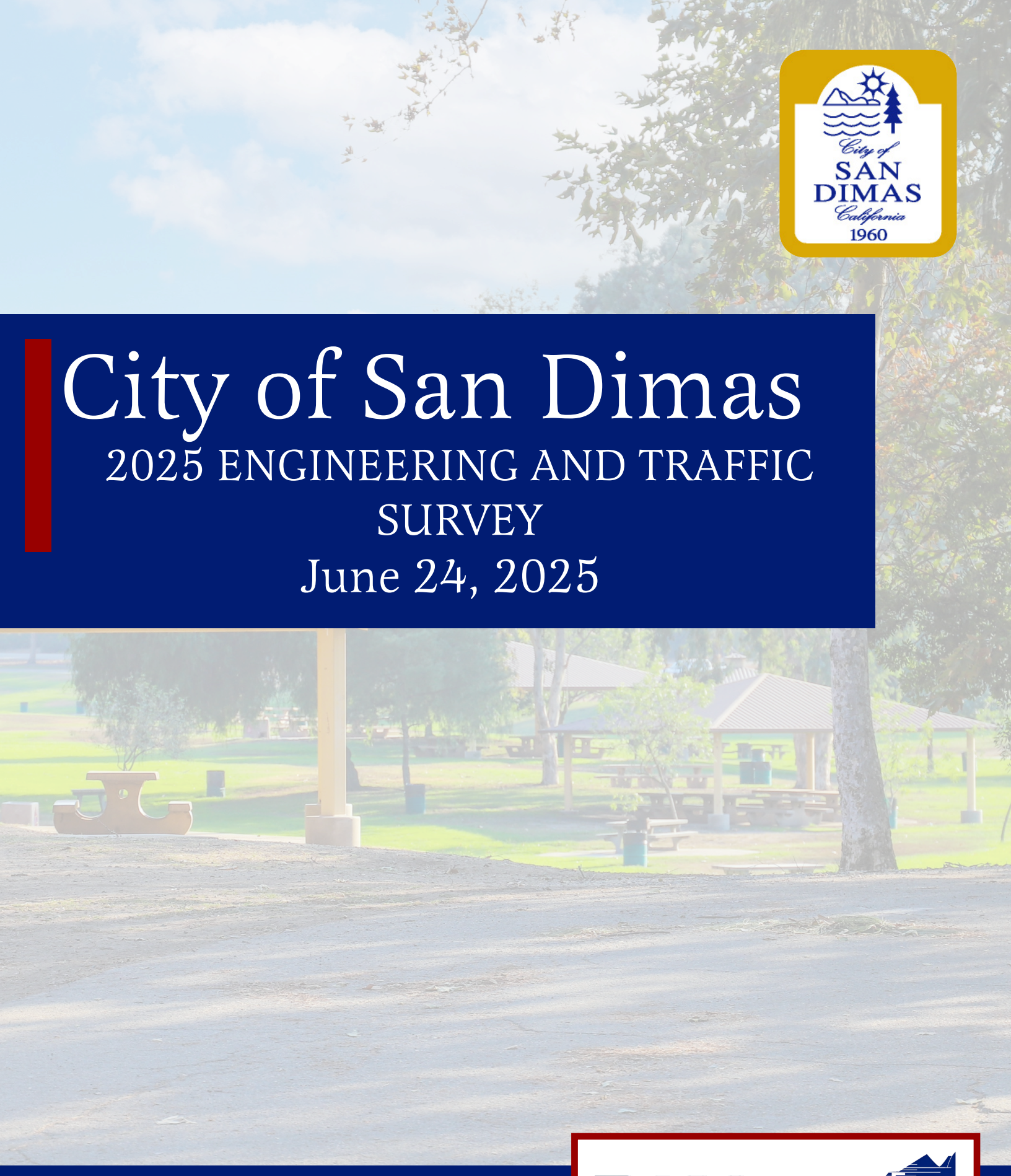


City of San Dimas

2025 ENGINEERING AND TRAFFIC SURVEY

June 24, 2025

Prepared By:

RKA CONSULTING GROUP

CITY OF SAN DIMAS

2025 ENGINEERING AND TRAFFIC SURVEY

Date: June 24, 2025

I, David Gilbertson do hereby certify that this Traffic and Engineering Survey prepared for the City of San Dimas was performed under my supervision. This survey has been conducted in strict compliance guidelines contained in the most current versions of the California Vehicle Code and the 2014 California Manual on Uniform Traffic Control Devices, Revision 8, dated January 11, 2024. Data contained in this report represents a true and accurate description of existing traffic conditions on the San Dimas streets.

David G. Gilbertson, P.E
R.T.E. 2365
R.C.E. 46624

TABLE OF CONTENTS

INTRODUCTION

BACKGROUND

This Engineering and Traffic Survey is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of San Dimas. Statutes in the California Vehicle Code (CVC) require that governmental agencies periodically review and update their posted speed limits. These periodic updates are required every 5, 7, or 14 years to ensure the speeds accurately reflect current conditions as dictated by the CVC. The process involves the review of existing posted speed limits for adequacy in terms of adjacent land use, traffic demands, roadway conditions, continuity of speed limits, accidents, and field surveys of motorists' driving patterns (speed survey). The CVC also requires that the surveys be conducted based on the methodology stipulated in the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD) and as required by Sections 22348 through 22413 of the California Vehicle Code.

The Los Angeles County Sheriff's Department enforces speed limits on San Dimas roadways utilizing radar or other speed measuring devices. Speed enforcement involves routine enforcement throughout the City and selective enforcement at locations where a disproportionate number of traffic collisions have occurred and on those roadways where complaints of speeding vehicles are received.

CVC Section 627 defines the term "Engineering and Traffic Survey" (E&TS) and lists its requirements. An E&TS shall include consideration of prevailing speeds, collision records, and highway conditions. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the City's enforcement officer(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some surveys may be extended to 14 years if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802(c)(2)(S)(i)(II)]. These provisions assure that posted speed limits are kept reasonably current.

APPLICABLE VEHICLE CODE SECTIONS

BUSINESS DISTRICT (CVC 235)

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.

BUSINESS AND RESIDENCE DISTRICT: DETERMINATION (CVC 240)

In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions in CVC Sections 235 and 515:

(a) No building shall be regarded unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.

(b) Where a highway is physically divided into two or more roadways only those buildings facing each roadway separately shall be regarded for the purpose of determining whether the roadway is within a district.
(c) All churches, apartments, hotels, multiple dwelling houses, clubs, and public buildings, other than schools, shall be deemed to be business structures.
(d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

RESIDENCE DISTRICT (CVC 515)

A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district where, (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.

ENGINEERING AND TRAFFIC SURVEY (CVC 627)

The definition of an *"Engineering and Traffic Survey"* is as follows:

(a) Engineering and traffic survey, as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation (Caltrans) for use by the state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements;
(2) Collision history; and
(3) *Traffic and roadway conditions not readily apparent to the driver*.

MAXIMUM SPEED LIMIT (CVC 22349)

Except as provided in CVC Section 22356, the maximum speed for any passenger vehicle is 65 mph (or 70 mph where permitted by Caltrans). The maximum speed for most trucks and for vehicles towing any trailer is 55 miles per hour. These are absolute limits, which may not be legally exceeded under any circumstances.

BASIC SPEED LAW (CVC 22350)

The CVC has set certain regulations regarding the posting and enforcement of speed zones. These regulations generally reflect the viewpoint that speed zoning should be based on traffic conditions and natural driver behavior and not based of an arbitrary response to a traffic event or occurrence. This concept is known as the "*Basic Speed Law*." All fifty states of the Unites States base their speed regulations on a "*Basic Speed Law*". In California, the CVC Section 22350 defines the *"Basic Speed Law"* as:

> *"No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and*

the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property."

This law recognizes that driving conditions vary widely from time-to-time and place-to-place and, therefore, no set or fixed driving rules will adequately serve all conditions. The motorists will constantly adjust their driving behavior to fit the conditions they encounter and must learn to do this with a minimum of assistance from law enforcement. The "*Basic Speed Law*" is founded on the belief that a majority of motorists are able to modify their driving behavior properly, as long as they are aware of the conditions around them.

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, collision history, roadway conditions, traffic characteristics, and land use must also be analyzed before determining speed limits. Speed limit changes are usually made in coordination with physical changes in roadway conditions or roadside developments. Unusually short speed limit zones of less than one-half mile in length should be avoided to reduce driver confusion.

Additionally, it is generally accepted that speed limits cannot be successfully enforced without voluntary compliance by a majority of drivers. Consequently, only the driver whose behavior is clearly out of line with the normal flow of traffic is usually targeted for enforcement.

Several other statutes of the CVC are also significant in the evaluation of speed limits, among these are:

PRIMA FACIE SPEED LIMITS (CVC 22352)

All other speed limits are prima facie limits, which, "on the face of it," are reasonable and prudent under normal conditions. A driver may exceed any prima facie limit if it is safe to do so under prevailing conditions. However, when an enforcement officer cites a driver for exceeding a prima facie speed limit, it is up to the driver to prove, if he can, that he was driving in a reasonable and prudent manner under the existing conditions. The opportunity given to the driver to exceed a prima facie speed limit, when it is safe to do so, recognizes the fact that any posted speed limit cannot adequately reflect the many different conditions of traffic, weather, visibility, etc., that may be found on the same highway at different times.

Certain blanket (or automatic) prima facie limits are established by the CVC Section 22352 including a 15 mph limit in alleys, blind intersections, and blind railroad crossings and the 25 mph limit in business and residential districts. There is also a part-time 25 mph limit adjacent to senior centers and in school zones when children are present enroute to or from school.

Business and residential districts are defined in the CVC as specific areas meeting a specified minimum density of roadside development. CVC Sections 235 and 240 define their regulations. A count of houses or active businesses facing a highway must be made to determine whether or not a valid business or residential district exists. The law does not require posting of prima facie speed limits when such roadside conditions are readily apparent. However, the City has adopted a policy to identify most major residential areas with posting of 25 mph signs.

INCREASE OF LOCAL LIMITS (CVC 22357)

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. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

DECREASE NEAR CHILDREN'S PLAYGROUNDS (CVC 22357.1)

Notwithstanding CVC Section 22357, a local authority may, by ordinance or resolution, set a prima facie speed limit of 25 miles per hour on any street, other than a state highway, adjacent to any children's playground in a public park but only during particular hours or days when children are expected to use the facilities. The 25 miles per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

DECREASE OF LOCAL LIMITS (CVC 22358)

Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

DOWNWARD SPEED ZONING (CVC 22358.5)

It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of CVC Section 22350 is sufficient regulation as to such conditions.

85th PERCENTILE, ROUNDING, 5 MPH SPEED REDUCTION (CVC 22358.6)

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 for rounding down and using 5 mph speed reduction. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed. An example of this is provided in Table 2B-103(CA) in the MUTCD.

RETAIN CURRENTLY ADOPTED OR RESTORE IMMEDIATELY PRIOR SPEED LIMIT (CVC 22358.8)

Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general

purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

BOUNDARY LINE STREETS (CVC 22359)

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under CVC Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of two separate roadways within different jurisdictions.

SPEED TRAP PROHIBITION (CVC 40801)

No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

SPEED TRAP DEFINITION (CVC 40802)

(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 provided by this code or by local ordinance pursuant to paragraph (A) of paragraph (2) of subdivision (a) of CVC Section 22352, or established under CVC 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*.

LOCAL STREET EXEMPTION (CVC 40802)

Many streets are designated as “Local Streets” per CVC Section 40802. These streets are exempt from the Engineering and Traffic Survey requirement. Therefore, the speed limit for these streets does not require special jurisdiction. CVC Section 40802 (b)(1) states as follows:

> *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 primarily provides access to abutting residential property and meets the following three conditions:*
>
> (a) *Roadway width of not of 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 CVC Section 445; and*

(c) *Not more than one traffic lane in each direction.*

SPEED TRAP EVIDENCE (CVC 40803)

(a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap.

(b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (a) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (a) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

ELEMENTS OF THE ENGINEERING AND TRAFFIC SURVEY

The CA MUTCD stipulates the methodology to be used for completing Engineering and Traffic Surveys. This methodology includes an evaluation of current vehicle critical speeds, collision history and conditions not readily apparent to motorists. The basic elements of the Engineering and Traffic Survey are discussed in more detail as follows:

SPEED SAMPLING

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed (Critical Speed). The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. The threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. Therefore, a “basic speed limit” is established at the nearest 5-mile per hour (mph) increment to the 85th percentile speed. For example, if the 85th percentile speed is 48 mph, the basic speed limit is 50 mph. If the 85th percentile speed is 47 mph, the basic speed limit is 45 mph.

COLLISION HISTORY

Reported collisions are reviewed for each street segment to determine if there is a higher-than-average rate of collisions. A segment that has an above-average collision rate typically suggests conditions that are not readily apparent to motorists.

