drive.

During the past two years, there was one unsafe speed related collision resulting in an accident rate of 0.09 per million vehicle miles between Terra Cotta Road and Machado Street, two unsafe speed related collisions resulting in an accident rate of 0.31 between Machado Street and Riverside Drive, and two unsafe speed related collisions resulting in an accident rate of 0.70 between Cowell Street and Chaney Street, all of which are below the state average, There was also one unsafe speed related collisions during the past two years resulting in an accident rate of 3.85 per million vehicle miles between Poe Street and Main Street ,which is higher than the state average.

Recommendations

The results of the speed survey indicate a speed limit of 50 mph between Grand Avenue and Terra Cotta Road. However, the observed 10 mph pace range is between 40 mph and 49 mph. This segment is surrounded by residential area and there are bike lanes on both sides of the street. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Grand Avenue and Terra Cotta Road be maintained at 45 mph.

The results of the speed survey indicate a speed limit of 50 mph between Terra Cotta Road and Machado Street. However, this segment is surrounded by residential units and there are several residential streets intersecting this segment on the east side. Bike lanes exist on both sides of this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Terra Cotta Road and Machado Street be maintained at 45 mph.

The results of the speed survey indicate a speed limit of 45 mph between Machado Street and Riverside Drive. However, the observed 10 mph pace range is between 35 mph and 44 mph. In addition, there are shopping areas with driveways on this segment, as well as residential streets at one-way stop controlled intersections. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Machado Street and Riverside Drive be maintained at 40 mph.

The results of the speed survey indicate a speed limit of 45 mph between Riverside Drive and Cowell Street. However, it is a narrow roadway without any bike or pedestrian facilities. In addition, there are business driveways fronting this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Riverside Drive and Cowell Street be maintained at 40 mph.

The results of the speed survey indicate a speed limit of 50 mph between Cowell Street and Chaney Street. However, there are no bike or pedestrian facilities along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Cowell Street and Chaney Street be at 45 mph.

The results of the speed survey indicate a speed limit of 45 mph between Chaney Street and Graham Avenue. However, the observed 10 mph pace range is between 34 mph and 43 mph. There are no sidewalks or bike lanes along this segment. There are some residential units and businesses fronting this segment as well. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Chaney Street and Graham Avenue be maintained at 40 mph.

The results of the speed survey indicate a speed limit of 40 mph between Graham Avenue and Poe Street. However, there are diagonal on-street parking on this segment of Lakeshore Drive between Lowell Street and Poe Street. In addition, the observed 10 mph pace range is between 30 mph and 39 mph. There are sidewalk gaps with properties fronting this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Graham Avenue and Poe Street be at 35 mph.

The results of the speed survey indicate a speed limit of 35 mph between Poe Street and Main Street. However, this segment of Lakeshore Drive had one unsafe speed related collision during the past two years resulting in an accident per million vehicle miles rate of 3.85 which is higher than the state average. In addition, Swick and Matich Park is located along this segment and no sidewalks exist along the entire segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Poe Street and Main Street be maintained at 30 mph.

The results of the speed survey indicate a speed limit of 50 mph between Main Street and Lucerne Street. However, there are no bicycle or pedestrian facilities and there are multiple intersecting driveways and fronting properties. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Main Street and Lucerne Street be maintained at 45 mph.

The results of the speed survey indicate a speed limit of 50 mph between Lucerne Street and Diamond Drive. However, there are multiple residential streets intersecting this segment and the existing posted speed limit on Lakeshore Drive north of this segment is at 45 mph. There are no bicycle or pedestrian facilities along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lakeshore Drive between Lucerne Street and Diamond Drive be maintained at 45 mph.

■ Limited Street (Lakeshore Drive to Main Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Limited Street	Lakeshore Drive	Main Street	30	39	34	29	30-39	72%	0.00	1.48	35

Conditions

Limited Street is an east-west two-lane undivided collector street. The studied segment is approximately 2,630 feet long. On-street parking is allowed on the north side of the street. Several homes and the sheriff's department front the street. The surrounding land uses are mostly residential with some recreation and government. The roadway is on flat terrain. The intersection of Limited Street and Lakeshore Drive is two-way stop controlled while the intersection of Limited Street and Main Street is one-way stop controlled. There are five other local intersecting streets that are either one-way stop controlled or all-way stop controlled along the segment. There is a bike trail on the south side of the street. There are some sidewalks along the segment with gaps at undeveloped or unimproved areas. There are 30 mph speed limit signs within the roadway segment.

Between Lakeshore Drive and Main Street, Limited Street carries approximately 2,650 vehicles per day. The speed survey was conducted on September 21, 2021. The 85th-percentile speed was measured at 39 mph.

Comments

The 85th-percentile speed of 39 mph indicates a speed limit of 40 mph between Lakeshore Drive and Main Street. There was no unsafe speed-related collision during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph in this segment. However, Swick and Matich Park is located along this segment and several homes front this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Limited Street between Lakeshore Drive and Main Street be at 35 mph.

■ Lincoln Street (Riverside Drive to northern terminus)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Lincoln Street	Riverside Drive	Machado Street	35	40	35	31	32-41	76%	0.37	1.48	35
Lincoln Street	Machado Street	Grand Avenue	40	43	39	33	34-43	71%	0.00	1.24	40
Lincoln Street	Grand Avenue	Northern Terminus	40	46	42	36	38-47	71%	0.00	1.20	40

Conditions

Lincoln Street is a northwest-southeast collector street with two lanes between Riverside Drive and Machado Street, and four lanes with striped or raised median between Machado Street and its northern terminus. The studied segment is approximately 4,225 feet long. On-street parking is allowed at some areas of the segment. Some houses front the segment. Rice Canyon Elementary School, Oak Tree Park, and Lincoln Street Park are along this segment. Surrounding land uses are residential and open space parks. The intersection of Lincoln Street and Riverside is signalized, while Lincoln Street intersects Dale Court at the northern end of the segment at a one-way stop controlled intersection. There are several signalized and stop controlled intersections along this segment. There are bike lanes at some areas of the segment. Sidewalks exist at most areas of the segment except for some gaps at undeveloped or unimproved areas. Existing posted speed limit is 35 mph between Riverside Drive and Machado Street. There are 40 mph speed limit signs within the roadway segment between Machado Street and northern terminus.

