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## SECTION 1 - INTRODUCTION

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

Engineering and traffic surveys for speed limits should be conducted once, seven (7), or fourteen (14) years for the purpose of complying with *California Vehicle Code* (CVC) Section 40802.

### ■ Regulations and Guidelines

AB 43 defines Assembly Bill 43. This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

This bill would also exempt a senior zone and business activity district, as defined, from those provisions.

This bill makes several changes to existing speed limit laws, including:

- 1) *Vulnerable Pedestrians*: Local authorities are authorized to consider the safety of vulnerable pedestrian groups when adjusting speed limits based on engineering and traffic surveys.
- 2) *Speed Limits in Business/Residential Districts*: The bill establishes a 25 mph speed limit on state highways within business or residential districts and allows Caltrans to change speed limits in these areas.
- 3) *Lower Speed Limits*: It permits Caltrans and local authorities to set speed limits as low as 15 or 20 mph on state highways.
- 4) *School and Business Activity Districts*: Local authorities can lower speed limits near business activity districts and schools without an engineering survey, with a warning period for violations during the first 30 days of implementation.
- 5) *Traffic Surveys and Enforcement*: The bill allows for further speed limit reductions and requires updates to the California Manual on Uniform Traffic Control Devices. It also establishes a timeline for implementing these changes related to a new online traffic adjudication tool.
- 6) *Speed Trap and Speed Limit Validity*: The bill extends the validity of speed limits justified by engineering surveys from 7 to 14 years, and exempts senior zones and business activity districts from certain speed trap rules.

These changes aim to improve safety and allow more flexibility in setting speed limits, particularly around vulnerable populations and specific districts.

*SECTION 1. Section 627 of the Vehicle Code is amended to read:*

*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.*

*SEC. 7. Section 22358.7 is added to the Vehicle Code, to read:*

*22358.7. (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:*

*(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.*

*(2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.*

*(b) (1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.*

*(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.*

*(c) A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.*

*(d) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.*

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

or other facility primarily used by senior citizens. CVC Division 1 defines a business district and residence district in Sections 235 and 515, respectively.

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

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

Section 2235 7(a) permits the establishment of speed limits greater than 25 mph based on the following text:

*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.<sup>3</sup>*

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

<sup>1</sup> California Department of Motor Vehicles, *California Vehicle Code*, Division 1, Section 235, 2025

<sup>2</sup> California Department of Motor Vehicles, *California Vehicle Code*, Division 1, Section 515, 2025

<sup>3</sup> California Department of Motor Vehicles, *California Vehicle Code*, Division 11, Chapter 7, Section 22357, 2025

preceding survey. A survey allowed to expire passed the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802 of the CVC:

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

- (1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) 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, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(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 paragraph (1) of subdivision (b) 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, 14 years.



(ii) *This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.*

## ■ Requirements and Methodology of an Engineering and Traffic Study

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

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

## SECTION 2 - SPEED SURVEY EVALUATION

Seventy-four (74) locations were evaluated by Albert A. Webb Associates and are included in this report. The location and the limits of each roadway segment are listed in Table 2-1.

**Table 2-1 – Survey Locations and Limits**

Street	From	To
Avenida Maravilla	Vista Chino	Tachevah Drive
Avenida Maravilla	Tachevah Drive	30th Avenue
Avenida Maravilla	30th Avenue	McCallum Way
Avenida Maravilla	McCallum Way	Ramon Road
Cathedral Canyon Drive	Ramon Road	33rd Avenue
Cathedral Canyon Drive	33rd Avenue	Dinah Shore Drive
Cathedral Canyon Drive	Dinah Shore Drive	Paseo Real
Cathedral Canyon Drive	Paseo Real	Kieley Road
Cathedral Canyon Drive	Kieley Road	Perez Road
Cathedral Canyon Drive	Perez Road	East Palm Canyon Drive
Cathedral Canyon Drive	East Palm Canyon Drive	Kings Road
Cathedral Canyon Drive	Kings Road	Terrace Road
Date Palm Drive	Varner Road	Vista Chino
Date Palm Drive	Vista Chino	30th Avenue
Date Palm Drive	30th Avenue	McCallum Way
Date Palm Drive	McCallum Way	Ramon Road
Date Palm Drive	Ramon Road	Dinah Shore Drive
Date Palm Drive	Dinah Shore Drive	35th Avenue
Date Palm Drive	35th Avenue	Gerald Ford Drive
Date Palm Drive	Gerald Ford Drive	Perez Road
Date Palm Drive	Perez Road	East Palm Canyon Drive
Da Vall Drive	30th Avenue	Ramon Road
Da Vall Drive	Ramon Road	Dinah Shore Drive
Da Vall Drive	Gerald Ford Drive	South City Limits
Dave Kelly Road	Date Palm Drive	Plumley Road
Dinah Shore Drive	West City Limits	Cathedral Canyon Drive
Dinah Shore Drive	Cathedral Canyon Drive	Date Palm Drive
Dinah Shore Drive	Date Palm Drive	Da Vall Drive
East Palm Canyon Drive	Golf Club Drive	Perez Road
East Palm Canyon Drive	Perez Road	Cathedral Canyon Drive
East Palm Canyon Drive	Cathedral Canyon Drive	Date Palm Drive
East Palm Canyon Drive	Date Palm Drive	East City Limits
Edom Hill Road	Varner Road	Burrtec Transfer Station
Gerald Ford Drive	Date Palm Drive	Plumley Road



Street	From	To
Gerald Ford Drive	Plumley Road	Da Vall Drive
Landau Boulevard	Verona Road	Vista Chino
Landau Boulevard	Vista Chino	Tachevah Drive
Landau Boulevard	Tachevah Drive	30th Avenue
Landau Boulevard	30th Avenue	McCallum Way
Landau Boulevard	McCallum Way	Ramon Road
McCallum Way	Landau Boulevard	Avenida Maravilla
McCallum Way	Avenida Maravilla	Date Palm Drive
McCallum Way	Date Palm Drive	Santoro Drive
McCallum Way	Santoro Drive	Da Vall Drive
Mountain View Road	Varner Road	North City Limits
Palm Drive	Interstate 10	Varner Road
Perez Road	East Palm Canyon Drive	Cathedral Canyon Drive
Perez Road	Cathedral Canyon Drive	Date Palm Drive Drive
Plumley Road	Dave Kelley Road	Dinah Shore Drive
Plumley Road	Dinah Shore Drive	35th Avenue
Plumley Road	35th Avenue	Gerald Ford Drive
Ramon Road	San Luis Rey Drive	Landau Boulevard
Ramon Road	Landau Boulevard	Cathedral Canyon Drive
Ramon Road	Cathedral Canyon Drive	Date Palm Drive
Ramon Road	Date Palm Drive	Neuma Drive
Ramon Road	Neuma Drive	Da Vall Drive
San Antonio Drive	San Mateo Drive	Mission Drive
Santoro Drive	30th Avenue	McCallum Way
San Luis Rey Drive	Mission Drive	Ramon Road
Tachevah Drive	Landau Boulevard	Avenida Maravilla
Tachevah Drive	Avenida Maravilla	Date Palm Drive
Varner Road	West City Limits	Edom Hill Road
Varner Road	Edom Hill Road	Date Palm Drive
Varner Road	Date Palm Drive	Bob Hope Drive
Vista Chino	West City Limits	Landau Boulevard
Vista Chino	Landau Boulevard	Avenida Maravilla
Vista Chino	Avenida Maravilla	Date Palm Drive
Whispering Palms Trail	30th Avenue	McCallum Way
30th Avenue	Landau Boulevard	Avenida Maravilla
30th Avenue	Avenida Maravilla	Date Palm Drive
30th Avenue	Date Palm Drive	Santoro Drive
30th Avenue	Santoro Drive	Da Vall Drive
33rd Avenue	Cathedral Canyon Drive	Date Palm Drive
35th Avenue	Date Palm Drive	Plumley Road

## ■ Field Review

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

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

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

## ■ Statistical Analysis Factors

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

- **85th-Percentile Speed.** The critical speed, or the 85th-percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speed the majority of drivers find safe and reasonable. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the 85th-percentile speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.
- **10-mph Pace.** The 10-mph pace is the 10-mph increment range which contains the largest number of recorded vehicles. This factor is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace, however, conditions not readily apparent to the driver or adhering to state mandated limits such as in residence districts may require setting speed limits below the 10-mph pace.
- **50th-Percentile Speed.** The median speed, or 50th-percentile speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than, and 50 percent travel

slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th-percentile speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.

- **15th-Percentile Speed.** The 15th-percentile speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.
- **Percent of Vehicles in Pace Speed.** The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of the 10-mph pace is often between 60 and 90 percent.

## ■ 2014 CA MUTCD Standard

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

*Standard: 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 (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using Standard:*

*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. additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).*

*Option:*

1. *For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. See Standard below for documentation requirements. Refer to CVC Section 22358.6(b).*
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). Refer to CVC Section 22358.6(c).*

## ■ Collision History

The Engineering and Traffic Survey forms summarize the available collision information for each of the street segments. The collision information was gathered from the California Statewide Integrated Traffic Records System (SWITRS) between January 1, 2021 to December 31, 2024. Based on the number of total collisions per segment studied over the 4 year period and ADT volumes, a collision rate per million vehicle miles was calculated for the segment. To provide a general comparison of the collision rates on the segment to expected collision rates for similar types of local roadways, the collision rate for the segment was compared to the statewide average rate listed in the 2022 Collision Data on California State Highways (road miles, travel, collisions, collision rates)<sup>4</sup> as listed in Table 2-2. Only the segments that experienced collisions due to unsafe speeds in the studied timeframe are shown in the table. The calculated collision rate for the segment is shown on Table 2-3.

**Table 2-2 – 2022 California State Highways Collision Rate**

Lane Type	Total Accidents per Million Vehicle Miles (AMVM)
2 and 3 Lane Roadway	0.96
4+ Lanes (Undivided Highway)	1.10
4+ Lanes (Divided Highway)	0.93

**Table 2-3 - Collision Rate from January 1, 2021 to December 31, 2024**

Collision Rate Formula
$\frac{(\text{Number of Collisions} * 1,000,000)}{(\text{Segment Length} * \text{ADT} * 365 * \# \text{ of Years})}$

<sup>4</sup> California Department of Transportation, *2022 Collision Data on California State Highways (road miles, travel, collisions, collision rates)*, revised in 2022

**Table 2-4 - Road Segment Collision Rates from January 1, 2021 to December 31, 2024**

Street	From	To	Average Daily Traffic	Lane Type	Number of Collisions (1/1/21-12/31/24)	Accidents per Million Vehicle Miles
Avenida Maravilla	Vista Chino	Tachevah Drive	2,399	2 lanes	0	0.00
Avenida Maravilla	Tachevah Drive	30th Avenue	3,183	2 lanes	2	0.87
Avenida Maravilla	30th Avenue	McCallum Way	2,453	2 lanes	4	2.23
Avenida Maravilla	McCallum Way	Ramon Road	2,712	2 lanes	3	1.53
Cathedral Canyon Drive	Ramon Road	33rd Avenue	8,765	4-5 lanes	4	0.63
Cathedral Canyon Drive	33rd Avenue	Dinah Shore Drive	12,600	4-5 lanes	11	1.19
Cathedral Canyon Drive	Dinah Shore Drive	Paseo Real	14,964	4-5 lanes	1	0.10
Cathedral Canyon Drive	Paseo Real	Kieley Road	14,659	4-5 lanes	1	0.08
Cathedral Canyon Drive	Kieley Road	Perez Road	14,676	4-5 lanes	1	0.43
Cathedral Canyon Drive	Perez Road	East Palm Canyon Drive	8,667	4-5 lanes	2	0.54
Cathedral Canyon Drive	East Palm Canyon Drive	Kings Road	5,432	2-4 lanes	0	0
Cathedral Canyon Drive	Kings Road	Terrace Road	3,887	2 lanes	0	0
Date Palm Drive	Varner Road	Vista Chino	10,224	2-8 lanes	10	0.57
Date Palm Drive	Vista Chino	30th Avenue	23,918	6-7 lanes	2	0.06
Date Palm Drive	30th Avenue	McCallum Way	20,963	6-7 lanes	3	0.20
Date Palm Drive	McCallum Way	Ramon Road	22,160	6-7 lanes	7	0.43
Date Palm Drive	Ramon Road	Dinah Shore Drive	22,531	5-7 lanes	4	0.12
Date Palm Drive	Dinah Shore Drive	35th Avenue	22,799	5-8 lanes	3	0.18
Date Palm Drive	35th Avenue	Gerald Ford Drive	19,835	4-5 lanes	2	0.14
Date Palm Drive	Gerald Ford Drive	Perez Road	21,526	6-7 lanes	3	0.27
Date Palm Drive	Perez Road	East Palm Canyon Drive	16,590	6-7 lanes	0	0.00
Da Vall Drive	30th Avenue	Ramon Road	8,394	4 lanes	0	0.00
Da Vall Drive	Ramon Road	Dinah Shore Drive	9,853	2-4 lanes	0	0.00
Da Vall Drive	Gerald Ford Drive	South City Limits	11,854	4 lanes	1	0.12
Dave Kelly Road	Date Palm Drive	Plumley Road	4,274	2-4 lanes	2	0.64
Dinah Shore Drive	West City Limits	Cathedral Canyon Drive	23,294	4-5 lanes	6	0.31
Dinah Shore Drive	Cathedral Canyon Drive	Date Palm Drive	23,420	4-6 lanes	13	0.76
Dinah Shore Drive	Date Palm Drive	Da Vall Drive	23,116	4-6 lanes	3	0.09
East Palm Canyon Drive	Golf Club Drive	Perez Road	38,615	4-5 lanes	10	0.23
East Palm Canyon Drive	Perez Road	Cathedral Canyon Drive	32,292	5-6 lanes	5	0.18
East Palm Canyon Drive	Cathedral Canyon Drive	Date Palm Drive	32,445	4 lanes	1	0.08
East Palm Canyon Drive	Date Palm Drive	East City Limits	40,956	5-6 lanes	2	0.09
Edom Hill Road	Varner Road	Burrtec Transfer Station	2,175	2 lanes	0	0.00
Gerald Ford Drive	Date Palm Drive	Plumley Road	11,861	4 lanes	1	0.12
Gerald Ford Drive	Plumley Road	Da Vall Drive	13,716	4 lanes	0	0.00
Landau Boulevard	Verona Road	Vista Chino	4,702	3 lanes	2	0.59
Landau Boulevard	Vista Chino	Tachevah Drive	13,922	4-5 lanes	1	0.10
Landau Boulevard	Tachevah Drive	30th Avenue	14,375	4-5 lanes	1	0.10
Landau Boulevard	30th Avenue	McCallum Way	19,429	4-5 lanes	5	0.35

