

# 2025 Citywide Engineering and Traffic Survey (E&TS) for Speed Limits

**May 20, 2025 – Public Works Infrastructure Commission (PWIC)**

**Prepared By: Public Works Department – Transportation Division**

# What is Engineering and Traffic Survey(E&TS)?

- California Vehicle Code Section 627 defines E&TS 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.
- An E&TS shall include, among other requirements deemed necessary by the department, consideration of the following”
  - *Prevailing Speeds as determined by traffic engineering measurements.*
  - *Accident records.*
  - *Highway, traffic, and roadside conditions not readily apparent the driver.*

# Engineering and Traffic Survey Considerations

❑ When qualifying an appropriate speed limit, local authorities may consider factors such as:

- *Roadway design speed*
- *Safe stopping sight distance*
- *Shoulder conditions*
- *Vertical and horizontal roadway alignment (roadway curvature)*
- *Intersection spacing and offsets*
- *Driveways characteristics*
- *Pedestrian and bicycle safety*
- *Roadside development and environment*
- *Parking practices*
- *Density of adjacent residential and/or business frontage*

# Citywide Engineering and Traffic Survey (E&TS) - Discussion

## Current speed limit regulations:

Under California law, the maximum speed limit for any passenger vehicle is 65 miles per hour (mph). Other pre-established speed limit on certain roads that meet certain criteria are called “Prima Facie” speed limits. Specific Prima Facie speed limits established by California Law include:

- **70 mph** – *On selected sections of State highway and posted by Caltrans.*
- **65 mph** – *On state highways and posted by Caltrans.*
- **55 mph** – *On two-lane undivided highways (highways not physically divided and have no more than one lane per direction, excluding passing lane).*
- **25 mph** - *When approaching or passing a posted “SCHOOL” zone, in a “business district” or “residential district” as defined by CVC, or when passing a “senior center” facility.*
- **15 mph** – *In an alley, or when approaching a blind highway intersection, or approaching rail crossing uncontrolled by traffic control devices.*

# City Need for New E&TS

- ❑ California Manual on Uniform Traffic Control Devices (CA MUTCE) states that local agencies should conduct engineering and traffic survey every 5, 7, or 14\* years in compliance with Section 40802 of the California Vehicle Code (CVC).

*\* A speed survey may be extended to 14 years if the engineer determines all previously discussed criteria have been met and no significant changes in roadway or traffic conditions have occurred.*

- ❑ The last E&T Survey for the City was conducted in **October 2014**. Therefore, the City is due for a new E&TS.
- ❑ In February 2025, the City contracted with a Fred Manager and Associate, a private traffic engineering consulting firm, to conduct a new citywide E&TS.