For this study, Lincoln Street is separated into three segments:

- Riverside Drive to Machado Street
- Machado Street to Grand Avenue
- Grand Avenue to the northern terminus

Between Riverside Drive and Machado Street, Lincoln Street carries approximately 7,290 vehicles per day, while it carries approximately 8,190 vehicles per day between Machado Street to Grand Avenue. Between Grand Avenue and northern terminus, it carries approximately 1,710 vehicles per day. The speed survey was conducted on August 26, 2021, and January 19, 2022. The 85th-percentile speed was measured at 40 mph between Riverside Drive and Machado Street. The 85th-percentile speed between Machado Street and Grand Avenue was measured at 43 mph. The 85th-percentile speed between Grand Avenue and northern terminus was measured at 46 mph.

Comments

The 85th-percentile speed of 40 mph indicates a speed limit of 40 mph between Riverside Drive and Machado Street. The 85th-percentile speed of 43 mph indicates a speed limit of 45 mph between Machado Street and Grand Avenue. The 85th-percentile speed of 46 mph indicates a speed limit of 45 mph between Grand Avenue and northern terminus. There was one unsafe speed related collision during the past two years resulting in an accident per million vehicle miles rate of 0.37 between Riverside Drive and Machado Street which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph between Riverside Drive and Machado Street. However, there are on-street parking on both sides of the street. There are sidewalk gaps along this segment and no bicycle facilities along the entire segment. In addition, there are many residential driveways fronting this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lincoln Street between Riverside Drive and Machado Street be maintained at 35 mph.

The results of the speed survey indicate a speed limit of 45 mph between Machado Street and Grand Avenue. However, Lincoln Street Park is located along this segment. This segment is surrounded by a residential area and there are several residential streets intersecting Lincoln Street along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lincoln Street between Machado Street and Grand Avenue be maintained at 40 mph.

The results of the speed survey indicate a speed limit of 45 mph between Grand Avenue and northern terminus. However, Oak Tree Park is located along this segment of Lincoln Street and there are many residential streets intersecting this segment. In addition, there are sidewalk gaps along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lincoln Street between Grand Avenue and northern terminus be maintained at 40 mph.

■ Lost Road (Canyon Hills Road to South City Limit)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Lost Road	Canyon Hills Road	South City Limit	40	41	35	31	32-41	70%	0.00	1.48	35

Conditions

Lost Road is a north-south two-lane curvilinear collector street with a two-way left-turn median lane. The studied segment is approximately 2,300 feet long. On-street parking is not allowed. Canyon Lake Middle School, Cottonwood Canyon Elementary School, and the Cottonwood Canyon Hills HOA Center is located along this segment. Surrounding land uses are mostly residential with schools and open space parks. There are no residential units fronting this segment. Intersection of Lost Road and Canyon Hills Road and intersection of Lost Road and Cedar Hill are signalized. There are three other streets intersecting Lost Road at one-way stop controlled intersections. There are bike lanes and sidewalks along the entire segment. There are 40 mph speed limit signs within the study segment.

Between Canyon Hills Road and South City Limit, Lost Road carries approximately 2,620 vehicles per day. The speed survey was conducted on September 23, 2021. The 85th-percentile speed was measured at 41 mph between Canyon Hills Road and South City Limit.

Comments

The 85th-percentile speed of 41 mph indicates a speed limit of 40 mph between Canyon Hills Road and South City Limit. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph between Canyon Hills Road and South City Limit. However, Canyon Lake Middle School and Cottonwood Canyon Elementary School are located south of this segment. This segment is surrounded by residential area. And there are bike lanes along both sides of this street. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Lost Road between Canyon Hills Road and South City Limit be reduced to 35 mph.

■ Machado Street (Lakeshore Drive to Alvarado Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Machado Street	Lakeshore Drive	Lincoln Street	40	43	39	36	35-44	86%	0.00	1.48	40
Machado Street	Lincoln Street	Alvarado Street	40	47	42	37	39-48	69%	0.00	1.48	40

Conditions

Machado Street is a northeast-southwest two lane collector street with portions each of centerline striping and a two-way left-turn median lane. The studied segment is approximately 6,600 feet long. On-street parking is allowed at some areas of the segment. Surrounding land uses are mostly residential. There are several residential streets intersecting Machado Street. Machado Street and Lakeshore Drive is a signalized intersection, while Machado Street and Alvarado Street is a side street stop controlled intersection. There are several stop controlled or signalized intersections within this segment. Bike lanes and sharrows exist along the segment. Sidewalks exist at some areas of the segment except for some gaps at undeveloped or unimproved areas. There are 40 mph speed limit signs within the roadway segment between Lakeshore Drive and Alvarado Street.

For this study, Machado Street is separated into two segments:

- Lakeshore Drive to Lincoln Street
- Lincoln Street to Alvarado Street

Between Lakeshore Drive and Lincoln Street, Machado Street carries approximately 7,470 vehicles per day, while between Lincoln Street and Alvarado Street, it carries approximately 6,850 vehicles per day. The speed survey was conducted on August 26, 2021. The 85th-percentile speed was measured at 43 mph between Lakeshore Drive and Lincoln Street. The 85th-percentile speed between Lincoln Street and Alvarado Street was measured at 47 mph.

Comments

The 85th-percentile speed of 43 mph indicates a speed limit of 45 mph between Lakeshore Drive and Lincoln Street. The 85th-percentile speed of 47 mph indicates a speed limit of 45 mph between Lincoln Street and Alvarado Street. There were no unsafe speed related collisions during the past two year.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph between Lakeshore Drive and Lincoln Street. However, Machado Park is located along this segment. There are several residential streets intersecting Machado Street and there are sidewalk gaps along this segment.

Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Machado Street between Lakeshore Drive and Lincoln Street be maintained at 40 mph.

The results of the speed survey indicate a speed limit of 45 mph between Lincoln Street and Alvarado Street. However, there are many residential driveways fronting this segment and several residential streets intersect Machado Street along this segment. There are also sidewalk gaps along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Machado Street between Lincoln Street and Alvarado Street be maintained at 40 mph.