Street	From	To	Average Daily Traffic	Lane Type	Number of Collisions (1/1/21-12/31/24)	Accidents per Million Vehicle Miles
Landau Boulevard	McCallum Way	Ramon Road	13,183	4-5 lanes	7	0.73
McCallum Way	Landau Boulevard	Avenida Maravilla	2,581	2 lanes	0	0
McCallum Way	Avenida Maravilla	Date Palm Drive	5,157	2-3 lanes	2	0.53
McCallum Way	Date Palm Drive	Santoro Drive	4,419	2-3 lanes	1	0.31
McCallum Way	Santoro Drive	Da Vall Drive	2,666	2 lanes	0	0.00
Mountain View Road	Varner Road	North City Limits	13,271	2 lanes	0	0.00
Palm Drive	Interstate 10	Varner Road	30,564	4-6 lanes	2	0.05
Perez Road	East Palm Canyon Drive	Cathedral Canyon Drive	7,951	4-5 lanes	1	0.15
Perez Road	Cathedral Canyon Drive	Date Palm Drive	10,881	4-5 lanes	5	0.55
Plumley Road	Dave Kelley Road	Dinah Shore Drive	3,510	2-3 lanes	0	0.00
Plumley Road	Dinah Shore Drive	35th Avenue	2,967	2-3 lanes	1	0.46
Plumley Road	35th Avenue	Gerald Ford Drive	2,745	2-3 lanes	1	0.50
Ramon Road	San Luis Rey Drive	Landau Boulevard	39,377	4-7 lanes	4	0.09
Ramon Road	Landau Boulevard	Cathedral Canyon Drive	37,320	6-7 lanes	7	0.26
Ramon Road	Cathedral Canyon Drive	Date Palm Drive	34,164	6-7 lanes	0	0.00
Ramon Road	Date Palm Drive	Neuma Drive	30,617	6-7 lanes	2	0.11
Ramon Road	Neuma Drive	Da Vall Drive	27,855	6-7 lanes	2	0.08
San Antonio Drive	San Mateo Drive	Mission Drive	1,142	2 lanes	3	2.78
Santoro Drive	30th Avenue	McCallum Way	1,438	2-3 lanes	0	0.00
San Luis Rey Drive	Mission Drive	Ramon Road	6,091	2-4 lanes	2	0.75
Tachevah Drive	Landau Boulevard	Avenida Maravilla	1,194	2 lanes	1	0.61
Tachevah Drive	Avenida Maravilla	Date Palm Drive	1,676	2 lanes	0	0.00
Varner Road	West City Limits	Edom Hill Road	13,246	2 lanes	0	0.00
Varner Road	Edom Hill Road	Date Palm Drive	16,831	2-3 lanes	2	0.07
Varner Road	Date Palm Drive	Bob Hope Drive	4,801	2 lanes	2	0.10
Vista Chino	West City Limits	Landau Boulevard	23,618	4 lanes	9	0.23
Vista Chino	Landau Boulevard	Avenida Maravilla	22,500	4-5 lanes	2	0.12
Vista Chino	Avenida Maravilla	Date Palm Drive	22,858	4 lanes	6	0.37
Whispering Palms Trail	30th Avenue	McCallum Way	2,344	2 lanes	1	0.50
30th Avenue	Landau Boulevard	Avenida Maravilla	5,054	2-3 lanes	0	0.00
30th Avenue	Avenida Maravilla	Date Palm Drive	6,250	2-3 lanes	0	0.00
30th Avenue	Date Palm Drive	Santoro Drive	9,556	2-3 lanes	1	0.14
30th Avenue	Santoro Drive	Da Vall Drive	5,846	2-3 lanes	0	0.00
33rd Avenue	Cathedral Canyon Drive	Date Palm Drive	2,347	2 lanes	3	1.74
35th Avenue	Date Palm Drive	Plumley Road	939	2 lanes	0	0.00



## SECTION 3 - RESULTS AND RECOMMENDATIONS

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

The Engineering and Traffic Survey Sheets presented in this section illustrate the results of a thorough evaluation of the available data and indicate a recommended speed limit for the street segment surveyed. A summary of the data analysis, along with the recommended speed limit can be found in Table 3-1 followed by a description of the recommendations for roadway segments with changing posted speed limits or for speed limits that were rounded down per CVC 21400(b).

**Table 3-1 - Speed Survey Recommendations**

Street	From	To	Existing Speed	85th %ile	Recommended Speed	Justification
Avenida Maravilla	Vista Chino	Tachevah Drive	25 MPH	35 MPH	25 MPH	Residential District
Avenida Maravilla	Tachevah Drive	30th Avenue	25 MPH	36 MPH	25 MPH	Residential District
Avenida Maravilla	30th Avenue	McCallum Way	25 MPH	33 MPH	25 MPH	Residential District
Avenida Maravilla	McCallum Way	Ramon Road	25 MPH	37 MPH	25 MPH	Residential District
Cathedral Canyon Drive	Ramon Road	33rd Avenue	45 MPH	48 MPH	45 MPH	85th Percentile Rounded Down
Cathedral Canyon Drive	33rd Avenue	Dinah Shore Drive	45 MPH	47 MPH	45 MPH	85th Percentile
Cathedral Canyon Drive	Dinah Shore Drive	Paseo Real	45 MPH	51 MPH	45 MPH	CVC Section 627
Cathedral Canyon Drive	Paseo Real	Kieley Road	40 MPH	49 MPH	40 MPH	CVC Section 627 & 85th Percentile Rounded Down
Cathedral Canyon Drive	Kieley Road	Perez Road	35 MPH	45 MPH	35 MPH	CVC Section 627
Cathedral Canyon Drive	Perez Road	East Palm Canyon Drive	35 MPH	40 MPH	35 MPH	CVC Section 627
Cathedral Canyon Drive	East Palm Canyon Drive	Kings Road	25 MPH	35 MPH	25 MPH	CVC Section 627
Cathedral Canyon Drive	Kings Road	Terrace Road	25 MPH	38 MPH	25 MPH	Residential District
Date Palm Drive	Varner Road	Vista Chino	55 MPH	56 MPH	55 MPH	85th Percentile

Street	From	To	Existing Speed	85th %ile	Recommended Speed	Justification
Date Palm Drive	Vista Chino	30th Avenue	55 MPH	58 MPH	55 MPH	85th Percentile Rounded Down
Date Palm Drive	30th Avenue	McCallum Way	45 MPH	54 MPH	<b>50 MPH</b>	85th Percentile Rounded Down
Date Palm Drive	McCallum Way	Ramon Road	45 MPH	45 MPH	45 MPH	85th Percentile
Date Palm Drive	Ramon Road	Dinah Shore Drive	45 MPH	49 MPH	45 MPH	85th Percentile Rounded Down
Date Palm Drive	Dinah Shore Drive	35th Avenue	45 MPH	47 MPH	45 MPH	85th Percentile
Date Palm Drive	35th Avenue	Gerald Ford Drive	45 MPH	47 MPH	45 MPH	85th Percentile
Date Palm Drive	Gerald Ford Drive	Perez Road	40 MPH	45 MPH	40 MPH	85th Percentile & CVC Section 627
Date Palm Drive	Perez Road	East Palm Canyon Drive	30 / 40 MPH	45 MPH	40 MPH	85th Percentile & CVC Section 627
Da Vall Drive	30th Avenue	Ramon Road	45 MPH	47 MPH	45 MPH	85th Percentile
Da Vall Drive	Ramon Road	Dinah Shore Drive	50 MPH	51 MPH	50 MPH	85th Percentile
Da Vall Drive	Gerald Ford Drive	South City Limits	45 MPH	51 MPH	45 MPH	CVC Section 627
Dave Kelly Road	Date Palm Drive	Plumley Road	35 MPH	41 MPH	35 MPH	CVC Section 627
Dinah Shore Drive	West City Limits	Cathedral Canyon Drive	45 MPH	47 MPH	45 MPH	85th Percentile
Dinah Shore Drive	Cathedral Canyon Drive	Date Palm Drive	45 MPH	45 MPH	45 MPH	85th Percentile Speed
Dinah Shore Drive	Date Palm Drive	Da Vall Drive	50 MPH	50 MPH	50 MPH	85th Percentile Speed
East Palm Canyon Drive	Golf Club Drive	Perez Road	45 MPH	45 MPH	45 MPH	85th Percentile
East Palm Canyon Drive	Perez Road	Cathedral Canyon Drive	45 MPH	48 MPH	45 MPH	85th Percentile Rounded Down
East Palm Canyon Drive	Cathedral Canyon Drive	Date Palm Drive	45 MPH	42 MPH	45 MPH	CVC Section 627
East Palm Canyon Drive	Date Palm Drive	East City Limits	50 MPH	51 MPH	50 MPH	85th Percentile
Edom Hill Road	Varner Road	Burrtec Transfer Station	40 MPH	47 MPH	40 MPH	85th Percentile Rounding Down
Gerald Ford Drive	Date Palm Drive	Plumley Road	50 MPH	50 MPH	50 MPH	85th Percentile
Gerald Ford Drive	Plumley Road	Da Vall Drive	50 MPH	50 MPH	50 MPH	85th Percentile

Street	From	To	Existing Speed	85th %ile	Recommended Speed	Justification
Landau Boulevard	Verona Road	Vista Chino	45 MPH	46 MPH	45 MPH	85th Percentile
Landau Boulevard	Vista Chino	Tachevah Drive	45 MPH	52 MPH	45 MPH	85th Percentile
Landau Boulevard	Tachevah Drive	30th Avenue	45 MPH	50 MPH	45 MPH	CVC Section 627
Landau Boulevard	30th Avenue	McCallum Way	45 MPH	52 MPH	45 MPH	CVC Section 627
Landau Boulevard	McCallum Way	Ramon Road	45 MPH	51 MPH	45 MPH	CVC Section 627
McCallum Way	Landau Boulevard	Avenida Maravilla	25 MPH	33 MPH	25 MPH	Residential District
McCallum Way	Avenida Maravilla	Date Palm Drive	25 MPH	35 MPH	25 MPH	CVC Section 627
McCallum Way	Date Palm Drive	Santoro Drive	30 MPH	32 MPH	25 MPH	85th Percentile Rounded Down & Residential District
McCallum Way	Santoro Drive	Da Vall Drive	30 MPH	36 MPH	25 MPH	Residential District
Mountain View Road	Varner Road	North City Limits	55 MPH	54 MPH	50 MPH	85th Percentile Rounded Down
Palm Drive	Interstate 10	Varner Road	60 MPH	61 MPH	55 MPH	85th Percentile Rounding Down & Pace Range
Perez Road	East Palm Canyon Drive	Cathedral Canyon Drive	40 MPH	43 MPH	40 MPH	85th Percentile
Perez Road	Cathedral Canyon Drive	Date Palm Drive	40 MPH	45 MPH	40 MPH	CVC Section 627
Plumley Road	Dave Kelley Road	Dinah Shore Drive	35 MPH	37 MPH	35 MPH	85th Percentile
Plumley Road	Dinah Shore Drive	35th Avenue	35 MPH	36 MPH	35 MPH	85th Percentile
Plumley Road	35th Avenue	Gerald Ford Drive	35 MPH	40 MPH	35 MPH	CVC Section 627
Ramon Road	San Luis Rey Drive	Landau Boulevard	45 MPH	50 MPH	45 MPH	CVC Section 627
Ramon Road	Landau Boulevard	Cathedral Canyon Drive	40 MPH	44 MPH	40 MPH	85th Percentile & CVC Section 627
Ramon Road	Cathedral Canyon Drive	Date Palm Drive	40 MPH	46 MPH	40 MPH	85th Percentile & CVC Section 627
Ramon Road	Date Palm Drive	Neuma Drive	50 MPH	47 MPH	45 MPH	85th Percentile
Ramon Road	Neuma Drive	Da Vall Drive	50 MPH	53 MPH	45 MPH	85th Percentile & CVC Section 627

Street	From	To	Existing Speed	85th %ile	Recommended Speed	Justification
San Antonio Drive	San Mateo Drive	Mission Drive	25 MPH	33 MPH	25 MPH	High Collision Rate & 85th Percentile Rounded Down & CVC Section 627
Santoro Drive	30th Avenue	McCallum Way	25 MPH	42 MPH	<b>35 MPH</b>	CVC Section 627
San Luis Rey Drive	Mission Drive	Ramon Road	25 MPH	34 MPH	25 MPH	CVC Section 627& 85th Percentile Rounded Down
Tachevah Drive	Landau Boulevard	Avenida Maravilla	25 MPH	34 MPH	25 MPH	Residential District
Tachevah Drive	Avenida Maravilla	Date Palm Drive	25 MPH	35 MPH	25 MPH	Residential District
Varner Road	West City Limits	Edom Hill Road	55 MPH	52 MPH	50 MPH	85th Percentile
Varner Road	Edom Hill Road	Date Palm Drive	55 MPH	56 MPH	55 MPH	85th Percentile
Varner Road	Date Palm Drive	Bob Hope Drive	55 MPH	59 MPH	55 MPH	85th Percentile Rounding Down
Vista Chino	West City Limits	Landau Boulevard	55 MPH	56 MPH	55 MPH	85th Percentile
Vista Chino	Landau Boulevard	Avenida Maravilla	55 MPH	56 MPH	55 MPH	85th Percentile
Vista Chino	Avenida Maravilla	Date Palm Drive	55 MPH	53 MPH	55 MPH	85th Percentile
Whispering Palms Trail	30th Avenue	McCallum Way	25 MPH	35 MPH	<b>30 MPH</b>	CVC Section 627
30th Avenue	Landau Boulevard	Avenida Maravilla	35 MPH	39 MPH	35 MPH	85th Percentile Rounded Down
30th Avenue	Avenida Maravilla	Date Palm Drive	35 MPH	38 MPH	35 MPH	85th Percentile Rounded Down
30th Avenue	Date Palm Drive	Santoro Drive	45 MPH	40 MPH	40 MPH	85th Percentile
30th Avenue	Santoro Drive	Da Vall Drive	45 MPH	48 MPH	45 MPH	85th Percentile Rounded Down
33rd Avenue	Cathedral Canyon Drive	Date Palm Drive	25 / 30 MPH	34 MPH	30 MPH	85th Percentile Rounded Down
35th Avenue	Date Palm Drive	Plumley Road	30 MPH	36 MPH	30 MPH	CVC Section 627

## ■ Avenida Maravilla

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Avenida Maravilla	Vista Chino Drive	Tachevah Drive	25	35	30	26	26-35	75%	0	25	Residential District
Avenida Maravilla	Tachevah Drive	30 <sup>th</sup> Avenue	25	36	36	30	25	72%	0.87	25	Residential District
Avenida Maravilla	30 <sup>th</sup> Avenue	McCallum Way	25	33	29	26	25-34	84%	2.23	25	Residential District
Avenida Maravilla	McCallum Way	Ramon Road	25	37	31	26	25-34	73%	1.53	25	Residential District

### ■ Conditions

For the purpose of this study, Avenida Maravilla is separated into four segments:

- Visa Chino Drive and Tachevah Drive
- Tachevah Drive to 30<sup>th</sup> Avenue
- 30<sup>th</sup> Avenue to McCallum Way
- McCallum Way to Ramon Road

Avenida Maravilla, between Vista Chino Drive and Tachevah Drive is a two (2) lane divided north-south roadway with double yellow center line striping. The studied segment is approximately 2,649 feet long with a curb-to-curb width of 36 feet. On-street parking is allowed on both sides of the segment, no existing bike facilities, and sidewalks exist on both sides throughout the segment. There are two (2) all-way stop intersections and two (2) signalized intersection. The surrounding land uses are residential and Panorama Park. There are 25 mph speed limit signs on the roadway segment.

