MEMORANDUM

Public Works Department

Date: February 24, 2023

To: File

From: Shari Garwick, Director of Public Works

Subject: Citywide Engineering and Traffic (Speed Zone) Survey Extension

Pursuant to Section 40802 of the California Vehicle Code (CVC), for the enforcement of speed limits involving the use of radar or any other electronic device, speed limits shall be justified by a valid engineering and traffic survey (some time also referred to as a speed zone survey) conducted within five (5) years prior to the date of the alleged violation. That five (5) year time frame may be extended to seven (7) years if the radar or other electronic devices used have the proper calibration certificates and the citing officer has successfully completed a radar operator course approved and certified by the Commission on Peace Officer Standards and Training.

The Los Angeles County Sheriff's Department is the law enforcement agency for the City of San Dimas and they have provided proof of the necessary training for their deputies as well as the calibration certificates for their equipment to allow for the survey extension. Therefore, the Engineering and Traffic Survey adopted on February 27, 2018 per City Ordinance No. 1261 is now valid for seven (7) years until February 27, 2025.

Shari Garwick, Director of Public Works

02-23-18sb

AGA Engineers, Inc.

January 31, 2023

Ms. Shari Garwick
Director of Public Works
City of San Dimas
245 East Bonita Avenue
San Dimas, California 91773

RE: 2017 Engineering and Traffic Survey Extension

Dear Shari:

The City of San Dimas conducted a Citywide Engineering and Traffic Survey which was adopted by the San Dimas City Council on February 27, 2018 (Ordinance No. 1261). In order to enforce speed limits by radar or other electronic devices, a study must be conducted every five years. Section 40802 of the California Vehicle Code (CVC) states that a speed limit enforced by radar or other electronic devices and which speed limit is not justified by an engineering and traffic survey conducted within certain time frames prior to the date of the alleged violation constitutes a speed trap. The time frame is five years but may be extended to seven years if the officer issuing the citation has successfully completed a radar operator course, approved by the Commission on Peace Officer Standards and Training, and the radar or other electronic device used has the proper equipment calibration certificates.

The Los Angeles County Sheriff's Department has provided proof of training and equipment calibration testing certificates as required by CVC 40802 (see attachments). Therefore, the Engineering and Traffic Survey prepared and adopted on February 27, 2018, is valid for 7 years, until February 27, 2025.

If you have any questions or need additional information, please feel free to contact me.

Respectfully submitted,

AGA Engineers, Inc.

Ruben Perales, P.E., T.E.
Vice President

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(714) 992-4592 Email: aga@agaengineersinc.com

2017
SPEED ZONE STUDY

(ENGINEERING AND TRAFFIC SURVEY)

Prepared for

CITY OF San Dimas CALIFORNIA

ADOPTED BY SAN DIMAS CITY COUNCIL

Ordinance No. 1261

Date: February 27, 2018

I, Mark H. Miller, am a Registered Civil Engineer, No. 40956, and Traffic Engineer, No. 1575, in the State of California. I certify that this Traffic and Engineering Study, prepared for the City of San Dimas, has been conducted in compliance with guidelines contained in the latest versions of the California Vehicle Code and the California Manual on Uniform Traffic Control Devices. Data presented in the report represents a true and accurate description of traffic conditions existing on San Dimas city streets.

REGISTERED PROFESSIONAL ENGINEER
MARK H. MILLER
No. 40956
CIVIL
STATE OF CALIFORNIA

PREPARED BY

ALBERT GROVER & ASSOCIATES

Mark H. Miller
Consultant Traffic Engineer
RCE 40956
RTE 1575

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EXISTING AND PROPOSED SPEED LIMITS

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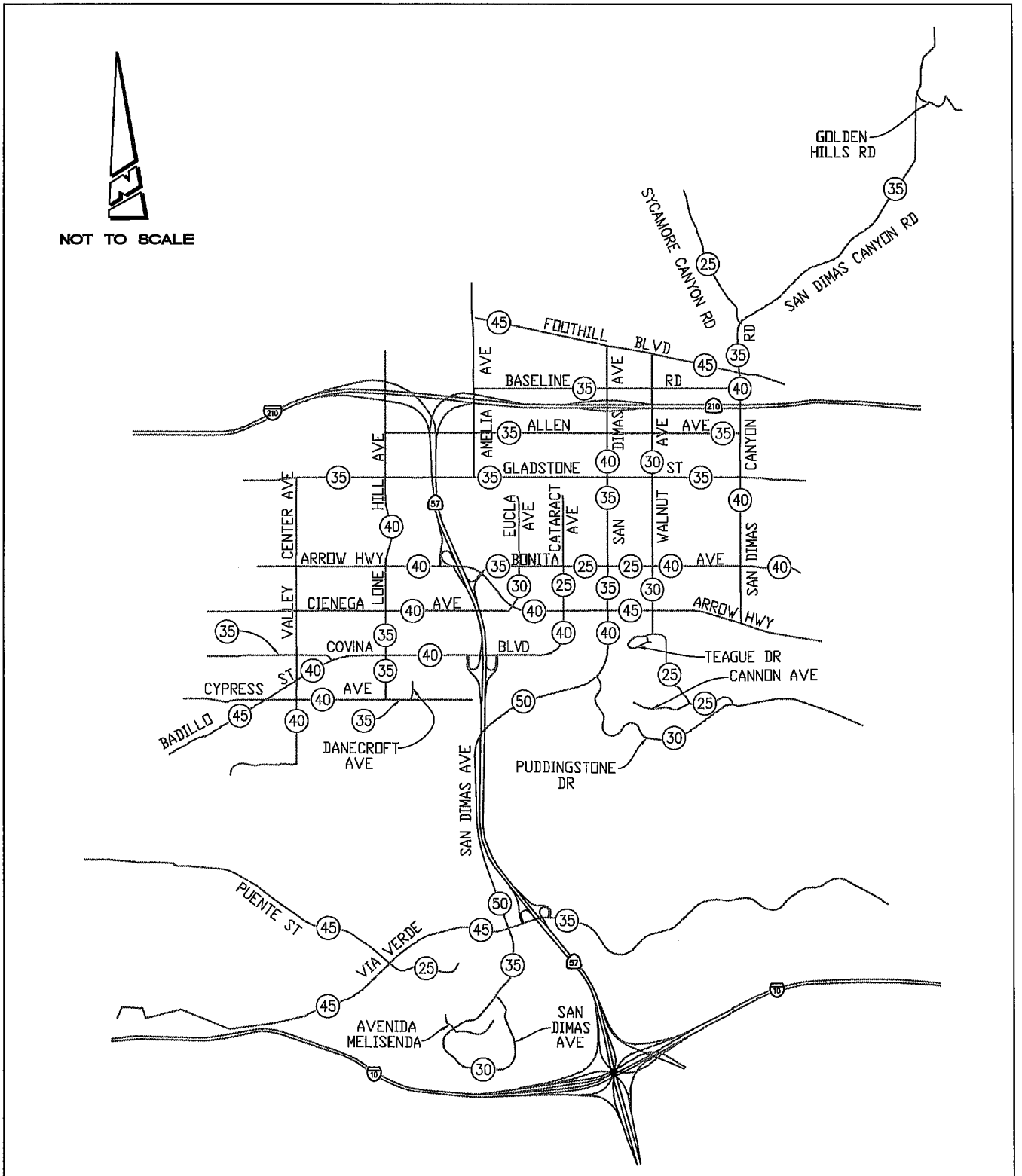
Allen Avenue	Amelia Avenue to San Dimas Canyon Road	35	35 NC
Arrow Highway	Valley Center Avenue to San Dimas Avenue	40	40 NC
	San Dimas Avenue to Walnut Avenue	45	45 NC
	Walnut Avenue to East City Limit	45	45 NC
Badillo Street	West City Limit to Valley Center Avenue	45	45 NC
	Valley Center Avenue to Covina Boulevard	40	40 NC
Baseline Road	Amelia Avenue to San Dimas Canyon Road	35	35 NC
Bonita Avenue	Arrow Highway to Cataract Avenue	35	35 NC
	Cataract Avenue to Walnut Avenue	25	25 NC
	Walnut Avenue to East City Limit	40	40 NC
Cataract Avenue	Covina Boulevard to Arrow Highway	40	40 NC
	Arrow Highway to Bonita Avenue	25	25 NC
Cienega Avenue	Valley Center Avenue to Arrow Highway	40	40 NC
Covina Boulevard	Valley Center Avenue to Badillo Street	35	35 NC
	Badillo Street to Cataract Avenue	40	40 NC
Cypress Street	West City Limit to Lone Hill Avenue	40	40 NC
	Lone Hill Avenue to 550' east of Danecroft Avenue	35	35 NC
	550' east of Danecroft Avenue to east end	25	25 NC
Eucla Avenue	Bonita Avenue to Arrow Highway	30	30 NC
Foothill Boulevard	West City Limit to East City Limit	45	45 NC
Gladstone Street	Lone Hill Avenue to San Dimas Canyon Road	35	35 NC
Lone Hill Avenue	Gladstone Street to Cienega Avenue	40	40 NC
	Cienega Avenue to Covina Boulevard	35	35 NC
	Covina Boulevard to Cypress Street	35	35 NC
Puddingstone Drive	San Dimas Avenue to East City Limit	30	30 NC
Puente Street	West City Limit to Via Verde	45	45 NC
	Via Verde to Via Amadeo	30	**25 D**
San Dimas Avenue	Foothill Boulevard to Gladstone Street	40	40 NC
	Gladstone Street to Arrow Highway	35	35 NC
	Arrow Highway to 1000' south of Puddingstone Drive	40	40 NC
	1000' south of Puddingstone Drive to Via Verde	50	50 NC
	Via Verde to San Dimas Avenue (Loop Junction)	35	35 NC
	San Dimas Avenue (Loop Junction) to Avenida Melisenda	35	35 NC
	Avenida Melisenda to Calle Andrea	30	30 NC
	Calle Andrea to San Dimas Ave (Loop Junction)	30	30 NC
San Dimas Canyon Road	Golden Hills Road to Foothill Boulevard	35	35 NC
	Foothill Boulevard to Arrow Highway	40	40 NC
Sycamore Canyon Road	West City Limit to San Dimas Canyon Road	25	25 NC
Valley Center Avenue	Badillo Street to Gainsborough Road	40	40 NC
Via Verde	Covina Hills Road to San Dimas Avenue	45	45 NC
	San Dimas Avenue to east of Northbound SR-57 On-Ramp	45	**35 D**
Walnut Avenue	Foothill Boulevard to Teague Drive	30	30 NC
	Teague Drive to Cannon Avenue	25	25 NC
	Cannon Avenue to Puddingstone Drive	30	**25 D**