CONDITIONS NOT READILY APPARENT TO MOTORISTS

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph or more below the basic speed limit. It is important to note that the CA MUTCD recommends exercising great care when establishing speed limits 5 mph or more below the basic speed limit.

SURVEY CONDITIONS

SURVEY LOCATIONS

The procedures below describe the criteria and methods used to survey selected streets within the City of San Dimas. The specific location of the radar speed survey for each street segment was selected after considering the following:

1. Minimum stop sign and traffic signal influence.
2. Minimum visibility restrictions.
3. Non-congested traffic flow away from intersections and driveways.
4. Minimum influence from curves or other roadway conditions that would affect the normal operation of a vehicle.

DATA COLLECTION

Existing conditions information was obtained including prevailing vehicle speed, traffic conditions, visibility restrictions, and roadway conditions within the community.

SPEED DATA

Speed measurements were conducted at 89 locations between September 2024 and January 2025. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. Traffic speeds in both directions were recorded for individual segments.

COLLISION DATA

Collision data was obtained from the LA County Sheriff's Department collision database. For this study, collision data was used from a 3 year period of reported collisions from January 2022 to December 2024. The collision rates for the 89 segments are expressed in collisions per million vehicle miles (A/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment. This information was then entered into the following formula to determine the collision rate:

$$\textit{Accident Rate} = \frac{N \times 1{,}000{,}000}{t \times 365 \times l \times v}$$

N= Number of midblock collisions over time period

l= Segment length (miles)
v= Traffic volume (ADT)
t= Time period (in years)

The segment collision rate was then compared to the average statewide collision rate. The average statewide collision rates were obtained from the Collision Data on California State Highways and are presented below.

AVERAGE STATE MIDBLOCK COLLISION RATES 2021-2024

ROADWAY TYPE (URBAN)		AVERAGE CRASH RATE
2- or 3-Lane	<45 MPH	1.16 crashes per million vehicle miles
	>45 MPH	1.06 crashes per million vehicle miles
4-Lane, Undivided	<45 MPH	1.35 crashes per million vehicle miles
	>45 MPH	1.22 crashes per million vehicle miles
4-Lane, Divided	<45 MPH	1.07 crashes per million vehicle miles
	>45 MPH	1.00 crashes per million vehicle miles

TRAFFIC COLLISIONS REPORT

The traffic collision reports for each roadway segment was provided by the Sheriff's Department and is attached as Appendix A. The report includes all collisions which occurred along the roadway segments within the limits defined. The incidents which occurred at roadway intersections are not included in the collision data for each segment. Collision history at intersections is analyzed independently if it is determined that an unusually high number of collisions are occurring at a specific intersection. An analysis of this nature is not part of this E&TS.

The number of collisions which occurred along each roadway segment is summarized in Exhibit D and this information was then entered into the calculation defined previously to determine the Average Midblock Collision Rate for each segment.

When compared to the state-wide average rates, the majority of the roadway segments within the City fall below these values. Those segments which have a higher than average collision rate are all short roadway segments, where one or two collisions over the study period skews the average rate due to the roadway segment being one half mile or less in length. For these segments, the number of collisions per year are analyzed and weighted against the standard 5 per annum standard.

It is considered that when 5 or more collisions occur annually within a roadway segment or intersection from a "correctable" defect in the roadway design, additional action should be taken to remedy this defect. Since the highest number of collisions which occurred along the roadway segments scoring above average in the accident rates was only an average of 5 collisions within the 3 year period, this is below the level to consider any of these roadway segments being deficient in design.

It is concluded that all roadway segments within the scope of this study are acceptable in their design and performance, and therefore collision rates should not be a consideration in decreasing any existing speed limits.

FIELD REVIEW DATA

A review was conducted for each of the 88 street segments in the City with consideration for the following factors:

1. Reported collision experience for the years of 2021 through 2024.
2. Roadway design speed.
3. Number of lanes and other channelization and striping patterns.
4. Frequency of intersections, roadway offsets, driveways, and on-street parking.
5. Location of stop signs and other regulatory traffic control devices.
6. Visibility obstructions and safe stopping sight distance.
7. Land use and proximity to schools.
8. Superelevation on curves.
9. Shoulder conditions.
10. Profile conditions.
11. Pedestrian and bicycle usage.
12. Uniformity with existing speed zones and those in adjacent jurisdictions.
13. Pedestrian activity and traffic flow characteristics.
14. Unusual or unique traffic conditions not readily apparent to the driver.

ANALYSIS

CRITERIA

Survey data was compiled and analyzed to determine the recommended speed limit in accordance with criteria contained in the CA MUTCD. Criteria utilized included:

A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers “unlawful,” and do not facilitate the orderly flow of traffic. The “basic speed limit” is the nearest 5 mph increment to the 85th percentile speed.

B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.

C. The collision rate for each street segment is compared to average collision rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average collision rates have been developed by the State of California and are considered reasonable for use in the City of San Dimas.

D. It is no surprise to anyone who drives a vehicle that the speed which motorists drive has increased in recent times. While the cause of this increase can be debated, the result is a forced increase in speed limits across the State, a situation being referred to as “speed creep”. Traffic engineers were forced to increase speed limits under previous guidance for E&TS as a result of this “speed creep”. This phenomenon can now be combatted with the addition of Section 22358.8 to the CVC, which allows Traffic Engineers to “retain currently adopted or restore immediately prior speed limits”. The engineer may now recommend the retention of a previous speed limit assuming that speed limit was correctly determined with an E&TS.

RESULTS AND RECOMMENDATIONS

This Engineering and Traffic Survey presents recommended speed limits for 89 street segments in the City of San Dimas.

The results depict a thorough evaluation of the available data and recommend a speed limit for each street segment surveyed. The recommended speed limit was consistent with the prevailing behavior as demonstrated by the speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a collision rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more below the critical speed limit are fully explained later in this report.

The recommendations contained in this Engineering and Traffic Study are intended to establish speed limits to be adopted by the City by ordinance. They are not intended to be absolute for all prevailing conditions. All speed violations are actually violations of the basic speed law (CVC Section 22350). This statute states that a person shall not drive a vehicle at a speed greater than is safe having regard for traffic, roadway, and weather conditions. A speed limit is intended to establish a maximum safe speed under normal conditions.

EXHIBIT A
2025 Collision Survey Analysis

Street	No.	Location	Distance (mile)	Distance (feet)	ADT	Accidents (Past 3 Years)	Accident Rate	Expected Accident Rate
Allen Avenue	**1**	Amelia Ave to San Dimas Ave	0.73	3,854	6,088	5	1.03	1.16
	2	San Dimas Ave to Walnut Ave	0.25	1,320	4,921	0	0.00	1.16
	3	Walnut Ave to Delancey Ave	0.25	1,320	3,965	0	0.00	1.16
	4	Delancey Ave to San Dimas Canyon Rd	0.25	1,311	3,118	0	0.00	1.16
Amelia Avenue	**5**	Fifth Street to Gladstone St	0.17	875	2,810	0	0.00	1.16
	6	Gladstone Street to Allen Ave	0.25	1,320	6,012	4	2.43	1.16
Arrow Highway	7	Valley Center Ave to Lone Hill Ave	0.50	2,640	22,998	9	0.71	1.07
	8	Lone Hill Ave to Bonita Ave	0.54	2,851	28,087	26	1.57	1.07
	9	Bonita Ave to Cataract Ave	0.54	2,851	15,892	10	1.03	1.07
	10	Cataract Ave to San Dimas Ave	0.25	1,320	24,116	2	0.30	1.07
	11	San Dimas Ave to Walnut Ave	0.25	1,320	23,461	4	0.62	1.07
	12	Walnut Ave to East City Limit	0.35	1,848	18,198	2	0.29	1.07
Badillo Street	13	West City Limit to Valley Center Ave	0.31	1,637	16,759	0	0.00	1.07
	14	Valley Center Ave to Covina Blvd	0.23	1,214	14,213	1	0.28	1.07
Baseline Road	15	Amelia Ave to San Dimas Ave	0.73	3,854	1,906	1	0.66	1.16
	16	San Dimas Ave to Walnut Ave	0.25	1,320	1,651	1	2.21	1.16
	17	Walnut Ave to San Dimas Canyon Rd	0.48	2,534	1,415	0	0.00	1.16
Bonita Avenue	18	Arrow Hwy to Cataract Ave	0.46	2,429	13,130	7	1.06	1.07
	19	Cataract Ave to San Dimas Ave	0.25	1,320	11,382	3	0.96	1.16
	20	San Dimas Ave to Walnut Ave	0.25	1,320	13,713	12	3.20	1.16
	21	Walnut Ave to San Dimas Canyon Rd	0.50	2,640	13,747	6	0.80	1.07
	22	San Dimas Canyon Road to East City Limit	0.13	686	12,584	0	0.00	1.07
Cataract Avenue	23	Covina Blvd to Arrow Hwy	0.25	1,320	11,476	1	0.32	1.35
	24	Arrow Hwy to Bonita Ave	0.25	1,320	1,884	0	0.00	1.16
	25	Bonita Ave to Fifth St	0.35	1,850	845	0	0.00	1.16
Cienega Avenue	26	Valley Center Ave to Lone Hill Ave	0.50	2,640	10,436	1	0.18	1.35
	27	Lone Hill Ave to Arrow Hwy	0.71	3,749	12,437	8	0.83	1.35
Covina Boulevard	28	Valley Center Ave to Badillo St	0.19	1,003	4,668	0	0.00	1.35
	29	Badillo St to Lone Hill Ave	0.31	1,634	19,984	2	0.29	1.07
	30	Lone Hill Ave to SR-57 Fwy	0.56	2,947	21,885	10	0.75	1.07
	31	SR-57 Fwy to Cataract Ave	0.52	2,722	12,599	5	0.70	1.07
Cypress Street	32	Badillo St to Valley Center Ave	0.17	898	3,666	0	0.00	1.16
	33	Valley Center Ave to Lone Hill Ave	0.50	2,640	4,488	1	0.41	1.16
	34	Lone Hill Ave to 550' e/o Danecroft Ave	0.16	845	2,782	0	0.00	1.16
Eucla Avenue	35	Arrow Hwy to Bonita Ave	0.23	1,214	2,566	3	4.64	1.16
	36	Bonita Ave to Fifth St	0.35	1,825	2,636	1	0.99	1.16
Foothill Boulevard	37	Cataract Ave to San Dimas Ave	0.28	1,478	17,301	2	0.38	1.07
	38	San Dimas Ave to San Dimas Canyon Rd	0.75	3,960	19,075	9	0.57	1.07
	39	San Dimas Canyon Rd to East City Limit	0.07	370	19,728	0	0.00	1.07
Gladstone Street	40	Lone Hill Ave to Amelia Ave	0.48	2,534	16,045	10	1.19	1.07
	41	Amelia Ave to San Dimas Ave	0.75	3,960	8,599	3	0.42	1.16
	42	San Dimas Ave to Walnut Ave	0.25	1,320	7,107	1	0.51	1.35
	43	Walnut Ave to San Dimas Canyon Rd	0.50	2,640	5,869	1	0.31	1.07