Avenida Maravilla, between Tachevah Dr and 30<sup>th</sup> Ave is a two (2) lane divided north-south roadway with double-yellow centerline striping. The studied segment is 2,625 feet long and 39 feet wide. On-street parking is allowed on both sides of the segment with no existing bike facilities and sidewalk exists throughout the road segment. There are three (3) all-way stops. The surrounding land uses are all residential with Panorama Park at the northeast corner of Avenida Maravilla and Tachevah Drive. There are 25 mph speed limit signs posted on the roadway segment.

Avenida Maravilla, between 30<sup>th</sup> Avenue and McCallum Way is a two (2) lane divided north-south roadway with double-yellow centerline striping from 30<sup>th</sup> Ave to Perlita Road and no double from Perlita Road to McCallum Way. The studied segment is 2,650 feet long and 39 feet wide. On-street parking is allowed on both sides of the segment with no existing bike facilities and sidewalk existing throughout this segment. There are three (3) all-way stops. The surrounding land uses are mostly residential and some vacant lots. There are 25 mph speed limit signs posted on the roadway segment.

Avenida Maravilla, between McCallum Way and Ramon Road is a two (2) lane divided north-south roadway with no double-yellow centerline striping. The studied segment is 2,625 feet long and 39 feet wide. On-street parking is allowed on both sides of the segment with no existing bike facilities and sidewalk mostly existing with the exception of some undeveloped areas. There is one (1) signalized intersection and two (2) all-way stops. The surrounding land uses are mostly residential and some vacant lots, 76 Gasoline & Convenience Store, AMPM Gasoline & Convenience Store. There are 25 mph speed limit signs posted on the roadway segment.

## ▪ Recommendations

The 85<sup>th</sup>-percentile speed of 35 mph indicates a speed limit of 35 mph between Vista Chino Drive and Tachevah Drive. There are approximately 2,399 vehicles per day within this road segment. The speed survey was conducted on January 14, 2025. Within 4 years, there was 0 collision with a collision rate of 0.00. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed limit of 35 mph between Vista Chino Drive and Tachevah Drive. This segment qualifies as a residence district as there are 32 homes within a distance of a half of mile fronting the street. Based on the observed conditions and per CVC Division 1 Section 515, it is recommended that the posted speed limit on Avenida Maravilla between Vista Chino Drive and Tachevah Drive to remain 25 mph.

The 85<sup>th</sup>-percentile speed of 36 mph indicates a speed limit of 35 mph between Tachevah Drive and 30<sup>th</sup> Avenue. There are approximately 3,183 vehicles per day within this road segment. The speed survey was conducted on January 14, 2025. Within 4 years, there were 2 collisions with collision rate of 0.87, which is lower than the state's collision rate. The 85<sup>th</sup>-percentile speed indicates a speed limit of 35 mph between Tachevah Drive and 30<sup>th</sup> Avenue. This segment qualifies as a residence district as there are 50 homes within a distance of a half of mile fronting the street. Based on the observed conditions and per CVC Division 1 Section 515, it is recommended that the posted speed limit on Avenida Maravilla between Tachevah Drive and 30<sup>th</sup> Avenue to remain 25 mph.

The 85<sup>th</sup>-percentile speed of 33 mph indicates a speed limit of 35 mph between 30th Avenue and McCallum Way. There are approximately 2,453 vehicles per day within this road segment. The speed survey was conducted on February 4, 2025. Within 4 years, there were 4 collisions with collision rate of 2.23 which is higher than the State collision rate. Rounding down the 85<sup>th</sup>-percentile speed to the nearest 5 mph increment indicates a speed limit of 30 mph. This segment qualifies as a residence district as there are 34 homes within a distance of a half of mile fronting the street. Based on the observed conditions and per CVC Division 1 Section 515, it is recommended that the posted speed limit on Avenida Maravilla between 30th Avenue and McCallum Way to remain 25 mph. Further traffic calming applications may need to be applied.

The 85<sup>th</sup>-percentile speed of 37 mph indicates a speed limit of 35 mph between McCallum Way and Ramon Road and there were 3 collisions during the past 4 years with a collision rate of 1.53 which is higher than the State collision rate. There are approximately 2,712 vehicles per day within this road segment. The speed survey was conducted on January 14, 2025. Rounding down results of the speed survey indicate a speed limit of 35 mph between McCallum Way and Ramon Road. This segment qualifies as a residence district as there are 42 homes within a distance of a half of mile fronting the street. Based on the observed conditions and per CVC Division 1 Section 515, it is recommended that the posted speed limit on Avenida



Maravilla between McCallum Way and Ramon Road to remain 25 mph. Further traffic calming applications may need to be applied.

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## ■ Cathedral Canyon Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Cathedral Canyon Drive	Ramon Road	33 <sup>rd</sup> Avenue	45	48	43	37	39-48	69%	0.63	45	85 <sup>th</sup> Percentile Rounding Down
Cathedral Canyon Drive	33 <sup>rd</sup> Avenue	Dinah Shore Drive	45	47	42	37	36-45	71%	1.19	45	85 <sup>th</sup> Percentile
Cathedral Canyon Drive	Dinah Shore Drive	Paseo Real	45	51	44	40	39-48	70%	0.10	45	CVC Section 627
Cathedral Canyon Drive	Paseo Real	Kieley Road	40	49	43	37	38-47	63%	0.08	40	85 <sup>th</sup> Percentile Rounding Down & CVC Section 627
Cathedral Canyon Drive	Kieley Road	Perez Road	35	45	41	38	37-46	86%	0.43	35	85 <sup>th</sup> Percentile & CVC Section 627
Cathedral Canyon Drive	Perez Road	East Palm Canyon Drive	35	40	35	31	30-39	76%	0.54	35	CVC Section 627
Cathedral Canyon Drive	East Palm Canyon Drive	Kings Road	25	35	31	24	26-35	70%	0	25	CVC Section 627
Cathedral Canyon Drive	Kings Road	Terrace Road	25	38	31	26	29-38	59%	0	25	Residential District

### ■ Conditions

For the purpose of this study, Cathedral Canyon Drive is separated into eight segments:

- Ramon Road to 33<sup>rd</sup> Avenue
- 33<sup>rd</sup> Avenue to Dinah Shore Drive
- Dinah Shore Drive to Paseo Real
- Paseo Real to Kieley Road
- Kieley Road to Perez Road
- Perez Road to East Palm Canyon drive
- East Palm Canyon to Kings Road
- Kings Road to Terrace Road

Cathedral Canyon Drive, between Ramon Road and 33rd Avenue, is a north-south four (4) lane divided roadway with a two-way left turn median. The studied segment is approximately 2,640 feet long and 64 feet wide. On-street parking is not allowed, but there are existing bike lanes on both sides of the street, and sidewalks exist throughout this road segment. There is one (1) signalized intersection at Ramon Rd. The surrounding land uses are residential, Gentry Plaza Shopping Center, Larry's Market Liquor & Deli, Tortilla's Restaurant, The Spring Church, some

commercial areas, and vacant lots. There are 45 mph speed limit signs posted on the roadway segment.

Cathedral Canyon Drive, between 33rd Avenue and Dinah Shore Drive, is a north-south four (4) lane divided roadway with a two-way left turn. The studied segment is approximately 2,650 feet long and 64 feet wide. On-street parking is not allowed, but there is existing bike lanes on both sides of the street. There are two-way stop-controlled intersections. Sidewalks exist throughout this road segment. There is one (1) signalized intersection, and a pedestrian push button is present. The surrounding land uses are residential, Palm Springs Church of the Nazarene, Calvary Christian Center, 7-Eleven Convenience Store, some commercial areas, and vacant lots. There are 45 mph speed limit signs posted on the roadway segment.

Cathedral Canyon Drive, between Dinah Shore Drive and Paseo Real, is a north-south four (4) lane divided roadway with a two-way left turn median. The studied segment is approximately 2,520 feet long and 64 feet wide. On-street parking is not allowed, but there is existing bike lanes on the west side of the street. Sidewalks exist on the west side and multiuse trail on the east side. There is one (1) signalized intersection and one (1) pedestrian crossing. The surrounding land uses are mainly residential. There are 45 mph speed limit signs posted on the roadway segment and speed radar.

Cathedral Canyon Drive, between Paseo Real and Kieley Road, is a north-south four (4) lane divided roadway with a two-way left turn median. The studied segment is approximately 2,990 feet long and 64 feet wide. On-street parking is not allowed, but there are existing bike lanes on both sides of the street. Sidewalks exist on the west side and there is a multiuse trail on the east side. The surrounding land uses are residential, Hyatt Vacation Club, Cathedral Canyon Country Club, Cathedral Canyon Business Park, United Equipment Rentals, White Water Path Trailhead, and commercial areas. There is a pedestrian crossing. There are 40 mph speed limit signs posted on the northbound of the roadway segment and a 30 mph advisory sign posted on the bridge.

Cathedral Canyon Drive, between Kieley Road and Perez Road, is a north-south four (4) lane divided roadway with a two-way left turn median. The studied segment is approximately 580 feet long and 64 feet wide. On-street parking is not allowed, but there are existing bike lanes on both sides of the street. Sidewalks exist throughout the road segment. There is one (1) signalized intersection. The surrounding land uses are Southern California Edison, Raya's Smog Check & Registration Services, Autobody & Paint Shop, Fix Auto Collision, Atomic Budz, Finish Master Automotive Industrial Paint, and several commercial driveways fronting the road segment. There is a 35 mph speed limit sign posted on the roadway segment.

Cathedral Canyon Drive, between Perez Road and East Palm Canyon Drive, is a north-south four (4) lane divided roadway with a two-way left turn median. The studied segment is approximately 1,540 feet long and 64 feet wide. On-street parking is not allowed, but there are existing bike lanes on both sides of the street. Sidewalks exist throughout the road segment. There are three (3) signalized intersections. The surrounding land uses consist of restaurant facilities, automotive RV repair, OGS Auto Accessories, Trunks Bar, a dispensary, Coachella Valley Repertory Box Office, and Cathedral City Amphitheater. There are 35 mph speed limit signs posted on the roadway segment.

Cathedral Canyon Drive, between East Palm Canyon Drive and Kings Road, is a north-south two (2) lane divided roadway with centerline striping and left turn lanes. The studied segment is

approximately 760 feet long and 64 feet wide. On-street parking is allowed on the west side of the street, and there are existing bike lanes on both sides of the street between two (2) locations. Sidewalks exist except in undeveloped areas. There is one (1) signalized intersection. The surrounding land uses are residential, Taco Bell, Palm Canyon Plaza, Circle K, Cathedral Canyon Courtyard, Dental Arts, Cathedral City Senior Center, and some vacant lots. There are 25 mph speed limit signs posted on the roadway segment.

Cathedral Canyon Drive, between Kings Road and Terrace Road, is a north-south two (2) lane divided roadway with yellow dashed centerline striping. The studied segment is approximately 2,170 feet long and 38 feet wide. On-street parking is not allowed, but there are existing bike lanes on both sides of the street. Sidewalks exist except in undeveloped areas. There is one (1) all-way stop. The surrounding land uses are residential, First Southern Baptist Church, and some vacant lots. There are 25 mph speed limit signs posted on the roadway segment.

## ▪ Recommendations

The 85th-percentile speed of 48 mph indicates a speed limit of 50 mph between Ramon Road to 33rd Avenue. There are approximately 8,765 vehicles per day within this road segment. The speed survey was conducted on January 14, 2025. Within 4 years, there were 4 collisions with a collision rate of 0.63. Rounding down the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 45 mph. Based on the observed conditions and 85<sup>th</sup> percentile speed, it is recommended that the posted speed limit on Cathedral Canyon Drive between Ramon Road and 33rd Avenue to remain 45 mph.

The 85<sup>th</sup>-percentile speed of 47 mph indicates a speed limit of 45 mph between 33rd Avenue and Dinah Shore Drive. There are approximately 12,600 vehicles per day within this road segment. The speed survey was conducted on January 14, 2025. Within 4 years, there were 11 collisions with a collision rate of 1.19 which is higher than the State collision rate. Rounding the 85<sup>th</sup>-percentile speed to the nearest 5 mph increment indicates a speed limit of 45 mph in this segment. To keep lane consistency and based on the observed conditions, it is recommended that the posted speed limit on Cathedral Canyon Drive between 33rd Avenue and Dinah Shore Drive to remain 45 mph.

The 85<sup>th</sup>-percentile speed is 51 mph indicates a speed limit of 50 mph between Dinah Shore Drive and Paseo Real. There are approximately 14,964 vehicles per day within this road segment. The speed survey conducted on January 14, 2025. Within 4 years, there were 1 collision with a collision rate of 0.10. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed limit of 50 mph. Based on the observed conditions per CVC Division 1 Section 627 and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Cathedral Canyon Drive between Dinah Shore Drive and Paseo Real to remain 45 mph.

The 85th-percentile speed of 49 mph indicates a speed limit of 50 mph between Paseo Real and Kieley Road. There are approximately 14,659 vehicles per day within this road segment. The speed survey was conducted on January 14, 2025. Within 4 years, there were 1 collision with a collision rate of 0.08. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph, indicates a speed of 45 mph. Based on conditions per AB.43 Section 7, the surrounding land facilities generate bicycle traffic, it is recommended that the posted speed limit on Cathedral Canyon Drive between Paseo Real and Kieley Road to remain 40 mph.

The 85th-percentile speed of 45 mph indicates a speed limit of 45 mph between Kieley Road and Perez Road. There are approximately 14,676 vehicles per day within this road segment. The speed survey was conducted on January 14, 2205. Within 4 years, there were 1 collision with a collision rate of 0.43. Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 45 mph in this segment. Due to surrounding businesses and bicycle traffic, based on conditions per AB.43 along with lane consistency adhering to section CVC Section 627 stating speed limits should be based on a rational process near the 85th-percentile speed, it is recommended that the posted speed limit on Cathedral Canyon Drive between Kieley Road and Perez Road to remain 35 mph.

The 85th-percentile speed of 40 mph indicates a speed limit of 40 mph between Perez Road and East Palm Canyon Drive. There are approximately 8,667 vehicles per day within this road segment. The speed survey was conducted on January 14, 2025. Within 4 years, there were 2 collisions with a collision rate of 0.54 which is lower than the State collision rate. Rounding the 85th-percentile speed to the nearest 5 mph increment indicates a speed limit of 40 mph in this segment with an additional 5 mph reduction indicates a speed of 35 mph. Based on the observed conditions and CVC Section 627, it is recommended that the posted speed limit on Cathedral Canyon Drive between Perez Road and East Palm Canyon Drive to be 35 mph.

The 85th-percentile speed of 35 mph indicates a speed limit of 35 mph between East Palm Canyon Drive and Kings Road. There are approximately 5,432 vehicles per day within this road segment. Within 4 years, there were 0 collisions with a collision rate of 0.00 which is lower than the State collision rate. The speed survey was conducted on January 14, 2025. Due to surrounding businesses based on conditions per CVC Section 627 and lane consistency aligning with section 2b.13 of the MUTCD, it is recommended that the posted speed limit on Cathedral Canyon Drive between East Palm Canyon Drive and Kings Road to be 25 mph.