ABBREVIATIONS: NC = No Change, I = Increase, D = Decrease, NP = Not Posted



ALBERT GROVER & ASSOCIATES

CITY OF SAN DIMAS
2017 SPEED MAP

EXECUTIVE SUMMARY

This report presents the results of an engineering and traffic survey for establishment of speed limits on city streets as required by Sections 22357 and 22358 of the California Vehicle Code (CVC). The review included radar surveys of prevailing vehicle speeds at various locations along the length of each street, recent traffic counts and an analysis of reported traffic accidents recorded during the three-year period from July 1, 2014 through July 31, 2017.

In order to enforce speed limits by radar or other electronic devices, a study must be conducted every five years. Section 40802 of the CVC states that a speed limit enforced by radar or other electronic devices and which speed limit is not justified by an engineering and traffic survey conducted within certain time frames prior to the date of the alleged violation constitutes a speed trap. The time frame is five years unless the arresting officer has successfully completed a radar operator course and the course was approved and certified by the Commission on Peace Officer Standards and Training. The Sheriff's Department has advised that their officers training meets these requirements. Since speed traps are illegal, the lack of an adequate study effectively precludes the Sheriff from using radar enforcement. Through adoption of this study, the Sheriff's Department will be able to enforce posted speed limits with radar equipment.

The results of the study are summarized on the following pages, showing the existing and proposed speed limits.

DEFINITIONS AND ABBREVIATIONS

The following definitions and abbreviations are used throughout this report.

Average Daily Traffic (ADT): Volume of traffic expressed in thousands during a 24-hour period.

Critical Speed, Eighty-fifth (85th) Percentile Speed: The speed which 85 percent of the observed vehicles are not exceeding.

E.C.L.: East City Limit.

Intermediate Speed Limits: Speed limits set at 5-MPH increments between 25 MPH and 65 MPH.

MPH: Miles Per Hour

MVM: Million Vehicle Miles. Accident rates are generally expressed as the number of accidents occurring per million vehicle miles, traveled during a given time period.

N.C.L.: North City Limit

Pace: The 10-MPH range of observed vehicle speeds containing the largest number of vehicles.

Prima Facie Limits: "Blanket" speed limits considered reasonable and prudent for certain general conditions unless refuted and proven inadequate for a particular condition.

S.C.L.: South City Limit

W.C.L.: West City Limit

INTRODUCTION

It is a common belief that posting of speed limit traffic signs will influence drivers to drive at that speed. The facts indicate otherwise.

Driver behavior research conducted in many parts of this country, over a span of several decades, shows that the average driver is influenced by the appearance of the highway itself and the prevailing traffic conditions, in choosing the speed at which he or she drives. Recognizing this, the CVC requires that speed limits be established in accordance with appropriate engineering practice and methods.

CVC Sections 22357 and 22358 give cities the authority to determine speed limits on streets within their jurisdiction on the basis of an engineering and traffic survey. CVC Section 627 defines the engineering and traffic survey as a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities. The survey requires consideration of prevailing speeds as determined by traffic engineering measurements, accident records highway, traffic, and roadside conditions not readily apparent to the driver, residential density, and pedestrian and bicyclist safety.

CVC Section 40801 prohibits peace officers from using speed trap to enforce speed limits. In part, Section 40802 defines speed traps as either:

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

(2) A particular section of a highway with a prima facie speed limit that has not been established on the basis of a traffic and engineering survey within seven years or within ten years if a registered engineer evaluates the section of highway and determines that no significant changes in roadway or traffic conditions have occurred including but not limited to changes in adjoining property or land use, roadway width or traffic volume.

REGULATIONS GOVERNING SPEED LIMITS

Under California law, the maximum speed limit for any passenger vehicle is 65 miles per hour (mph). All other speed limits are called prima facie limits, which "on the face of it", are safe and prudent under normal conditions. Certain prima facie limits are established by law and include the 25 miles per hour limit in business and residential districts; the 15 miles per hour limit in alleys, at blind intersections and blind railroad grade crossings; and a part-time 25 miles per hour in school zones when children are going to and from school.

Intermediate speed limits- between 25 and 65 miles per hour may be established by local authorities on the ·basis of traffic engineering surveys. Such surveys include the analysis of roadway conditions, accident records, and the prevailing speed of prudent drivers using the highway under study. If speed limits are established below what the majority of drivers consider reasonable, they are often not obeyed and consequently, are difficult to enforce. Those drivers who do not comply with posted reasonable speed limits are, conversely, subject to equitable enforcement action.

The Vehicle Code provides that the use of radar to enforce speed limits which have not been based on a traffic and engineering study within the preceding five years constitutes a "speed trap". Since speed traps are also prohibited by the code, lack of the required study effectively prohibits local agencies from using radar enforcement.

APPLICABLE VEHICLE CODE SECTIONS

BUSINESS DISTRICT - SECTION 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 iri this section if the above ratio of , buildings in use for business to the length of the highway exists.

BUSINESS AND RESIDENCE DISTRICT: DETERMINATION - SECTION 240

In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions in 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 - SECTION 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 - SECTION 627

(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 for use by state and local authorities.

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

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision {b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon.one side of the 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.

(B) Upon both sides of the 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.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Pedestrian and bicyclist safety.

MAXIMUM SPEED LIMIT - SECTION 22349

(a) Except as provided in Section 22356, no person may drive a vehicle upon a highway at a speed greater than 65 miles per hour.

(b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:

(1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.

(2) Passing lanes may not be considered when determining the number of through lanes.

(c) It is the intent of the Legislature that there be reasonable signing on affected two- lane, undivided highways described in subdivision (b) in continuing the 55 miles- per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations.

BASIC SPEED LAW - SECTION 22350

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

SPEED LAW VIOLATIONS - SECTION 22351

(a) The speed of any vehicle. upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.

(b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

PRIMA FACIE SPEED LIMITS - SECTION 22352

(a) The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(1) Fifteen miles per hour:

(A) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This subdivision · does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(B) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(C) On any alley.

(2) Twenty-five miles per hour:

(A) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

(B) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.

(C) When passing a senior center or other facility primarily used by senior · citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority is not required to erect any sign pursuant to this paragraph until donations from private sources covering those costs are received and the local agency makes a determination that the proposed signing should be implemented. A local authority may, however, utilize any other funds available to it to pay for the erection of those signs.

INCREASE OF LOCAL LIMITS - SECTION 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 - SECTION 22357.1

Notwithstanding 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 - SECTION 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.

DECREASE ON NARROW STREET - SECTION 22358.3

Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

DECREASE OF LOCAL LIMITS NEAR SCHOOLS OR SENIOR CENTERS - SECTION 22358.4

(a)

(1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by paragraph (2) of subdivision (a) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(b)

(1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.

(B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to

1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit. of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

(4) When determining the need *to* lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5)

(A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

Downward Speed Zoning - Section 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 Section 22350 is sufficient regulation as to such conditions.

Boundary Line Streets - Section 22359

With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under 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.

MULTIPLE-LANE HIGHWAYS - SECTION 22361

On multiple-lane highways with· two or more separate roadways different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive.

SPEED TRAP PROHIBITION - SECTION 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 SECTION 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 Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

(b)

(1) For purposes of this section, local streets and roads shall be defined by the latest functional usage and federal-aid system maps as submitted to the federal Highway Administration, except that when these maps have not been submitted, or when the street or road is not shown on the maps, a "local street or road" means a street or road primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

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

(2) For purposes of this section "school zone" means that area of road contiguous to a school building or the grounds thereof, and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period.

(c)

(1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C)

(i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) 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.

(B)

(i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, 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:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.

(ii) This subparagraph does not apply to a local street, road, or school zone.

SPEED TRAP EVIDENCE - SECTION 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.

STUDY METHOD

Speed zones are established to inform drivers of the safe speed limit and to protect the general public from unreasonable and reckless drivers. Research has shown that most · drivers travel at speeds that are safe and reasonable, therefore, speed limits are established primarily on the consensus of the majority of those who use the roads. Speed limits are not based on the actions of a few. The CVC requires the limits to be established on the basis of an engineering and traffic survey rather than by arbitrary methods.