■ Main Street (Camino Del Norte to Lakeshore Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Main Street	Camino Del Norte	Heald Avenue	35	38	35	31	29-38	87%	0.33	1.48	35
Main Street	Heald Avenue	Lakeshore Drive	25	36	32	29	28-37	87%	0.00	1.48	25

Conditions

Main Street is a north-south two-lane collector street with portions each of centerline striping and a two-way left-turn median lane. The studied segment is approximately 5,945 feet long. On-street parking is allowed between Heald Avenue and Sulphur Street on both sides of the street. The surrounding land uses are mostly residential and commercial, and several homes and businesses front the street. The roadway is on flat terrain. The intersections at Camino Del Norte and Lakeshore Drive are all-way stop controlled, with other local intersections that are one way stop controlled or all way stop controlled along the segment. The I-15 ramp intersections are located on Main Street near Camino Del Norte. There are bike sharrows marking at some areas of the segment. There are sidewalks on both sides of the segment with gaps at undeveloped or unimproved areas. There are 35 mph speed limit signs within the roadway segment between Camino Del Norte and Heald Avenue, while the existing posted speed limit is 25 mph between Heald Avenue and Lakeshore Drive.

For this study, Main Street is separated into two segments:

- Camino Del Norte to Heald Avenue
- Heald Avenue to Lakeshore Drive

Between Camino Del Norte and Heald Avenue, Main Street carries approximately 12,230 vehicles per day. Between Heald Avenue and Lakeshore Drive, it carries approximately 8,580 vehicles per day. The speed survey was conducted on September 14, 2021. The 85th-percentile speed was measured at 38 mph between Camino Del Norte and Heald Avenue. The 85th-percentile speed was measured at 36 mph between Heald Avenue and Lakeshore Drive.

Comments

The 85th-percentile speed of 38 mph indicates a speed limit of 40 mph between Camino Del Norte and Heald Avenue. The 85th-percentile speed of 36 mph indicates a speed limit of 35 mph between Heald Avenue and Lakeshore Drive. There were two unsafe speed related collisions during the past two years resulting in an accident per million vehicle miles rate of 0.33 between Camino Del Norte and Heald Avenue which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph between Camino Del Norte and Heald Avenue. However, the observed 10 mph pace range is between 29 mph and 38 mph.

There are multiple fronting properties and six intersecting streets with two all way stop controlled intersections. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Main Street between Camino Del Norte and Heald Avenue be maintained at 35 mph.

The results of the speed survey indicate a speed limit of 35 mph between Heald Avenue and Lakeshore Drive. However, City Park is located along this segment. There are bike sharrows marking on this segment of Main Street. In addition, this segment is qualified as business district as upon one side of street, for a distance of 600 feet, more than 50 percent of the properties fronting the segment are occupied by buildings in use for business. Based on the observed conditions, it is recommended that the posted speed limit on Main Street between Heald Avenue and Lakeshore Drive be maintained at 25 mph.

■ Malaga Road (Casino Drive to western terminus)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Malaga Road	Casino Drive	Mission Trail	35	38	33	28	31-40	71%	0.00	1.48	35
Malaga Road	Mission Trail	Western Terminus	35	43	36	31	31-40	61%	0.00	1.20	40

Conditions

Malaga Road is an east-west collector street that has two lanes with centerline striping between Casino Drive and Mission Trail, and four lanes with raised median between Mission Trail and its western terminus.

The studied segment is approximately 3,775 feet long. On-street parking is not allowed. Surrounding land uses are mostly residential with some commercial and vacant lots. Lake Elsinore Storm Stadium is located on the north side of the segment west of Diamond Drive. The intersection of Malaga Road and Casino Drive is a 90-degree curve with a 20-mph advisory speed. There are signalized intersections at Diamond Drive and Mission Trail. There are three side-street stop controlled intersections along this segment. There are bike lanes between Western Terminus and Mission Trail. Sidewalks exist at most areas of the segment with gaps at unimproved areas. There are 35 mph speed limit signs within the roadway segment.

For this study, Malaga Road is separated into two segments:

- Casino Drive to Mission Trail
- Mission Trail to western terminus

Between Casino Drive and Mission Trail, Malaga Road carries approximately 4,020 vehicles per day. Between Mission Trail and western terminus, it carries approximately 1,970 vehicles per day. The speed survey was conducted on September 14, 2021. The 85th-percentile speed was measured at 38 mph between Casino Drive and Mission Trail. The 85th-percentile speed was measured at 43 mph between Mission Trail and western terminus.

Comments

The 85th-percentile speed of 38 mph indicates a speed limit of 40 mph between Casino Drive and Mission Trail. The 85th-percentile speed of 43 mph indicates a speed limit of 45 mph between Mission Trail and western terminus. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph between Casino Drive and Mission Trail. However, there are three residential streets intersecting Malaga Road at this segment and there are sidewalk gaps along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Malaga Road between Casino Drive and Mission Trail be maintained at 35 mph.

The results of the speed survey indicate a speed limit of 45 mph between Mission Trail and western terminus. However, the observed pace range is between 31 mph and 40 mph. There are bike lanes on both sides of the street. Lake Elsinore Storm Stadium is also located along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Malaga Road between Mission Trail and western terminus be at 40 mph.

■ McVicker Canyon Park Road (Grand Avenue to Spectra Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
McVickers Canyon Park Road	Grand Avenue	Spectra Drive	40	49	43	38	40-49	66%	0.00	1.48	45

Conditions

McVicker Canyon Park Road is an east-west two-lane collector street with centerline striping. The studied segment is approximately 6,600 feet long. On-street parking is not allowed. Surrounding land uses are mostly residential with vacant lots. McVicker Canyon Park is located along this segment west of Grand Avenue. The intersection of McVicker Canyon Park Road and Grand Avenue is signalized, while the intersection of McVicker Canyon Park Road and Spectra Drive is one-way stop controlled intersection. There are several stop controlled intersections along this segment. Bike lanes and sidewalks exist along the entire segment. There are 40 mph speed limit signs within the roadway segment.

Between Grand Avenue and Spectra Drive, McVicker Canyon Park Road carries approximately 1,240 vehicles per day. The speed survey was conducted on August 26, 2021. The 85th-percentile speed was measured at 49 mph.