The 85th-percentile speed of 38 mph indicates a speed limit of 40 mph between Kings Road and Terrace Road. There are approximately 3,887 vehicles per day within this road segment. Within 4 years, there were 0 collisions. The speed survey was conducted January 14, 2025. Rounding down the 85<sup>th</sup> percentile speed to nearest 5 mph increment indicates a speed limit of 35 mph. Based on the calculation of (.41 miles/.25 miles) which results in a ratio of 1.64 pointing to a minimum of 22 or 27 houses on this segment which is exceeded which qualifies as a residence. Based on the speed survey report and per CVC Division 1 Section 515, it is recommended that the posted speed limit on Cathedral Canyon Drive between Kings Road and Terrace Road to be 25 mph.

## ■ Date Palm Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Date Palm Drive	Varner Road	Vista Chino Drive	55	56	51	46	46-55	70%	0.63	55	85 <sup>th</sup> Percentile
Date Palm Drive	Vista Chino Drive	30 <sup>th</sup> Avenue	55	58	51	45	46-55	60%	0.06	55	85 <sup>th</sup> Percentile Rounded Down
Date Palm Drive	30 <sup>th</sup> Avenue	McCallum Way	45	54	48	42	44-53	66%	0.20	50	85 <sup>th</sup> Percentile Rounded Down
Date Palm Drive	McCallum Way	Ramon Road	45	45	40	33	36-45	64%	0.43	45	85 <sup>th</sup> Percentile
Date Palm Drive	Ramon Road	Dinah Shore Drive	45	49	45	40	40-49	78%	0.12	45	85 <sup>th</sup> Percentile Rounded Down
Date Palm Drive	Dinah Shore Drive	35 <sup>th</sup> Avenue	45	47	42	37	37-46	71%	0.18	45	85 <sup>th</sup> Percentile
Date Palm Drive	35 <sup>th</sup> Avenue	Gerald Ford Drive	45	47	42	38	38-47	73%	0.14	45	85 <sup>th</sup> Percentile
Date Palm Drive	Gerald Ford Drive	Perez Road	40	45	41	36	36-45	73%	0.27	40	85 <sup>th</sup> Percentile & CVC Section 627
Date Palm Drive	Perez Road	East Palm Canyon Drive	30	45	39	32	32-41	58%	0	40	85 <sup>th</sup> Percentile & CVC Section 627

## ■ Conditions

For the purpose of this study, Date Palm Drive is separated into nine segments:

- Varner Road to Vista Chino Drive
- Vista Chino Drive to 30<sup>th</sup> Avenue
- 30<sup>th</sup> Avenue to McCallum Way
- McCallum Way to Ramon Road
- Ramon Road to Dinah Shore Drive
- Dinah Shore Drive to 35<sup>th</sup> Avenue
- 35<sup>th</sup> Avenue to Gerald Ford Drive
- Gerald Ford Drive to Perez Road
- Perez Road to East Palm Canyon Drive



Date Palm Drive, between Varner Road and Vista Chino Drive, is a north-south two (2) to six (6) lane divided highway with centerline striping and a median. The studied segment is approximately 6,200 feet long and varies from 25 feet to 110 feet in width. On-street parking is not allowed, and there are bike lanes on both sides of the street. Sidewalks exist only between Vista Chino and the I-10 freeway ramp. There are three (3) signalized intersections, as well as one (1) all-way stop. The surrounding land uses include ARCO Gasoline, Chelo's Bakery, and vacant areas. There are 50 mph speed limit signs posted within the road segment.

Date Palm Drive, between Vista Chino Drive and 30th Avenue, is a north-south six (6) to seven (7) lane divided highway with a median and left turn lane. The studied segment is approximately 5,280 feet long and 85 feet wide. On-street parking is not allowed, and there are no bike lanes on either side of the street. Sidewalks exist only in developed areas. There are two (2) signalized intersections. The surrounding land uses include Mobil Gasoline, Optometry Outstanding Vision Care, La Hermosa Church, a retail plaza, and vacant areas. There are 50 mph speed limit signs posted within the road segment.

Date Palm Drive, between 30th Avenue and McCallum Way, is a north-south six (6) to seven (7) lane divided highway with a median and left turn lane. The studied segment is approximately 2,650 feet long and 85 feet wide. On-street parking is not allowed, and there are no bike lanes on either side of the street. Sidewalks exist only in developed areas. There are two (2) signalized intersections. The surrounding land uses include commercial areas, Northgate Community Church, Walgreens Pharmacy, Grocery Outlet, Dollar Tree, a retail plaza, and vacant areas. There are 45 mph speed limit signs posted within the road segment.

Date Palm Drive, between McCallum Way and Ramon Road, is a north-south six (6) to seven (7) lane divided highway with a two-way left turn median. The studied segment is approximately 2,650 feet long and 85 feet wide. On-street parking is not allowed, and there are no bike lanes on either side of the street. Sidewalks exist throughout this road segment. There are three (3) signalized intersections. The surrounding land uses include commercial areas, Date Palm Plaza, Date Palm Centre, Circle K, residential properties, and vacant areas. There are 45 mph speed limit signs posted within the road segment.

Date Palm Drive, between Ramon Road and Dinah Shore, is a north-south five (5) to seven (7) lane divided highway with a two-way left turn median. The studied segment is approximately 5,285 feet long and varies in width from 85 feet to 105 feet. On-street parking is allowed, but there are no bike lanes on either side of the street. Sidewalks exist on most of the segment, except for undeveloped areas. There are four (4) signalized intersections. The surrounding land uses include commercial areas, Tower Market gas station, Ramon Plaza, Cathedral Village Plaza, Plaza Ruiz, USPS, the City Branch Library, residential areas, a post office, a park, and vacant lots. There are 45 mph speed limit signs posted within the road segment.

Date Palm Drive, between Dinah Shore and 35th Avenue, is a north-south five (5) lane divided highway with a median and a two-way left median. The studied segment is approximately 2,650 feet long and 66 feet wide. On-street parking is not allowed, and there are no bike lanes on either side of the street. Sidewalks exist on most of the segment, except for undeveloped areas. There are three (3) signalized intersections. The surrounding land uses include Cathedral City Market Place, a chiropractor, SR Appliances, Lesley's Upholstery, Transmissions 4 Less,

Allied Refrigeration Inc., VIP Plaza, commercial areas, residential properties, and vacant lots. There are 40 mph speed limit signs posted within the road segment.

Date Palm Drive, between 35th Avenue and Gerald Ford Drive, is a north-south five (5) lane undivided highway with a two-way left turn median. The studied segment is approximately 2,650 feet long and varies from 66 feet to 86 feet in width. On-street parking is not allowed, and there are no bike lanes on either side of the street. Sidewalks exist throughout the road segment. There are two (2) signalized intersections. The surrounding land uses include Date Palm Plaza, Esplanade Plaza, U.S. Bank, MEG Auto Detailing Supplies & Solutions, Mission Plaza Shopping Center, Amazon Warehouse DJW8, and vacant lots. There are 45 mph speed limit signs posted within the road segment.

Date Palm Drive, between Gerald Ford Drive and Perez Road, is a north-south three (3) to five (5) lane divided highway with a median and a two-way left median. The studied segment is approximately 1,860 feet long and varies in width from 96 feet to 101 feet. On-street parking is not allowed, and there are no bike lanes on either side of the street. Sidewalks exist throughout this segment. There are two (2) signalized intersections. The surrounding land uses include ARCO Gasoline, Jiffy Lube, commercial areas, residential properties, and vacant lots. There are 40 mph speed limit signs posted within the road segment.

Date Palm Drive, between Perez Road and East Palm Canyon Drive, is a north-south five (5) to seven (7) lane divided highway with a median and a two-way left turn median. The studied segment is approximately 1,400 feet long and 89 feet wide. On-street parking is not allowed, and there are no bike lanes on either side of the street, except for the segment between Buddy Rogers Avenue and East Palm Canyon heading southbound. Sidewalks exist on most of the segment, except for undeveloped areas. There are three (3) signalized intersections. The surrounding land uses include Carter Animal Hospital, Agua Caliente Casino, Cathedral Gateway, residential areas, and vacant lots. There are 40 mph speed limit signs posted within the road segment.

## ▪ Recommendations

The 85<sup>th</sup>-percentile speed of 56 indicates a speed limit of 55 mph between Varner Road and Vista Chino Drive. The speed survey conducted on January 23, 2025, determined the average daily traffic of 10,224 vehicles per day within this segment. Within 4 years, there were 10 collisions with a collision rate of 0.63 which is lower than the state's collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed of 55 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Date Palm Drive between Varner Road and Vista Chino Drive to remain 55 mph.

The 85<sup>th</sup>-percentile speed of 58 indicates a speed limit of 60 mph between Vista Chino Drive and 30<sup>th</sup> Avenue. The speed survey conducted on January 23, 2025, determined the average daily traffic of 23,918 vehicles per day within this segment. Within 4 years, there were 6 collisions with a collision rate of 0.06 which is lower than the state's collision rate. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph, indicates a speed of 55 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Date Palm Drive between Vista Chino Drive and 30<sup>th</sup> Avenue to remain 55 mph.

The 85<sup>th</sup>-percentile speed of 54 mph indicates a speed limit of 55 mph between 30<sup>th</sup> Avenue and McCallum Way. The speed survey conducted on January 23, 2025, determined the average daily traffic of 20,963 vehicles per day within this segment. Within 4 years, there were 3 collisions with a collision rate of 0.20 which is less than the State collision rate. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed of 50 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Date Palm Drive between 30<sup>th</sup> Avenue and McCallum Way to be 50 mph.

The 85<sup>th</sup>-percentile speed of 45 indicates a speed limit of 45 mph between McCullum Way and Ramon Road. The speed survey conducted on January 23, 2025, determined the average daily traffic of 22,160 vehicles per day within this segment. Within 4 years, there were 7 collisions with a collision rate of 0.43 which is lower than the state's collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed of 45 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Date Palm Drive between McCallum Way and Ramon Road to remain 45 mph.

The 85<sup>th</sup>-percentile speed of 49 indicates a speed limit of 50 mph between Ramon Road and Dinah Shore Drive. The speed survey conducted on January 23, 2025, determined the average daily traffic of 22,531 vehicles per day within this segment. Within 4 years, there were 4 collisions with a collision rate of 0.12 which is lower than the state's collision rate. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph, indicates a speed of 45 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Date Palm Drive between Ramon Road and Dinah Shore Drive to remain 45 mph.

The 85<sup>th</sup>-percentile speed of 47 indicates a speed limit of 45 mph between Dinah Shore Drive and 35<sup>th</sup> Avenue. The speed survey conducted on January 23, 2025, determined the average daily traffic of 22,799 vehicles per day within this segment. Within 4 years, there were 3 collisions with a collision rate of 0.18 which is lower than the state's collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed of 45 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Date Palm Drive between Dinah Shore Drive and 35<sup>th</sup> Avenue to remain 45 mph.

The 85<sup>th</sup>-percentile speed of 47 indicates a speed limit of 45 mph between 35<sup>th</sup> Avenue and Gerald Ford Drive. The speed survey conducted on January 23, 2025, determined the average daily traffic of 19,835 vehicles per day within this segment. Within 4 years, there were 2 collisions with a collision rate of 0.14 which is lower than the state's collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed of 45 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Date Palm Drive between 35<sup>th</sup> Avenue and Gerald Ford Drive to remain 45 mph.

The 85<sup>th</sup>-percentile speed of 45 indicates a speed limit of 45 mph between Gerald Ford Drive and Perez Road. The speed survey conducted on January 23, 2025, determined the average daily traffic of 21,526 vehicles per day within this segment. Within 4 years, there were 3 collisions with a collision rate of 0.27 which is lower than the state's collision rate. Based on the observed conditions, the bridge conditions, bicycle facilities, and 85<sup>th</sup> percentile, per the CA MUTCD Section 2B.13 and CVC Section 627 it is recommended that the posted speed limit on Date Palm Drive between Gerald Ford Drive and Perez Road to remain 40 mph.

The 85<sup>th</sup>-percentile speed of 45 indicates a speed limit of 45 mph between Perez Road and East Palm Canyon Drive. The speed survey conducted on January 23, 2025, determined the average daily traffic of 16,590 vehicles per day within this segment. Within 4 years, there were 0 collisions with a collision rate of 0 which is lower than the state's collision rate. Given the Casino and the surrounding land facilities within the segment, this will generate a high concentration of bicyclists and pedestrians. Based on the observed conditions, pace range, 85<sup>th</sup> percentile, and AB.43 Section 7, it is recommended that the posted speed limit on Date Palm Drive between Perez Road and East Palm Canyon Drive to be 40 mph.

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## ■ Da Vall Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Da Vall Drive	30 <sup>th</sup> Avenue	Ramon Road	45	47	41	33	36-45	63%	0	45	85 <sup>th</sup> Percentile
Da Vall Drive	Ramon Road	Dinah Shore Drive	50	45	45	40	41-50	68%	0	50	CVC Section 627
Da Vall Drive	Gerald Ford Drive	South City Limits	45	51	45	41	40-49	72%	0.12	45	CVC Section 627

### ■ Conditions

For the purpose of this study, Da Vall Drive is separated into three segments:

- 30<sup>th</sup> Avenue to Ramon Road
- Ramon Road to Dinah Shore Drive
- Gerald Ford Drive to South City Limits

Da Vall Drive, between 30th Avenue and Ramon Road, is a north-south two (2) to five (5) lane undivided highway with double yellow striping and a two-way left turn median. The studied segment is approximately 5,280 feet long and 62 feet wide. On-street parking is not allowed on either side of the street, and there is a bike lane on the east side of the street between Ramon Road and Via Firenze. Sidewalks exist on most of the segment except for undeveloped areas. There is one (1) signalized intersection and an all-way stop. There are 45 mph speed limit signs posted within the road segment.

Da Vall Drive, between Ramon Road and Dinah Shore Drive, is a north-south two (2) to five (5) lane divided highway with a median, double yellow striping, and left turn lanes. The studied segment is approximately 5,280 feet long and varies from 37 feet to 74 feet in width. On-street parking is not allowed, and there are no bike lanes on either side of the street. Sidewalks exist throughout this road segment except for some undeveloped areas. There are two (2) signalized intersections. The surrounding land uses include residential areas and vacant lots. There are 50 mph speed limit signs posted within the road segment.

Da Vall Drive, between Gerald Ford Drive and South City Limits, is a north-south two (2) to five (5) lane divided highway with a median, double yellow striping, and left turn lanes. The studied segment is approximately 2,600 feet long and varies from 63 feet to 80 feet in width. On-street parking is not allowed, and there are no bike lanes on either side of the street, except for the segment between Sunny Lane and Gerald Ford Drive in the northbound direction. Sidewalks exist throughout this road segment except for some undeveloped areas. There is one (1) signalized intersection. The surrounding land uses include residential areas and vacant lots. There are 45 mph speed limit signs posted within the road segment.