This study was conducted in accordance with the appropriate sections of the latest version of the California Vehicle Code and the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Surveys were conducted on arterial streets and selected local streets. Each of the selected streets was analyzed individually.

The accident analysis was based on a review of traffic collision records from the Los Angeles County Sheriff Department records for the years 2014 through 2017. Only mid-block accidents are included since intersection accidents are considered to be correctable using conventional intersection traffic controls such as stop signs or traffic signals.

Accident rates were computed using a formula which takes into account the number of accidents in the three-year period, the length of roadway being studied, and the average daily traffic volume. The rate is expressed in accidents per million vehicle miles (Acc/MVM). The formula is:

$$\text{Acc/MVM} = \frac{\text{Number of Accidents x 1,000.000}}{\text{Distance x ADT x Number of Days}}$$

In order to evaluate the accident rates for each street segment, the average rate for all surveyed arterial street segments was calculated. Average rates were calculated for two-lane and four-or-more-lane arterial streets, two-lane collector and two-lane local streets-. The accident rates for each segment were compared to the citywide average rates for streets with similar characteristics. The average rates are shown below and in **Table 1**. The study data is summarized in **Table 2** on the following pages.

Average Mid-Block Accident Rates

Street Type	Average Accident Rate*
4-Lane + Arterial	0.70
2-Lane Arterial	1.80
Collector	1.96
Local Residential	0.69
Rural Local	2.34

* Accidents per million vehicle miles

City of San Dimas
Table 1. 2017 Speed Zone Survey - Accident Survey Analysis

Street	No.	Location	Distance (mile)	Distance (feet)	ADT	Accidents[1] 3 yrs Total	Accident Rate	Expected[2] Acc. Rate
Allen Avenue	1	Amelia Ave to San Dimas Ave	0.73	3,854	7,841	8	1.28	1.96
	2	San Dimas Ave to Walnut Ave	0.25	1,320	5,145	0	0.00	1.96
	3	Walnut Ave to Delancey Ave	0.25	1,320	4,088	4	3.57	1.96
	4	Delancey Ave to San Dimas Canyon Rd	0.38	2,006	2,935	1	0.82	1.96
Arrow Highway	5	Valley Center Ave to Lone Hill Ave	0.50	2,640	25,001	1	0.07	0.70
	6	Lone Hill Ave to Bonita Ave	0.54	2,851	34,843	7	0.34	0.70
	7	Bonita Ave to Cataract Ave	0.54	2,851	18,363	5	0.46	0.70
	8	Cataract Ave to San Dimas Ave	0.25	1,320	29,990	2	0.24	0.70
	9	San Dimas Ave to Walnut Ave	0.25	1,320	28,995	2	0.25	0.70
	10	Walnut Ave to East City Limit	0.35	1,848	24,940	4	0.42	0.70
Badillo Street	11	West City Limit to Valley Center Ave	0.31	1,637	20,024	0	0.00	0.70
	12	Valley Center Ave to Covina Blvd	0.23	1,214	16,702	0	0.00	0.70
Baseline Road	13	Amelia Ave to San Dimas Ave	0.73	3,854	1,827	1	0.68	1.96
	14	San Dimas Ave to Walnut Ave	0.25	1,320	2,268	2	3.22	1.96
	15	Walnut Ave to San Dimas Canyon Rd	0.48	2,534	1,732	1	1.10	1.96
Bonita Avenue	16	Arrow Hwy to Cataract Ave	0.46	2,429	14,926	7	0.93	0.70
	17	Cataract Ave to San Dimas Ave	0.25	1,320	17,510	2	0.42	1.80
	18	San Dimas Ave to Walnut Ave	0.25	1,320	15,343	4	0.95	1.80
	19	Walnut Ave to San Dimas Canyon Rd	0.50	2,640	16,126	9	1.02	0.70
	20	San Dimas Canyon Road to East City Limit	0.13	686	13,357	0	0.00	0.70
Cataract Avenue	21	Covina Blvd to Arrow Hwy	0.25	1,320	14,296	2	0.51	1.80
	22	Arrow Hwy to Bonita Ave	0.25	1,320	2,649	1	1.38	0.69
Cienega Avenue	23	Valley Center Ave to Lone Hill Ave	0.50	2,640	10,174	2	0.36	1.80
	24	Lone Hill Ave to Arrow Hwy	0.71	3,749	12,790	5	0.50	0.70
Covina Boulevard	25	.25 mi w/o Valley Center to .13 mi w/o Valley Center	0.12	634	13,926	0	0.00	0.70
	26	Valley Center Ave to Badillo St	0.19	1,003	5,103	0	0.00	0.70
	27	Badillo St to Lone Hill Ave	0.39	2,059	21,936	1	0.11	0.70
	28	Lone Hill Ave to SR-57 Fwy	0.55	2,904	26,074	9	0.57	0.70
	29	SR-57 Fwy to Cataract Ave	0.44	2,323	16,197	4	0.51	0.70
Cypress Street	30	Badillo St to Valley Center Ave	0.25	1,320	4,192	1	0.87	0.70
	31	Valley Center Ave to Lone Hill Ave	0.50	2,640	5,248	3	1.04	0.70
	32	Lone Hill Ave to 550' e/o Danecroft Ave	0.16	845	2,804	4	8.14	0.70
Eucla Avenue	33	Bonita Ave to Arrow Hwy	0.23	1,214	3,219	0	0.00	0.69
Foothill Boulevard	34	Amelia Ave to San Dimas Ave	0.28	1,478	19,931	0	0.00	0.70
	35	San Dimas Ave to San Dimas Canyon Rd	0.75	3,960	20,791	2	0.12	0.70
	36	San Dimas Canyon Rd to East City Limit	0.07	370	23,426	1	0.56	0.70
Gladstone Street	37	Lone Hill Ave to Amelia Ave	0.48	2,534	13,819	6	0.83	1.80
	38	Amelia Ave to San Dimas Ave	0.75	3,960	9,734	3	0.38	1.80
	39	San Dimas Ave to Walnut Ave	0.25	1,320	8,047	6	2.72	1.80
	40	Walnut Ave to San Dimas Canyon Rd	0.50	2,640	6,245	10	2.92	1.80
Lone Hill Avenue	41	Gladstone St to Arrow Hwy	0.50	2,640	23,112	6	0.47	0.70
	42	Arrow Hwy to Cienega Ave	0.25	1,320	14,605	0	0.00	0.70
	43	Cienega Ave to Covina Blvd	0.25	1,320	14,680	0	0.00	0.70
	44	Covina Blvd to Cypress St	0.25	1,320	6,962	2	1.05	0.70

[1] Accident Data from 7/1/14 to 7/1/17

[2] Source: City of San Dimas Average Accident Rate

City of San Dimas
Table 1. 2017 Speed Zone Survey - Accident Survey Analysis

Street	No.	Location	Distance (mile)	Distance (feet)	ADT	Accidents[1] 3 yrs Total	Accident Rate	Expected[2] Acc. Rate
Puddingstone Drive	45	San Dimas Ave to Cannon Ave	0.25	1,320	1,495	4	9.77	1.80
	46	Cannon Ave to Walnut Ave	1.25	6,600	961	2	1.52	1.80
Puente Street	47	West City Limit to Via Esperanza	0.44	2,323	4,458	1	0.47	0.70
	48	Via Esperanza to Via Verde	0.45	2,376	5,596	0	0.00	0.70
	49	Via Verde to Via Amadeo	0.50	2,640	1,311	0	0.00	1.96
San Dimas Avenue	50	Foothill Blvd to SR-210 Fwy	0.33	1,742	11,848	1	0.23	0.70
	51	SR-210 Fwy to Gladstone St	0.40	2,112	16,471	3	0.42	0.70
	52	Gladstone St to Fourth St	0.23	1,214	13,810	0	0.00	1.80
	53	Fourth St to Bonita Ave	0.26	1,373	10,617	1	0.33	1.80
	54	Bonita Ave to Arrow Hwy	0.25	1,320	10,076	2	0.73	1.80
	55	Arrow Hwy to 1000' s/o Puddingstone Dr	0.58	3,062	11,238	5	0.70	0.70
	56	1000' s/o Puddingstone Dr to Avenida Loma Vista	0.91	4,805	7,606	3	0.40	1.80
	57	Avenida Loma Vista to Via Verde	0.76	4,013	6,685	0	0.00	1.80
	58	Via Verde to San Dimas Ave (Loop Junction)	0.41	2,165	4,891	0	0.00	2.34
	59	San Dimas Ave (Loop Junction) to Avenida Melisenda	0.30	1,584	761	2	8.00	2.34
	60	Avenida Melisenda to Calle Andrea	0.64	3,379	761	0	0.00	2.34
	61	Calle Andrea to San Dimas Ave (Loop Junction)	0.34	1,795	761	0	0.00	2.34
San Dimas Canyon Road	62	Golden Hills Rd to Terrebonne Ave	0.38	2,006	531	2	9.05	1.80
	63	Terrebonne Ave to Ramola Ave	0.5	2,640	2,023	1	0.90	1.80
	64	Ramola Ave to Sycamore Cyn	0.29	1,531	4,726	1	0.67	1.80
	65	Sycamore Cyn to Foothill Blvd	0.27	1,426	5,778	1	0.59	0.70
	66	Foothill Blvd to Allen Ave	0.33	1,742	9,232	0	0.00	0.70
	67	Allen Ave to Gladstone St	0.25	1,320	7,776	4	1.88	0.70
	68	Gladstone St to Bonita Ave	0.50	2,640	9,068	5	1.01	0.70
	69	Bonita Ave to Arrow Hwy	0.30	1,584	8,175	1	0.37	0.70
Sycamore Canyon Road	70	San Dimas Canyon Rd to West City Limit	0.61	3,221	1,473	1	1.02	2.34
Valley Center Avenue	71	Badillo St to Cypress St	0.10	528	2,450	1	3.73	0.70
	72	Cypress Street to Gainsborough Rd	0.35	1,848	2,538	2	2.06	0.70
Via Verde	73	Covina Hills Rd to Puente St	0.54	2,851	10,925	2	0.31	0.70
	74	Puente St to San Dimas Ave	0.60	3,168	13,058	1	0.12	0.70
	75	San Dimas Ave to 100' e/o NB SR-57 On Ramp	0.18	950	16,074	0	0.00	0.70
Walnut Avenue	76	Foothill Blvd to Baseline Rd	0.20	1,056	1,474	0	0.00	1.96
	77	Baseline Rd to Allen Ave	0.25	1,320	2,052	1	1.78	1.96
	78	Allen Ave to Gladstone St	0.25	1,320	2,602	4	5.62	1.96
	79	Gladstone St to Juanita Ave	0.25	1,320	4,448	8	6.57	1.96
	80	Juanita Ave to Bonita Ave	0.25	1,320	6,086	3	1.80	1.96
	81	Bonita Ave to Arrow Hwy	0.25	1,320	5398	1	0.68	1.96
	82	Arrow Hwy to Teague Dr	0.19	1,003	2,042	1	2.35	1.96
	83	Teague Dr to Cannon Ave	0.46	2,429	1,345	1	1.48	2.34
	84	Cannon Ave to Puddingstone Dr	0.42	2,218	368	1	5.91	2.34