Comments

The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between Grand Avenue and Spectra Drive. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 50 mph between Grand Avenue and Spectra Drive. However, the observed 10 mph pace range is between 40 mph and 49 mph. There are several residential streets intersecting this segment. McVicker Hiking Trail is also located west of Sunswept Drive. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on McVicker Canyon Park Road between Grand Avenue and Spectra Drive be at 45 mph.

■ Minthorn Street (Collier Avenue to Chaney Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Minthorn Street	Collier Avenue	Chaney Street	40	47	39	32	35-44	55%	0.00	1.48	40

Conditions

Minthorn Street is a northwest-southeast two-lane collector road with centerline striping. The studied segment is 3,225 feet long. On-street parking is allowed. Surrounding land uses are mostly industrial with vacant lots. Department of Public Social Services is also located on the south side of this segment. The intersection of Minthorn Street and Chaney Street is one-way stop controlled on Minthorn Street, while the intersection of Minthorn street and Collier Avenue is two-way stop controlled intersection. There are no bikes lanes. Sidewalks exist at some areas of the segment with big gaps as unimproved or undeveloped areas. Existing posted speed limit is 40 mph between Collier Avenue and Chaney Street.

Between Collier Avenue and Chaney Street, Minthorn Street carries approximately 1,220 vehicles per day. The speed survey was conducted on September 21, 2021. The 85th-percentile speed was measured at 47 mph.

Comments

The 85th-percentile speed of 47 mph indicates a speed limit of 45 mph between Collier Avenue and Chaney Street. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph between Collier Avenue and Chaney Street. However, Minthorn Street is a narrow roadway with no sidewalks at most areas. In addition, the observed 10 mph pace range is between 35 mph and 44 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Minthorn Street between Collier Avenue and Chaney Street be maintained at 40 mph.

■ Mission Trail (Diamond Drive to Corydon Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Mission Trail	Diamond Drive	Malaga Road	45	43	40	37	35-44	90%	0.00	1.20	45
Mission Trail	Malaga Road	Olive Street	50	49	44	38	38-47	68%	0.00	1.24	45
Mission Trail	Olive Street	Corydon Street	50	53	49	44	45-54	77%	0.00	1.24	50

Conditions

Mission Trail is a north-south four-lane major roadway with portions each of centerline striping and a two-way left-turn median lane.

The studied segment is approximately 8,815 feet long. On-street parking is not allowed. Surrounding land uses are mostly residential and commercial with some industrials and vacant lots. Lake Elsinore Town Center is located on the east of this segment north of Malaga Road. The intersection of Mission Trail and Diamond Drive and the intersection of Mission Trail and Corydon Street are both signalized. There are several signalized and stop controlled intersections along this segment. There are bike lanes. Sidewalks exist at some areas of the segment with gaps at undeveloped or unimproved areas. Existing posted speed limit is 45 mph between Diamond Drive and Malaga Road. There are 50 mph speed limit signs within the roadway segment between Malaga Road and Corydon Street.

For this study, Mission Trail separated into three segments:

- Diamond Drive to Malaga Road
- Malaga Road to Olive Street
- Olive Street to Corydon Street

Daily, Mission Trail carries approximately 16,920 vehicles between Diamond Drive and Malaga Road, approximately 20,660 vehicles between Malaga Road and Olive Street, and approximately 21,725 vehicles between Olive Street and Corydon Street. The speed survey conducted on September 15 and September 16, 2021, measured the 85th-percentile speed at 43 mph between Diamond Drive and Malaga Road, at 49 mph between Malaga Road and Olive Street, and at 53 mph between Olive Street and Corydon Street.

Comments

The 85th-percentile speed of 43 mph indicates a speed limit of 45 mph between Diamond Drive and Malaga Road. The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between Malaga Road and Olive Street. The 85th-percentile speed of 53 mph indicates a speed limit of 55 mph between Olive Street and Corydon Street. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph between Diamond Drive to Malaga Road. Based on the observed conditions, it is recommended that the posted speed limit on Mission Trail between Diamond Drive and Malaga Road be maintained at 45 mph.

The results of the speed survey indicate a speed limit of 50 mph between Malaga Road and Olive Street. However, the observed 10 mph pace range is between 38 mph and 47 mph. There are many residential properties fronting this segment. In addition, Mission Trail north of this segment has an existing speed limit of 45 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Mission Trail between Malaga Road and Olive Street be reduced to 45 mph.

The results of the survey indicate a speed limit of 55 mph between Olive Street and Corydon Street. However, the observed 10 mph pace range is between 45 mph and 54 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Mission Trail between Olive Street and Corydon Street be maintained at 50 mph.

■ Nichols Road (Lake Street to I-15)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Nichols Road	Lake Street	Terra Cotta Road	50	54	49	45	45-54	77%	0.00	1.48	50
Nichols Road	Terra Cotta Road	I-15	50	54	48	42	43-52	62%	0.00	1.48	50

Conditions

Nichols Road is a northwest-southeast two-lane roadway with centerline striping. The studied segment is approximately 9,350 feet long. On-street parking is not allowed. Surrounding land uses are vacant lots. The intersection of Nichols Road and Lake Street is signalized, while the intersection of Nichols Road and I-15 SB off ramp is all-way stop controlled. Nichols Road intersects Terra Cotta Road at a side-street stop controlled intersection on Terra Cotta Road. There are no bike lanes or sidewalks along the segment. Existing posted speed limit is 50 mph.

For this study, Nichols Road is separated into two segments:

- Lake Street to Terra Cotta Road
- Terra Cotta Road to I-15

Daily, Nichols Road carries approximately 11,050 vehicles between Lake Street and Terra Cotta Road and approximately 9,400 vehicles between Terra Cotta Road and I-15. The speed survey conducted on August 31, 2021 measured the 85th-percentile speed at 54 mph between Lake Street and Terra Cotta Road and at 54 mph between Terra Cotta Road and I-15.

Comments

The 85th-percentile speed of 54 mph indicates a speed limit of 55 mph between Terra Cotta Road and Lake Street. The 85th-percentile speed of 54 mph indicates a speed limit of 55 mph between Terra Cotta Road and I-15. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 55 mph between Lake Street and Terra Cotta Road. However, the observed 10 mph pace range is between 45 mph and 54 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Nichols Road between Lake Street and Terra Cotta Road be maintained at 50 mph.