## ▪ Recommendations

The 85<sup>th</sup>-percentile speed of 47 mph indicates a speed limit of 45 mph between 30<sup>th</sup> Avenue and Ramon Road. The speed survey conducted on January 15, 2025, determined the average daily traffic of 8,394 vehicles per day within this segment. Within 4 years, there were 0 collisions with a collision rate of 0 which is lower than the state's collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed of 45 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Da Vall Drive between 30<sup>th</sup> Avenue and Ramon Road to remain 45 mph.

The 85<sup>th</sup>-percentile speed of 51 indicates a speed limit of 50 mph between Ramon Road and Dinah Shore Drive. The speed survey conducted on January 15, 2025, determined the average daily traffic of 9,853 vehicles per day within this segment. Within 4 years, there were 0 collisions with a collision rate of 0 which is lower than the state's collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed of 50 mph. Based on the observed conditions, pace range, and 85<sup>th</sup> percentile, speed consistency, per the CA MUTCD Section 2B.13 and CVC Section 627, it is recommended that the posted speed limit on Da Vall Drive between Ramon Road and Dinah Shore Drive to be 45 mph.

The 85<sup>th</sup>-percentile speed of 51 indicates a speed limit of 50 mph between Gerald Ford Drive and South City Limits. The speed survey conducted on January 15, 2025, determined the average daily traffic of 11,854 vehicles per day within this segment. Within 4 years, there was 1 collision with a collision rate of 0.12 which is lower than the state's collision rate. Given the residential land uses surrounding the segment and there are sidewalks missing for a portion of the west side of the segment, there is a need for a reduction of the 85<sup>th</sup> percentile. Based on the observed conditions, per the CA MUTCD Section 2B.13 and CVC Section 627, pace range, and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Da Vall Drive between Gerald Ford Drive and South City Limits be remain 45 mph.



## ■ Dave Kelly Road

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Dave Kelly Road	Date Palm Drive	Plumley Road	35	41	37	33	33-42	35%	0.64	35	CVC Section 627

#### ■ Conditions

Dave Kelley Road, between Date Palm Drive and Plumley Road, is an east-west two (2) to four (4) lane undivided local street with double yellow striping, dashed striping, and a left turn median. The studied segment is approximately 2,635 feet long and varies from 39 feet to 51 feet in width. On-street parking is allowed, and there are no bike facilities on either side of the street. Sidewalks exist throughout this road segment except in some undeveloped areas. There is one (1) signalized intersection and one (1) stop control. The surrounding land uses include residential areas, the Post Office, Cathedral City Library, Cathedral City High School, and a vacant lot. There is a 35 mph speed limit sign posted east of Date Palm Drive and a 25 mph speed limit sign posted west of Plumley

#### ■ Recommendations

The 85<sup>th</sup>-percentile speed of 41 indicates a speed limit of 40 mph between Date Palm Drive and Plumley Road. The speed survey conducted on January 15, 2025, determined the average daily traffic of 4,274 vehicles per day within this segment. Within 4 years, there were 2 collisions with a collision rate of 0.64 which is lower than the state's collision rate. Given Cathedral City Highschool fronting the segment, the surrounding land facilities within the segment generate a high concentration of bicyclists and pedestrians. Based on the observed conditions, pace range, 85<sup>th</sup> percentile, and AB.43 Section 7, it is recommended that the posted speed limit on Dave Kelly Road between Date Palm Drive and Plumley Road to remain 35.

## ■ Dinah Shore Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Dinah Shore Drive	West City Limits	Cathedral Canyon Drive	45	47	42	37	37-46	72	0.31	45	85 <sup>th</sup> Percentile Speed
Dinah Shore Drive	Cathedral Canyon Drive	Date Palm Drive	45	45	40	36	36-45	79	0.76	45	85 <sup>th</sup> Percentile Speed
Dinah Shore Drive	Date Palm Drive	Da Vall Drive	50	50	46	43	43-52	83	0.09	50	85 <sup>th</sup> Percentile Speed

### ■ Conditions

For the purpose of this study, Dinah Shore Drive is separated into three segments:

- West City Limits to Cathedral Canyon drive
- Cathedral Canyon Drive to Date Palm Drive
- Date Palm Drive to Da Vall Drive Drive

Dinah Shore Drive between West City Limits and Cathedral Canyon Drive is an east-west four (4) lane divided roadway with a raised median. The segment studied is approximately 5,824 feet long. On street parking is not allowed and there are no bike facilities throughout the segment. There are four (4) uncontrolled T-intersections at Pueblo Trail, Navajo Trail, Sky Blue Water Trail, and Whispering Palms Trail. Sidewalks exist throughout the entire segment on both sides. The surrounding land uses are residential. There are 45 mph signs posted throughout the street segment.

Dinah Shore Drive between Cathedral Canyon Drive and Date Palm Drive is an east-west four (4)–five (5) divided roadway with a raised median. The studied segment is approximately 2,662 feet long. On street parking is not allowed, there are no bike facilities, and there are sidewalks on both sides throughout the segment. There are four (4) one way stop T-intersections at Wishing Well Trail, Via Altamira, Via De Anza, and Via Echo. There is one (1) private driveway and one (1) commercial driveway and there is one (1) pedestrian crossing. The surrounding land uses are Residential, Cathedral City Marketplace, Walgreens, Calvary Christian Center, and KGX Broadcast Center. There are 45 mph speed limit signs posted within the road segment.

Dinah Shore Drive between Date Palm Drive and Da Vall Drive is an east-west four (4) lane divided roadway with a raised median. The studied segment is approximately 2,292 feet long. On street parking is not allowed on either side, bike facilities are available between Plumley Road and Da Vall Drive. Sidewalk is available on both sides between Dinah Shore Drive and Plumley Road, while between Plumley Road and Da Vall Drive sidewalk is only available on the southern side. There are five (5) one way stop T-intersections at Edge Canyon Drive,

Corregidor Drive, Vaquero Road, Rebecca Way, and Denise Way. There is one signalized intersection at Plumley Road and there is one pedestrian crossing. The surrounding land uses are Big League Dreams Cathedral City, Cathedral City Highschool, Rancho Mirage Resort, Mountain View Plaza, and Apostolic Assembly of Faith. There are 45 mph speed limit signs posted within the road segment.

## ▪ Recommendations

The 85<sup>th</sup> percentile speed of 47 mph indicates a speed limit of 45 mph between West City Limits and Cathedral Canyon Drive. The speed survey conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 23,294 vehicles per day within this segment. Within 4 years, there were 6 collisions within the segment with a collision rate of 0.31, which is lower than the State Collision Rate. Based on the observed conditions and the 85<sup>th</sup> percentile speed, it is recommended that the posted speed limit on Dinah Shore Drive between West City Limits and Cathedral Canyon Drive remain 45 mph.

The 85<sup>th</sup> percentile speed of 45 mph indicates a speed limit of 45 mph between Cathedral Canyon Drive and Date Palm Drive. The speed survey conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 23,420 vehicles per day within this segment. Within 4 years, there were 13 collisions within this segment with a collision rate of 0.76, which is lower than the State Collision Rate. Based on the existing conditions and the 85<sup>th</sup> percentile speed, it is recommended that the posted speed limit on Dinah Shore between Cathedral Canyon Drive and Date Palm Drive remain 45 mph.

The 85<sup>th</sup> percentile speed of 50 mph indicates a speed limit of 50 mph between Date Palm Drive and Da Vall Drive. The speed survey was conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 23,116 vehicles per day within this segment. Within 4 years, there were 3 collisions within this segment with a collision rate of 0.09, which is lower than the State Collision Rate. Based on the existing conditions and the 85<sup>th</sup> percentile speed, it is recommended that the posted speed limit on Dinah Shore between Drive between Date Palm Drive and Da Vall Drive to be 50 mph.

## ■ East Palm Canyon Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
East Palm Canyon Drive	Golf Club Drive	Perez Road	45	45	40	35	36-45	70%	0.23	45	85 <sup>th</sup> Percentile
East Palm Canyon Drive	Perez Road	Cathedral Canyon Drive	45	48	44	38	40-49	69%	0.18	45	85 <sup>th</sup> Percentile Rounded Down
East Palm Canyon Drive	Cathedral Canyon Drive	Date Palm Drive	45	42	37	32	33-42	75%	0.08	45	CVC Section 627
East Palm Canyon Drive	Date Palm Drive	East City Limits	50	51	46	41	40-49	67%	0.09	50	85 <sup>th</sup> Percentile

### ■ Conditions

For the purpose of this study, East Palm Canyon Drive is separated into four segments:

- Golf Club Drive to Perez Road
- Perez Road to Cathedral Canyon Drive
- Cathedral Canyon Drive to Date Palm Drive
- Date Palm Drive to East City Limits

East Palm Canyon Drive, between Golf Club Drive and Perez Road, is a five (5) lane divided roadway with a two-way left turn median. The studied segment is approximately 4,050 feet long and 83 feet wide. On-street parking is not allowed, and there are no bike facilities, except for a southbound bike lane from Canyon Plaza to Perez Road. Sidewalks are present on both sides throughout the segment. There are four (4) intersections along the segment. The surrounding land uses include commercial areas such as Canyon Plaza, Cathedral City Auto Center, and Cathedral City Plaza. There are 45 mph speed limit signs posted along the road segment.

East Palm Canyon Drive, between Perez Road and Cathedral Canyon Drive, is an east-west six (6) lane highway with median striping, medians, and left turn lanes. The studied segment is approximately 3,090 feet long and varies from 93 feet to 104 feet in width. On-street parking is allowed only in some areas, and there are no bike facilities on either side of the street. Sidewalks exist throughout the road segment. There are four (4) intersections along the segment. The surrounding land uses are mainly commercial areas with Cathedral City Auto Center, Cathedral City Plaza, and vacant lots. There are 40 mph speed limit signs posted within the road segment.

East Palm Canyon Drive, between Cathedral Canyon Drive and Date Palm Drive, is an east-west five (5) to six (6) lane highway with medians and left turn lanes. The studied segment is

approximately 2,840 feet long and varies from 71 feet to 100 feet in width. On-street parking is available in some areas, and there are no bike facilities on either side of the street. Sidewalks exist throughout the road segment. There are five (5) intersections along the segment. The surrounding land uses include commercial areas such as Agua Caliente Casino, Desert Jewelry Mart Plaza, NAPA Auto Parts, Coachella Valley Repertory, Luchador Brewing Company, Cathedral City Festival Lawn, and vacant lots. There are 35 mph speed limit signs posted within the road segment.

East Palm Canyon Drive, between Date Palm Drive and East City Limits, is an east-west six (6) lane highway with medians and left turn lanes. The studied segment is approximately 2,000 feet long and varies from 82 feet to 106 feet in width. On-street parking is not allowed, and there are no bike facilities on either side of the street. Sidewalks exist throughout the road segment except in some undeveloped areas. There are three (3) intersections along the segment. The surrounding land uses include Palm Springs Ford, Cathedral Gateway, and vacant lots. There are 40 mph speed limit signs posted within the road segment.

## ▪ Recommendations

The 85<sup>th</sup>-percentile speed of 45 mph indicates a speed limit of 45 mph between Golf Club Drive and Perez Road. The speed survey conducted on January 23<sup>rd</sup>, 2025, determined the average daily traffic of 38,615 vehicles per day within this segment. Within 4 years, there were 10 collisions within the segment with a collision rate of 0.23, which is lower than the State Collision Rate. Based on the observed conditions and per the 85<sup>th</sup> percentile, it is recommended that the segment of East Palm Canyon Drive between Golf Club Drive and Perez Road remain at the posted speed limit of 45 mph.

The 85<sup>th</sup>-percentile speed of 48 mph indicates a speed limit of 50 mph between Perez Road and Cathedral Canyon Drive. The speed survey conducted on January 23<sup>rd</sup>, 2025, determined the average daily traffic of 32,292 vehicles per day within this segment. Within 4 years there were 5 collisions within the segment with a collision rate of 0.18, which is lower than the State Collision Rate. Rounding down the 85<sup>th</sup> percentile to the nearest 5 mph indicates a speed limit of 45 mph. Based on the 85<sup>th</sup> percentile rounded down, it is recommended that the existing speed limit on East Palm Canyon Drive between Perez Road and Cathedral Canyon Drive remain at the posted speed limit of 45 mph.

The 85<sup>th</sup>-percentile speed of 42 mph indicates a speed limit of 40 mph between Cathedral Canyon Drive to Date Palm Drive. The speed survey conducted on January 23<sup>rd</sup>, 2025, determined the average daily traffic of 32,445 vehicles per day within this road segment. Within 4 years, there was 1 collision within a collision rate of 0.08, which is lower than the State Collision Rate. In accordance with the CA MUTCD 2B.13 the roadway characteristics increase the speed limit of the segment due to the adjacent roadway speed limit. Based on CA MUTCD 2B.13, and nearby by speed limits it is recommended to have East Palm Canyon Drive between Cathedral Canyon Drive to Date Palm Drive to be 45 mph.

The 85<sup>th</sup>-percentile speed of 51 mph indicates a speed limit of 50 mph between Date Palm Drive and East City Limits. There are approximately 40,956 vehicles per day within this road segment. The speed survey was conducted on January 23<sup>rd</sup>, 2025. Within 4 years, there were 2 collisions with a collision rate of 0.09, which is lower than the State Collision Rate. Based on the observed conditions and per the 85<sup>th</sup> percentile, it is recommended that the posted speed

limit on East Palm Canyon Drive between Date Palm Drive to East City Limits remain at 50 mph.

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## ■ Edom Hill

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Edom Hill	Varner Road	North Terminus	40	47	41	34	38-47	60%	0	40	85 <sup>th</sup> Percentile & CVC Section 627

#### ■ Conditions

Edom Hill between Varner Road and North Terminus is an east-west two (2) lane divided roadway with double yellow line striping. The segment studied is approximately 8,816 feet long with curb-to-curb width 34 feet wide. On street parking is not allowed and there is no bike facilities throughout the segment. There are no sidewalks throughout the segment. There is one (1) three way stop intersection throughout the roadway segment. The surrounding land uses is a business recycling facility. There are 40 mph posted signs posted throughout the street segment.

#### ■ Recommendations

The 85<sup>th</sup> percentile speed 47 mph indicates a speed limit of 45 mph between Varner Road and North Terminus. The speed survey conducted on January 14<sup>th</sup>, 2025, vehicles per day determined an average daily traffic of 2,175 vehicles per day within this road segment. Within 4 years, there were 0 collisions. Based on conditions per AB.43 Section 7, due to bicycle traffic, it is recommended that the posted speed limit on Edom Hill between Varner Road and North Terminus to be 40 mph.