Street	No.	Location	Distance (mile)	Distance (feet)	ADT	Accidents (Past 3 Years)	Accident Rate	Expected Accident Rate
Golden Hills Road	44	San Dimas Canyon Rd to East City Limit	0.24	1,250	1,464	1	2.60	1.16
Lone Hill Ave	45	Gladstone St to Arrow Hwy	0.50	2,640	19,433	13	1.22	1.07
	46	Arrow Hwy to Cienega Ave	0.25	1,320	12,610	0	0.00	1.07
	47	Cienega Ave to Covina Blvd	0.25	1,320	12,919	2	0.57	1.07
	48	Covina Blvd to Cypress St	0.25	1,320	6,691	0	0.00	1.07
Puddingstone Drive	49	San Dimas Ave to Cannon Ave	0.25	1,320	1,388	1	2.63	1.16
	50	Cannon Ave to Walnut Ave	0.95	4,997	1,095	0	0.00	1.16
	51	Walnut Ave to Van Dusen Rd	0.32	1,685	1,325	0	0.00	1.16
Puente Street	52	West City Limit to Via Esperanza	0.44	2,323	4,314	0	0.00	1.35
	53	Via Esperanza to Via Verde	0.45	2,376	5,117	1	0.40	1.35
	54	Via Verde to Via Amadeo	0.43	2,286	2,432	0	0.00	1.16
San Dimas Avenue	55	Foothill Blvd to SR-210 Fwy	0.33	1,742	10,795	2	0.51	1.07
	56	SR210- Fwy to Gladstone St	0.40	2,112	15,132	2	0.30	1.07
	57	Gladstone St to Fourth St	0.23	1,214	10,696	2	0.74	1.35
	58	Fourth St to Bonita Ave	0.26	1,373	10,562	2	0.67	1.35
	59	Bonita Ave to Arrow Hwy	0.25	1,320	9,089	2	0.80	1.07
	60	Arrow Hwy to 1000' s/o Puddingstone Dr	0.58	3,062	10,898	2	0.29	1.07
	61	1000' s/o Puddingstone Dr. to Avenida Loma Vista	0.91	4,805	8,566	5	0.59	1.16
	62	Avenida Loma Vista to Via Verde	0.76	4,013	7,472	3	0.48	1.16
	63	Via Verde to San Dimas Ave (Loop Junction)	0.41	2,165	4,076	0	0.00	1.16
	64	San Dimas Ave (Loop Junction) to Avenida Melisenda	0.30	1,574	1,324	0	0.00	1.16
	65	Avenida Melisenda to Calle Andrea	0.64	3,379	1,324	0	0.00	1.16
	66	Calle Andrea to San Dimas Ave (Loop Junction)	0.34	1,795	--	0	0.00	1.16
San Dimas Canyon Road	67	Golden Hills Rd to Terrebonne Ave	0.38	2,006	1,478	0	0.00	1.16
	68	Terrebonne Ave to Ramola Ave	0.50	2,640	2,886	0	0.00	1.16
	69	Ramola Ave to Sycamore Canyon Rd	0.29	1,531	4,763	1	0.66	1.16
	70	Sycamore Canyon Rd to Foothill Blvd	0.27	1,426	6,156	0	0.00	1.16
	71	Foothill Blvd to Allen Ave	0.33	1,742	8,111	0	0.00	1.07
	72	Allen Ave to Gladstone St	0.25	1,320	7,280	0	0.00	1.07
	73	Gladstone St to Bonita Ave	0.50	2,640	9,308	4	0.78	1.07
	74	Bonita Ave to Arrow Hwy	0.32	1,713	6,723	2	0.85	1.07
Sycamore Canyon Road	75	San Dimas Canyon Rd to north end	0.61	3,221	1,557	0	0.00	1.16
Valley Center Avenue	76	Badillo St to Cypress St	0.10	528	2,092	0	0.00	1.35
	77	Cypress Street to Gainsborough Rd	0.35	1,848	2,385	0	0.00	1.35
Via Verde	78	Covina Hills Rd to Puente St	0.54	2,851	10,265	2	0.33	1.07
	79	Puente St to San Dimas Ave	0.73	3,855	12,273	9	0.92	1.07
	80	San Dimas Ave to SR-57 Fwy	0.18	950	13,329	3	1.14	1.07
Walnut Avenue	81	Foothill Blvd to Baseline Rd	0.20	1,056	1,158	0	0.00	1.16
	82	Baseline Rd to Allen Ave	0.25	1,320	1,716	0	0.00	1.16
	83	Allen Ave to Gladstone St	0.25	1,320	2,364	0	0.00	1.16
	84	Gladstone St to Juanita Ave	0.25	1,320	3,679	1	0.99	1.16
	85	Juanita Ave to Bonita Ave	0.25	1,320	4,853	2	1.51	1.16
	86	Bonita Ave to Arrow Hwy	0.25	1,320	5,647	3	1.94	1.16
	87	Arrow Hwy to Teague Dr	0.13	693	1,917	0	0.00	1.16
	88	Teague Dr to Cannon Ave	0.49	2,610	1,260	0	0.00	1.16
	89	Cannon Ave to Puddingstone Dr	0.29	1,514	426	1	7.39	1.16

EXHIBIT B
2025 Segment Spot Speed Survey

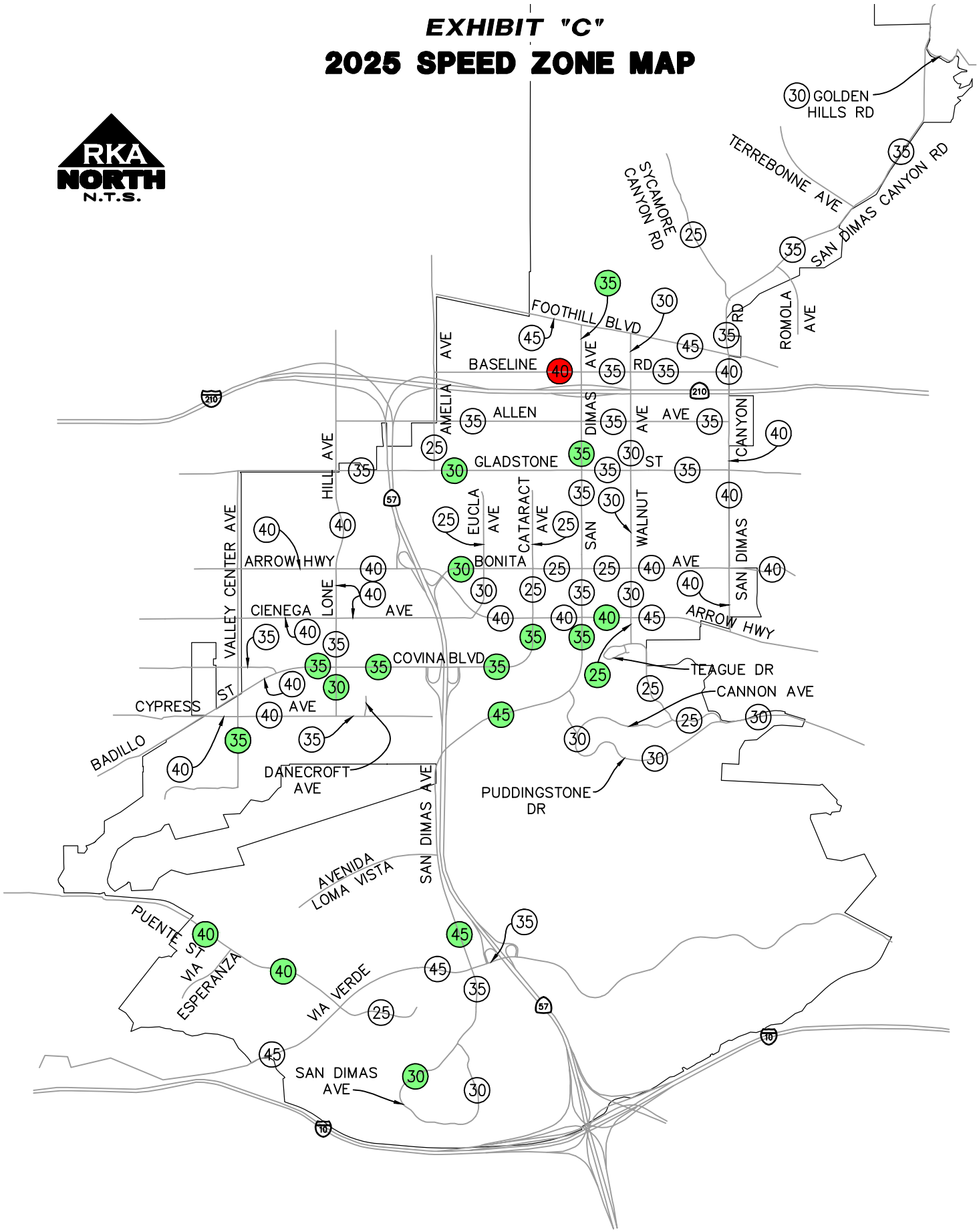
Street	No	Location	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th% Tile (mph)	85th% Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Allen Avenue	1	Amelia Ave to San Dimas Ave	E/W	10/16/24	27-36	72	32	37	35	35	No change
	2	San Dimas Ave to Walnut Ave	E/W	9/24/24	28-37	94	32	35	35	35	No change
	3	Walnut Ave to Delancey Ave	E/W	9/26/24	30-39	71	37	42	35	35	No change
	4	Delancey Ave to San Dimas Cyn Rd	E/W	9/26/24	23-32	87	29	32	35	35	No Change
Amelia Avenue	5	Fifth St to Gladstone St	N/S	1/28/25	22-31	100	26	28	25	25	No change
	6	Gladstone St to Allen Ave	N/S	1/28/25	19-28	100	25	27	25	25	No change
Arrow Highway	7	Valley Center Ave to Lone Hill Ave	E/W	10/16/24	34-43	70	38	42	40	40	No change
	8	Lone Hill Ave to Bonita Ave	E/W	10/23/24	27-36	64	30	37	40	40	No change
	9	Bonita Ave to Cataract Ave	E/W	10/15/24	34-43	70	37	42	40	40	No change
	10	Cataract Ave to San Dimas Ave	E/W	10/08/24	34-43	64	38	43	40	40	No change
	11	San Dimas Ave to Walnut Ave	E/W	10/08/24	30-39	79	34	39	45	40	REDUCE
	12	Walnut Ave to East City Limit	E/W	9/25/24	37-46	75	41	45	45	45	No change
Badillo Street	13	West City Limit to Valley Center Ave	E/W	10/08/24	35-44	90	39	42	45	40	REDUCE
	14	Valley Center Ave to Covina Blvd	E/W	10/16/24	35-44	74	39	44	40	40	No change
Baseline Road	15	Amelia Ave to San Dimas Ave	E/W	10/19/24	30-39	63	36	43	35	40	INCREASE
	16	San Dimas Ave to Walnut Ave	E/W	9/26/24	26-35	92	32	35	35	35	No change
	17	Walnut Ave to San Dimas Cyn Rd	E/W	9/26/24	29-38	66	33	38	35	35	No change
Bonita Avenue	18	Arrow Hwy to Cataract Ave	E/W	10/16/24	24-33	83	31	34	35	30	REDUCE
	19	Cataract Ave to San Dimas Ave	E/W	9/26/24	16-25	100	20	23	25	25	No change
	20	San Dimas Ave to Walnut Ave	E/W	9/26/24	19-28	95	23	26	25	25	No change
	21	Walnut Ave to San Dimas Cyn Rd	E/W	9/25/24	36-45	77	39	44	40	40	No change
	22	San Dimas Cyn Road to East City Limit	E/W	9/25/24	32-41	82	36	40	40	40	No change
Cataract Avenue	23	Covina Blvd to Arrow Hwy	N/S	10/15/24	32-41	70	37	41	40	35	REDUCE
	24	Arrow Hwy to Bonita Ave	N/S	10/08/24	20-29	75	25	31	25	25	No change
	25	Bonita Ave to Fifth St	N/S	1/30/25	20-29	100	26	27	25	25	No change
Cienega Avenue	26	Valley Center Ave to Lone Hill Ave	E/W	10/15/24	34-43	84	39	42	40	40	No change
	27	Lone Hill Ave to Arrow Hwy	E/W	10/15/24	32-41	64	38	41	40	40	No change
Covina Boulevard	28	Valley Center Ave to Badillo St	E/W	10/16/24	30-39	85	34	37	35	35	No change
	29	Badillo St to Lone Hill Ave	E/W	10/16/24	36-45	88	40	43	40	35	REDUCE
	30	Lone Hill Ave to SR-57 Fwy	E/W	10/16/24	33-42	75	38	42	40	35	REDUCE
	31	SR-57 Fwy to Cataract Ave	E/W	10/15/24	34-43	81	39	42	40	35	REDUCE
Cypress Street	32	Badillo St to Valley Center Ave	N/S	10/08/24	35-44	95	39	42	40	40	No change
	33	Valley Center Ave to Lone Hill Ave	N/S	10/08/24	34-43	95	38	41	40	40	No change
	34	Lone Hill Ave to 550' e/o Danecroft Ave	N/S	10/22/24	26-35	70	30	36	35	35	No change
Eucla Avenue	35	Arrow Hwy to Bonita Ave	N/S	10/22/24	23-32	66	27	34	30	30	No change
	36	Bonita Ave to Fifth St	N/S	1/28/25	22-31	100	26	28	25	25	No change