# Citywide Engineering and Traffic Survey (E&TS) – Methodology

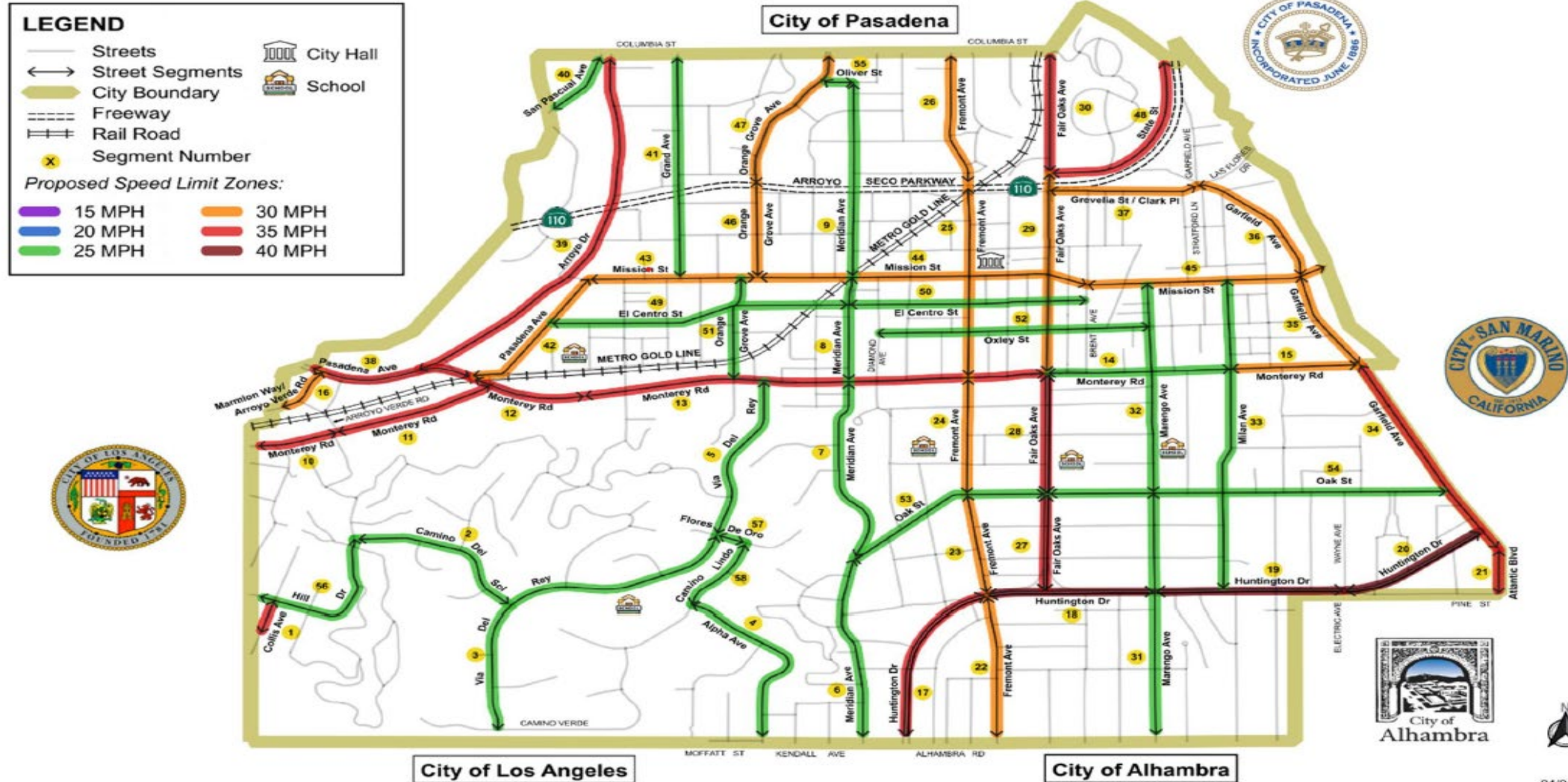
**The new E&TS study took into consideration, the following:**

- Compliance with Guidelines of California Vehicle Code (CVC), California & Federal MUTCD
- California New Speed Law AB 43
- Field Data Collection for Average Daily Traffic (ADT), and Radar Gun Speed Survey
- Analysis of Prevailing Speeds
- Analysis of Collision Records
- Analysis of Other Highway, Traffic, and Roadside Conditions Not Readily Apparent to Drivers
- The Last Citywide Engineering and Traffic Survey that was Completed in 2014