## ■ Gerald Ford Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Gerald Ford Drive	Date Palm Drive	Plumley Road	50	50	45	40	41-50	72%	0.12	50	85 <sup>th</sup> Percentile
Gerald Ford Drive	Plumley Road	Da Vall Drive	50	50	46	43	42-51	83%	0	50	85 <sup>th</sup> Percentile

#### ■ Conditions

For the purpose of this study, Gerald Ford Drive is separated into two segments:

- Date Palm Drive to Plumley Road
- Plumley Road to Da Vall Drive

Gerald Ford Drive between Date Palm Drive and Plumley Road is a east-west is a four (4) lane roadway divided with a two way left turn median. The studied segment is approximately 2,650 feet long with a curb-to-curb width of 75 feet. On street parking is not allowed on both sides of the street throughout the segment. There are bike facilities and sidewalks present on both sides of the street segment. There are two (2) signalized intersections throughout the segment. The surrounding land uses are a U.S. Bank. There are 50 speed limit signs posted on both sides of the segment.

Gerald Ford Drive between Plumley Road and Da Vall Drive is an east-west four (4) lane roadway divided with a two way left turn medians and a raised median. The studied segment is approximately 2,630 feet long with a curb-to-curb width of 75 feet. On street parking is not allowed on both sides of the street segment. There are bike facilities and sidewalks on both sides of the segment. There are two (2) signalized intersections throughout the segment. The surrounding land uses are residential. There are 50 speed limit signs posted on both sides on the ends of the segment.

#### ■ Recommendations

The 85th-percentile speed 50 mph indicates a speed limit of 50 mph between Date Palm Drive and Plumley Road. There are approximately 11,861 vehicles per day within this road segment. The speed survey was conducted on January 15<sup>th</sup>, 2025. Within 4 years, there was 1 collision within the road segment with a collision rate of 0.12, which is lower than the State Collision Rate. Based on the 85<sup>th</sup> percentile speed, it is recommended that the posted speed limit on Gerald Ford Drive between Plumley Road and Date Palm Drive remain at 50 mph.

The 85<sup>th</sup>-percentile speed 50 mph indicates a speed limit of 50 mph between Plumley Road and Da Valle Drive. There are approximately 13,716 vehicles per day within this road segment. The speed survey was conducted on January 15<sup>th</sup>, 2025. Within 4 years, there were 0 collisions within the road segment. Based on the 85<sup>th</sup> percentile speed, it is recommended that the posted speed limit on Gerlad Ford Drive between Plumley Road and Da Valle Road remain at 50 mph.

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## ■ Landau Boulevard

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Landau Boulevard	Verona Road	Vista Chino Drive	45	46	39	33	33-42	61%	0.59	45	85 <sup>th</sup> Percentile
Landau Boulevard	Vista Chino Drive	Tachevah Drive	45	52	47	43	43-52	71%	0.10	45	85 <sup>th</sup> Percentile
Landau Boulevard	Tachevah Drive	30 <sup>th</sup> Avenue	45	50	46	41	41-50	75%	0.10	45	CVC Section 627
Landau Boulevard	30 <sup>th</sup> Avenue	McCallum Way	45	52	46	41	40-49	73%	0.35	45	CVC Section 627
Landau Boulevard	McCallum Way	Ramon Road	45	51	44	40	40-49	70%	0.73	45	CVC Section 627

### ■ Conditions

For the purpose of this study, Landau Boulevard is separated into five segments:

- Verona Road to Vista Chino Drive
- Vista Chino Drive to Tachevah Drive
- Tachevah Drive to 30<sup>th</sup> Avenue
- 30<sup>th</sup> Avenue to McCallum Way
- McCallum Way to Ramon Road

Landau Boulevard between Verona Road to Vista Chino is a north-south roadway with a three (3) lane divided roadway segment with a two way left turn median. The studied segment is approximately 2,605 feet long with curb-to-curb width of 70 feet. On-street parking is not allowed on both sides of the segment and there are no bike facilities throughout the segment. Sidewalks are only on the west side of the segment. There is one (1) signalized intersection and one (1) three-way stop intersection throughout the segment. The surrounding land uses are Plaza Rio Vista, Vista Chino Village, Bible Baptist Church of Cathedral City, Senior Community, a Fire Station, and residential areas. There are 45 mph speed limit signs posted on both ends of the street segment.

Landau Boulevard between Vista Chino and Tachevah Drive is a north-south three (3) to four (4) lane divided roadway segment with a two way left turn median. The studied segment is approximately 2,630 feet long with curb-to-curb width of 70 feet. On-street parking is allowed on the east side of the segment and bike lane facilities are located throughout the segment. There is one (1) signalized intersection throughout the segment. The surrounding land uses are residential, Double Tree by Hilton Hotel Golf Resort, and the Desert Princess Country Club. There are 45 mph speed limit signs posted throughout the street segment.

Landau Boulevard between Tachevah Drive to 30<sup>th</sup> Avenue is a north-south four (4) lane divided roadway segment with a two way left turn median. The studied segment is approximately 2,620 feet long with curb-to-curb width of 70 feet. On-street parking is allowed on the east side of the segment and bike lane facilities are located throughout the segment. There is one (1) signalized intersection throughout the segment. The surrounding land uses are residential. There are 45 mph speed limit signs posted throughout the segment.

Landau Boulevard between 30<sup>th</sup> Avenue and McCallum Way is a north-south four (4) lane divided roadway segment with a two way left turn median. The studied segment is approximately 2,660 feet long with curb-to-curb width of 70 feet. On-street parking is allowed on the east side of the segment and bike lane facilities are located throughout the segment. There is one (1) signalized intersection throughout the segment. The surrounding land uses are residential, Mt San Jacinto High School, Veteran's Village of Cathedral City, The Salvation Army, and Landu Elementary School. There are 25 mph and 45 mph speed limit signs posted throughout the street segment.

Landau Boulevard between McCallum Way and Ramon Road is a north south four (4) lane divided roadway segment with a two way left turn median. The studied segment is approximately 2,625 feet long with curb-to-curb width of 70 feet. On street parking is allowed on the east side of the segment and bike facilities are located throughout the segment. There is one (1) signalized intersection throughout the segment. The surrounding land uses are residential and Ramon Plaza. There are 25 mph, and 45 mph speed limits posted throughout the street segment.

## ▪ Recommendations

The 85<sup>th</sup>-percentile speed of 46 mph indicates a speed limit of 45 mph between Verona Road and Vista Chino. There are approximately 4,702 vehicles per day within this road segment. The speed survey was conducted on January 22<sup>nd</sup>, 2025. Within 4 years, there was 1 collision within a collision rate of 0.59, which is lower than the State Collision Rate. Based on the observed conditions and the 85<sup>th</sup> percentile speed it is recommended that the posted speed limit on Landau Boulevard between Verona Road and Vista Chino remain 45 mph.

The 85<sup>th</sup>-percentile speed of 52 mph indicates a speed limit of 50 mph between Vista Chino Drive and Tachevah Drive. There are approximately 13,922 vehicles per day within this road segment. The speed survey was conducted on January 22<sup>nd</sup>, 2025. Within 4 years, there was 1 collision within a collision rate of 0.10, which is lower than the State Collision Rate. In accordance with AB.43 Section 7, the surrounding land facilities of bike lanes and sidewalks generate high concentrations of bicyclists and pedestrians reducing the speed limit. Based on the existing conditions and AB.43 Section 7, it is recommended that the posted speed limit on Landau Boulevard between Vista Chino and Tachevah Drive remain 45 mph.

The 85<sup>th</sup>-percentile speed of 50 mph indicates a speed limit of 50 mph between Tachevah Drive and 30<sup>th</sup> Avenue. The speed survey conducted on January 22<sup>nd</sup>, 2025, determined the average daily traffic of 14,375 vehicles per day within this segment. Within 4 years, there was 1 collision within the segment with a collision rate of 0.10, which is lower than the State Collision Rate. In accordance with AB.43 Section 7, the surrounding land facilities of bike lanes and sidewalks generate high concentrations of bicyclists and pedestrians reducing the speed limit.

Based on the existing conditions and AB.43 Section 7, it is recommended that the posted speed limit on Landau Boulevard between Tachevah Drive and 30<sup>th</sup> Avenue remain 45 mph.

The 85<sup>th</sup>-percentile speed of 52 mph indicates a speed limit of 50 mph between 30<sup>th</sup> Avenue and McCallum Way. The speed survey conducted on January 22<sup>nd</sup>, 2025, determined the average daily traffic of 19,429 vehicles per day within this segment. Within 4 years, there were 5 collisions with a collision rate of 0.35, which is lower than the State Collision Rate. In accordance with AB.43 Section 7 the surrounding land uses, bike lanes, and sidewalks generate high concentrations of bicyclists and pedestrians reducing the speed limit. Based on AB.43 Section 7 and the pace range, it is recommended that the posted speed limit on Landau Boulevard between 30<sup>th</sup> Avenue and McCallum Way remain 45 mph.

The 85<sup>th</sup>-percentile speed of 51 mph indicates a speed limit of 50 mph between McCallum Way and Ramon Road. The speed survey conducted on January 22<sup>nd</sup>, 2025, determined an average daily traffic of 13,183 vehicles per day within this segment. Within 4 years, there were 7 collisions with a collision rate of 0.73, which is lower than the State Collision Rate. In accordance with AB.43 Section 7 the surrounding land uses, bike lanes, and sidewalks generate high concentrations of bicyclists and pedestrians reducing the speed limit. Based on AB.43 Section 7 and the pace range, it is recommended that the posted speed limit on Landau Boulevard between McCallum Way and Ramon Road remain 45 mph.



## ■ McCallum Way

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
McCallum Way	Landau Boulevard	Avenida Maravilla	25	33	29	25	24-33	80%	0	25	Residence District
McCallum Way	Avenida Maravilla	Date Palm Drive	25	35	31	26	27-36	77%	0.53	25	CVC Section 627
McCallum Way	Date Palm Drive	Santoro Drive	30	32	29	25	25-34	84%	0.31	25	85 <sup>th</sup> Percentile Speed Rounded Down & Residence District
McCallum Way	Santoro Drive	Da Vall Drive	30	36	32	25	27-36	70%	0	25	Residence District

### ■ Conditions

For the purpose of this study, Dinah Shore Drive is separated into four segments:

- Landau Boulevard to Avenida Maravilla
- Avenida Maravilla to Date Palm Drive
- Date Palm Drive to Santoro Drive
- Santoro Drive to Da Vall Drive

McCallum Way between Landau Boulevard and Avenida Maravilla is an east-west two (2) lane divided roadway segment with yellow centerline striping. The studied segment is approximately 2,650 feet long with curb-to-curb width of 40 feet wide. On-street parking is allowed on both sides of the segment and there is sidewalk along the segment. There are no bike facilities throughout the segment. There are two (2) all-way stop intersections and one (1) two-way stop intersection within the segment. The surrounding land uses are Mt San Jacinto High School and residential. There are 25 mph and 30 mph speed limits posted throughout the segment.

McCallum Way between Avenida Maravilla and Date Palm Drive is an east-west two (2) lane divided roadway segment with dashed yellow centerline striping. The studied segment is approximately 2,660 feet long with curb-to-curb width of 40 feet. On-street parking is allowed on both sides of the segment and there is sidewalk along the segment. There are two (2) all way stop intersections and one (1) signalized intersection through the segment. The surrounding land uses are Date Palm Plaza and residential. There are 25 mph speed limit signs posted along the segment.

McCallum Way between Date Palm Drive and Santoro Drive is an east-west two (2) lane undivided and divided roadway segment with dashed yellow centerline striping. The segment is 2,660 feet long with a curb-to-curb width of 40 feet. On-street parking is allowed on both sides of the street and there is sidewalk along the segment. There are two (2) all-way stop

intersections and one (1) signalized intersection throughout the segment. The surrounding land uses are residential, First School Pre-School Childcare, Sunny Sands Elementary School, and Dollar Tree. There are 25 mph speed limit signs posted throughout the street segment.

McCallum Way between Santoro Drive and Da Vall Drive is an east-west two (2) lane divided roadway segment with dashed yellow centerline striping from Santoro Drive and Walden Way and between Walden Way and Da Valle Drive is an undivided roadway. The segment is 2,646 feet long with a curb-to-curb width between 30 to 40 feet. On street parking is allowed on both sides of the segment and there is sidewalk along the north side; however, the south side of the segment has sidewalk that ends about 1,320 feet before Da Valle Drive. There are two (2) all way stops, one (1) three-way stop, and one (1) two way stop intersections throughout the segment. The surrounding land uses are residential. There are 30 mph, and 35 mph speed limit signs posted along the street segment.

## ▪ Recommendations

The 85<sup>th</sup>-percentile speed of 33 mph indicates a speed limit of 30 mph between Landau Boulevard and Avenida Maravilla. The speed survey conducted on January 15<sup>th</sup>, 2025, determined an average daily traffic of 2,581 vehicles per day within this segment. Within 4 years, there were 0 collisions. Based on the observed conditions the segment qualifies as a residence district with more than 13 houses within a quarter mile fronting the street. It is recommended that the posted speed limit on McCallum Way between Landau Boulevard and Avenida Maravilla remain 25 mph.

The 85<sup>th</sup> percentile speed of 35 mph indicates a speed limit of 35 mph between Avenida Maravilla and Date Palm Drive. The speed survey conducted on January 15<sup>th</sup>, 2025, determined an average daily traffic of 5,157 vehicles per day within this segment. Within 4 years, there were 2 collisions with a collision rate of 0.53, which is lower than the State Collision Rate. In accordance with AB.43 Section 7 the surrounding land uses and sidewalks generate high concentrations of bicyclists and pedestrians reducing the speed limit. Based on AB.43 Section 7, it is recommended that the posted speed limit on McCallum Way between Avenida Maravilla and Date Palm Drive to be 30 mph.

The 85<sup>th</sup> percentile speed of 32 mph indicates a speed limit of 30 mph between Date Palm Drive and Santoro Drive. The speed survey conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 5,157 vehicles per day within this segment. Within 4 years, there was 1 collision within the segment with a collision rate of 0.31, which is lower than the State Collision Rate. This segment qualifies as a residence district with more than 13 houses within a quarter mile fronting the street and rounding down the 85<sup>th</sup> percentile to the nearest 5 mph indicates a speed limit of 25 mph. Based on the 85<sup>th</sup> percentile speed rounded down and the segment being a residence district, it is recommended that the posted speed limit on McCallum Way between Date Palm Drive and Santoro Drive to be 25 mph.

The 85<sup>th</sup> percentile speed of 36 mph indicates a speed limit of 35 mph between Santoro Drive and Da Vall Drive. The speed survey conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 2,666 vehicles per day within this segment. Within 4 years, there were 0 collisions. This segment qualifies as a residential district with more than 13 houses within a quarter mile fronting the street. Based on the existing conditions and the segment being a

residence district, it is recommended that the posted speed limit on McCallum Way between Santoro Drive and Da Vall Drive to be 25 mph.

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## ■ Mountain View Road

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Mountain View Road	Varner Road	North City Limits	55	54	50	44	45-54	73%	0	50	85 <sup>th</sup> Percentile Speed Rounding Down

#### ■ Conditions

Mountain View Road between Varner Road and North City Limits is a north south two (2) lane divided roadway segment with double yellow centerline striping. The studied segment is approximately 1,340 feet long with curb-to-curb width of 26 feet. There is no on street parking or sidewalk along the segment. There is one (1) three way stop intersection throughout the segment. There are no surrounding land uses along the segment. There are no posted speed limit signs along the segment.