Street	No	Location	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th% Tile (mph)	85th% Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Foothill Boulevard	37	Cataract Ave to San Dimas Ave	E/W	10/19/24	41-50	74	43	50	45	45	No change
	38	San Dimas Ave to San Dimas Cyn Rd	E/W	10/22/24	36-45	75	43	48	45	45	No change
	39	San Dimas Cyn Rd to East City Limit	E/W	9/26/24	32-41	77	37	41	45	45	No change
Gladstone Street	40	Lone Hill Ave to Amelia Ave	E/W	10/16/24	32-41	76	35	40	35	35	No change
	41	Amelia Ave to San Dimas Ave	E/W	10/23/24	28-37	72	33	37	35	30	REDUCE
	42	San Dimas Ave to Walnut Ave	E/W	9/26/24	27-36	83	32	36	35	35	No change
	43	Walnut Ave to San Dimas Cyn Rd	E/W	9/26/24	26-35	88	32	34	35	35	No change
Golden Hills Road	44	San Dimas Cyn Rd to East City Limit	E/W	5/15/25	20-29	86	25	29	30	30	No change
Lone Hill Ave	45	Gladstone St to Arrow Hwy	N/S	10/22/24	28-37	66	34	39	40	40	No change
	46	Arrow Hwy to Cienega Ave	N/S	10/08/24	33-42	100	37	40	40	40	No change
	47	Cienega Ave to Covina Blvd	N/S	10/08/24	27-36	100	32	35	35	35	No change
	48	Covina Blvd to Cypress St	N/S	10/23/24	25-34	78	29	34	35	30	REDUCE
Puddingstone Drive	49	San Dimas Ave to Cannon Ave	E/W	1/28/25	25-34	78	28	32	30	30	No change
	50	Cannon Ave to Walnut Ave	E/W	1/28/25	31-40	62	35	40	30	30	No change
	51	Walnut Ave to Van Dusen Road	E/W	2/24/25	27-36	100	32	34	30	30	No change
Puente Street	52	West City Limit to Via Esperanza	E/W	10/23/24	34-43	70	40	45	45	40	REDUCE
	53	Via Esperanza to Via Verde	E/W	10/23/24	36-45	75	42	45	45	40	REDUCE
	54	Via Verde to Via Amadeo	E/W	10/23/24	19-28	79	23	28	25	25	No change
San Dimas Avenue	55	Foothill Blvd to SR-210 Fwy	N/S	9/26/24	31-40	84	36	40	40	35	REDUCE
	56	SR-210 Fwy to Gladstone St	N/S	9/26/24	32-41	86	37	41	40	35	REDUCE
	57	Gladstone St to Fourth St	N/S	9/26/24	29-38	92	33	37	35	35	No change
	58	Fourth St to Bonita Ave	N/S	9/26/24	31-40	85	36	40	35	35	No change
	59	Bonita Ave to Arrow Hwy	N/S	9/26/24	28-37	92	33	36	35	35	No change
	60	Arrow Hwy to 1000' s/o Puddingstone Dr	N/S	10/08/24	33-42	76	37	42	40	35	REDUCE
	61	1000' s/o Puddingstone Dr to Avenida Loma Vista	N/S	10/22/24	36-45	73	41	46	50	45	REDUCE
	62	Avenida Loma Vista to Via Verde	N/S	10/22/24	40-49	81	45	50	50	45	REDUCE
	63	Via Verde to San Dimas Ave (Loop Junction)	N/S	10/23/24	27-36	52	32	38	35	35	No change
	64	San Dimas Ave (Loop Junction) to Avenida Melisenda	N/S	10/23/24	27-36	75	32	37	35	30	REDUCE
	65	Avenida Melisenda to Calle Andrea	N/S	2/4/25	23-32	71	27	33	30	30	No change
	66	Calle Andrea to San Dimas Ave (Loop Junction)	N/S	10/23/24	30-39	92	35	36	30	30	No change
San Dimas Canyon Road	67	Golden Hills Rd to Terrebonne Ave	N/S	10/22/24	33-42	85	35	40	35	35	No change
	68	Terrebonne Ave to Ramola Ave	N/S	10/22/24	33-42	82	38	42	35	35	No change
	69	Ramola Ave to Sycamore Cyn Rd	N/S	10/22/24	31-40	73	37	43	35	35	No change
	70	Sycamore Cyn Rd to Foothill Blvd	N/S	10/22/24	25-34	81	29	33	35	35	No change
	71	Foothill Blvd to Allen Ave	N/S	9/26/24	31-40	64	37	42	40	40	No change

Street	No	Location	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th% Tile (mph)	85th% Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
	72	Allen Ave to Gladstone St	N/S	9/25/24	33-42	84	37	41	40	40	No change
	73	Gladstone St to Bonita Ave	N/S	9/25/24	35-44	87	39	43	40	40	No change
	74	Bonita Ave to Arrow Hwy	N/S	9/25/24	30-39	75	36	40	40	40	No change
Sycamore Canyon Road	75	San Dimas Cyn Rd to North End	E/W	10/23/24	11-20	75	15	21	25	25	No change
Valley Center Avenue	76	Badillo St to Cypress St	N/S	10/08/24	33-42	93	38	41	40	35	REDUCE
	77	Cypress Street to Gainsborough Rd	N/S	10/23/24	29-38	72	34	39	40	35	REDUCE
Via Verde	78	Covina Hills Rd to Puente St	E/W	10/23/24	36-45	63	40	49	45	45	No change
	79	Puente St to San Dimas Ave	E/W	10/23/24	35-44	78	38	43	45	45	No change
	80	San Dimas Ave to SR-57 Fwy	E/W	10/22/24	24-33	87	29	33	35	35	No change
Walnut Avenue	81	Foothill Blvd to Baseline Rd	N/S	9/24/24	24-33	85	28	33	30	30	No change
	82	Baseline Rd to Allen Ave	N/S	9/24/24	28-37	89	33	37	30	30	No change
	83	Allen Ave to Gladstone St	N/S	9/24/24	27-36	90	32	36	30	30	No change
	84	Gladstone St to Juanita Ave	N/S	10/23/24	25-34	68	30	35	30	30	No change
	85	Juanita Ave to Bonita Ave	N/S	9/24/24	25-34	89	30	33	30	30	No change
	86	Bonita Ave to Arrow Hwy	N/S	9/25/24	25-34	84	29	33	30	30	No change
	87	Arrow Hwy to Teague Dr	N/S	9/25/24	23-32	84	28	32	30	25	REDUCE
	88	Teague Dr to Cannon Ave	N/S	10/23/24	25-34	90	29	32	25	25	No change
	89	Cannon Ave to Puddingstone Dr	N/S	10/30/24	20-29	95	24	27	25	25	No change

EXHIBIT "C"
2025 SPEED ZONE MAP

RKA NORTH
N.T.S.



6/24/25

Exhibit D - Collision Worksheet - 2025 Speed Survey

Street Limits	Distance In Miles	ADT	Segment Collisions	Average Collision Rate
Allen Avenue				
Amelia Avenue to San Dimas Avenue	0.73	6,088	5	1.027444523
San Dimas Avenue to Walnut Avenue	0.25	4,921	0	0
Walnut Avenue to Delancey Avenue	0.25	3,965	0	0
Delancey Avenue to San Dimas Canyon Road	0.25	3,118	0	0
Amelia Avenue				
Fifth Street to Gladstone Street	0.17	2,810	0	0
Gladstone Street to Allen Avenue	0.25	6,012	4	2.430451122
Arrow Highway				
Valley Center Avenue to Lone Hill Avenue	0.50	22,998	9	0.714773292
Lone Hill Avenue to Bonita Avenue	0.54	28,087	26	1.565525387
Bonita Avenue to Cataract Avenue	0.54	15,892	10	1.064176256
Cataract Avenue to San Dimas Avenue	0.25	24,116	2	0.302949746
San Dimas Avenue to Walnut Avenue	0.25	23,461	4	0.622815402
Walnut Avenue to East City Limit	0.35	18,198	2	0.286763697
Badillo Street				
West City Limit to Valley Center Avenue	0.31	16,759	0	0
Valley Center Avenue to Covina Boulevard	0.23	14,213	1	0.279365189
Baseline Road				
Amelia Avenue to San Dimas Avenue	0.73	1,906	1	0.656357005
San Dimas Avenue to Walnut Avenue	0.25	1,651	1	2.212579065
Walnut Avenue to San Dimas Canyon Road	0.48	1,415	0	0
Bonita Avenue				
Arrow Highway to Cataract Avenue	0.46	13,130	7	1.058428104
Cataract Avenue to San Dimas Avenue	0.25	11,382	3	0.962827632
San Dimas Avenue to Walnut Avenue	0.25	13,713	12	3.196646718
Walnut Avenue to San Dimas Canyon Road	0.50	13,747	6	0.797185139
San Dimas Canyon Road to East City Limit	0.13	12,584	0	0
Cataract Avenue				
Covina Boulevard to Arrow Highway	0.25	11,476	1	0.318313701
Arrow Highway to Bonita Avenue	0.25	1,884	0	0
Bonita Avenue to Fifth Street	0.35	845	0	0
Cienega Avenue				
Valley Center Avenue to Lone Hill Avenue	0.50	10,436	1	0.175017633
Lone Hill Avenue to Arrow Highway	0.71	12,437	8	0.82737403
Covina Boulevard				
Valley Center Avenue to Badillo Street	0.19	4,668	0	0
Badillo Street to Lone Hill Avenue	0.31	19,984	2	0.294830061
Lone Hill Avenue to Sttae Route 57 Freeway	0.56	21,885	10	0.745163035
State Route 57 Freeway to Cataract Avenue	0.52	12,599	5	0.696973821
Cypress Street				
Badillo Street to Valley Center Street	0.17	3,666	0	0
Valley Center Street to Lone Hill Avenue	0.50	4,488	1	0.406970592
Lone Hill Avenue to 550' e/o Danecroft Avenue	0.16	2,782	0	0
Eucla Avenue				
Arrow Highway to Bonita Avenue	0.23	2,566	3	4.642187176
Bonita Avenue to Fifth Street	0.35	2,636	1	0.989856936
Foothill Boulevard				
Cataract Avenue to San Dimas Avenue	0.28	17,301	2	0.377039316
San Dimas Avenue to San Dimas Canyon Road	0.75	19,075	9	0.574516598
San Dimas Canyon Road to East City Limit	0.07	19,728	0	0
Gladstone Street				
Lone Hill Avenue to Amelia Avenue	0.48	16,045	10	1.185782187
Amelia Avenue to San Dimas Avenue	0.75	8,599	3	0.424813122
San Dimas Avenue to Walnut Avenue	0.25	7,107	1	0.513995784
Walnut Avenue to San Dimas Canyon Road	0.50	5,869	1	0.311208727

Golden Hills Road				
San Dimas Canyon Road to East City Limit	0.24	1,464	1	2.599163277
Lone Hill Avenue				
Gladstone Street to Arrow Highway	0.50	19,433	13	1.221854178
Arrow Highway to Cienega Avenue	0.25	12,610	0	0
Cienega Avenue to Covina Boulevard	0.25	12,919	2	0.565518699
Covina Boulevard to Cypress Street	0.25	6,691	0	0
Puddingstone Drive				
San Dimas Avenue to Cannon Avenue	0.25	1,388	1	2.631821352
Cannon Avenue to Walnut Avenue	0.95	1,095	0	0
Walnut Avenue to East City Limit	0.32	1,325	0	0
Puente Street				
West City Limit to Via Esperanza	0.44	4,314	0	0
Via Esperanza to Via Verde	0.45	5,117	1	0.396604785
Via Verde to Via Amadeo	0.43	2,432	0	0
San Dimas Avenue				
Foothill Boulevard to State Route 210 Freeway	0.33	10,795	2	0.512718856
State Route 210 Freeway to Gladstone Street	0.40	15,132	2	0.301758528
Gladstone Street to Fourth Street	0.23	10,696	2	0.742449033
Fourth Street to Bonita Avenue	0.26	10,562	2	0.665114423
Bonita Avenue to Arrow Highway	0.25	9,089	2	0.803821771
Arrow Highway to 1000' s/o Puddingstone Drive	0.58	10,898	2	0.288962229
1000' s/o Puddingstone Drive to Ave. Loma Vista	0.91	8,566	5	0.58578254
Avenida Lome Vista to Via Verde	0.76	7,472	3	0.482454854
Via Verde to San Dimas Avenue (Loop Junction)	0.41	4,076	0	0
San Dimas Ave. (Loop Junction) to Ave. Melisenda	0.30	1,324	0	0
Avenida Melisenda to Calle Andrea	0.64	1,324	0	0
Calle Andrea to San Dimas Avenue (Loop Junction	0.34	0	0	0
San Dimas Canyon Road				
North City Limit to Terrebonne Avenue	0.38	1,478	0	0
Terrebonne Avenue to Ramola Avenue	0.50	2,886	0	0
Ramola Avenue to Sycamore Canyon Road	0.29	4,763	1	0.661161112
Sycamore Canyon Road to Foothill Boulevard	0.27	6,156	0	0
Foothill Boulevard to Allen Avenue	0.33	8,111	0	0
Allen Avenue to Gladstone Street	0.25	7,280	0	0
Gladstone Street to Bonita Avenue	0.50	9,308	4	0.784909333
Bonita Avenue to Arrow Highway	0.32	6,723	2	0.848990415
Sycamore Canyon Road				
San Dimas Canyon Road to West City Limit	0.61	1,557	0	0
Valley Center Avenue				
Badillo Street to Cypress Street	0.10	2,092	0	0
Cypress Street to Gainsborough Road	0.35	2,385	0	0
Via Verde				
Covina Hills Road to Puente Street	0.54	10,265	2	0.329505875
Puente Street to San Dimas Avenue	0.73	12,273	9	0.917391677
San Dimas Avenue to State Route 57 Freeway	0.18	13,329	3	1.141923637
Walnut Avenue				
Foothill Bouelvard to Baseline Road	0.20	1,158	0	0
Baseline Road to Allen Avenue	0.25	1,716	0	0
Allen Avenue to Gladstone Street	0.25	2,364	0	0
Gladstone Street to Juanita Avenue	0.25	3,679	1	0.992924174
Juanita Avenue to Bonita Avenue	0.25	4,853	2	1.505447367
Bonita Avenue to Arrow Highway	0.25	5,647	3	1.940659485
Arrow Highway to Teague Drive	0.13	1,917	0	0
Teague Drive to Cannon Avenue	0.49	1,260	0	0
Cannon Avenue to Puddingstone Drive	0.29	426	1	7.392277879

DISCUSSION OF STREET SEGMENTS

ALLEN AVENUE

Segment No. 1 – Amelia Avenue (west city limits) to San Dimas Avenue

This segment of Allen Avenue is currently posted at 35 mph and has a single lane in each direction, an equestrian trail along the south side with an ADT of 6,088 vehicles per day. Allen Avenue is designated as a major collector street. The adjacent land use is residential on the south side and commercial on the north side of the street segment and Shull Elementary School is west of the street segment. The existing speed limit west of this segment in the City of Glendora is 35 mph. The 85th percentile (critical) speed of this segment is 37 mph and justifies a 35 mph speed limit.