[1] Accident Data from 7/1/14 to 7/1/17

[2] Source: City of San Dimas Average Accident Rate

Table 2: City of San Dimas 2017 Segment Spot Speed Survey

Street	No	No	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	05/09/2017	32-41	80	36	40	35	35	No change, school, equestrian, 35 mph Glendora
	2	San Dimas Ave to Walnut Ave	E/W	05/09/2017	29-38	77	33	39	35	35	No change, equestrian
	3	Walnut Ave to Delancey Ave	E/W	05/09/2017	32-41	79	36	40	35	35	No change, continuity of speed, high accident rate
	4	Delancey Ave to San Dimas Canyon Rd	E/W	05/09/2017	27-36	88	30	34	35	35	No change
Arrow Highway	5	Valley Center Ave to Lone Hill Ave	E/W	05/09/2017	38-47	67	41	46	40	40	No change, NSAT, 6 lanes, future bike lanes
	6	Lone Hill Ave to Bonita Ave	E/W	05/09/2017	34-43	79	37	42	40	40	No change, 85th percentile, NSAT, future bike lanes
	7	Bonita Ave to Cataract Ave	E/W	05/10/2017	36-45	81	40	44	40	40	No change, NSAT, future bike lanes
	8	Cataract Ave to San Dimas Ave	E/W	05/10/2017	36-45	77	41	46	40	40	No change, NSAT, future bike lanes
	9	San Dimas Ave to Walnut Ave	E/W	05/10/2017	34-43	76	39	44	45	45	No Change, future bike lanes, continuity of speed
	10	Walnut Ave to East City Limit	E/W	05/10/2017	41-50	71	44	48	45	45	No change, NSAT, 45 mph La Verne, future bike lanes
Badillo Street	11	West City Limit to Valley Center Ave	E/W	05/12/2017	41-50	69	45	51	45	45	No change, bike lane, 45 mph in Covina
	12	Valley Center Ave to Covina Blvd	E/W	05/12/2017	39-48	74	43	48	40	40	No change, bike lane, 40 mph Covina Blvd
Baseline Road	13	Amelia Ave to San Dimas Ave	E/W	05/15/2017	35-44	73	39	43	35	35	No change, continuity of speed, residential
	14	San Dimas Ave to Walnut Ave	E/W	05/15/2017	28-37	75	32	36	35	35	No change, 85th percentile, residential
	15	Walnut Ave to San Dimas Canyon Rd	E/W	05/15/2017	32-41	60	35	41	35	35	No change, continuity of speed, residential
Bonita Avenue	16	Arrow Hwy to Cataract Ave	E/W	05/16/2017	34-43	79	38	43	35	35	No Change, 85th percentile, RR Xing, bike route, high accident rate
	17	Cataract Ave to San Dimas Ave	E/W	05/16/2017	22-31	85	27	30	25	25	No change, crosswalk, business district
	18	San Dimas Ave to Walnut Ave	E/W	05/16/2017	26-31	82	29	34	25	25	No change, senior center, business district
	19	Walnut Ave to San Dimas Canyon Rd	E/W	05/16/2017	35-44	78	39	44	40	40	No change, school, bike lane, high accident rate
	20	San Dimas Canyon Road to East City Limit	E/W	05/31/2017	32-41	83	36	40	40	40	No change, 85th percentile, school
Cataract Avenue	21	Covina Blvd to Arrow Hwy	N/S	05/18/2017	31-40	78	35	39	40	40	No change, 85th Percentile, NPAT, RR Xing
	22	Arrow Hwy to Bonita Ave	N/S	05/18/2017	26-35	74	29	35	25	25	No change, residential, park, crosswalk, (make Local Street on CRS Maps)
Cienega Avenue	23	Valley Center Ave to Lone Hill Ave	E/W	05/18/2017	37-46	78	41	45	40	40	No change, continuity of speed, 35 mph in Charter Oak
	24	Lone Hill Ave to Arrow Hwy	E/W	06/02/2017	36-45	81	41	44	40	40	No change
Covina Boulevard	25	.25 mi w/o Valley Center to .13 mi w/o Valley Center	E/W	09/18/2017	37-46	75	41	45	35	35	No change, short segment, continuity of speed, 35 mph in Charter Oak
	26	Valley Center Ave to Badillo St	E/W	05/19/2017	33-43	85	36	39	35	35	No change, bike lane
	27	Badillo St to Lone Hill Ave	E/W	05/19/2017	39-49	77	41	46	40	40	No change, bike lane, continuity of speed, pedestrians
	28	Lone Hill Ave to SR-57 Fwy	E/W	05/19/2017	35-45	79	39	44	40	40	No change, school, bike lane, pedestrians
	29	SR-57 Fwy to Cataract Ave	E/W	05/19/2017	35-45	73	39	44	40	40	No change, continuity of speed from Cataract Ave, bike lane
Cypress Street	30	Badillo St to Valley Center Ave	E/W	05/19/2017	31-40	83	35	39	40	40	No change, 85th percentile, bike lane, 40 mph in Covina
	31	Valley Center Ave to Lone Hill Ave	E/W	05/19/2017	37-46	81	40	45	40	40	No change, continuity of speed, school, bike lane
	32	Lone Hill Ave to 550' e/o Danecroft Ave	E/W	05/19/2017	32-41	72	35	40	35	35	No change, school, bike lane, pedestrians
Eucla Avenue	33	Bonita Ave to Arrow Hwy	N/S	05/19/2017	27-36	86	31	34	30	30	No change
Foothill Boulevard	34	Amelia Ave to San Dimas Ave	E/W	05/22/2017	42-51	72	44	50	45	45	No change, bike lane, continuity of speed, 45 mph Glendora
	35	San Dimas Ave to San Dimas Canyon Rd	E/W	05/22/2017	40-49	73	45	49	45	45	No change, bike lane
	36	San Dimas Canyon Rd to East City Limit	E/W	05/22/2017	37-46	81	41	44	45	45	No change, small segment (about 350 ft)
Gladstone Street	37	Lone Hill Ave to Amelia Ave	E/W	05/22/2017	35-44	86	38	42	35	35	No change, multiple driveways, RR Xing, 45 mph Glendora
	38	Amelia Ave to San Dimas Ave	E/W	05/22/2017	35-44	83	38	43	35	35	No change, narrow street, no curbs, sidewalks
	39	San Dimas Ave to Walnut Ave	E/W	05/22/2017	34-43	88	36	40	35	35	No change, continuity of speed, high accident rate
	40	Walnut Ave to San Dimas Canyon Rd	E/W	05/22/2017	34-43	76	38	42	35	35	No change, continuity of speed, 35 in Los Angeles Co,high accident rate