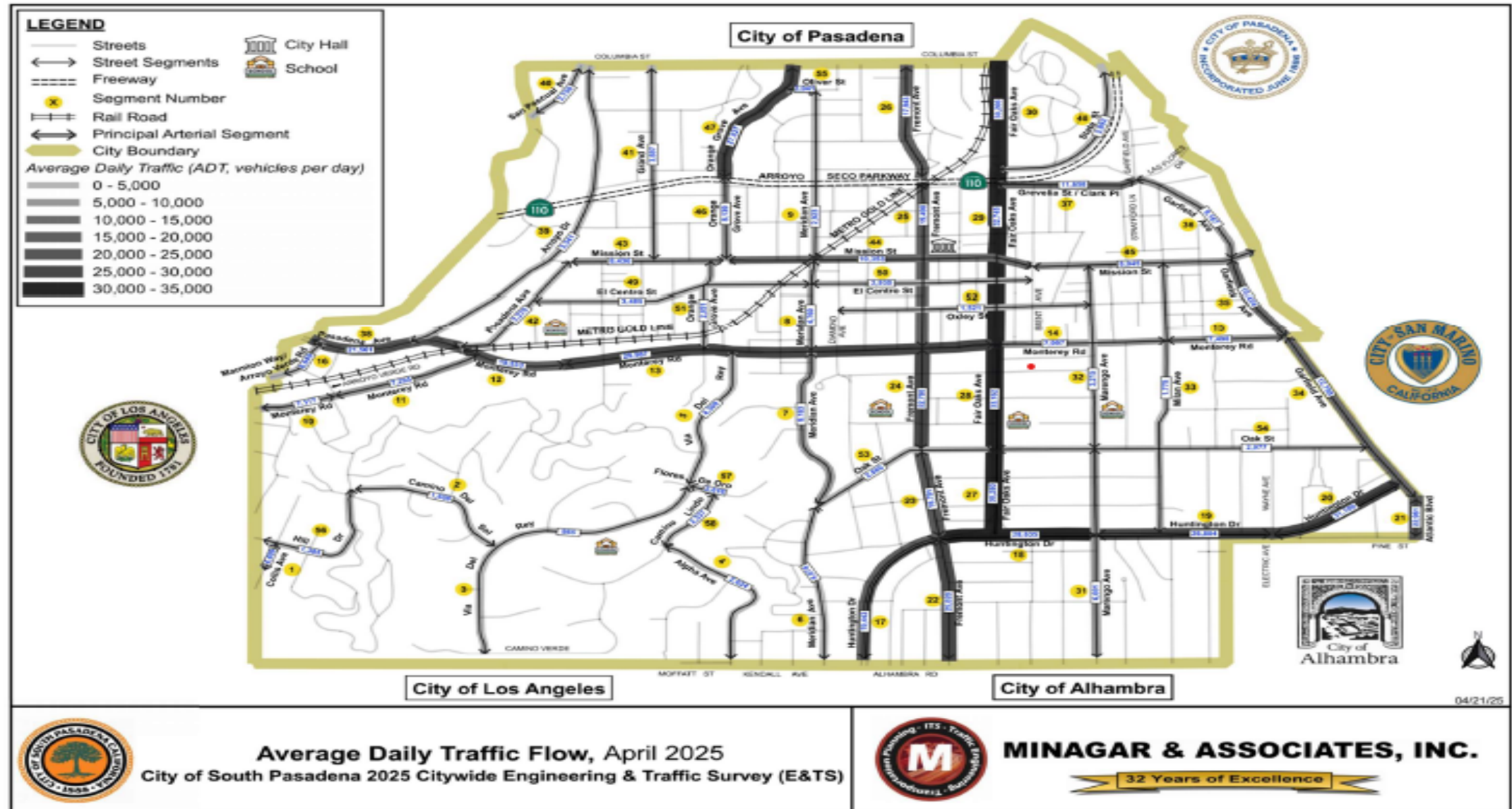


# Citywide Engineering and Traffic Survey (E&TS) – Findings & Conclusion

The E&TS included 58 roadway segments on 29 citywide streets



# Citywide Engineering and Traffic Survey (E&TS) – Findings & Conclusion





# Citywide Engineering and Traffic Survey (E&TS) – Findings and Conclusion

The findings of the new E&TS reveal that **55** out of **58** surveyed street segments on 29 citywide streets are recommended to remain at their currently established posted speed limits and would not require any changes to the existing posted speed limit signs. **Three (3)** road segments, however, require a speed limit to be established and speed limit signs be installed. Those are:

- Segment #55 – Oliver Street (Orange Grove Avenue to Meridian Avenue)
  - *Establish a new speed limit of 25 mph and post speed limit signs accordingly*
- Segment #57 – Flores De Oro (Via Del Rey to Camino Lindo)
  - *Establish a new speed limit of 25 mph and post speed limit signs accordingly*
- Segment # 57 – Camino Lindo (Flores De Oro to Alpha Avenue)
  - *Establish a new speed limit of 25 mph and post speed limit signs accordingly*