The critical speed and general roadway characteristics such as curbside parking, numerous commercial/retail driveways, proximity to a school, several uncontrolled intersections, and continuity with the adjacent jurisdiction indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

Segment No. 2 – San Dimas Avenue to Walnut Avenue

This segment of Allen Avenue is currently posted at 35 mph and has a single lane in each direction with an ADT of 4,921 vehicles per day. This segment of Allen Avenue is designated as a major collector street. The adjacent land use is residential on both sides of the street. The critical speed of this segment is 35 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

Segment No. 3 – Walnut Avenue to Delancey Avenue

This segment of Allen Avenue is currently posted at 35 mph and has a single lane of traffic in each direction with an ADT of 3,965 vehicles per day. This segment of Allen Avenue is designated as an major collector. The adjacent land use is residential on both sides of the street. The critical speed of this segment is 42 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing posted speed limit is appropriate per Section 22358.6(b) of the California Vehicle Code (CVC).

No change in the existing 35 mph speed limit is recommended.

Segment No. 4 – Delancey Avenue to San Dimas Canyon Road

This segment of Allen Avenue is currently posted at 35 mph and has a single lane of traffic in each direction with an ADT of 3,118 vehicles per day. This segment of Allen Avenue is designated as an major collector street. The adjacent land use is residential on both sides of the street. The critical speed of this segment is 32 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 35 mph posted speed limit is appropriate due to the continuity of the posted speed limit in the other

roadway segments.

No change in the existing 35 mph speed limit is recommended.

AMELIA AVENUE

Segment No. 5 – Fifth Street to Gladstone Street

This segment of Amelia Avenue is currently posted at 25 mph and has a single lane of traffic in each direction with an ADT of 2,810 vehicles per day. Allen Avenue is designated as a major collector street. There are no residences fronting the street. The critical speed of this segment is 28 mph and justifies a 25 mph speed limit.

The critical speed and general roadway characteristics such as a curvilinear alignment, narrow travel lanes, and a guard rail on the west side of the roadway in close proximity to the edge of pavement indicates that a speed limit of 25 mph is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 25 mph speed limit is recommended.

Segment No. 6 –Gladstone Street to Allen Avenue (north city limits)

This segment of Amelia Avenue is currently posted at 25 mph and has a single lane of traffic in each direction with an ADT of 6,012 vehicles per day. Allen Avenue is designated as a major collector street. The adjacent land use is residential on both sides of the street and Shull Elementary School is at the north end of the street segment. The existing speed limit north of this segment in the City of Glendora is 40 mph. The critical speed of this segment is 27 mph and justifies a 25 mph speed limit.

The critical speed and general roadway characteristics such as curbside parking and proximity of a school indicates that a speed limit of 25 mph is appropriate.

No change in the existing 25 mph speed limit is recommended.

ARROW HIGHWAY

Segment No. 7 – Valley Center Avenue (west city limits) to Lone Hill Avenue

This segment of Arrow Highway is currently posted at 40 mph and has raised medians and three lanes of traffic in each direction with an ADT of 22,998 vehicles per day. Arrow Highway is designated as a principal arterial street. The adjacent land use is a combination of non-fronting residential and commercial/retail. The existing speed limit west of this segment in the County of Los Angeles is 45 mph. The critical speed of this segment is 42 mph and justifies a 40 mph speed limit.

The critical speed and general roadway characteristics such as several uncontrolled intersections, and numerous commercial/retail driveways indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

Segment 8 – Lone Hill Avenue to Bonita Avenue

This segment of Arrow Highway is currently posted at 40 mph and has raised medians and three lanes of traffic in each direction with an ADT of 28,087 vehicles per day. Arrow Highway is designated as a principal arterial street. The adjacent land use is commercial/retail. The critical speed of this segment is 37 mph and justifies a 40 mph speed limit.

The critical speed and general roadway characteristics such as several uncontrolled intersections, a higher than expected accident rate, and numerous commercial/retail driveways indicate that the existing 40 mph speed limit is appropriate to maintain a continuity of speed limits between segments.

No change in the existing 40 mph speed limit is recommended.

Segment 9 – Bonita Avenue to Cataract Avenue

This segment of Arrow Highway is currently posted at 40 mph and has raised medians and three lanes of traffic in each direction with an ADT of 15,892 vehicles per day. Arrow Highway is designated as a principal arterial street. The adjacent land use is a combination of non-fronting residential, a hotel, and the San Dimas Station shopping center. The critical speed of this segment is 42 mph and justifies a 40 mph speed limit.

The critical speed and general roadway characteristics such as several uncontrolled intersections, and numerous commercial/retail driveways indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

Segment 10 – Cataract Avenue to San Dimas Avenue

This segment of Arrow Highway is currently posted at 40 mph and has raised medians and three lanes of traffic in each direction with an ADT of 24,116 vehicles per day. Arrow Highway is designated as a principal arterial street. The adjacent land use is a combination of non-fronting residential and commercial/retail. The critical speed of this segment is 43 mph and justifies a 40 mph speed limit.

The critical speed and general roadway characteristics such as several commercial/retail driveways indicate that the existing 40 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 40 mph speed limit is recommended.

Segment 11 – San Dimas Avenue to Walnut Avenue

This segment of Arrow Highway is currently posted at 45 mph and has raised medians and three lanes of traffic in each direction with an ADT of 23,461 vehicles per day. Arrow Highway is designated as a principal arterial street. The adjacent land use is commercial/retail. The critical speed of this segment is 39 mph and justifies a 40 mph speed limit.

The critical speed and general roadway characteristics such as numerous commercial/retail driveways indicate that a reduction to a 40 mph speed limit is appropriate to maintain a continuity of speed limits between segments.

It is recommended to REDUCE the speed limit along this roadway segment to 40 mph.

Segment 12 – Walnut Avenue to East City Limit

This segment of Arrow Highway is currently posted at 45 mph and has raised medians and three lanes of traffic in each direction with an ADT of 18,198 vehicles per day. Arrow Highway is designated as a principal arterial street. The adjacent land use is commercial/retail. The existing speed limit east of this segment in the City of La Verne is 45 mph. The critical speed of this segment is 45 mph and justifies a 45 mph speed limit.

The critical speed and general roadway characteristics such as numerous commercial/retail driveways indicate the existing 45 mph speed limit is appropriate.

No change in the existing 45 mph speed limit is recommended.

BADILLO STREET

Segment No. 13 - West City Limits to Valley Center Avenue

This segment of Badillo Street is currently posted at 45 mph and has raised medians, two lanes of traffic, and Class II Bike Lanes in each direction with an ADT of 16,759 vehicles per day. This segment of Badillo Street is designated as a principal arterial street. The adjacent land use is non-fronting residential and multi-family residential. This segment is shared with the County of Los Angeles and the posted speed limit in the County is 40 mph. The critical speed of this segment is 42 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics such as bike lanes and the adjacent posted speed limit established in the County of Los Angeles indicate that a reduction to a 40 mph speed limit is appropriate.

It is recommended to REDUCE the speed limit along this roadway segment to 40 mph.

Segment No. 14 - Valley Center Avenue to Covina Boulevard

This segment of Badillo Street is currently posted at 40 mph and has raised medians, two lanes of traffic, and Class II Bike Lanes in each direction with an ADT of 14,213 vehicles per day. This segment of Badillo Street is designated as a principal arterial street. The adjacent land use is non-fronting multi-family residential, church, and San Dimas Community Hospital. The posted speed limit for Covina Boulevard east of this segment is 35 mph. The critical speed of this segment is 44 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics such as bike lanes and the proximity of a hospital indicate that the existing 40 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 40 mph speed limit is recommended.

BASELINE ROAD

Segment No. 15 – Amelia Avenue (west city limit) to San Dimas Avenue

This segment of Baseline Road is currently posted at 35 mph and has a single lane of traffic with an equestrian trail along the south side with an ADT of 1,906 vehicles per day. This segment of Baseline Road is designated as a major collector street. The adjacent land use is residential on both sides of the street. The critical speed of this segment is 43 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics such as an equestrian trail indicate that an increase to a 40 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

It is recommended to INCREASE the speed limit along this roadway segment to 40 mph.

Segment 16 – San Dimas Avenue to Walnut Avenue

This segment of Baseline Road is currently posted at 35 mph and has a single lane in each direction with an equestrian trail along the north side with an ADT of 1,651 vehicles per day. This segment of Baseline Road is designated as a major collector street. The adjacent land use is multi-family residential, single-family residential, and equestrian lots on the north side. The critical speed of this segment is 35 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics such as an equestrian trail and a higher than expected accident rate indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

Segment 17 – Walnut Avenue to San Dimas Canyon Road (east city limit)

This segment of Baseline Road is currently posted at 35 mph and has a single lane in each direction with an equestrian trail along the north side with an ADT of 1,415 vehicles per day. This segment of Baseline Road is designated as a major collector street. The adjacent land use is single-family residential on the south side, and equestrian lots on the north side. The critical speed of this segment is 38 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics such as an equestrian trail indicate that the existing 35 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 35 mph speed limit is recommended.

BONITA AVENUE

Segment No. 18 – Arrow Highway to Cataract Avenue

This segment of Bonita Avenue is currently posted at 35 mph and has a combination of raised and striped medians, two lanes of traffic, and future Class IV Bike Lanes in each direction with an ADT of 13,130 vehicles per day. This segment of Bonita Avenue is designated as a minor arterial street. The adjacent land use is commercial/retail. The critical speed of this segment is 34 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as future bike lanes and numerous commercial/retail driveways indicate that a reduction to a 30 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 30 mph.

Segment No. 19 – Cataract Avenue to San Dimas Avenue

This segment of Bonita Avenue is currently posted at 25 mph and has a single lane in each direction with future Class III bike lanes in each direction with an ADT of 11,382 vehicles per day. This segment of Bonita Avenue is designated as a minor collector street. The adjacent land use is commercial/retail and qualifies as a Business District under Section 235 of the CVC. The critical speed of this segment is 23 mph and justifies a 25 mph speed limit.

The critical speed, the qualification of a Business District, and the general roadway characteristics such as curbside parking indicate that the existing 25 mph speed limit is appropriate.

No change in the existing 25 mph speed limit is recommended.

Segment No. 20 – San Dimas Avenue to Walnut Avenue

This segment of Bonita Avenue is currently posted at 25 mph and has a single lane in each direction with future Class III bike lanes in each direction with an ADT of 13,713 vehicles per day. This segment of Bonita Avenue is designated as a minor collector street. The adjacent land use is commercial/retail on the south side and the Civic Center Plaza on the north side. The critical speed of this segment is 26 mph and justifies a 25 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking, a higher than expected accident rate, and future bike lanes indicate that the existing 25 mph speed limit is appropriate.

No change in the existing 25 mph speed limit is recommended.

Segment No. 21 –Walnut Avenue to San Dimas Canyon Road

This segment of Bonita Avenue is currently posted at 40 mph and has a combination of raised and striped medians, two lanes of traffic, and future Class IV Bike Lanes in each direction with an ADT of 13,747 vehicles per day. This segment of Bonita Avenue is designated as a minor collector street. The adjacent land use is a combination of multi-family residential and commercial/retail on the north side and a combination of US Post Office and Forestry Service, commercial/retail, single-family residential, and multi-family residential on the south side. The critical speed of this segment is 44 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking and future bike lanes indicate that the existing 40 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 40 mph speed limit is recommended.

There is a 15 mph reduction in the posted speed limit to the adjacent roadway segment in the westbound direction of traffic. It is recommended to install a W3-5 warning sign to inform the motorists of the speed limit reduction.