NOTE: NSAT/NPAT - No Stopping/Parking Any Time

* School Zone - 25 mph When Children Are Present

Table 2: City of San Dimas 2017 Segment Spot Speed Survey

Street	No	No	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
Lone Hill Avenue	41	Gladstone St to Arrow Hwy	N/S	05/24/2017	37-46	79	39	43	40	40	No change, bike route, 40 mph in Glendora
	42	Arrow Hwy to Cienega Ave	N/S	05/24/2017	37-46	73	40	45	40	40	No change, bike route, continuity of speed
	43	Cienega Ave to Covina Blvd	N/S	05/24/2017	31-40	78	36	41	35	35	No Change, RR Xing, 85th %, low accident rate, bike route
	44	Covina Blvd to Cypress St	N/S	05/24/2017	28-37	82	32	35	35	35	No change, 85th percentile, school, bike route
Puddingstone Drive	45	San Dimas Ave to Cannon Ave	E/W	05/24/2017	28-37	82	31	34	30	30	No change,NPAT, high accident rate
	46	Cannon Ave to Walnut Ave	E/W	09/14/2017	33-42	72	35	41	30	30	No change, NPAT, curvilinear, limited sight distance, 30 mph Pomona
Puente Street	47	West City Limit to Via Esperanza	E/W	05/25/2017	38-47	72	43	49	45	45	No change, NSAT, bike lane
	48	Via Esperanza to Via Verde	E/W	05/25/2017	39-48	69	43	48	45	45	No change, bike lane
	49	Via Verde to Via Amadeo	E/W	05/25/2017	31-40	66	33	37	30	25	**DECREASE**, park, local street (CVC says 25 mph)
San Dimas Avenue	50	Foothill Blvd to SR-210 Fwy	N/S	05/26/2017	36-45	80	39	44	40	40	No change, 85th percentile
	51	SR-210 Fwy to Gladstone St	N/S	05/26/2017	37-46	77	40	45	40	40	No change, school
	52	Gladstone St to Fourth St	N/S	05/30/2017	31-40	77	33	39	35	35	No change, 85th percentile
	53	Fourth St to Bonita Ave	N/S	05/30/2017	30-39	86	33	37	35	35	No change, 85th percentile
	54	Bonita Ave to Arrow Hwy	N/S	05/30/2017	27-36	82	31	35	35	35	No change, 85th percentile, continuity of speed
	55	Arrow Hwy to 1000' s/o Puddingstone Dr	N/S	05/30/2017	36-45	84	41	44	40	40	No change, NSAT, high accident rate
	56	1000' s/o Puddingstone Dr to Avenida Loma Vista	N/S	05/26/2017	39-48	79	44	48	50	50	No change, 85th percentile, bike lane, NSAT, NPAT, horse Xing
	57	Avenida Loma Vista to Via Verde	N/S	05/26/2017	41-50	72	45	51	50	50	No change, 85th percentile, bike lane, NSAT
	58	Via Verde to San Dimas Ave (Loop Junction)	N/S	05/25/2017	33-42	71	38	43	35	35	No change, ,curvilinear, multiple driveways
	59	San Dimas Ave (Loop Junction) to Avenida Melisenda	N/S	09/14/2017	33-42	72	37	42	35	35	No change, park, residential, curves
	60	Avenida Melisenda to Calle Andrea	N/S	09/14/2017	27-36	81	29	33	30	30	No change, limited sight distance, curvilinerar, park, residential, continuity of speed
	61	Calle Andrea to San Dimas Ave (Loop Junction)	N/S	09/14/2017	28-37	63	31	36	30	30	No change, limited sight distance, curvilinerar, continuity of speed
San Dimas Canyon Road	62	Golden Hills Rd to Terrebonne Ave	N/S	06/01/2017	36-45	66	38	43	35	35	No change, NSAT, curves, minimal curb, no sidewalks, continuity of speed
	63	Terrebonne Ave to Ramola Ave	N/S	06/01/2017	36-45	83	39	44	35	35	No change, NSAT, curves, no sidewalks, continuity of speed, multipurpose trail
	64	Ramola Ave to Sycamore Cyn	N/S	06/01/2017	36-45	83	39	42	35	35	No change, NSAT, curves, no curb, sidewalks, continuity of speed
	65	Sycamore Cyn to Foothill Blvd	N/S	06/01/2017	31-40	85	35	39	35	35	No change, bike route
	66	Foothill Blvd to Allen Ave	N/S	06/01/2017	36-45	78	40	44	40	40	No change, school, bike route
	67	Allen Ave to Gladstone St	N/S	05/31/2017	34-43	79	38	42	40	40	No change, 85th percentile, school, bike route, high accident rate
	68	Gladstone St to Bonita Ave	N/S	05/31/2017	37-46	79	40	44	40	40	No change, school, bike route, high accident rate
	69	Bonita Ave to Arrow Hwy	N/S	05/31/2017	34-43	71	39	44	40	40	No change, school, bike route
Sycamore Canyon Road	70	San Dimas Canyon Rd to West City Limit	E/W	06/02/2017	20-29	87	23	28	25	25	No change, NSAT, NPAT
Valley Center Avenue	71	Badillo St to Cypress St	N/S	06/02/2017	26-35	86	29	34	40	40	No change, small segment (about 500 ft)
	72	Cypress Street to Gainsborough Rd	N/S	06/02/2017	34-43	77	38	42	40	40	No change, 85th percentile
Via Verde	73	Covina Hills Rd to Puente St	E/W	06/02/2017	42-51	72	45	50	45	45	No change, bike lanes, 45 mph Covina
	74	Puente St to San Dimas Ave	E/W	06/02/2017	42-51	71	46	52	45	45	No change, bike route
	75	San Dimas Ave to 100' e/o NB SR-57 On Ramp	E/W	06/02/2017	29-38	70	33	38	45	35	**DECREASE**, bike route
Walnut Avenue	76	Foothill Blvd to Baseline Rd	N/S	05/30/2017	30-39	70	33	37	30	30	No change, bike route, no sidewalk
	77	Baseline Rd to Allen Ave	N/S	05/30/2017	30-39	79	34	39	30	30	No change, bike route, continuity of speed
	78	Allen Ave to Gladstone St	N/S	05/30/2017	30-39	83	33	37	30	30	No change, bike route, high accident rate
	79	Gladstone St to Juanita Ave	N/S	05/30/2017	26-35	85	29	34	30	30	No change, school, bike route, high accident rate
	80	Juanita Ave to Bonita Ave	N/S	05/30/2017	26-35	83	31	35	30	30	No change, school, bike route
	81	Bonita Ave to Arrow Hwy	N/S	05/31/2017	30-39	73	33	38	30	30	No change, RR Xing, bike route, continuity of speed
	82	Arrow Hwy to Teague Dr	N/S	05/31/2017	23-32	82	29	33	30	30	No change, bike route, high accident rate
	83	Teague Dr to Cannon Ave	N/S	05/31/2017	30-39	77	34	38	25	25	No change, bike route, multiple driveways, no sidewalks, curvilinear
	84	Cannon Ave to Puddingstone Dr	N/S	05/31/2017	25-34	74	27	33	30	25	**DECREASE**, NPAT, bike route, mult. driveways, no sidewalks, curvilinear, HAR

NOTE: NSAT/NPAT - No Stopping/Parking Any Time

* School Zone - 25 mph When Children Are Present

ANALYSIS AND RECOMMENDATIONS

Following is from the latest edition of the CA MUTCD guidelines for establishing speed limits:

Standard:

12a **When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic, except as shown in the two Options below.**

Option:

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

Standard:

12b **If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.**

Support:

12c The following examples are provided to explain the application of these speed limit criteria:

Example 1. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if registered Civil or Traffic Engineer.

Example 2. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 3. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35mph, the speed limit can be established at 30mph, but no further reductions can be applied (which is allowed in the two examples above).

Standard:

12d **Examples 1 and 2 for establishing posted speed limits shall apply to engineering and traffic surveys (E&TS) performed on or after July 1, 2009 in accordance with Caltrans' Traffic Operations Policy Directive Number 09-04 dated June 29, 2009.**

Option:

12e After January 1, 2012, Example 3 may be used to establish speed limits. Refer to CVC 21400(b).

Support:

12f Any existing E&TS that was performed before July 1, 2009 in accordance with previous traffic control device standards is not required to comply with the new criteria until it is due for reevaluation per the 5, 7 or 10 year criteria.

Each of the segments was reviewed to determine if conditions justified setting the speed limit at more than five miles per hour below the 85th percentile speed based on the latest edition of the California Manual on Uniform Traffic Control Devices guidelines for establishing speed limits.. The recommended speed limits are consistent with the principle of establishing them at the first five miles per hour increment nearest the

85th percentile speed except at locations where an additional decrease is justified in the following discussions.
The review was based on consideration of the following factors:

1. Reported accident experience.
2. Roadway design speed.
3. Safe stopping sight distance.
4. Super elevation on curves.
5. Shoulder conditions.
6. Profile conditions.
7. Intersection spacing and offsets.
8. Driveway conditions.
9. Pedestrian traffic in the roadway without sidewalks.
10. Unusual or unique traffic conditions not readily apparent to the driver.

Recommended speed limits are consistent with the principle of establishing them at the first five miles per hour increment nearest the 85th percentile speed except at locations where additional decrease is justified.

Allen Avenue - Amelia Avenue to San Dimas Canyon Road

The 85th percentile speeds range from 34 to 40 miles per hour; therefore, it is recommended the existing 35 miles per hour speed limit be retained due to pedestrian and equestrian activity. It should be noted that the accident rate between Walnut Avenue and Delancey Avenue is 3.57 accidents per million vehicle miles, which is greater than the average of 1.96 accidents per million vehicle miles for this type of street.

Arrow Highway – Valley Center Avenue to East City Limit

Valley Center Avenue to San Dimas Avenue
The 85th percentile speeds range from 42 to 46 miles per hour; therefore, it is recommended the existing 40 miles per hour speed limit be retained due to the 85th percentile speed and continuity of speed with adjacent segments. It should also be noted that a future class II striped and signed bike lane will be installed on Arrow Highway.