The results of the speed survey indicate a speed limit of 55 mph between Terra Cotta Road and I-15. However, the observed 10 mph pace range is between 43 mph and 52 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Nichols Road between Terra Cotta Road and I-15 be maintained at 50 mph.

■ Orange Grove Way (Palm View Street to Lake Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Orange Grove Way	Palm View Street	Lake Street	30	34	27	23	22-31	67%	0.00	1.48	30

Conditions

Orange Grove Way is an east-west two-lane collector street with raised median. The studied segment is approximately 850 feet long. On-street parking is allowed during certain times. There are no homes or businesses fronting the segment. The surrounding land uses are residential. The intersections of Lake Street and Orange Grove Way and Palm View Street and Orange Grove Way are one-way stop controlled while the intersection at Lemon Grove Way is two-way stop controlled. There are no bike lanes along the segment. Sidewalks exist along both sides of the segment. There are 30 mph speed limit signs at each end of the roadway segment.

Between Palm View Street and Lake Street, Orange Gove Way carries approximately 1,650 vehicles per day. The speed survey was conducted on September 16, 2021. The 85th-percentile speed was measured at 34 mph.

Comments

The 85th-percentile speed of 34 mph indicates a speed limit of 35 mph between Palm View Street and Lake Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph in this segment. However, the roadway is a residential collector street adjacent and leading directly into residential areas. The street is a very short segment with T intersections at both ends. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Orange Grove Way between Palm View Street and Lake Street be maintained at 30 mph.

■ Piedmont Drive (Canyon Hills Road to Verbena Road)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Piedmont Drive	Canyon Hills Road	Verbena Road	N/P	36	32	27	27-36	76%	0.00	1.48	30

Conditions

Piedmont Drive is a north-south two-lane collector street. The studied segment is approximately 2,165 feet long. On-street parking is allowed. There are no homes or businesses fronting the segment. The surrounding land uses are residential. Canyon Hills Park and Canyon Hills Community Pool are located along this segment. The intersection of Piedmont Drive and Verbena Road is one-way stop controlled on Verbena Road, while the intersection of Piedmont Drive and Canyon Hills Road is one-way stop controlled on Piedmont Drive. There are several residential streets intersecting this segment. There are no bike lanes. Sidewalks exist along the segment with gaps at undeveloped areas. There is no speed limit sign within the roadway segment.

Between Canyon Hills Road and Verbena Road, Piedmont Drive carries approximately 1,215 vehicles per day. The speed survey was conducted on September 23, 2021. The 85th-percentile speed was measured at 36 mph.

Comments

The 85th-percentile speed of 36 mph indicates a speed limit of 35 mph between Canyon Hills Road and Verbena Road. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph in this segment. However, Canyon Hills Park and Community Hills Community Park are located along this segment south of Canyon Hills Road. There are several residential streets intersecting this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Piedmont Drive between Canyon Hills Road and Verbena Road be at 30 mph.

■ Pottery Street (Chaney Street to Lewis Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Pottery Street	Chaney Street	Lewis Street	30	39	33	28	30-39	70%	0.00	1.48	35

Conditions

Pottery Street is an east-west two-lane collector street with centerline striping. The studied segment is approximately 1,930 feet long. On-street parking is allowed. There are several homes fronting the segment. The surrounding land uses are residential and vacant lots. The intersection of Pottery Street and Chaney Street is side-street stop controlled on Pottery Street, while the intersection of Pottery Street and Lewis Street is side-street stop controlled on Lewis Street. There are five other stop controlled intersections along this segment. There are no bike lanes. Sidewalks exist as some areas with large gaps at undeveloped or unimproved areas. The existing posted speed limit is 30 mph.

Between Chaney Street and Lewis Street, Pottery Street carries approximately 1,210 vehicles per day. The speed survey was conducted on September 15, 2021. The 85th-percentile speed was measured at 39 mph.

Comments

The 85th-percentile speed of 39 mph indicates a speed limit of 40 mph between Chaney Street and Lewis Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph in this segment. However, there are several homes fronting this segment. Sidewalks are missing at most areas along this segment. In addition, 10 mph pace range is between 30 mph and 39 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Pottery Street between Chaney Street and Lewis Street be at 35 mph.

■ Railroad Canyon Road (eastern City Limit to Grape Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Railroad Canyon Road	eastern City limit (ECL)	1 mile west of ECL	50	55	50	46	45-54	79%	0.00	1.20	50
Railroad Canyon Road	1 mile west of ECL	Grape Street	50	56	50	45	46-55	68%	0.19	1.20	50

Conditions

Railroad Canyon Road is an east-west four- to six-lane major street with portions each of raised median and centerline striping. The studied segment is approximately 13,335 feet long. On-street parking is not allowed. Surrounding land uses are residential and commercial with many vacant lots. The intersection of Railroad Canyon Road and Grape Street is signalized. There are several signalized intersections along this segment. There are bike lanes between Tassel way and the Eastern City Limit. Sidewalks exist at some areas of the segment with gaps at undeveloped or unimproved areas. Existing posted speed limit is 50 mph.

For this study, Railroad Canyon Road separated into two segments:

- Eastern city limit (ECL) to 1 mile west of ECL
- 1 mile west of ECL to Grape Street

Between ECL and 1 mile west of ECL, Railroad Canyon Road carries approximately 33,225 vehicles per day. Between 1 mile west of ECL and Grape Street, Railroad Canyon Road carries approximately 40,165 vehicles per day. The speed survey was conducted on September 21 and September 23, 2021. The 85th-percentile speed was measured at 55 mph between ECL and 1 mile west of ECL. The 85th-percentile speed was measured at 56 mph between 1 mile west of ECL and Grape Street.

Comments

The 85th-percentile speed of 55 mph indicates a speed limit of 55 mph between ECL and 1 mile west of ECL. The 85th-percentile speed of 56 mph indicates a speed limit of 55 mph between 1 mile west of ECL and Grape Street. There were nine unsafe speed related collisions during the past two years resulting in an accident per million vehicle miles rate of 0.19 between 1 mile west of ECL and Grape Street which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 55 mph between ECL and 1 mile west of ECL. However, the observed 10 mph pace range is between 45 mph and 54 mph. This segment of Railroad Canyon Road is approaching a residential area and there are bike lanes on

this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Railroad Canyon Road between ECL and 1 mile west of ECL be maintained at 50 mph.