Segment No. 22 –San Dimas Canyon Road to East City Limit

This segment of Bonita Avenue is currently posted at 40 mph and has medians, two lanes of traffic, and future Class IV Bike Lanes in each direction with an ADT of 12,584 vehicles per day. This segment of Bonita Avenue is designated as a minor collector street. The adjacent land use is a combination of multi-family residential on the north side and Holy Name of Mary Catholic church on the south side. This segment is shared with the City of La Verne and the posted speed limit in La Verne is 40 mph. The critical speed of this segment is 40 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking and future bike lanes and the adjacent posted speed limit established in the City of La Verne indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

CATARACT AVENUE

Segment 23 – Covina Boulevard to Arrow Highway

This segment of Cataract Avenue is currently posted at 40 mph and has striped medians, two lanes of traffic in each direction, and Class II bike lanes with an ADT of 11,476 vehicles per day. Cataract Avenue is designated as a major collector street. The adjacent land use is a combination of commercial/retail. The posted speed limit for Covina Boulevard west of this segment is being recommended to be reduced to 35 mph. The critical speed of this segment is 41 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics including a Metrolink railroad crossing and numerous commercial/retail driveways indicate that a reduction to a 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 35 mph.

Segment 24 – Arrow Highway to Bonita Avenue

This segment of Cataract Avenue is currently posted at 25 mph and has a single lane in each direction with an ADT of 1,884 vehicles per day. This segment of Cataract Avenue is designated as a major collector street. The adjacent land use is single-family residential with Pioneer Park on the west side. The critical speed of this segment is 31 mph and justifies a 25 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking and the proximity to the park indicate that the existing 25 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 25 mph speed limit is recommended.

Segment 25 – Bonita Avenue to Fifth Street

This segment of Cataract Avenue is currently posted at 25 mph and has a single lane in each direction with an ADT of 845 vehicles per day. This segment of Cataract Avenue is designated as a major collector street. The adjacent land use is single-family residential. The critical speed of this segment is 28 mph and justifies a 25 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking indicate that the existing 25 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 25 mph speed limit is recommended.

CIENEGA AVENUE

Segment 26 – Valley Center Avenue (west city limits) to Lone Hill Avenue

This segment of Cienega Avenue is currently posted at 40 mph and has striped medians and two lanes of traffic in each direction with an ADT of 10,436 vehicles per day. Cienega Avenue is designated as a minor arterial street. The adjacent land use is a combination of fronting and non-fronting single-family residential including a large mobile home park on the north side. The critical speed of this segment is 42 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

Segment 27 – Lone Hill Avenue to Arrow Highway

This segment of Cienega Avenue is currently posted at 40 mph and has striped medians and two lanes of traffic in each direction with an ADT of 12,437 vehicles per day. Cienega Avenue is designated as a minor arterial street. The adjacent land use is a combination of fronting single-family residential and the Target shopping center on the north side and industrial on the south side. The critical speed of this segment is 41 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

COVINA BOULEVARD

Segment No. 28 – Valley Center Avenue to Badillo Street

This segment of Covina Boulevard is currently posted at 35 mph and has two lanes of traffic with an ADT of 4,668 vehicles per day. This segment of Covina Boulevard is designated as a minor arterial street. The adjacent land use is a combination of non-fronting single-family residential on the north side and a church on the south side. The existing speed limit west of this segment in the County of Los Angeles is 35 mph. The critical speed of this segment is 37 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking and weekend church traffic indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

Segment No. 29 –Badillo Street to Lone Hill Avenue

This segment of Covina Boulevard is currently posted at 40 mph and has raised medians, two lanes of traffic, and Class II bike lanes with an ADT of 19,984 vehicles per day. This segment of Covina Boulevard is designated as a minor arterial street. The adjacent land use is a combination of non-fronting single-family residential on the north side and San Dimas Community Hospital and Life Pacific University campus on the south side. The existing speed limit for Badillo Street east of this segment is 35 mph. The critical speed of this segment is 43 mph and justifies a 35 mph speed limit per the reasons described below.

The critical speed and the general roadway characteristics such as curbside parking, bike lanes, proximity of the hospital, and continuity of the posted speed limit in adjacent roadway segments indicate that a reduction to a 35 mph speed limit is appropriate.

It is recommended to REDUCE the speed limit along this roadway segment to 35 mph.

Segment No. 30 – Lone Hill Avenue to State Route 57 Freeway

This segment of Covina Boulevard is currently posted at 40 mph and has raised medians and two lanes of traffic with an ADT of 21,885 vehicles per day. This segment of Covina Boulevard is designated as a minor arterial street. The adjacent land use is a combination of non-fronting multi-family residential and Charter Oak Mobile Estates mobile home park on the north side and Lone Hill Middle School and San Dimas High School on the south side. The critical speed of this segment is 42 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics including heavy school traffic indicate that a reduction to a 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 35 mph.

Segment No. 31 – State Route 57 Freeway to Cataract Avenue

This segment of Covina Boulevard is currently posted at 40 mph and has raised medians and two lanes of traffic with an ADT of 12,599 vehicles per day. This segment of Covina Boulevard is designated as a minor arterial street. The adjacent land use is industrial on both sides of the street. The posted speed limit for Cataract Avenue north of this segment is being recommended to be reduced to 35 mph. The critical speed of this segment is 42 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics such as numerous commercial/retail driveways indicate that a reduction to a 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 35 mph.

CYPRESS STREET

Segment No. 32 – Badillo Street (west city limit) to Valley Center Avenue

This segment of Cypress Street is currently posted at 40 mph and has striped medians and a single lane of traffic with an ADT of 3,666 vehicles per day. This segment of Cypress Street is designated as a minor arterial street. The adjacent land use is non-fronting single-family and multi-family residential. The existing speed limit west of this segment in the County of Los Angeles is 40 mph. The critical speed of this segment is 42 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

Segment No. 33 – Valley Center Avenue to Lone Hill Avenue

This segment of Cypress Street is currently posted at 40 mph and has striped medians, a single lane of traffic, and Class II bike lanes with an ADT of 4,488 vehicles per day. This segment of Cypress Street is designated as a minor arterial street. The adjacent land use is non-fronting single-family and multi-family residential including medical offices and a large mobile home park on the north side. The critical speed of this segment is 41 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

Segment No. 34 –Lone Hill Avenue to 550 feet East of Danecroft Avenue

This segment of Cypress Street is currently posted at 35 mph and has striped medians and a single lane of traffic, and Class II bike lanes with an ADT of 2,782 vehicles per day. This segment of Cypress Street is designated as a major collector street. The adjacent land use is single-family residential including Lone Hill Elementary School on the north side. Cypress Street terminates in a parking lot for the San Dimas Sportsplex. The critical speed of this segment is 36 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking and sporting event traffic indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

EUCLA AVENUE

Segment 35 – Arrow Highway to Bonita Avenue

This segment of Eucla Avenue is currently posted at 30 mph and has a single lane in each direction and a future Class II bike lane with an ADT of 2,566 vehicles per day. This segment of Eucla Avenue is currently not designated in the Functional Classification of Highways adopted by Caltrans. The adjacent land use is commercial/retail and a Holiday Inn Express at the south end. The critical speed of this segment is 34 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as a future bike lane and a higher than expected accident rate indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 30 mph speed limit is recommended.

Segment 36 – Bonita Avenue to Fifth Street

This segment of Eucla Avenue is currently posted at 25 mph and has a single lane in each direction with an ADT of 2,636 vehicles per day. This segment of Eucla Avenue is designated as a major collector street. The adjacent land use is single-family residential with a Best Western Motel and commercial/retail at the south end. The critical speed of this segment is 28 mph and justifies a 25 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking and a Gold Line railroad crossing indicate that the existing 25 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 25 mph speed limit is recommended.

FOOTHILL BOULEVARD

Segment No. 37 – Cataract Avenue (west city limit) to San Dimas Avenue

This segment of Foothill Boulevard is currently posted at 45 mph and has raised medians and two lanes of traffic in each direction including Class II bike lanes with an ADT of 17,301 vehicles per day. Foothill Boulevard is designated as a principal arterial street. The adjacent land use is a combination of non-fronting single-family residential, multi-family residential and commercial/retail. The existing speed limit west of this segment in the City of Glendora is 45 mph. The critical speed of this segment is 50 mph and justifies a 45 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking and several uncontrolled intersections, and the adjacent posted speed limit established in the City of Glendora indicate that the existing 45 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 45 mph speed limit is recommended.

Segment No. 38 – San Dimas Avenue to San Dimas Canyon Road

This segment of Foothill Boulevard is currently posted at 45 mph and has raised medians and two lanes of traffic in each direction including Class II bike lanes with an ADT of 19,075 vehicles per day. Foothill Boulevard is designated as an principal arterial street. The adjacent land use is a combination of non-fronting single-family residential, multi-family residential and commercial/retail. The critical speed of this segment is 48 mph and justifies a 45 mph speed limit.

The critical speed and the general roadway characteristics such as numerous commercial/retail driveways, curbside parking and several uncontrolled intersections indicate that the existing 45 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 45 mph speed limit is recommended.

Segment No. 39 – San Dimas Canyon Road to East City Limit

This segment of Foothill Boulevard is currently posted at 45 mph and has a combination of raised and striped medians and two lanes of traffic in each direction including Class II bike lanes with an ADT of 19,728 vehicles per day. Foothill Boulevard is designated as an principal arterial street. The adjacent land use is a combination of non-fronting single-family residential and commercial/retail. This segment is shared with the City of La Verne and the posted speed limit in La Verne is 45 mph. The critical speed of this segment is 41 mph and justifies a 45 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking, several uncontrolled intersections, continuity of the posted speed limit in adjacent roadway segments and the adjacent posted speed limit established in the City of La Verne indicate that the existing 45 mph speed limit is appropriate.

No change in the existing 45 mph speed limit is recommended.

GLADSTONE STREET

Segment No. 40 – Lone Hill Avenue (west city limit) to Amelia Avenue

This segment of Gladstone Street is currently posted at 35 mph and has a combination of raised medians and two lanes of traffic in each direction adjacent to the Costco shopping center and a striped median and a single lane in each direction from the Gold Line railroad crossing to Amelia Avenue with an ADT of 16,045 vehicles per day. Gladstone Street is designated as a minor arterial street. The adjacent land use is a combination of fronting and non-fronting residential and commercia/retail. The existing speed limit west of this segment in the City of Glendora is 45 mph. The 85th percentile (critical) speed of this segment is 40 mph and justifies a 35 mph speed limit.

The critical speed and general roadway characteristics such as heavy retail traffic adjacent to the Costco shopping center and a Gold Line railroad crossing indicate that the existing 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 35 mph speed limit is recommended.

Segment No. 41 – Amelia Avenue to San Dimas Avenue

This segment of Gladstone Street is currently posted at 35 mph and has a single lane of traffic in each direction with an ADT of 8,599 vehicles per day. Gladstone Street is designated as a minor arterial street. The adjacent land use consists of fronting residential. The 85th percentile (critical) speed of this segment is 37 mph and justifies a 30 mph speed limit.

The critical speed and general roadway characteristics such as narrow travel lanes indicate that a reduction to a 30 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 30 mph.

Segment No. 42 – San Dimas Avenue to Walnut Avenue

This segment of Gladstone Street is currently posted at 35 mph and has two lanes of traffic in each direction with an ADT of 7,107 vehicles per day. Gladstone Street is designated as a minor arterial street. The adjacent land use consists of fronting residential. The 85th percentile (critical) speed of this segment is 36 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

Segment No. 43 – Walnut Avenue to San Dimas Canyon Road (east city limit)

This segment of Gladstone Street is currently posted at 35 mph and has raised medians at the east of the street segment and two lanes of traffic in each direction with an ADT of 5,869 vehicles per day. Gladstone Street is designated as a minor arterial street. The adjacent land use consists of fronting residential. The 85th percentile (critical) speed of this segment is 34 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

GOLDEN HILLS ROAD

Segment No. 44 – San Dimas Canyon Road to East City Limit

This segment of Golden Hills Road is currently posted at 30 mph and has striped medians and a single lane of traffic with an ADT of 1,464 vehicles per day. This segment of Golden Hills Road is designated as a principal arterial street. The adjacent land use is open space. The critical speed of this segment is 29 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as a steep curvilinear roadway indicate that the existing 30 mph speed limit is appropriate.

No change in the existing 30 mph speed limit is recommended.