San Dimas Avenue to Walnut Avenue
The 85th percentile speed is 44 miles per hour. It is recommended the existing 45 miles per hour speed limit be retained based on continuity of speed with adjacent segment.

Arrow Highway - Walnut Avenue to East City Limit
The 85th percentile speed is 48 miles per hour; therefore, it is recommended the existing 45 miles per hour speed limit be retained based on continuity of speed with adjacent segments.

Badillo Street – West City Limit to Covina Boulevard

West City Limit to Valley Center Avenue
The 85th percentile speed is 51 miles per hour; therefore, it is recommended the existing 45 miles per hour speed limit be retained. This is consistent with the existing 45 miles per hour limit on the adjacent street segment in Covina.

Valley Center Avenue to Covina Boulevard
The 85th percentile speed is 48 miles per hour; therefore, it is recommended the existing 40 miles per hour speed limit be retained based on continuity of speed with adjacent segments.

Baseline Road – Amelia Avenue to San Dimas Canyon Road

Amelia Avenue to San Dimas Canyon Road
The 85th percentile speed is 36 miles per hour to 43 miles per hour. Due to the residential density in this segment, it is recommended the existing 35 miles per hour speed limit be retained.

Bonita Avenue – Arrow Highway to East City Limit

Arrow Highway to Cataract Avenue
The 85th percentile speed is 43 miles per hour; therefore, it is recommended the existing 35 miles per hour speed limit be maintained. It should be noted that the accident rate here is 0.93 accidents per million vehicle miles, which is greater than the average of 0.73 vehicles per million miles for this type of street.

Cataract Avenue to San Dimas Avenue
The 85th percentile speed is 30 miles per hour. This segment of Bonita is a business district, as defined in the California Vehicle Code, and qualifies as a 25 mile per hour zone. Therefore, it is recommended the existing 25 miles per hour speed limit be retained.

San Dimas Avenue to Walnut Avenue
The 85th percentile speed is 34 miles per hour. This segment of Bonita is a senior citizen district, as defined in the California Vehicle Code, and qualifies as a 25 mile per hour zone. Therefore, it is recommended the existing 25 miles per hour speed limit be retained.

Walnut Avenue to East City Limit
The 85th percentile speeds in the segment between Walnut Avenue and San Dimas Canyon Road are 40 and 44 miles per hour. Between Walnut Avenue and San Dimas Canyon Road, the accident rate is 1.02 accidents per million vehicle miles, which is greater than the average of 0.73 accidents per million vehicle miles for this type of street. Therefore, it is recommended the existing 40 miles per hour speed limit be retained.

Cataract Avenue – Covina Boulevard to Bonita Avenue

Covina Boulevard to Arrow Highway
The 85th percentile speed is 39 miles per hour; therefore, it is recommended the existing 40 miles per hour speed limit be retained.

Arrow Highway to Bonita Avenue
The 85th percentile speed is 35 miles per hour. Because the street is essentially residential in nature, with a park and pedestrian crosswalks, it is recommended that the 25 miles per hour speed limit be retained.

CIENEGA AVENUE – VALLEY CENTER AVENUE TO ARROW HIGHWAY

Valley Center Avenue to Lone Hill Avenue
The 85th percentile speed is 45 miles per hour; therefore, it is recommended the existing 40 miles per hour speed limit be retained based on continuity of speed with adjacent segments.

Lone Hill Avenue to Arrow Highway
The 85th percentile speed is 44 miles per hour; therefore, it is recommended the existing 40 miles per hour speed limit be retained.

COVINA BOULEVARD – VALLEY CENTER AVENUE TO CATARACT AVENUE

0.25 miles west of Valley Center Avenue. to 0.13 miles west of Valley Center Avenue
The 85th percentile speed is 45 miles per hour; therefore, it is recommended that the existing 35 miles per hour speed limit be retained due to adjacent street segments.

Valley Center Avenue to Badillo Street
The 85th percentile speed is 39 miles per hour; therefore, it is recommended the existing 35 miles per hour speed limit be retained.

Badillo Street to Lone Hill Avenue
The 85th percentile speed is 46 miles per hour. There is significant pedestrian and bicycle activity generated by the college, high school and junior high school in the vicinity. Therefore, it is recommended the existing 40 miles per hour speed limit be retained.

Lone Hill Avenue to SR-57 Freeway
The 85th percentile speed is 44 miles per hour. There is significant pedestrian activity generated by the high school and junior high school in the vicinity. Therefore, it is recommended the existing 40 miles per hour speed limit be retained for continuity of speed with adjacent segments.

SR-57 Freeway to Cataract Avenue
The 85th percentile speed is 44 miles per hour; therefore, it is recommended the existing 40 miles per hour speed limit be retained.

CYPRESS STREET – WEST CITY LIMIT TO EASTERLY TERMINUS

Badillo Street to Lone Hill Avenue

The 85th percentile speeds range from 39 to 45 miles per hour; therefore, it is recommended the existing 40 miles per hour speed limit be retained based on continuity of speed with adjacent segments, bike lanes, and pedestrian activity.

Lone Hill Avenue to 550' east of Danecroft Avenue

The 85th percentile speed is 40 miles per hour. Residential density and pedestrian activity generated by the adjacent school and nearby sports park are factors in establishing the speed limit on this street segment. In addition, the street terminates in a parking lot at the east end. Also, the accident rate is 8.14 accidents per million vehicle miles, which is greater than the average of 0.73 accidents per million vehicle miles for this type of street. Due to these considerations, it is recommended the speed limit be retained at 35 miles per hour.

EUCLA AVENUE – BONITA AVENUE TO ARROW HIGHWAY

The 85th percentile speed is 34 miles per hour; therefore, it is recommended the existing 30 miles per hour speed limit be retained.

FOOTHILL BOULEVARD – WEST CITY LIMIT TO EAST CITY LIMIT

Amelia Avenue to San Dimas Avenue

The 85th percentile speed is 50 miles per hour. It is recommended the existing 45 miles per hour speed limit be retained due to continuity of speed with adjacent segments as well as bike lanes.

San Dimas Avenue to San Dimas Canyon Road

The 85th percentile speed is 49 miles per hour; therefore, it is recommended the existing 45 miles per hour speed limit be retained due to bike lanes.

San Dimas Canyon Road to East City Limits

The 85th percentile speed is 44 miles per hour. Due to the short length of the segment, it is recommended the existing 45 miles per hour speed limit be retained to maintain continuity with adjacent street segments.

GLADSTONE STREET – LONE HILL AVENUE TO SAN DIMAS CANYON ROAD

Lone Hill Avenue to Amelia Avenue

The 85th percentile speed is 42 miles per hour. It is recommended the existing 35 miles per hour speed limit be retained due to multiple driveways, and a railroad crossing.

Amelia Avenue to San Dimas Avenue

The 85th percentile speed is 43 miles per hour. It is recommended the existing 35 miles per hour speed limit be retained due to this segment being a narrow street without curbs or sidewalks.

San Dimas Avenue to Walnut Avenue

The 85th percentile speed is 40 miles per hour. The accident rate is 2.72 accidents per million vehicle miles which is greater than the average of 1.78 accidents per million vehicle miles for similar streets. Therefore, it is recommended the existing 35 miles per hour speed limit be retained.

Walnut Avenue to San Dimas Canyon Road

The 85th percentile speed is 42 miles per hour. It is recommended the existing 35 miles per hour speed limit be retained due to a high accident rate of 2.92 accidents per million vehicle miles, which is greater than the average of 1.78 accidents per million vehicle miles for similar streets.

Lone Hill Avenue – Gladstone Street to Cypress Street

Gladstone Street to Cienega Avenue

The 85th percentile speeds range from 43 to 45 miles per hour. It is recommended the existing 40 miles per hour speed limit be retained due to a bike route and continuity of speed with adjacent segments.

Cienega Avenue to Covina Boulevard

The 85th percentile speed is 41 miles per hour. The accident rate is 0.00 accidents per million vehicle miles, which is less than the average of 0.73 accidents per million vehicle miles for similar streets. Therefore, it is recommended the speed limit be maintained at 35 miles per hour.

Covina Boulevard to Cypress Street

The 85th percentile speed is 35 miles per hour. Due to the presence of a college, junior high school and a high school in the vicinity, pedestrian activity is significant. Therefore, it is recommended the existing 35 miles per hour speed limit be retained.

Puddingstone Drive – San Dimas Avenue to Walnut Avenue

The 85th percentile speeds range from 34 to 41 miles per hour. Puddingstone Drive provides access to a large recreation area in addition to residential development. There are several heavily used recreation area access driveways where visibility is restricted by bushes and roadway alignment. The accident rate between San Dimas Avenue and Cannon Avenue is 9.77 accidents per million vehicle miles, which is greater than the average rate of 1.80 accidents per million vehicle miles for this type of street. Therefore, it is recommended the existing 30 miles per hour speed limit be retained.

Puente Street – West City Limit to Via Amadeo

West City Limit to Via Esperanza

The 85th percentile speed is 49 miles per hour. It is recommended the existing 45 miles per hour speed limit be retained due to the bike lane.

Via Esperanza to Via Verde

The 85th percentile speed is 48 miles per hour. It is recommended the existing 45 miles per hour speed limit be retained due to the bike lane.