#### ■ Recommendations

The 85th-percentile speed of 54 mph indicates a speed limit of 55 mph between Varner Road and North City Limits. The speed survey was conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 13,271 vehicles per day within this segment. Within 4 years, there were 0 collisions. Rounding down the 85<sup>th</sup> percentile to the nearest 5 mph indicates a speed limit of 50 mph. Based on the existing conditions, the 85<sup>th</sup> percentile speed rounded down, and the pace range, it is recommended that the posted speed limit on Mountain View Road between Varner Road and North City Limits to be 50 mph.

## ■ Palm Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Palm Drive	Interstate 10	Varner Road	60	61	55	49	49-58	62%	0.05	60	85 <sup>th</sup> Percentile & Pace Range

#### ■ Conditions

Palm Drive between Interstate 10 and Varner Road is a north-south four (4) to five (5) lane divided roadway segment with a striped median and a raised median. The studied segment is approximately 4,455 feet long with curb-to-curb width of 85 feet. Bike facilities are located on both sides of the segment. There are three (3) signalized intersections throughout the street segment. The surrounding land uses are Jack in the Box, Chevron Gasoline, and ARCO Gasoline. There are 60 mph speed limit signs posted throughout the street segment.

#### ■ Recommendations

The 85th-percentile speed of 61 mph indicates a speed limit of 60 mph between Varner Road and Interstate 10. The speed survey conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 30,564 vehicles per day within this segment. Within 4 years, there were 2 collisions with a collision rate of 0.05, which is lower than the State Collision Rate. Based on the existing conditions, the 85<sup>th</sup> percentile, and the pace range, it is recommended that the speed limit on Palm Drive between Interstate 10 and Varner Road to remain 60 mph.

## ■ Perez Road

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Perez Road	East Palm Canyon Drive	Cathedral Canyon Drive	40	43	39	33	34-43	72%	0.15	40	85 <sup>th</sup> Percentile Speed
Perez Road	Cathedral Canyon Drive	Date Palm Drive	40	45	40	36	35-44	74%	0.55	40	CVC Section 627

## ■ Conditions

For the purpose of this study, Perez Road is separated into two segments:

- East Palm Canyon Drive to Cathedral Canyon Drive
- Cathedral Canyon Drive to Date Palm Drive

Perez Road between East Palm Canyon Drive and Cathedral Canyon Drive is an east-west four (4) lane divided roadway segment with a striped median. The studied segment is approximately 3,040 feet long with curb-to-curb width of 64 to 77 feet. On-street parking is allowed from Campbell Street to Cathedral Canyon Drive. Sidewalks are located throughout the entire segment and there are no bike facilities. There are two (2) signalized intersections and two (2) signalized pedestrian crossings along the segment. The surrounding land uses are G.H Pools Supplies, Automobile business services, Palm Springs Nissan, Palm Springs Kia, Toyota of The Desert, Acura of The Desert, Honda of the Desert, and Tesla Car Dealer. There are 40 mph speed limit signs posted throughout the street segment.

Perez Road between Cathedral Canyon Drive and Date Palm Drive an east-west four (4) lane divided roadway segment with a striped median. The studied segment is approximately 3,022 feet long with curb-to-curb width of 76 feet. On street parking is allowed on some portions of the street and there are no bike facilities. There are two (2) signalized intersections throughout the segment. The surrounding land uses are Vista Point Plaza, Perez Art & Design, Perez Plaza, Perez Business Park, Caillas Funeral Home, Pajaro Business Park, and other businesses. There are 40 mph speed limit signs posed throughout the street segment.

## ■ Recommendations

The 85th-percentile speed of 43 mph indicates a speed limit of 40 mph between East Palm Drive and Cathedral Canyon Drive. The speed survey conducted on January 22<sup>nd</sup>, 2025, determined the average daily traffic of 7,951 vehicles per day within this segment. Within 4 years, there was 1 collision within the segment with a collision rate of 0.15, which is lower than the State Collision Rate. Based on the existing conditions and the 85<sup>th</sup> percentile speed and the



pace range, it is recommended that the posted speed limit on Perez Road between East Palm Drive and Cathedral Canyon Drive remain 40 mph.

The 85<sup>th</sup>-percentile speed of 45 mph indicates a speed limit of 45 mph between Cathedral Canyon Drive and Date Palm Drive. The speed survey conducted on January 22<sup>nd</sup>, 2025, determined the average daily traffic of 10,881 vehicles per day within this segment. Within 4 years, there were 5 collisions within this segment with a collision rate of 0.55, which is lower than the State Collision Rate. In accordance with AB.43 Section 7 the surrounding land uses, and sidewalks generate high concentrations of bicyclists and pedestrians reducing the speed limit. Based on the exiting condition and AB.43 Section 7, it is recommended that the posted speed limit on Perez Road between Cathedral Canyon Drive and Date Palm Drive remain 40 mph.

## ■ Plumley Road

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Plumley Road	Dave Kelly Road	Dinah Shore Drive	35	37	32	26	28-37	69%	0	35	85 <sup>th</sup> Percentile Speed
Plumley Road	Dinah Shore Drive	35 <sup>th</sup> Avenue	35	36	31	26	27-36	72%	0.46	35	85 <sup>th</sup> Percentile Speed
Plumley Road	35 <sup>th</sup> Avenue	Gerald Ford Drive	35	40	35	30	30-39	73%	0.50	35	CVC Section 627

### ■ Conditions

For the purpose of this study, Plumley Road is separated into three segments:

- Dave Kelly Road to Dinah Shore Drive
- Dinah Shore Drive to 35<sup>th</sup> Avenue
- 35<sup>th</sup> Avenue to Gerald Ford Drive

Plumley Road between Dave Kelly Road and Dinah Shore Drive is a north to south two (2) lane divided roadway with dashed yellow centerline striping. The studied segment is approximately 1,315 feet long with curb-to-curb width of 35 feet. On street parking is not allowed on both sides of the segment and there are no bike facilities. Sidewalks are only on the west side of the segment. There is one (1) signalized intersection throughout the segment. There are 25 mph and 35 mph speed limit signs posted throughout the segment.

Plumley Road between Dinah Shore Drive and 35<sup>th</sup> Avenue is a north to south two (2) lane divided roadway with a double yellow centerline striping. The studied segment is approximately 2,640 feet long with curb-to-curb width of 40 feet. On street parking is allowed on both sides of the segment and sidewalks are also on both sides of the segment. There are no bike facilities throughout the segment. There is one (1) signalized intersection and two (2) all way stops along the street segment. The surrounding land uses include Nellie N. Coffman Middle School and residential neighborhoods. There are 25 mph and 35 mph speed limit signs posted throughout the segment.

Plumley Road between 35<sup>th</sup> Avenue and Gerald Ford Drive is a north to south two (2) lane divided roadway with a double yellow centerline striping. The studied segment is approximately 2,638 feet long with a curb-to-curb width of 40 feet. On street parking is allowed on the west side of the segment from 35<sup>th</sup> Avenue to Converse Road. There are sidewalks on both sides of the segment and there are no bike facilities. The surrounding land uses are residential neighborhoods. There are 35 mph speed limit signs posted throughout the segment.

## ▪ Recommendations

The 85th-percentile speed of 37 mph indicates a speed limit of 35 mph between Dave Kelly Road and Dinah Shore Drive. The speed survey conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 3,510 vehicles per day within this segment. Within 4 years, there were 0 collisions within the segment. Based on the 85<sup>th</sup> percentile speed and the pace range, it is recommended that the posted speed limit on Plumley Road between Dave Kelly Road and Dinah Shore Drive remain 35 mph.

The 85th percentile speed of 36 mph indicates a speed limit of 35 mph between Dinah Shore Drive and 35<sup>th</sup> Avenue. The speed survey conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 2,967 vehicles per day within the segment. Within 4 years, there was 1 collision within the segment with a collision rate of 0.46, which is lower than the State Collision Rate. Based on the observed conditions and the 85<sup>th</sup> percentile speed, it is recommended that the speed limit on Plumley Road between Dinah Shore Drive and 35<sup>th</sup> Avenue remain 35 mph.

The 85th percentile speed of 40 mph indicates a speed limit of 40 mph between 35<sup>th</sup> Avenue and Gerald Ford Drive. The speed survey conducted on January 15<sup>th</sup>, 2025, determined the average daily traffic of 2,967 vehicles per day within this segment. Within 4 years, there was 1 collision within the segment with a collision rate of 0.46, which is lower than the State Collision Rate. In accordance with the CA MUTCD 2B.13 the roadway characteristics reduces the speed limit of the segment due to the number of lanes and roadway width. Based on the existing conditions, CA MUTCD 2B.13, and the pace range, it is recommended that the posted speed limit on Plumley Road between 35<sup>th</sup> Avenue and Gerald Ford Drive remain 35 mph.

## ■ Ramon Road

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Ramon Road	San Luis Rey Drive	Landau Boulevard	45	50	44	38	39-48	66%	0.09	45	CVC Section 627
Ramon Road	Landau Boulevard	Cathedral Canyon Drive	40	44	39	35	35-44	76%	0.26	40	85 <sup>th</sup> Percentile Speed & CVC Section 627
Ramon Road	Cathedral Canyon Drive	Date Palm Drive	40	46	41	35	38-47	72%	0	40	85 <sup>th</sup> Percentile Speed & CVC Section 627
Ramon Road	Date Palm Drive	Neuma Drive	50	47	43	37	38-47	71%	0.11	45	85 <sup>th</sup> Percentile
Ramon Road	Neuma Drive	Da Vall Drive	50	53	49	42	45-54	70%	0.08	45	85 <sup>th</sup> Percentile Speed & CVC Section 627

## ■ Conditions

For the purpose of this study, Ramon Road is separated into five segments:

- San Luis Rey Drive to Landau Boulevard
- Landau Boulevard to Cathedral Canyon Drive
- Cathedral Canyon Drive and Date Palm Drive
- Date Palm Drive to Neuma Drive
- Neuma Drive to Da Vall Drive

Ramon Road between San Luis Rey Drive and Landau Boulevard is an east to west four (4) lane divided roadway segment with a raised median from Lawrence Crossway Road to San Luis Rey Drive and a double yellow centerline striping from Lawrence Crossway Road to Landau Boulevard. The studied segment is approximately 3,930 feet long with curb-to-curb width of 60 feet to 80 feet. On-street parking is not allowed and there are no bike facilities throughout the segment. There are three (3) signalized intersections throughout the segment. The surrounding land uses are Destination Ramon Plaza, Starrs Auto Repair, Green Clean Express Wash, Income Tax, Royal Computers, Villa Bakery Mexican Food, 7-Eleven Convenience Store, Devon Self Storage, and other retail plazas. There are 40 mph and 45 mph speed limit signs posted throughout the street segment.

Ramon Road between Landau Boulevard and Cathedral Canyon Drive is an east west six (6) lane divided roadway segment with a raised median. The studied segment is approximately 2,660 feet long with a curb-to-curb width of 86 feet. On street parking is not permitted and there are no bike facilities along the segment. There are three (3) signalized intersections and

one (1) pedestrian crossing throughout the street segment. The surrounding land uses are 76 Convenience Shop, Auto Services business plazas, Carniceria Rancho Grande Supermarket, Circle K Liquor, Retail Plaza, Ramon Plaza, UHAUL, Outpost Market, Safer Plaza, Palm Mirror and Glass, Foam Roofing Experts, Big O Tires, and Toro Loco. There are 40 mph speed limit signs posted on the street segment.

Ramon Road between Cathedral Canyon Drive and Date Palm Drive is an east west six (6) lane divided roadway segment with raised medians. The studied segment is approximately 2,660 feet long with a curb-to-curb width of 86 feet. On street parking is not permitted and there are no existing bike facilities along the segment. The surrounding land uses are Gentry Plaza, Ramon Plaza, 76 Gasoline Convenience Stores, ARCO, Circle K, Quick Tax, Southwest Dental, Auto Repair Shops, Muro & Muro Law Offices, and Weinerschnitzel. There are 40 mph speed limit signs posted along the street segment.

Ramon Road between Date Palm Drive and Neuma Drive is an east west six (6) lane divided roadway segment with raised medians. The studied segment is approximately 2,060 feet long with curb to curb width of 86 feet to 90 feet wide. On-street parking is not permitted and there are no bike facilities along the segment. There are three (3) signalized intersections along the segment. The surrounding land uses are Date Palm Centre, Cathedral Village, Pure Dental, Desert Dental Alternatives. There are 50 mph speed limit signs posted along the segment.

Ramon Road between Neuma Drive and Da Vall Drive is an east west six (6) lane divided roadway segment with raised medians. The studied segment is approximately 3,230 feet long with curb-to-curb width of 86 feet. On-street parking is not allowed and there are no bike facilities along the segment. There are two (2) signalized intersections along the segment. The surrounding land uses are Desert Memorial Park, Canyon Springs Department of Developmental Services, Forest Lawn Memorial Parks and Mortuaries, Chuck's Automotive Services. There are 50 mph speed limit signs posted along the segment.

## ▪ Recommendations

The 85th-percentile speed of 50 mph indicates a speed limit of 50 mph between San Luis Rey Drive and Landau Boulevard. The speed survey conducted on February 4<sup>th</sup>, 2025, determined the average daily traffic of 3,930 vehicles per day within this segment. Within 4 years, there were 4 collisions within this segment with a collision rate of 0.09, which is lower than the State Collision Rate. In accordance with AB.43 Section 7 the surrounding land uses, intersections, and sidewalks generate high concentrations of bicyclists and pedestrians by reducing the speed limit. Based on the observed conditions, AB.43 Section 7, and the pace range, it is recommended that the posted speed limit on Ramon Road between San Luis Rey Drive and Landau Boulevard remain 45 mph.

The 85<sup>th</sup> percentile speed of 44 mph indicates a speed limit of 45 mph between Landau Boulevard and Cathedral Canyon Drive. The speed survey conducted on February 4<sup>th</sup>, 2025, determined the average daily traffic of 37,320 vehicles per day within this segment. Within 4 years, there were 7 collisions within this segment with a collision rate of 0.26, which is lower than the State Collision Rate. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph indicates a speed limit of 40 mph. In accordance with AB.43 Section 7, the surrounding land facilities within the segment generate high concentrations of bicyclists and pedestrians. Based on the 85<sup>th</sup> percentile speed, AB.43 Section 7, and the pace range, it is recommended that the

posted speed limit on Ramon Road between Landau Boulevard and Cathedral Canyon Drive remain 40 mph.

The 85<sup>th</sup> percentile speed of 46 mph indicates a speed limit of 45 mph between Cathedral Canyon Drive and Date Palm Drive. The speed survey conducted on February 4<sup>th</sup>, 2025, determined the average daily traffic of 34,164 vehicles per day within this segment. Within 4 years there were 0 collisions within this segment. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph with an additional 5 mph reduction indicated a speed limit of 40 mph. In accordance with AB.43 Section 7, the surrounding land uses within the segment generates high concentrations of bicyclists and pedestrians. Based on the 85<sup>th</sup> percentile speed and AB.43 Section 7, it is recommended that the posted speed limit on Ramon Road between Cathedral Canyon Drive and Date Palm Drive remain 40 mph.