LONE HILL AVENUE

Segment No. 45 – Gladstone Street (north city limit) to Arrow Highway

This segment of Lone Hill Avenue is currently posted at 40 mph and has raised medians, two lanes of traffic in each direction, and future Class II bike lanes with an ADT of 19,433 vehicles per day. Lone Hill Avenue is designated as a minor arterial street. The adjacent land use is a combination of fronting and non-fronting residential on the west side of the street and commercia/retail including the Costco shopping center on the east side of the street. The existing speed limit north of this segment in the City of Glendora is 40 mph. The 85th percentile (critical) speed of this segment is 39 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

Segment No. 46 – Arrow Highway to Cienega Avenue

This segment of Lone Hill Avenue is currently posted at 40 mph and has raised medians and two lanes of traffic in each direction with an ADT of 12,610 vehicles per day. Lone Hill Avenue is designated as a minor arterial street. The adjacent land use consists of non-fronting residential. The 85th percentile (critical) speed of this segment is 40 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

Segment No. 47 – Cienega Avenue to Covina Boulevard

This segment of Lone Hill Avenue is currently posted at 35 mph and has raised medians and two lanes of traffic in each direction with an ADT of 12,919 vehicles per day. Lone Hill Avenue is designated as a minor arterial street. The adjacent land use is a combination of non-fronting residential on the west side of the street and commercia/retail and multi-family residential on the east side of the street with a Metrolink railroad crossing. The 85th percentile (critical) speed of this segment is 34 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

Segment No. 48 – Covina Boulevard to Cypress Street

This segment of Lone Hill Avenue is currently posted at 35 mph and has raised medians and two lanes of traffic in each direction with an ADT of 6,691 vehicles per day. Lone Hill Avenue is designated as a minor arterial street. The adjacent land use is a combination of Life Pacific University campus and a mobile home park on the west side of the street and Lone Hill Middle School on the east side of the street. The 85th percentile (critical) speed of this segment is 34 mph and justifies a 30 mph speed limit.

The critical speed and general roadway characteristics such as heavy school including an uncontrolled crosswalk indicate that a reduction to a 30 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 30 mph.

PUDDINGSTONE DRIVE

Segment 49 – San Dimas Avenue to Cannon Avenue

This segment of Puddingstone Drive is currently posted at 30 mph and has a single lane in each direction with an ADT of 1,388 vehicles per day. This segment of Puddingstone Drive is currently not designated in the Functional Classification of Highways adopted by Caltrans. Puddingstone Drive is the primary point of ingress and egress to Raging Waters and Bonelli Regional Park. The critical speed of this segment is 32 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as narrow travel lanes, a higher than expected accident rate, and heavy summertime recreational traffic indicate that the existing 30 mph speed limit is appropriate.

No change in the existing 30 mph speed limit is recommended.

Segment 50 – Cannon Avenue to Walnut Avenue

This segment of Puddingstone Drive is currently posted at 30 mph and has a single lane in each direction with an ADT of 1,095 vehicles per day. The westerly portion of this segment is currently not designated in the Functional Classification of Highways adopted by Caltrans and the easterly portion of this segment is designated as a minor arterial street. The adjacent land use is large custom residential on the north side and Raging Waters and Bonelli Regional Park on the south side. The critical speed of this segment is 40 mph and justifies a 30 mph speed limit per the reasons described below.

The critical speed and the general roadway characteristics such as narrow travel lanes, heavy summertime recreational traffic, and continuity of the posted speed limit in adjacent roadway segments indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 30 mph speed limit is recommended.

Segment 51 – Walnut Avenue to East City Limit

This segment of Puddingstone Drive is currently posted at 30 mph and has a single lane in each direction with an ADT of 1,325 vehicles per day. Puddingstone Drive is designated as a minor arterial street. Puddingstone Drive is the primary point of ingress and egress to Raging Waters and Bonelli Regional Park. The existing speed limit east of this segment in the City of La Verne is 45 mph. The critical speed of this segment is 34 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as narrow travel lanes and heavy summertime recreational traffic indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 30 mph speed limit is recommended.

PUENTE STREET

Segment No. 52 – West City Limit to Via Esperanza

This segment of Puente Street is currently posted at 45 mph and has striped medians, two lanes of traffic in each direction, and Class II bike lanes with an ADT of 4,314 vehicles per day. Puente Street is designated as a minor arterial street. The adjacent land use consists of a combination of non-fronting residential on the south side of the street and Via Verde Country Club on the north side of the street. The existing speed limit west of this segment in the City of Covina is 45 mph. The 85th percentile (critical) speed of this segment is 45 mph and justifies a 40 mph speed limit.

The critical speed and general roadway characteristics such as bike lanes indicate that a reduction to a 40 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 40 mph.

Segment No. 53 – Via Esperanza to Via Verde

This segment of Puente Street is currently posted at 45 mph and has striped medians, two lanes of traffic in each direction, and Class II bike lanes with an ADT of 5,117 vehicles per day. Puente Street is designated as a minor arterial street. The adjacent land use consists of a combination of non-fronting residential on the south side of the street and Via Verde Country Club on the north side of the street. The 85th percentile (critical) speed of this segment is 45 mph and justifies a 40 mph speed limit.

The critical speed and general roadway characteristics such as bike lanes indicate that a reduction to a 40 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 40 mph.

Segment No. 54 – Via Verde to Via Amadeo

This segment of Puente Street is currently posted at 25 mph and has one lane of traffic in each direction with an ADT of 2,432 vehicles per day. This segment of Puente Street is currently not designated in the Functional Classification of Highways adopted by Caltrans. The adjacent land use consists of a combination of fronting residential and commercial/retail on the south side of the street and a combination of fronting residential and Via Verde Park on the north side of the street. The 85th percentile (critical) speed of this segment is 28 mph and justifies a 25 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking and park traffic indicate that the existing 25 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 25 mph speed limit is recommended.

SAN DIMAS AVENUE

Segment No. 55 – Foothill Boulevard to State Route 210 Freeway

This segment of San Dimas Avenue is currently posted at 40 mph and has a raised median and two lanes of traffic in each direction with an ADT of 10,795 vehicles per day. San Dimas Avenue is designated as a minor arterial street. The adjacent land use consists of a combination of fronting and non-fronting residential and multi-family residential. The 85th percentile (critical) speed of this segment is 40 mph and justifies a 35 mph speed limit.

The critical speed and general roadway characteristics such as heavy freeway traffic indicate that a reduction to a 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 35 mph.

Segment No. 56 – State Route 210 Freeway to Gladstone Street

This segment of San Dimas Avenue is currently posted at 40 mph and has a raised median and two lanes of traffic in each direction with an ADT of 15,132 vehicles per day. San Dimas Avenue is designated as a minor arterial street. The adjacent land use consists of a combination of fronting and non-fronting residential and commercial/retail. The 85th percentile (critical) speed of this segment is 41 mph and justifies a 35 mph speed limit.

The critical speed and general roadway characteristics such as heavy freeway traffic indicate that a reduction to a 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 35 mph.

Segment No. 57 – Gladstone Street to Fourth Street

This segment of San Dimas Avenue is currently posted at 35 mph and has a striped median and one lane of traffic in each direction with an ADT of 10,696 vehicles per day. San Dimas Avenue is designated as a minor arterial street. The adjacent land use consists of fronting residential. The 85th percentile (critical) speed of this segment is 37 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

Segment No. 58 – Fourth Street to Bonita Avenue

This segment of San Dimas Avenue is currently posted at 35 mph and has a striped median and one lane of traffic in each direction with an ADT of 10,562 vehicles per day. San Dimas Avenue is designated as a minor arterial street. The adjacent land use consists of a combination of fronting residential and commercial/retail. The 85th percentile (critical) speed of this segment is 40 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking indicate that the existing 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 35 mph speed limit is recommended.

Segment No. 59 – Bonita Avenue to Arrow Highway

This segment of San Dimas Avenue is currently posted at 35 mph and has a raised median and combination of one lane and two lanes of traffic in each direction with an ADT of 9,089 vehicles per day. San Dimas Avenue is designated as a minor arterial street. The adjacent land use consists of a combination of multi-family and non-fronting residential, commercial/retail, and the Gold Line Station parking lot. The 85th percentile (critical) speed of this segment is 36 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics such as heavy rail commuter traffic and a Gold Line railroad crossing indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

Segment No. 60 – Arrow Highway to 1000 feet south of Puddingstone Drive

This segment of San Dimas Avenue is currently posted at 40 mph and has a combination of a raised median and two lanes of traffic in each direction at the north end of the street segment, a single lane of traffic at the south end of the street segment, and Class II bike lanes with an ADT of 10,898 vehicles per day. San Dimas Avenue is designated as a minor arterial street. The adjacent land use consists of multi-family residential and is the primary point of ingress and egress to Raging Waters and Bonelli Regional Park. The 85th percentile (critical) speed of this segment is 42 mph and justifies a 35 mph speed limit.

The critical speed and general roadway characteristics such as heavy summertime recreational traffic, a railroad crossing, and bike lanes indicate that a reduction to a 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 35 mph.

Segment No. 61 – 1000 feet south of Puddingstone Drive to Avenida Loma Vista

This segment of San Dimas Avenue is currently posted at 50 mph and has a single lane of traffic in each direction, an equestrian trail on the east side, and Class II bike lanes with an ADT of 8,566 vehicles per day. San Dimas Avenue is designated as a minor arterial street. San Dimas Avenue is the primary point of ingress and egress to Raging Waters, Bonelli Regional Park and the San Dimas Avenue (Michael D. Antonovich) Trailhead. The 85th percentile (critical) speed of this segment is 46 mph and justifies a 45 mph speed limit.

The critical speed and general roadway characteristics such as heavy summertime recreational traffic, bike lanes, and equestrian traffic indicate that a reduction to a 45 mph speed limit is appropriate.

It is recommended to REDUCE the speed limit along this roadway segment to 45 mph.

Segment No. 62 – Avenida Loma Vista to Via Verde

This segment of San Dimas Avenue is currently posted at 50 mph and has a single lane of traffic in each direction, an equestrian trail on the east side, and Class II bike lanes with an ADT of 7,472 vehicles per day. San Dimas Avenue is designated as a minor arterial street. San Dimas Avenue is the primary point of ingress and egress to Raging Waters, Bonelli Regional park, and the San Dimas Avenue (Michael D. Antonovich) Trailhead. The 85th percentile (critical) speed of this segment is 50 mph and justifies a 45 mph speed limit.

The critical speed and general roadway characteristics such as heavy summertime recreational traffic, bike lanes, and equestrian traffic indicate that a reduction to a 45 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 45 mph.

Segment No. 63 – Via Verde to San Dimas Avenue (Loop Junction)

This segment of San Dimas Avenue is currently posted at 35 mph and has a striped median and a combination of one lane of traffic and two lanes of traffic in each direction with an ADT of 4,076 vehicles per day. San Dimas Avenue is designated as a minor arterial street. The adjacent land use consists of a combination of non-fronting residential and commercial/retail. The 85th percentile (critical) speed of this segment is 38 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 35 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 35 mph speed limit is recommended.

Segment No. 64 – San Dimas Avenue (Loop Junction) to Avenida Melisenda

This segment of San Dimas Avenue is currently posted at 35 mph and has one lane of traffic in each direction with an ADT of 1,324 vehicles per day. San Dimas Avenue is designated as a minor arterial street. The adjacent land use consists of non-fronting residential. The 85th percentile (critical) speed of this segment is 37 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics indicate that that a reduction to a 30 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 30 mph.

Segment No. 65 – Avenida Melisenda to Calle Andrea

This segment of San Dimas Avenue is currently posted at 30 mph and has one lane of traffic in each direction with an ADT of 1,324 vehicles per day. A portion of this street segment is designated as a minor arterial street and a portion is currently not designated in the Functional Classification of Highways adopted by Caltrans. The adjacent land use consists of non-fronting residential. The 85th percentile (critical) speed of this segment is 33 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 30 mph speed limit is recommended.

Segment No. 66 – Calle Andrea to San Dimas Avenue (Loop Junction)

This segment of San Dimas Avenue is currently posted at 30 mph and has one lane of traffic in each direction. ADT and speed counts could not be taken as the roadway was closed due to on-going construction. This segment of San Dimas Avenue is currently not designated in the Functional Classification of Highways adopted by Caltrans. The adjacent land use consists of non-fronting residential.

The general roadway characteristics indicate that the existing 30 mph speed limit is appropriate.

No change in the existing 30 mph speed limit is recommended.

SAN DIMAS CANYON ROAD

Segment No. 67 – Golden Hills Road to Terrebonne Avenue

This segment of San Dimas Canyon Road is currently posted at 35 mph and has one lane of traffic in each direction with an ADT of 1,478 vehicles per day. This segment of San Dimas Canyon Road is currently designated as a principal arterial street. The adjacent land use consists of San Dimas Canyon golf course. The 85th percentile (critical) speed of this segment is 40 mph and justifies a 35 mph speed limit.

The general roadway characteristics such as narrow travel lanes and a golf cart crossing indicate that the existing 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 35 mph speed limit is recommended.

Segment No. 68 – Terrebonne Avenue to Ramola Avenue

This segment of San Dimas Canyon Road is currently posted at 35 mph and has one lane of traffic in each direction with an ADT of 2,886 vehicles per day. This segment of San Dimas Canyon Road is currently designated as a principal arterial street. The adjacent land use consists of non-fronting residential. The 85th percentile (critical) speed of this segment is 42 mph and justifies a 35 mph speed limit.

The general roadway characteristics such as narrow travel lanes indicate that the existing 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 35 mph speed limit is recommended.