Via Verde to Via Amadeo

The 85th percentile speed is 37 miles per hour. It is recommended the speed limit be decreased to 25 miles per hour due to pedestrian activity, a park, and numerous back-out driveways.

San Dimas Avenue – Foothill Boulevard to San Dimas Avenue Junction

Foothill Boulevard to Gladstone Street

The 85th percentile speeds range from 44 to 45 miles per hour. To maintain continuity between adjacent similar segments, it is recommended the existing 40 miles per hour speed limit be retained.

Gladstone Street to Arrow Highway

The 85th percentile speeds range from 35 to 39 miles per hour. To maintain continuity between adjacent similar segments, it is recommended the existing 35 miles per hour speed limit be retained.

Arrow Highway to 1000 feet south of Puddingstone Drive

The 85th percentile speed is 44 miles per hour. Due to an accident rate of 1.63 per million vehicle miles, which is greater than the average of 0.73 accidents per million vehicle miles for similar streets, it is recommended the existing 40 miles per hour speed limit be retained.

1,000 feet south of Puddingstone Drive to Avenida Loma Vista

The 85th percentile speed is 48 miles per hour; therefore, it is recommended the existing 50 miles per hour speed limit be retained.

Avenida Loma Vista to Via Verde

The 85th percentile speed is 51 miles per hour; therefore, it is recommended the existing 50 miles per hour speed limit be retained.

Via Verde to San Dimas Avenue (Loop Junction)

The 85th percentile speed is 43 miles per hour. Due to driveways and curvilinear nature of the road it is recommended that the existing speed limits of 35 miles per hour be retained.

San Dimas Avenue (Loop Junction) to Avenida Melisenda

The 85th percentile speed is 42 miles per hour. Due to a park, school bus stop, residential density, and curvilinear nature of the road it is recommended that the existing speed limit of 35 miles per hour be retained.

Avenida Melisenda to Calle Andrea

The 85th percentile speed is 33 miles per hour. It is recommended that the existing 30 miles per hour speed limit be retained due to limited sight distance, curvilinear, and residential density.

Calle Andrea to San Dimas Avenue (Loop Junction)
The 85th percentile speed is 36 miles per hour. It is recommended the existing 30 miles per hour speed limit be retained due to limited sight distance, the curvilinear nature of the road, residential density, and continuity of speed.

San Dimas Canyon Road

Golden Hills Road to Terrebone Avenue
The 85th percentile speed is 43 miles per hour. Due to the unimproved nature of the roadway and sight distance limitations, it is recommended the existing 35 miles per hour speed limit be retained.

Terrebone Avenue to Ramola Avenue
The 85th percentile speed is 44 miles per hour. Due to sight distance limitations and the need to maintain continuity with the speed limits on adjacent street segments, it is recommended the existing 35 miles per hour speed limit be retained.

Ramola Avenue to Sycamore Canyon
The 85th percentile speed is 42 miles per hour; therefore, it is recommended the existing 35 miles per hour speed limit be retained due to sight distance limitations, no curb, and continuity of speed with adjacent segments.

Sycamore Canyon to Foothill Boulevard
The 85th percentile speed is 39 miles per hour; therefore, it is recommended the existing 35 miles per hour speed limit be retained due to a bike route.

Foothill Boulevard to Arrow Highway
The 85th percentile speeds range from 42 to 44 miles per hour. The accident rate between Allen Avenue and Gladstone Street is 1.88 accidents per million vehicle miles. The accident rate between Gladstone Street and Bonita Avenue is 1.01 accidents per million vehicle miles. Both rates are higher than the average which is 0.73 accidents per million vehicle miles for this type of street. Due to the high accident rates, school, and bike routes it is recommended the existing 40 miles per hour speed limit be retained.

Sycamore Canyon Road – San Dimas Canyon Road to West City Limit

The 85th percentile speed is 28 miles per hour; therefore, it is recommended the existing 25 miles per hour speed limit be retained.

Valley Center Avenue – Badillo Street to Gainsborough Road

The 85th percentile speeds range from 34 to 42 miles per hour; therefore, it is recommended the existing 40 miles per hour speed limit be retained.

Via Verde – Covina Hills Road to SR-57 Freeway

Covina Hills Road to San Dimas Avenue

The 85th percentile speeds range from 50 to 52 miles per hour; therefore, it is recommended the existing 45 miles per hour speed limit be retained due to bike lanes, bike route, and equestrian trail.

San Dimas Avenue to 100' East of Northbound SR-57 Freeway On-Ramp

The 85th percentile speed is 38 miles per hour; therefore, it is recommended the speed limit be reduced to 35 miles per hour.

WALNUT AVENUE – FOOTHILL BOULEVARD TO CANNON AVENUE

Foothill Boulevard to Gladstone Street

The 85th percentile speeds range from 37 to 39 miles per hour. The accident rate between Allen Avenue and Gladstone Street is 5.62 accidents per million vehicle miles, which is greater than the average of 1.96 accidents per million vehicle miles for this type of street. Due to the high accident rate, bike routes, and no sidewalks it is recommended the existing 30 miles per hour speed limit be retained.

Gladstone Street to Juanita Avenue

The 85th percentile speed is 34 miles per hour. The accident rate is 6.57 accidents per million vehicle miles, which is greater than the average of 1.96 accidents per million vehicle miles for this type of street. Therefore, it is recommended the existing 30 miles per hour speed limit be retained.

Juanita Avenue to Teague Drive

The 85th percentile speeds range from 33 to 38 miles per hour. The accident rate between Arrow Highway and Teague Drive is 2.35 accidents per million vehicle miles, which is greater than the average of 1.96 accidents per million vehicle miles for this type of street. Therefore, it is recommended the existing 30 miles per hour speed limit be retained due to bike route, school zone, railroad crossing, and high accident rate between Arrow Highway and Teague Drive.

Teague Drive to Cannon Avenue

The 85th percentile speed is 38 miles per hour; therefore, it is recommended the existing 25 miles per hour speed limit be retained due to a bike route, no sidewalks, limited sight distance, and curvilinear street.

Cannon Avenue to Puddingstone Drive

The 85th percentile speed is 33 miles per hour. The accident rate is 5.91 accidents per million vehicle miles which is greater than the average of 2.07 accidents per million vehicle miles for similar streets. Due to the accident rate, the unimproved nature of the roadway and sight distance limitations, it is recommended the existing 30 miles per hour speed limit be decreased to 25 miles per hour.

ORDINANCE 1261

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN DIMAS, AMENDING THE SAN DIMAS MUNCIPAL CODE BY AMENDING THE SECTION 10.06 THERETO DESIGNATING SPEED LIMITS ON CERTAIN STREETS IN THE CITY OF SAN DIMAS

THE COUNCIL OF THE CITY OF SAN DIMAS DOES ORDAIN AS FOLLOWS:

SECTION 1: Section 10.06.100 of the San Dimas Municipal Code is hereby amended to read as follows:

Section 10.06.100. In accordance with the provisions of Section 22357 and Section 22358 of the Vehicle Code of the State of California, the City of San Dimas hereby determines that the speed limits on certain streets are necessary for the orderly and safe movement of traffic in the City of San Dimas. Based on the engineering and traffic surveys of Albert Grover and Associates presented to it, as required by Section 22358 of the Vehicle Code of the State of California, the City Council finds and determines that the speed limit set forth below are those most appropriate to facilitate the orderly movement of traffic and are responsible and safe and shall be the prima facie speed limits for the areas identified herein.

EXISTING AND PROPOSED SPEED LIMITS			
Street	**Limits**	**Existing Speed Limit**	**Proposed Speed Limit**
Allen Avenue	Amelia Avenue to San Dimas Canyon Road	35	35 NC
Arrow Highway	Valley Center Avenue to San Dimas Avenue	40	40 NC
	San Dimas Avenue to Walnut Avenue	45	45 NC
	Walnut Avenue to East City Limit	45	45 NC
Badillo Street	West City Limit to Valley Center Avenue	45	45 NC
	Valley Center Avenue to Covina Boulevard	40	40 NC
Baseline Road	Amelia Avenue to San Dimas Canyon Road	35	35 NC
Bonita Avenue	Arrow Highway to Cataract Avenue	35	35 NC
	Cataract Avenue to Walnut Avenue	25	25 NC
	Walnut Avenue to East City Limit	40	40 NC
Cataract Avenue	Covina Boulevard to Arrow Highway	40	40 NC
	Arrow Highway to Bonita Avenue	25	25 NC
Cienega Avenue	Valley Center Avenue to Arrow Highway	40	40 NC
Covina Boulevard	Valley Center Avenue to Badillo Street	35	35 NC
	Badillo Street to Cataract Avenue	40	40 NC