# Citywide Engineering and Traffic Survey (E&TS) – Findings & Conclusion

**Table 1**  
**Speed Zoning Analysis Summary**  
**2025 CITYWIDE ENGINEERING AND TRAFFIC SURVEY (E&TS) REPORT**

Street	ROADWAY INFORMATION						SPEED ZONING ANALYSIS						
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %-ile (MPH)	85th %-ile (MPH)	Speed Limit		Justification / Conditions not Readily Apparent
		From	To	Length (miles)	No. of Lanes	Functional Class <sup>1</sup>					Posted (MPH)*	Rec. (MPH)	
COLLIS Avenue	1	West City Limit	Hill Drive	0.18	2	MIN	26 - 35	84%	30	34	35	35	- Nearest five miles per hour increment to the 85th Percentile Speed selected.
Camino DEL SOL	2	Hill Drive / St. Albans Avenue	Via Del Rey	0.39	2	COL	25 - 34	80%	29	34	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
Via DEL REY	3	Flores De Oro	Camino Verde	0.80	2	COL	23 - 32	85%	27	29	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ALPHA Avenue	4	Camino Lindo	SCL / Kendall Avenue	0.48	2	COL	24 - 33	91%	29	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
Via DEL REY	5	Monterey Road	Flores Del Oro	0.42	2	COL	24 - 33	87%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MERIDIAN Avenue	6	Oak Street	SCL / Kendall Avenue	0.49	2	COL	21 - 30	96%	25	28	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MERIDIAN Avenue	7	Monterey Road	Oak Street	0.47	2	COL	24 - 33	94%	28	30	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MERIDIAN Avenue	8	Mission Street	Monterey Road	0.26	2	COL	23 - 32	83%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MERIDIAN Avenue	9	Oliver Street	Mission Street	0.50	2	COL	25 - 34	83%	29	33	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MONTEREY Road	10	West City Limit	Arroyo Verde Road	0.17	2	MIN	27 - 36	82%	33	36	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MONTEREY Road	11	Arroyo Verde Road	Pasadena Avenue	0.33	2	MIN	30 - 39	82%	34	38	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MONTEREY Road	12	Pasadena Avenue	416-428 Monterey Road	0.08	4	MIN	33 - 42	85%	36	40	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MONTEREY Road	13	416-428 Monterey Road	Fair Oaks Avenue	1.00	4	MIN	30 - 39	86%	33	36	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MONTEREY Road	14	Fair Oaks Avenue	Milan Avenue	0.36	2	MIN	25 - 34	87%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MONTEREY Road	15	Milan Avenue	Garfield Road	0.26	2	MIN	26 - 35	82%	30	34	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ARROYO VERDE Road/ MARMION Way	16	WCL / Marmion Way	Pasadena Avenue	0.13	2	PA	26 - 35	79%	32	36	30	30	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
HUNTINGTON Drive	17	W. Alhambra Road / Kendall Avenue	Fremont Avenue	0.45	6	PA	34 - 43	84%	38	42	40	40	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
HUNTINGTON Drive	18	Fremont Avenue	Marengo Avenue	0.33	6	PA	36 - 45	81%	40	44	40	40	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).