The results of the speed survey indicate a speed limit of 55 mph between 1 mile west of ECL and Grape Street. However, the observed 10 mph pace range is between 46 mph and 55 mph. Railroad Canyon Road east of this segment has an existing posted speed limit of 50 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Railroad Canyon Road between 1 mile west of ECL and Grape Street be maintained at 50 mph.

■ Riverside Street (SR-74 to Steele Valley Road)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Riverside Street	SR-74	Steele Valley Road	40	45	40	35	36-45	72%	0.45	1.48	40

Conditions

Riverside Street is an east-west two- to four-lane major street with a two-way left-turn median lane. The studied segment is approximately 3,730 feet long. On-street parking is allowed at some areas of the segment. There is one business fronting the segment. The surrounding land uses are primarily residential and vacant lots. The intersection of Riverside Street and SR-74 is signalized while the intersection at Steele Valley Road and Riverside Street is all-way stop controlled. There are several stop controlled intersections within the segment. There are no bike lanes along the segment. Sidewalks exist along both sides of the segment with gaps at undeveloped or unimproved areas. There are 40 mph speed limit signs within the roadway segment.

Between SR-74 and Steele Valley Road, Riverside Street carries approximately 4,290 vehicles per day. The speed survey was conducted on September 1, 2021. The 85th-percentile speed was measured at 45 mph.

Comments

The 85th-percentile speed of 45 mph indicates a speed limit of 45 mph between SR-74 and Steele Valley Road. There was one unsafe speed related collision during the past two years resulting in an accident per million vehicle miles rate of 0.45 between SR-74 and Steele Valley Road which is below the state average.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph in this segment. However, the roadway currently acts as a collector street that ends just east of Steele Valley Road. The roadway is also still under development in several areas which cause the lanes to shift and curve. There are several residential streets intersecting Riverside Street. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Riverside Street between SR-74 and Steele Valley Road be maintained at 40 mph.

■ Rosetta Canyon Drive (SR-74 to Sunsprite Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Rosetta Canyon Drive	SR-74	Sunsprite Street	40	45	41	35	37-46	70%	0.00	1.20	40

Conditions

Rosetta Canyon Drive is a northwest-southeast four-lane major street with portions each of raised median and two-way left-turn median lane. The studied segment is approximately 4,500 feet long. On-street parking is not allowed. The surrounding land uses are primarily residential. Rosetta Canyon Sports Park is located along this segment south of Ardenwood Way. The intersection of Rosetta Canyon Drive and SR-74 is signalized, while the intersection of Rosetta Canyon Drive and Sunsprite Street is side-street stop controlled. There are several signalized or stop controlled intersections within this segment. There are bike lanes along the segment. Sidewalks exist along the entire segment on both sides of the street. There are 40 mph speed limit signs within the roadway segment.

Between SR-74 and Sunsprite Street, Rosetta Canyon Drive carries approximately 3,880 vehicles per day. The speed survey was conducted on September 1, 2021. The 85th-percentile speed was measured at 45 mph.

Comments

The 85th-percentile speed of 45 mph indicates a speed limit of 45 mph between SR-74 and Sunsprite Street. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 45 mph in this segment. However, Earl Warren Elementary School and Rosetta Canyon Sports Parks are located along this segment. There are several residential streets intersecting this segment and bike lanes exist on both sides of the street. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Rosetta Canyon Drive between SR-74 and Sunsprite Street be maintained at 40 mph.

■ Spring Street (Collier Avenue to Lakeshore Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Spring Street	Collier Avenue	Sumner Avenue	30	36	32	28	27-36	81%	0.00	1.48	30
Spring Street	Sumner Avenue	Graham Avenue	25	32	28	24	24-33	90%	0.00	1.48	25
Spring Street	Graham Avenue	Lakeshore Drive	25	31	27	23	23-32	84%	0.00	1.48	25

Conditions

Spring Street is a north-south two-lane street with centerline striping. The studied segment is approximately 4,825 feet long. On-street parking is allowed. The surrounding land uses are primarily residential and commercial with vacant lots. There are several homes and businesses fronting this segment. The intersection of Spring Street and Collier Avenue is two-way stop controlled, while the intersection of Spring Street and Lakeshore Drive is one-way stop controlled on Spring Street. There are several stop controlled streets intersecting this segment. There are no bike lanes along this segment. Sidewalks exist at some areas of the segment with gaps at undeveloped or unimproved areas. Spring Street has an existing posted speed limit of 30 mph between Collier Avenue and Sumner Avenue, while the existing posted speed limit is 25 mph between Sumner Avenue and Lakeshore Drive.

For this study, Spring Street separated into three segments:

- Collier Avenue to Sumner Avenue
- Sumner Avenue to Graham Avenue
- Graham Avenue to Lakeshore Drive

Between Collier Avenue and Sumner Avenue, Spring Street carries approximately 3,750 vehicles per day. Between Sumner Avenue and Graham Avenue, it carries approximately 5,880 vehicles per day. Between Graham Avenue and Lakeshore Drive, Spring Avenue carries approximately 2,485 vehicles per day. The speed surveys were conducted on September 22, 2021. The 85th-percentile speed was measured at 36 mph between Collier Avenue and Sumner Avenue. The 85th-percentile speed was measured at 32 mph between Sumner Avenue and Graham Avenue. The 85th-percentile speed was measured at 31 mph between Graham Avenue and Lakeshore Drive.

Comments

The 85th-percentile speed of 36mph indicates a speed limit of 35 mph between Collier Avenue and Sumner Avenue. The 85th-percentile speed of 32 mph indicates a speed limit of 30 mph between Sumner Avenue and Graham Avenue. The 85th-percentile speed of 31 mph indicates a speed limit of 30 mph between Graham Avenue and Lakeshore Drive. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph between Collier Avenue and Sumner Avenue. However, there are many businesses fronting this segment. There are sidewalk gaps along this segment and no bicycle infrastructure exist along the entire segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Spring Street between Collier Avenue and Sumner Avenue be maintained at 30 mph.

The results of the speed survey indicate a speed limit of 30 mph between Sumner Avenue and Graham Avenue. However, it is a business district with closely spaced intersections. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Spring Street between Sumner Avenue and Graham Avenue be maintained at 25 mph.