Cypress Street	West City Limit to Lone Hill Avenue	40	40 NC
	Lone Hill Avenue to 550' east of Danecroft Avenue	35	35 NC
	550' east of Danecroft Avenue to east end	25	25 NC
Eucla Avenue	Bonita Avenue to Arrow Highway	30	30 NC
Foothill Boulevard	West City Limit to East City Limit	45	45 NC
Gladstone Street	Lone Hill Avenue to San Dimas Canyon Road	35	35 NC
Lone Hill Avenue	Gladstone Street to Cienega Avenue	40	40 NC
	Cienega Avenue to Covina Boulevard	35	35 NC
	Covina Boulevard to Cypress Street	35	35 NC
Puddingstone Drive	San Dimas Avenue to East City Limit	30	30 NC
Puente Street	West City Limit to Via Verde	45	45 NC
	Via Verde to Via Amadeo	30	**25 D**
San Dimas Avenue	Foothill Boulevard to Gladstone Street	40	40 NC
	Gladstone Street to Arrow Highway	35	35 NC
	Arrow Highway to 1000' south of Puddingstone Drive	40	40 NC
	1000' south of Puddingstone Drive to Via Verde	50	50 NC
	Via Verde to San Dimas Avenue (Loop Junction)	35	35 NC
	San Dimas Avenue (Loop Junction) to Avenida Melisenda	35	35 NC
	Avenida Melisenda to Calle Andrea	30	30 NC
	Calle Andrea to San Dimas Ave (Loop Junction)	30	30 NC
San Dimas Canyon Road	Golden Hills Road to Foothill Boulevard	35	35 NC
	Foothill Boulevard to Arrow Highway	40	40 NC
Sycamore Canyon Road	West City Limit to San Dimas Canyon Road	25	25 NC
Valley Center Avenue	Badillo Street to Gainsborough Road	40	40 NC
Via Verde	Covina Hills Road to San Dimas Avenue	45	45 NC
	San Dimas Avenue to east of Northbound SR-57 On-Ramp	45	**35 D**
Walnut Avenue	Foothill Boulevard to Teague Drive	30	30 NC
	Teague Drive to Cannon Avenue	25	25 NC
	Cannon Avenue to Puddingstone Drive	30	**25 D**
ABBREVIATIONS: NC = No Change, I = Increase, D = Decrease, NP = Not Posted			

SECTION 2: If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more section, subsection, subdivision, sentence, clause, phrase, or portion thereof be declared invalid or unconstitutional.

SECTION 3: This Ordinance shall take effect 30 days after its final passage, and within 15 days after its passage the City Clerk shall cause it to be published in the Inland Valley Daily Bulletin, a newspaper of general circulation (GC§40806) in the City of San Dimas hereby designated for that purpose.

SECTION 4: This Ordinance supersedes Ordinance 1203 and 1243.

PASSED, APPROVED AND ADOPTED this 27th day of February, 2018.

Curtis W. Morris, Mayor

ATTEST:

Debra Black, Assistant City Clerk

APPROVED AS TO FORM:

Mark Steres, City Attorney

I, DEBRA BLACK, ASSISTANT CITY CLERK of the City of San Dimas, do hereby certify that Ordinance 1261 was introduced at a regular meeting of the City Council of the City of San Dimas on the 13th day of February, 2018, and thereafter passed, approved and adopted at a regular meeting of said City Council held on the 27th, day of February 2018, by the following vote:

AYES: Badar, Bertone, Ebiner, Morris, Vienna
NOES: None
ABSENT: None
ABSTAIN: None

Debra Black, Assistant City Clerk

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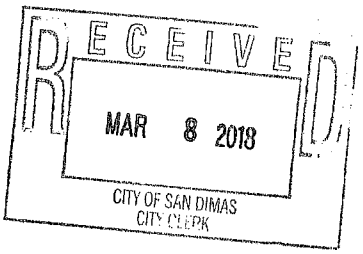

PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Los Angeles

I am a citizen of the United States, I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of INLAND VALLEY DAILY BULLETIN, a newspaper of general circulation printed and published daily for the City of Pomona, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, on the date of June 15, 1945, Decree No. Pomo C-606. The notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

3/5/18

I declare under the penalty of perjury that the foregoing is true and correct.

Executed at Rancho Cucamonga, San Bernardino Co. California

This 5 Day of March, 20 18

Signature

(Space below for use of County Clerk Only)

ORDINANCE 1261

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN DIMAS, AMENDING THE SAN DIMAS MUNCIPAL CODE BY AMENDING THE SECTION 10.06 THERETO DESIGNATING SPEED LIMITS ON CERTAIN STREETS IN THE CITY OF SAN DIMAS

THE COUNCIL OF THE CITY OF SAN DIMAS DOES ORDAIN AS FOLLOWS:

SECTION 1: Section 10.06.100 of the San Dimas Municipal Code is hereby amended to read as follows:

Section 10.06.100. In accordance with the provisions of Section 22357 and Section 22358 of the Vehicle Code of the State of California, the City of San Dimas hereby determines that the speed limits on certain streets are necessary for the orderly and safe movement of traffic in the City of San Dimas. Based on the engineering and traffic surveys of Albert Grover and Associates presented to it, as required by Section 22358 of the Vehicle Code of the State of California, the City Council finds and determines that the speed limit set forth below are those most appropriate to facilitate the orderly movement of traffic and are responsible and safe and shall be the prima facie speed limits for the areas identified herein.

EXISTING AND PROPOSED SPEED LIMITS

Street	Limits	Existing Speed Limit	Proposed Speed Limit
Allen Avenue	Amelia Avenue to San Dimas Canyon Road	35	35 NC
Arrow Highway	Valley Center Avenue to San Dimas Avenue	40	40 NC
	San Dimas Avenue to Walnut Avenue	45	45 NC
	Walnut Avenue to East City Limit	45	45 NC
Badillo Street	West City Limit to Valley Center Avenue	45	45 NC
	Valley Center Avenue to Covina Boulevard	40	40 NC
Baseline Road	Amelia Avenue to San Dimas Canyon Road	35	35 NC
Bonita Avenue	Arrow Highway to Cataract Avenue	35	35 NC
	Cataract Avenue to Walnut Avenue	25	25 NC
	Walnut Avenue to East City Limit	40	40 NC
Cataract Avenue	Covina Boulevard to Arrow Highway	40	40 NC
	Arrow Highway to Bonita Avenue	25	25 NC
Clenega Avenue	Valley Center Avenue to Arrow Highway	40	40 NC
Covina Boulevard	Valley Center Avenue to Badillo Street	35	35 NC
	Badillo Street to Cataract Avenue	40	40 NC
Cypress Street	West City Limit to Lone Hill Avenue	40	40 NC
	Lone Hill Avenue to 550' east of Danecroft Avenue	35	35 NC
	550' east of Danecroft Avenue to east end	25	25 NC
	Eucla Avenue Bonita Avenue to Arrow Highway	30	30 NC
Foothill Boulevard	West City Limit to East City Limit	45	45 NC
Gladstone Street	Lone Hill Avenue to San Dimas Canyon Road	35	35 NC
Lone Hill Avenue	Gladstone Street to Clenega Avenue	40	40 NC
	Clenega Avenue to Covina Boulevard	35	35 NC
	Covina Boulevard to Cypress Street	35	35 NC
Puddingstone Drive	San Dimas Avenue to East City Limit	30	30 NC
Puente Street	West City Limit to Via Verde	45	45 NC
	Via Verde to Via Amadeo	30	25 D
San Dimas Avenue	Foothill Boulevard to Gladstone Street	40	40 NC
	Gladstone Street to Arrow Highway	35	35 NC
	Arrow Highway to 1000' south of Puddingstone Drive	40	40 NC
	1000' south of Puddingstone Drive to Via Verde	50	50 NC
	Via Verde to San Dimas Avenue (Loop Junction)	35	35 NC
	San Dimas Avenue (Loop Junction) to Avenida Melisenda	35	35 NC
	Avenida Melisenda to Calle Andrea	30	30 NC
	Calle Andrea to San Dimas Ave (Loop Junction)	30	30 NC
San Dimas CanyonRoad	Golden Hills Road to Foothill Boulevard	35	35 NC
	Foothill Boulevard to Arrow Highway	40	40 NC
Sycamore Canyon Road	West City Limit to San Dimas Canyon Road	25	25 NC
Valley Center Avenue	Badillo Street to Gainsborough Road	40	40 NC
Via Verde	Covina Hills Road to San Dimas Avenue	45	45 NC
	San Dimas Avenue to east of Northbound SR-57 On-Ramp	45	35 D
Walnut Avenue	Foothill Boulevard to Teague Drive	30	30 NC
	Teague Drive to Cannon Avenue	25	25 NC
	Cannon Avenue to Puddingstone Drive	30	25 D

ABBREVIATIONS: NC = No Change, I = Increase, D = Decrease, NP = Not Posted

SECTION 2: If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more section, subsection, subdivision, sentence, clause, phrase, or portion thereof be declared invalid or unconstitutional.

SECTION 3: This Ordinance shall take effect 30 days after its final passage, and within 15 days after its passage the City Clerk shall cause it to be published in the Inland Valley Daily Bulletin, a newspaper of general circulation (GC§40806) in the City of San Dimas hereby designated for that purpose.

SECTION 4: This Ordinance supersedes Ordinance 1203 and 1243.

PASSED, APPROVED AND ADOPTED this 27th day of February, 2018.

Curtis W. Morris, Mayor

ATTEST:
Debra Black, Assistant City Clerk

APPROVED AS TO FORM:
Mark Steres, City Attorney

I, DEBRA BLACK, ASSISTANT CITY CLERK of the City of San Dimas, do hereby certify that Ordinance 1261 was introduced at a regular meeting of the City Council of the City of San Dimas on the 13th day of February, 2018, and thereafter passed, approved and adopted at a regular meeting of said City Council held on the 27th, day of February 2018, by the following vote:

AYES: Badar, Bertone, Ebiner, Morris, Vienna
NOES: None
ABSENT: None
ABSTAIN: None

Debra Black, Assistant City Clerk

Published: March 5, 2018 #1088025