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**Speed Zoning Analysis Summary**  
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Street	ROADWAY INFORMATION						SPEED ZONING ANALYSIS						
	No.	Segment Limits			Roadway Type		10-mi Pace (MPH)	% in 10-mi Pace	50th %-ile (MPH)	85th %-ile (MPH)	Speed Limit		Justification / Conditions not Readily Apparent
		From	To	Length (miles)	No. of Lanes	Functional Class <sup>1</sup>					Posted (MPH)*	Rec. (MPH)	
HUNTINGTON Drive	19	Marengo Avenue	N. Electric Avenue / Wayne Avenue	0.37	6	PA	36 - 45	78%	41	47	40	40	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
HUNTINGTON Drive	20	N. Electric Avenue / Wayne Avenue	ECL / Garfield Avenue	0.32	6	PA	35 - 44	71%	40	46	40	40	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
ATLANTIC Boulevard	21	Garfield Avenue	W. Pine Street	0.12	4	PA	30 - 39	75%	33	38	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	22	Huntington Drive	SCL / W. Alhambra Road	0.37	2	PA	28 - 37	97%	32	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	23	Oak Street	Huntington Drive	0.26	2	PA	27 - 36	90%	32	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	24	Monterey Road	Oak Street	0.30	2	PA	26 - 36	87%	30	34	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	25	SR-110 Freeway	Monterey Road	0.23	2	PA	27 - 36	85%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FREMONT Avenue	26	NCL / Columbia Street	SR-110 Freeway	0.35	2	PA	28 - 37	89%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FAIR OAKS Avenue	27	Oak Street	Huntington Drive	0.25	6	MIN	30 - 42	81%	30	42	35	35	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and close to School Zone.
FAIR OAKS Avenue	28	Monterey Road	Oak Street	0.31	6	MIN	30 - 39	92%	33	36	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FAIR OAKS Avenue	29	State Street	Monterey Road	0.25	4	MIN	24 - 33	98%	28	31	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
FAIR OAKS Avenue	30	NCL / Columbia Street	State Street	0.31	4	MIN	32 - 41	80%	37	41	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MARENGO Avenue	31	Oak Street	SCL / W. Alhambra Road	0.63	2	COL	25 - 34	91%	29	33	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
MARENGO Avenue	32	Mission Street	Oak Street	0.54	2	COL	24 - 33	87%	27	31	25	25	- Prima facie speed for residential districts selected; 15-MPH speed limit signs are posted in the vicinity of the adjacent Marengo Elementary School.
MILAN Avenue	33	Mission Street	Huntington Drive	0.80	2	COL	24 - 33	84%	27	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
GARFIELD Avenue	34	Monterey Road	Atlantic Boulevard	0.55	2	MIN/PA	31 - 40	82%	36	40	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
GARFIELD Avenue	35	Mission Street	Monterey Road	0.26	2	MIN	26 - 36	93%	31	34	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
GARFIELD Avenue	36	Clark Place / Grevelia Street	Mission Street	0.32	2	MIN	27 - 36	85%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).

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		From	To	Length (miles)	No. of Lanes	Functional Class <sup>1</sup>					Posted (MPH)*	Rec. (MPH)	
GREVELIA Street	37	Fair Oaks Avenue	Clark Place / Garfield Avenue	0.31	2	MIN	27 - 36	90%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
PASADENA Avenue	38	WCL / Arroyo Verde Road	Monterey Road	0.39	4	PA	31 - 40	92%	36	39	35	35	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ARROYO Drive	39	Columbia Street	Pasadena Avenue	0.95	2	COL	26 - 35	87%	31	34	35	35	- Nearest five miles per hour increment to the 85th Percentile Speed selected.
SAN PASCUAL Avenue	40	NCL / Columbia Street	WCL / Stoney Drive / San Ramon Drive	0.25	2	COL	24 - 33	86%	27	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways, narrow roadway width, and shared bike lanes.
GRAND Avenue	41	NCL / Columbia Street	Mission Street	0.57	2	COL	24 - 33	87%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515) and closely-spaced driveways.
PASADENA Avenue	42	Mission Street	Monterey Road	0.36	2	PA	27 - 36	85%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MISSION Street	43	Pasadena Avenue	Orange Grove Avenue	0.34	4	MIN	27 - 36	83%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MISSION Street	44	Orange Grove Avenue	Brent Avenue	0.66	4	MIN	25 - 34	88%	30	33	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
MISSION Street	45	Brent Avenue	ECL / Garfield Avenue	0.48	2	MIN	28 - 37	84%	31	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ORANGE GROVE Avenue	46	SR-110 Freeway	Mission Street	0.24	2	MIN	27 - 36	89%	32	35	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ORANGE GROVE Avenue	47	NCL / Columbia Street	SR-110 Freeway	0.38	3	MIN	25 - 34	95%	29	32	30	30	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
STATE Street	48	NCL / SR-110 SB Off-Ramp	Fair Oaks Avenue	0.65	2	LOC	26 - 35	78%	31	34	35	35	- Nearest five miles per hour increment to the 85th Percentile Speed selected.
EL CENTRO Street	49	Pasadena Avenue	Meridian Avenue	0.60	2	COL	23 - 32	76%	28	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways, and close to School Zone.
EL CENTRO Street	50	Meridian Avenue	Brent Avenue	0.47	2	COL	22 - 31	85%	26	30	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
ORANGE GROVE Avenue	51	Mission Street	Monterey Road	0.27	2	MIN	21 - 30	84%	26	30	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
OXLEY Street	52	Diamond Avenue	Marengo Avenue	0.54	2	COL	22 - 31	87%	25	28	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
OAK Street	53	Meridian Avenue	Fair Oaks Avenue	0.43	2	COL	21 - 30	97%	25	27	25	25	- Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).
OAK Street	54	Fair Oaks Avenue	ECL / Garfield Avenue	0.81	2	COL	23 - 32	82%	27	32	25	25	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515), closely-spaced driveways, and close to School Zone.