The results of the speed survey indicate a speed limit of 30 mph between Graham Avenue and Lakeshore Drive. However, there are on-street parking along this segment with closely spaced intersections. There are several properties fronting this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Spring Street between Graham Avenue and Lakeshore Drive be maintained at 25 mph.

■ Strickland Avenue (Chaney Street to Riverside Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Strickland Avenue	Chaney Street	Riverside Drive	30	36	32	28	27-36	77%	0.00	1.48	30

Conditions

Strickland Avenue is a northwest-southeast two-lane street with centerline striping. There are low speed curves within this segment. The studied segment is approximately 6,115 feet long. On-street parking is not allowed. The surrounding land uses are primarily residential with many vacant lots. The intersection of Strickland Avenue and Chaney Street is side street stop controlled T-intersection on Strickland Avenue. The intersection of Strickland Avenue and Riverside Drive is side street stop controlled intersection on Strickland Avenue. There are several stop controlled intersections along this segment. Bike lanes do not exist along the entire segment. Sidewalks do not exist at most areas of the segment. The existing posted speed limit is 30 mph.

Between Chaney Street and Riverside Drive, Strickland Avenue carries approximately 490 vehicles per day. The speed survey was conducted on September 15, 2021. The 85th-percentile speed was measured at 36 mph.

Comments

The 85th-percentile speed of 36 mph indicates a speed limit of 35 mph between Chaney Street and Riverside Drive. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph in this segment. However, Strickland Avenue is a narrow roadway with low speed curves. Sidewalks do not exist along most of the segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Strickland Avenue between Chaney Street and Riverside Drive be maintained at 30 mph.

■ Summerhill Drive (Railroad Canyon Road to Ponte Russo)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Summerhill Drive	Railroad Canyon Road	Corte Seriui	45	47	43	39	39-48	77%	0.58	1.20	45
Summerhill Drive	Corte Seriui	La Strada	45	49	44	38	38-47	63%	0.29	1.20	45
Summerhill Drive	La Strada	Ponte Russo	45	40	35	28	31-40	62%	0.00	1.20	40

Conditions

Summerhill Drive is a north-south four-lane major street with portions each of raised and striped median. The studied segment is approximately 11,200 feet long. On-street parking is not allowed. The surrounding land uses are mostly residential with vacant lots. There are some commercial properties fronting this segment north of Railroad Canyon Road. Tuscany Hills Association Center and Tuscany Hills Elementary School and Park are located along this segment. The intersection of Summerhill Drive and Ponte Russo is side-street stop controlled intersection on Ponte Russo, while the intersection of Summerhill Drive and Railroad Canyon Road is signalized. There are several stop controlled or signalized intersections within this segment. Bike lanes do not exist along this segment. Sidewalks exist at most areas with gaps at undeveloped or unimproved areas. The existing posted speed limit is 45 mph.

For this study, Summerhill Drive separated into three segments:

- Railroad Canyon Road to Corte Seriui
- Corte Seriui to La Strada
- La Strada to Ponte Russo

Between Railroad Canyon Road and Corte Seriui , Summerhill Drive carries approximately 9,385 vehicles per day. Between Corte Seriui and Ponte Russo, it carries approximately 5,410 vehicles per day. The speed surveys were conducted on September 15, 2021, and January 19 2022. The 85th-percentile speed was measured at 47 mph between Railroad Canyon Road and Corte Seriui. The 85th-percentile speed was measured at 49 mph between Corte Seriui and La Strada. The 85th-percentile speed was measured at 40 mph between La Strada and Ponte Russo.

Comments

The 85th-percentile speed of 47 mph indicates a speed limit of 45 mph between Railroad Canyon Road and Corte Seriui. The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between Corte Seriui and La Strada. The 85th-percentile speed of 40 mph indicates a speed limit of 40 mph between La Strada and Ponte Russo. There was one unsafe speed related collision during the past two years resulting in a crash rate of 0.23 between Corte Seriui and La Strada which is below the state average

Recommendations

The results of the speed survey indicate a speed limit of 45 mph between Railroad Canyon Road and Corte Seriui. Based on the observed conditions, it is recommended that the posted speed limit on Summerhill Drive between Railroad Canyon Road and Corte Seriui be maintained at 45 mph.

The results of the speed survey indicate a speed limit of 50 mph between Corte Seriui and La Strada. However, the observed pace range is between 38 mph and 47 mph. Tuscany Hills Association Center is located along this segment. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Summerhill Drive between La Strada and Ponte Russo be maintained at 45 mph.

The results of the speed survey indicate a speed limit of 40 mph between La Strada and Ponte Russo. Based on the observed conditions, it is recommended that the posted speed limit on Summerhill Drive between La Strada and Ponte Russo be reduced to 40 mph.

■ Summerly Place (Village Parkway to Summerly Place Loop)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Summerly Place	Village Parkway	Summerly Place Loop	30	34	30	26	26-35	80%	0.00	1.48	30

Conditions

Summerly Place is a northwest-southeast two-lane curvilinear collector street with raised median. The studied segment is approximately 3,700 feet long. No on-street parking is allowed. There are no homes or businesses fronting the segment. The surrounding land uses are residential. The intersection of Summerly Place and Village Parkway is one-way stop controlled as well as the intersection at Summerly Place and Summerly Place Loop. There are several intersections within the segment that are stop controlled or signalized. Bike lanes exist along both sides of the roadway segment. Sidewalks also exist along both sides of the segment. The existing posted speed limit is 30 mph.

Between Village Parkway and Summerly Place Loop, Summerly Place carries approximately 1,640 vehicles per day. The speed survey was conducted on September 16, 2021. The 85th-percentile speed was measured at 34 mph.

Comments

The 85th-percentile speed of 34 mph indicates a speed limit of 35 mph between Village Parkway and Summerly Place Loop. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph in this segment. However, there are three intersections along the curvilinear roadway segment which may encounter sight distance issues. The heavily landscaped medians and sidewalk areas can also block visibility for drivers. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Summerly Place between Village Parkway and Summerly Place Loop be maintained at 30 mph.