Segment No. 69 – Ramola Avenue to Sycamore Canyon Road

This segment of San Dimas Canyon Road is currently posted at 35 mph and has one lane of traffic in each direction with an ADT of 4,763 vehicles per day. This segment of San Dimas Canyon Road is currently designated as a principal arterial street. The adjacent land use consists of San Dimas Canyon Park. The 85th percentile (critical) speed of this segment is 43 mph and justifies a 35 mph speed limit.

The general roadway characteristics such as narrow travel lanes and heavy park traffic indicate that the existing 35 mph speed limit is appropriate per Section 22358.6(c) of the CVC and due to the continuity of the posted speed limit in the adjacent roadway segments.

No change in the existing 35 mph speed limit is recommended.

Segment No. 70 – Sycamore Canyon Road to Foothill Boulevard

This segment of San Dimas Canyon Road is currently posted at 35 mph and has a raised median and one lane of traffic in each direction with an ADT of 6,156 vehicles per day. This segment of San Dimas Canyon Road is currently designated as a principal arterial street. The adjacent land use consists of a combination of multi-family residential and commercial/retail. A small portion of this segment is shared with the City of La Verne. The 85th percentile (critical) speed of this segment is 33 mph and justifies a 35 mph speed limit.

The general roadway characteristics such as heavy park traffic indicate that the existing 35 mph speed limit is appropriate due to the continuity of the posted speed limit in the adjacent roadway segments.

No change in the existing 35 mph speed limit is recommended.

Segment No. 71 – Foothill Boulevard to Allen Avenue

This segment of San Dimas Canyon Road is currently posted at 40 mph and has a raised median and two lanes of traffic in each direction with an ADT of 8,111 vehicles per day. This segment of San Dimas Canyon Road is currently designated as a principal arterial street. The adjacent land use consists of a non-fronting residential. A portion of this segment is shared with the City of La Verne. The 85th percentile (critical) speed of this segment is 42 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics such as school traffic and consistency with the adjacent speed limit established by the City of La Verne indicate that the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

Segment No. 72 – Allen Avenue to Gladstone Street

This segment of San Dimas Canyon Road is currently posted at 40 mph and has a raised median and two lanes of traffic in each direction with an ADT of 7,280 vehicles per day. This segment of San Dimas Canyon Road is currently designated as a principal arterial street. A portion of this segment is shared with the City of La Verne. The posted speed limit in the City of La Verne is 40 mph. The adjacent land use consists of a non-fronting residential and Allen Avenue Elementary School. The 85th percentile (critical) speed of this segment is 41 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics such as school traffic and consistency with the adjacent speed limit established by the City of La Verne indicate that the 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

Segment No. 73 – Gladstone Street to Bonita Avenue

This segment of San Dimas Canyon Road is currently posted at 40 mph and has a raised median and two lanes of traffic in each direction with an ADT of 9,308 vehicles per day. This segment of San Dimas Canyon Road is currently designated as a principal arterial street. A portion of this segment is shared with the City of La Verne. The posted speed limit in the City of La Verne is 40 mph. The adjacent land use consists of a combination of multi-family residential and commercial/retail. The 85th percentile (critical) speed of this segment is 43 mph and

justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics such as consistency with the adjacent speed limit established by the City of La Verne indicate the existing 40 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 40 mph speed limit is recommended.

Segment No. 74 – Bonita Avenue to Arrow Highway

This segment of San Dimas Canyon Road is currently posted at 40 mph and has a raised median and two lanes of traffic in each direction with an ADT of 6,723 vehicles per day. This segment of San Dimas Canyon Road is currently designated as a principal arterial street. A portion of this segment is shared with the City of La Verne. The posted speed limit in the City of La Verne is 40 mph. The adjacent land use consists of a combination of multi-family residential, commercial/retail, and Holy Name of Mary catholic church. The 85th percentile (critical) speed of this segment is 40 mph and justifies a 40 mph speed limit.

The critical speed and the general roadway characteristics such as consistency with the adjacent speed limit established by the City of La Verne indicate the existing 40 mph speed limit is appropriate.

No change in the existing 40 mph speed limit is recommended.

SYCAMORE CANYON ROAD

Segment No. 75 – San Dimas Canyon Road to north end

This segment of Sycamore Canyon Road is currently posted at 25 mph and has one lane of traffic in each direction and an equestrian trail on the west side with an ADT of 1,557 vehicles per day. This segment of Sycamore Canyon Road is currently not designated in the Functional Classification of Highways adopted by Caltrans. The adjacent land use consists of Sycamore Canyon Equestrian Center, San Dimas Canyon Park, and the San Dimas Canyon Nature Center. The 85th percentile (critical) speed of this segment is 21 mph and justifies a 25 mph speed limit.

The critical speed and general roadway characteristics such as narrow travel lanes, equestrian trail, and heavy traffic to the park and nature center indicate that the existing 25 mph speed limit is appropriate.

No change in the existing 25 mph speed limit is recommended.

VALLEY CENTER AVENUE

Segment No. 76 – Badillo Street to Cypress Street

This segment of Valley Center Avenue is currently posted at 40 mph and has two lanes of traffic in each direction with an ADT of 2,092 vehicles per day. This segment of Valley Center Avenue is currently designated as a minor arterial street. The adjacent land use consists of multi-family residential. The 85th percentile (critical) speed of this segment is 41 mph and justifies a 35 mph speed limit.

The critical speed and general roadway characteristics indicate that a reduction to a 35 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 35 mph.

Segment No. 77 – Cypress Street to Gainsborough Road

This segment of Valley Center Avenue is currently posted at 40 mph and has two lanes of traffic in each direction with an ADT of 2,385 vehicles per day. This segment of Valley Center Avenue is currently designated as a major collector street. The adjacent land use consists of non-fronting residential. The 85th percentile (critical) speed of this segment is 39 mph and justifies a 35 mph speed limit.

The critical speed and general roadway characteristics indicate that a reduction to a 35 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 35 mph.

VIA VERDE

Segment No. 78 – Covina Hills Road (west city limit) to Puente Street

This segment of Via Verde is currently posted at 45 mph and has a raised median and two lanes of traffic in each direction with an ADT of 10,265 vehicles per day. Via Verde is designated as a minor arterial street. The adjacent land use consists of non-fronting residential and a retail shopping center. The 85th percentile (critical) speed of this segment is 49 mph and justifies a 45 mph speed limit.

The critical speed and the general roadway characteristics such as heavy freeway traffic indicate that the existing 45 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 45 mph speed limit is recommended.

Segment No. 79 – Puente Street to San Dimas Avenue

This segment of Via Verde is currently posted at 45 mph and has a raised median and two lanes of traffic in each direction with an ADT of 12,273 vehicles per day. Via Verde is designated as a minor arterial street. The adjacent land use consists of non-fronting residential. The 85th percentile (critical) speed of this segment is 43 mph and justifies a 45 mph speed limit.

The critical speed and general roadway characteristics such as a steep roadway grade indicate that the existing 45 mph speed limit is appropriate.

No change in the existing 45 mph speed limit is recommended.

Segment No. 80 – San Dimas Avenue to State Route 57 Freeway

This segment of Via Verde is currently posted at 35 mph and has a striped median and two lanes of traffic in each direction with an ADT of 13,329 vehicles per day. Via Verde is designated as a minor arterial street. The adjacent land use consists of commercial/retail. The 85th percentile (critical) speed of this segment is 33 mph and justifies a 35 mph speed limit.

The critical speed and the general roadway characteristics such as heavy freeway traffic indicate that the existing 35 mph speed limit is appropriate.

No change in the existing 35 mph speed limit is recommended.

WALNUT AVENUE

Segment No. 81 – Foothill Boulevard to Baseline Road

This segment of Walnut Avenue is currently posted at 30 mph and has a single lane of traffic in each direction with an ADT of 1,158 vehicles per day. Walnut Avenue is designated as a major collector street. The adjacent land use consists of fronting single-family residential. The 85th percentile (critical) speed of this segment is 33 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 30 mph speed limit is recommended.

Segment No. 82 – Baseline Road to Allen Avenue

This segment of Walnut Avenue is currently posted at 30 mph and has a single lane of traffic in each direction with an ADT of 1,716 vehicles per day. Walnut Avenue is designated as a major collector street. The adjacent land use consists of fronting single-family residential. The 85th percentile (critical) speed of this segment is 37 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 30 mph speed limit is recommended.

Segment No. 83 – Allen Avenue to Gladstone Street

This segment of Walnut Avenue is currently posted at 30 mph and has a single lane of traffic in each direction with an ADT of 2,364 vehicles per day. Walnut Avenue is designated as a major collector street. The adjacent land use consists of fronting and non-fronting single-family residential. The 85th percentile (critical) speed of this segment is 36 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 30 mph speed limit is recommended.

Segment No. 84 – Gladstone Street to Juanita Avenue

This segment of Walnut Avenue is currently posted at 30 mph and has a single lane of traffic in each direction with an ADT of 3,679 vehicles per day. Walnut Avenue is designated as a major collector street. The adjacent land use consists of fronting and non-fronting single-family residential and Fred Ekstrand Elementary School. The 85th percentile (critical) speed of this segment is 35 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking and school traffic indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 30 mph speed limit is recommended.

Segment No. 85 – Juanita Avenue to Bonita Avenue

This segment of Walnut Avenue is currently posted at 30 mph and has a single lane of traffic in each direction with an ADT of 4,853 vehicles per day. Walnut Avenue is designated as a major collector street. The adjacent land use consists of fronting and non-fronting single-family residential, and the Civic Center Plaza. The 85th percentile (critical) speed of this segment is 33 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics such as curbside parking indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 30 mph speed limit is recommended.

Segment No. 86 – Bonita Avenue to Arrow Highway

This segment of Walnut Avenue is currently posted at 30 mph and has a single lane of traffic in each direction with an ADT of 5,647 vehicles per day. Walnut Avenue is designated as a major collector street. The adjacent land use consists of senior apartments, commercial/retail, LA County Fire Station 64, LA County Sheriff's office, and the US Post Office. The 85th percentile (critical) speed of this segment is 33 mph and justifies a 30 mph speed limit.

The critical speed and the general roadway characteristics including emergency vehicle traffic, a higher than expected accident rate, and a Gold Line railroad crossing indicate that the existing 30 mph speed limit is appropriate per Section 22358.6(c) of the CVC.

No change in the existing 30 mph speed limit is recommended.

Segment No. 87 – Arrow Highway to Teague Drive

This segment of Walnut Avenue is currently posted at 30 mph and has a single lane of traffic in each direction with an ADT of 1,917 vehicles per day. Walnut Avenue is designated as a major collector street. The adjacent land use consists of commercial/retail. The 85th percentile (critical) speed of this segment is 32 mph and justifies a 25 mph speed limit.

The critical speed and general roadway characteristics such as a railroad crossing and a higher than expected accident rate indicate that a reduction to a 25 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

It is recommended to REDUCE the speed limit along this roadway segment to 25 mph.

Segment No. 88 – Teague Drive to Cannon Avenue

This segment of Walnut Avenue is currently posted at 25 mph and has a single lane of traffic in each direction with an ADT of 1,260 vehicles per day. Walnut Avenue is designated as a major collector street. The adjacent land use consists of large custom residential. A small portion of this segment is shared with the City of la Verne. The 85th percentile (critical) speed of this segment is 32 mph and justifies a 25 mph speed limit.

The critical speed and the general roadway characteristics such as narrow travel lanes, steep grade, and a curvilinear alignment indicate that the existing 25 mph speed limit is appropriate per Section 22358.6(b) of the CVC.

No change in the existing 25 mph speed limit is recommended.

Segment No. 89 – Cannon Avenue to Puddingstone Drive

This segment of Walnut Avenue is currently posted at 25 mph and has a single lane of traffic in each direction with an ADT of 426 vehicles per day. Walnut Avenue is designated as a major collector street. The adjacent land use consists of large custom residential. The 85th percentile (critical) speed of this segment is 27 mph and justifies a 25 mph speed limit.

The critical speed and the general roadway characteristics such as narrow travel lanes, steep grade, a higher than expected accident rate, and a curvilinear alignment indicate that the existing 25 mph speed limit is appropriate.

No change in the existing 25 mph speed limit is recommended.

REFERENCES

California Vehicle Code

Definitions	235	Business District
	240	Business and Residential District Determination
	515	Residential District
	627	Engineering and Traffic Survey
Sections	22349	Maximum Speed Limit
	22350	Basic Speed Law
	22351	Speed Law Violations
	22352	Prima Facie Speed Limits
	22357	Increase of Local Limits
	22357.1	Decrease Near Children's Playground
	22358	Decrease of Local Limits
	22358.5	Downward Speed Zoning
	22358.6	85th Percentile, Rounding
	22358.8	Retain Adopted or Restore Immediately Prior Speed Limit
	22359	Boundary Line Streets
	40801	Speed Trap Prohibition
	40802	Speed Trap Definition/ Local Street Exemption
	40803	Speed Trap Evidence

California Manual on Uniform Traffic Control Devices (2014 – Latest Revision)

Traffic Engineering Handbook