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		From	To	Length (miles)	No. of Lanes	Functional Class <sup>1</sup>					Posted (MPH)*	Rec. (MPH)	
<b>OLIVER Street</b>	<b>55</b>	Orange Grove Avenue	Meridian Avenue	0.06	2	COL	15 - 24	100%	19	22	N/P	<b>25</b>	<b>E</b> Nearest five miles per hour increment to the 85th Percentile Speed selected.
<b>HILL Drive</b>	<b>56</b>	West City Limit	Camino Del Sol / St. Albans Avenue	0.41	2	COL	23 - 32	87%	27	31	25	<b>25</b>	- 85th percentile speed downgraded due to abutting residential frontage (CVC §515), and closely-spaced driveways.
<b>FLORES DE ORO</b>	<b>57</b>	Via Del Rey	Camino Lindo	0.06	2	COL	17 - 26	99%	21	23	N/P	<b>25</b>	<b>E</b> Nearest five miles per hour increment to the 85th Percentile Speed selected.
Camino <b>LINDO</b>	<b>58</b>	Flores De Oro	Alpha Avenue	0.20	2	COL	23 - 32	92%	26	29	N/P	<b>25</b>	<b>E</b> Lower five miles per hour increment to the 85th percentile speed selected (CVC §21400b).

**KEY:**

<sup>1</sup> Roadway Functional Classifications (Based on latest CRS Maps):			Speed Zoning annotations:			-	=	No Change on Posted Speed Limit
<b>PA</b>	=	Principal Arterial	<b>%-ile</b>	=	Percentile	*	=	or current prima facie speed
<b>MIN</b>	=	Minor Arterial	<b>mph</b>	=	Miles per hour	▲	=	Increase Posted Speed Limit
<b>COL</b>	=	Collector	<b>N/P</b>	=	Speed Limit Not Posted	▼	=	Decrease Posted Speed Limit
<b>LOC</b>	=	Local Street	<b>Rec.</b>	=	Recommended	<b>E</b>	=	Establish New Posted Speed Limit



# Next Steps

- ❑ It is recommended that the Commission review the Citywide Engineering and Traffic Survey (E&TS) report and make a recommendation to City Council to adopt the study findings and recommendation.
- ❑ Upon City Council adoption of the new Citywide Engineering and Traffic Survey (E&TS), City staff will install appropriate speed limit signs on the streets that required new limits. City staff will also update speed limit signs and refresh speed limit pavement legend where needed.

The background image is a composite of two photographs. The top half shows a park area with a large, abstract metal sculpture of a person standing on a stone base. In the background, a light rail train is visible on tracks, with the word 'Sunset' on its front. The bottom half shows a paved walkway with a metal bench and a trash can. In the foreground, there are several large, rectangular stone blocks. A green semi-transparent banner is overlaid across the middle of the image, containing the word 'Questions?' in white text.

# Questions?