■ Sumner Avenue (Main Street to Chaney Street)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Sumner Avenue	Main Street	Chaney Street	30	37	32	27	27-36	72%	0.00	1.48	30

Conditions

Sumner Avenue is an east-west two lane collector street with portions of centerline striping. The studied segment is approximately 5,885 feet long. On-street parking is allowed. There are several properties fronting this segment. Surrounding land uses are mostly residential. The intersection of Sumner Avenue and Chaney Street and Sumner Avenue and Main Street are all-way stop controlled intersections. There are several stop controlled intersections along the segment. Bike lanes do not exist along the segment. Sidewalks exist at some areas of the segment with gaps at unimproved areas. The existing posted speed limit is 30 mph.

Between Main Street and Chaney Street, Sumner Avenue carries approximately 1,910 vehicles per day. The speed survey was conducted on September 14, 2021. The 85th-percentile speed was measured at 37 mph.

Comments

The 85th-percentile speed of 37 mph indicates a speed limit of 35 mph between Main Street and Chaney Street. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph in this segment. However, there are several residential streets intersecting this segment. There are several residential driveways fronting this segment as well. Elsinore Elementary School is also located along this segment between Langstaff Street and Lindsey Street. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Sumner Avenue between Main Street and Chaney Street be maintained at 30 mph.

■ Temescal Canyon Road (Lake Street to northern city limit)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Temescal Canyon Road	Lake Street	North City Limit	50	48	43	38	38-47	70%	0.00	1.48	45

Conditions

Temescal Canyon Road is an east-west two lane curvilinear urban arterial with centerline striping. The studied segment is approximately 2,020 feet long. No on-street parking is allowed. The surrounding land uses are vacant lots. The intersection of Temescal Canyon Road and Lake Street is signalized. No bike lanes or sidewalks exist along the roadway segment. The existing posted speed limit is 50 mph.

Between Lake Street and the northern city limits, Temescal Canyon Road carries approximately 6,275 vehicles per day. The speed survey was conducted on September 15, 2021. The 85th-percentile speed was measured at 48 mph.

Comments

The 85th-percentile speed of 48 mph indicates a speed limit of 50 mph between Lake Street and the northern city limits. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 50 mph in this segment. However, it is a curvilinear roadway with a narrow bridge. In addition, the 10 mph pace range is between 38 mph and 47 mph. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Temescal Canyon Road between Lake Street and the northern city limit be reduced to 45 mph.

■ Via Scenica (Bella Vista to Summerhill Drive)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Via Scenica	Bella Vista	Summerhill Drive	30	37	30	25	24-33	70%	0.00	1.48	30

Conditions

Via Scenica is a north-south two-lane undivided collector street. The studied segment is approximately 2,135 feet long. On-street parking is allowed. There are no homes or businesses fronting the segment. Tuscany Hills Association is located along this segment. The surrounding land uses are residential. The intersection of Via Scenica and Bella Vista is one-way stop controlled while the intersection of Via Scenica and Summerhill Drive is signalized. There are four intersections within the segment that are one or two-way stop controlled. No bike lanes exist along the roadway segment. Sidewalks exist along both sides of the roadway. The existing posted speed limit is 30 mph.

Between Bella Vista and Summerhill Drive, Via Scenica carries approximately 780 vehicles per day. The speed survey was conducted on September 15, 2021. The 85th-percentile speed was measured at 37 mph.

Comments

The 85th-percentile speed of 37 mph indicates a speed limit of 35 mph between Bella Vista and Summerhill Drive. There were no unsafe speed-related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 35 mph in this segment. However, there is a vertical roadway curve that can cause sight distance issues for drivers on Via Scenica and drivers on intersecting roadways. Based on the segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions, it is recommended that the posted speed limit on Via Scenica between Bella Vista and Summerhill Drive be maintained at 30 mph.

■ Village Parkway (Diamond Drive to Village Parkway Loop)

Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85th %ile Speed	Median Speed	15th %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Statewide Collision Rate	Recom Speed Limit
Village Parkway	Diamond Drive	Summerly Place Loop	N/P	41	35	28	32-41	64%	0.00	1.48	35
Village Parkway	Summerly Place Loop	Village Parkway Loop	N/P	29	26	23	23-32	85%	0.00	1.48	30

Conditions

Village Parkway is a curvilinear two-lane collector street with centerline striping. The studied segment is approximately 6,600 feet long. On-street parking is not allowed. The surrounding land uses are residential. Sunset Park and Sunrise Park are located along this segment. The intersection of Village Parkway and Diamond Drive is signalized, while the intersection of Village Parkway and Village Parkway Loop is one-way stop controlled on Village Parkway. There are several stop controlled intersections along this segment. Bike lanes and sidewalks exist along the entire segment on both sides of the street. There is no existing posted speed limit within this segment.

For this study, Village Parkway separated into two segments:

- Diamond Drive to Summerly Place Loop
- Summerly Place Loop to Village Parkway Loop

Between Diamond Drive and Summerly Place Loop, Village Parkway carries approximately 1,215 vehicles per day. Between Summerly Place Loop and Village Parkway Loop, it carries approximately 540 vehicles per day. The speed surveys were conducted on September 16th, 2021. The 85th-percentile speed was measured at 41 mph between Diamond Drive and Summerly Place Loop. The 85th-percentile speed was measured at 29 mph between Summerly Place Loop and Village Parkway Loop.

Comments

The 85th-percentile speed of 41 mph indicates a speed limit of 40 mph between Diamond Drive and Summerly Place Loop. The 85th-percentile speed of 29 mph indicates a speed limit of 30 mph between Summerly Place Loop and Village Parkway Loop. There were no unsafe speed related collisions during the past two years.

Recommendations

The results of the speed survey indicate a speed limit of 40 mph between Diamond Drive and Summerly Place Loop. However, it is a curvilinear roadway. There are few intersections which may encounter sight distance issues along this segment. Bike lanes also exist along both sides of the street and there are several residential streets intersecting this segment. Based on the

segment properties and in accordance with CVC Section 627, the City has the authority to establish the speed limit at 5 mph below the limit established by the observed 85th-percentile speed. Therefore, based on the observed conditions it is recommended that the posted speed limit on Village Parkway between Diamond Drive and Summerly Place Loop be at 35 mph.

The results of the speed survey indicate a speed limit of 30 mph between Summerly Place Loop and Village Parkway Loop. Based on the observed conditions it is recommended that the posted speed limit on Village Parkway between Summerly Place Loop and Village Parkway Loop be at 30 mph.



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