The 85<sup>th</sup> percentile speed of 47 mph indicates a speed limit of 45 mph between Date Palm Drive and Neuma Drive. The speed survey conducted on February 4<sup>th</sup>, 2025, determined the average daily traffic of 30,617 vehicles per day within this segment. Within 4 years, there were 2 collisions within the segment with a collision rate of 0.11, which is lower than the State Collision Rate. Based on the 85<sup>th</sup> percentile speed and the pace range, it is recommended that the posted speed limit on Ramon Road between Date Palm Drive and Neuma Drive be 45 mph.

The 85<sup>th</sup> percentile speed of 53 mph indicates a speed limit of 50 mph between Neuma Drive and Da Vall Drive. The speed survey conducted on February 4<sup>th</sup>, 2025, determined the average daily traffic of 1,142 vehicles per day within this segment. Within 4 years, there were 2 collisions within the segment with a collision rate of 0.08, which is lower than the State Collision Rate. In accordance with AB.43 Section 7, the surrounding land uses within the segment generates high concentrations of bicyclists and pedestrians. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph indicates a speed limit of 45 mph. Based on the 85<sup>th</sup> percentile speed and AB.43 Section 7, it is recommended that the posted speed limit on Ramon Road between Neuma Drive and Da Vall Drive be 45 mph.



## ■ San Antonio Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
San Antonio Drive	San Mateo Drive	Mission Drive	25	33	27	20	23-32	61%	2.78	25	85 <sup>th</sup> Percentile & High Collision Rate

#### ■ Conditions

San Antonio Drive between San Mateo Drive and Mission Drive is a north south two (2) lane undivided roadway segment. The studied segment is approximately 3,430 feet long with curb-to-curb width of 34 feet. On-street parking is allowed on both sides of the street segment and there are no existing bike lanes. There are two (2) three-way intersections and one (1) all-way stop intersections. The surrounding land uses are residential neighborhoods. There are 25 mph speed limit signs posted throughout the segment.

#### ■ Recommendations

The 85th-percentile speed of 33 mph indicates a speed limit of 30 mph between San Mateo Drive and Mission Drive. The speed survey conducted on January 22nd, 2025, determined the average daily traffic of 1,142 vehicles per day, within this segment. Within 4 years, there was 3 collisions with a collision rate of 2.78, which is higher than the State Collision Rate. Based on the existing conditions, the 85<sup>th</sup> percentile speed, and the high collision rate, it is recommended that the posted speed limit on San Antonio Drive between San Mateo Drive and Mission Drive to remain 25 mph.

## ■ Santoro Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Santoro Drive	30 <sup>th</sup> Avenue	McCallum Way	25	42	36	31	33-42	67%	0	35	CVC Section 627

#### ■ Conditions

Santoro Drive between 20<sup>th</sup> Avenue to McCallum Way is a north-south roadway with two (2) lane divided roadway segment with yellow centerline striping. The studied segment is 2,646 feet long with a curb-to-curb width of 52 feet. On street parking is not allowed, there are no bike facilities, and there are sidewalks on both sides throughout the segment. There are two all-way stop intersections. The surrounding land uses are residential and vacant lots. There are 25 mph speed limit signs posted within the segment.

#### ■ Recommendations

The 85<sup>th</sup>-percentile speed of 42 mph indicates a speed limit of 40 mph between 30<sup>th</sup> Avenue and McCallum Way. The speed survey conducted on January 15, 2025, determined the average daily traffic of 2,344 vehicles per day within this segment. Within 4 years, there were 0 collisions. Given the surrounding land uses and James Workman Middle School, there is a potential to for a high concentration of bicyclists and pedestrians. Based on the observed conditions and 85<sup>th</sup> percentile, and AB.43 Section 7, it is recommended that the posted speed limit on Santoro Drive between 30<sup>th</sup> Avenue and McCallum Way to be 35 mph.

## ■ San Luis Rey Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
San Luis Rey Drive	Mission Drive	Ramon Drive	25	34	31	26	25-34	78%	0.75	25	CVC Section 627 & 85 <sup>th</sup> Percentile Rounding Down

#### ■ Conditions

San Luis Rey Drive between Mission Drive to Ramon Drive is a north-south two (2)-three (3) lane divided segment with a painted two-way left turn median. The studied segment is 1,581 feet long with a curb-to-curb width of 40-68 feet. On street is allowed on both sides, there are no bike facilities, and sidewalk exists on both sides except for a vacant lot on the eastern side. There is one (1) all-way stop and one (1) signalized intersection. The surrounding land uses are The Springs Plaza, Autosshops, a Liquor Market, and vacant lots. There are 25 mph speed limit signs posted within the segment.

#### ■ Recommendations

The 85<sup>th</sup>-percentile speed of 34 mph indicates a speed limit of 35 mph between Mission Drive and Ramon Drive. The speed survey conducted on January 22, 2025, determined the average daily traffic of 6,091 vehicles per day within this segment. Within 4 years, there were 2 collisions with a collision rate of 0.75 which is lower than the state's collision rate. Rounding down the 85<sup>th</sup> Percentile to the nearest 5mph increment, indicates a speed of 30 mph. Based on AB.43 Section 7, the surrounding land facilities within this segment generate a high concentration of pedestrians, it is recommended that the posted speed limit on San Luis Rey between Mission Drive and Ramon Drive to remain 25 mph.

## ■ Tachevah Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Tachevah Drive	Landau Boulevard	Avenida Maravilla	25	34	30	25	25-34	74%	0.61	25	Residential District
Tachevah Drive	Avenida Maravilla	Date Palm Drive	25	35	30	25	26-35	70%	0	25	Residential District

### ■ Conditions

For the purpose of this study, Tachevah Drive is separated into two segments:

- Landau Boulevard to Avenida Maravilla
- Avenida Maravilla to Date Palm Drive

Tachevah Drive between Landau Boulevard to Avenida Maravilla is an east-west roadway with two (2) lane divided segment with double yellow centerline striping. The studied segment is 5,011 feet long, with a curb-to-curb width of 35 feet. On street parking is allowed on both sides, there are no bike facilities, and sidewalks exist on both sides throughout the segment. There are three (3) all-way stop Intersections and one (1) stop control intersection. The surrounding land uses are residential and Panorama Park. There are 25 mph speed limit signs posted within the segment.

Tachevah Drive between Avenida Maravilla to Date Palm Drive is an east-west roadway with two (2) lane divided segment with double yellow centerline striping. The studied segment is 2,633 feet long, with a curb-to-curb width of 36 feet. On street parking is allowed on both sides, there are no bike facilities, and sidewalks exist on both sides throughout the segment. There are three (3) all-way stop Intersections and one (1) stop control intersection. The surrounding land uses are residential and vacant lots. There are 25 mph speed limit signs posted within the segment.

### ■ Recommendations

The 85<sup>th</sup>-percentile speed 34 mph indicates a speed limit of 35 mph between Landau Boulevard and Avenida Maravilla. There are approximately 1,194 vehicles per day within this road segment. The speed survey was conducted on January 22, 2025. Within 4 years, there was 1 collision with a collision rate of 0.61, which is lower than the state's collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed limit of 35 mph in this segment. However, this segment qualifies as a residence district as there are 53 homes within a half a mile fronting the street. Based on the observed conditions and per CVC

Division 1 Section 515, it is recommended that the posted speed limit on Tachevah Drive between Landau Boulevard and Avenida Maravilla to remain 25 mph.

The 85<sup>th</sup>-percentile speed 34 mph indicates a speed limit of 35 mph between Avenida Maravilla and Date Palm Drive. There are approximately 1,676 vehicles per day within this road segment. The speed survey was conducted on January 22, 2025. Within 4 years, there were 0 collisions with a collision rate of 0, which is lower than the state's collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed limit of 35 mph in this segment. However, this segment qualifies as a residence district as there are 62 homes within a half a mile fronting the street. Based on the observed conditions and per CVC Division 1 Section 515, it is recommended that the posted speed limit on Tachevah Drive between Avenida Maravilla and Date Palm Drive to remain 25 mph.

## ■ Varner Road

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Varner Road	West City Limits	Edom Hill Road	55	52	48	44	44-53	82	0	50	85 <sup>th</sup> Percentile
Varner Road	Edom Hill Road	Date Palm Drive	55	56	50	43	47-56	63	0.07	55	85 <sup>th</sup> Percentile
Varner Road	Date Palm Drive	Bob Hope Drive	55	59	53	46	52-61	56	0.10	55	85 <sup>th</sup> Percentile Rounding Down

### ■ Conditions

For the purpose of this study, Varner Road is separated into three segments:

- West City Limits to Edom Hill Road
- Edom Hill Road to Date Palm Drive
- Date Palm Drive to Bob Hope Drive

Varner Road between West City Limits and Edom Hill Road is an east-west two (2) lanes highway with dashed centerline striping. The studied segment is approximately 3,100 feet long and 30 feet wide. On-street parking is not allowed and there is no bike facility on both sides of the street. There is one (1) signalized intersection and two (2) all-way stops. Sidewalk does not exist throughout the road segment. The surrounding land use is vacant lot. There are 55 mph speed limit signs posted within the road segment.

Varner Road between Edom Hill Road and Date Palm Drive is a north-south two (2) lanes highway with dashed centerline striping and double yellow striping. The studied segment is approximately 6,440 feet long and 30 feet wide. On-street parking is not allowed and there is no bike facility on both sides of the street. There are two (2) all-way stops. Sidewalk does not exist throughout the road segment. The surrounding land use is vacant lot. There are 55 mph speed limit signs posted within the road segment.

Varner Road between Date Palm Drive and Bob Hope Drive limits is a north-south two (2) lanes highway with dashed centerline striping and double yellow striping. The studied segment is approximately 15,280 feet long and 30 feet wide. On-street parking is not allowed and there is no bike facility on both sides of the street. There is one (1) signalized intersection and one (1) all-way stop. Sidewalk does not exist throughout the road segment. The surrounding land use is vacant lot. There are 55 mph speed limit signs posted within the road segment.



## ▪ Recommendations

The 85<sup>th</sup>-percentile speed of 52 mph indicates a speed limit of 50 mph between West City Limits to Edom Road Hill. There are approximately 13,246 vehicles per day within this road segment. The speed survey was conducted on January 15, 2025. Within 4 years, there were 0 collisions with a collision rate of 0 which is lower than the state collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed limit of 50 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Varner Road between West City Limits and Edom Hill Road to be 50 mph.

The 85<sup>th</sup>-percentile speed of 56 mph indicates a speed limit of 55 mph between Edom Hill Road to Date Palm Drive. There are approximately 16,831 vehicles per day within this road segment. The speed survey was conducted on January 15, 2025. Within 4 years, there were 2 collisions with a collision rate of 0.07 which is lower than the state collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed limit of 55 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Varner Road between Edom Hill Road and Date Palm Drive to remain 55 mph.

The 85<sup>th</sup>-percentile speed of 59 mph indicates a speed limit of 60 mph between Date Palm Drive and east City limits. There are approximately 4,801 vehicles per day within this road segment. The speed survey was conducted on January 15, 2025. Within 4 years, there were 2 collisions with a collision rate of 0.20 which is lower than the state's collision rate. Rounding the 85<sup>th</sup>-percentile speed down to the nearest 5 mph increment indicates a speed limit of 55 mph in this segment. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Varner Road between Date Palm Drive and east City limits to be 55 mph.

## ■ Vista Chino Drive

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Vista Chino Drive	West City Limits	Landau Boulevard	55	56	49	43	44-53	55%	0.23	55	85 <sup>th</sup> Percentile
Vista Chino Drive	Landau Boulevard	Avenida Maravilla	55	56	50	44	48-57	66%	0.12	55	85 <sup>th</sup> Percentile
Vista Chino Drive	Avenida Maravilla	Date Palm Drive	55	53	47	41	44-53	68%	0.37	55	85 <sup>th</sup> Percentile

### ■ Conditions

For the purpose of this study, Vista Chino Drive is separated into four segments:

- West City Limits to Landau Boulevard
- Landau Boulevard to Avenida Maravilla
- Avenida Maravilla to Date Palm Drive

Vista Chino Drive between West City Limits to Landau Boulevard is an east-west roadway with a four (4) lane divided segment with two-way left turn median and double yellow centerline striping. The studied segment is 5,953 feet long, with a curb-to-curb width of 53-75 feet wide. On street parking is allowed east of Carmela Dr on the northern side of the segment. There are bike facilities and sidewalks on both sides of the roadway between 994 feet west of Carmela Dr and Landau Boulevard. There are two (2) signalized intersections. The surrounding land uses are residential, Plaza Rio Vista, and DoubleTree Golf Resort. There are 55 mph speed limit signs posted within the segment.

Vista Chino Drive between Landau Boulevard to Avenida Maravilla is an east-west roadway with a four (4) lane divided segment with two-way left turn median. The studied segment is 2,736 feet long, with a curb-to-curb width of 85 feet. On street parking is allowed on both sides, there are bike facilities, and sidewalks exist on both sides of the roadway. There are two (2) signalized intersections. The surrounding land uses are Vista Chino Village and residential. There are 55 mph speed limit signs posted within the segment.

Vista Chino Drive between Avenida Maravilla to Date Palm Drive is an east-west roadway with a four (4) lane divided segment with two-way left turn median and raised median. The studied segment is 2,560 feet long, with a curb-to-curb width of 85 feet. On street parking is allowed on both sides, there are bike facilities, and sidewalks exist on both sides of the roadway. There are two (2) signalized intersections. The surrounding land uses are residential. There are 55 mph speed limit signs posted within the segment.

## ▪ Recommendations

The 85<sup>th</sup>-percentile speed of 56 mph indicates a speed limit of 55 mph between West City Limits to Landau Boulevard. There are approximately 22,858 vehicles per day within this road segment. The speed survey was conducted on January 22, 2025. Within 4 years, there were 9 collisions with a collision rate of 0.23 which is lower than the state collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed limit of 55 mph between West City Limits and Landau Boulevard. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Vista Chino Drive between West City Limits to Landau Boulevard remain at 55 mph.

The 85<sup>th</sup>-percentile speed of 56 mph indicates a speed limit of 55 mph between Landau Boulevard to Avenida Maravilla. There are approximately 22,500 vehicles per day within this road segment. The speed survey was conducted on January 22, 2025. Within 4 years, there was 1 collision with a collision rate of 0.12 which is lower than the state collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed limit of 55 mph between Landau Boulevard to Avenida Maravilla. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Vista Chino Drive between Landau Boulevard to Avenida Maravilla remain at 55 mph.

The 85<sup>th</sup>-percentile speed of 53 mph indicates a speed limit of 55 mph between Avenida Maravilla to Date Palm Drive. There are approximately 23,618 vehicles per day within this road segment. The speed survey was conducted on January 22, 2025. Within 4 years, there were 6 collisions with a collision rate of 0.37 which is lower than the state collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment indicates a speed limit of 55 mph between Avenida Maravilla to Date Palm Drive. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on Vista Chino Drive between Avenida Maravilla to Date Palm Drive remain at 55 mph.

## ■ Whispering Palms Trail

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
Whispering Palms Trail	30 <sup>th</sup> Avenue	McCallum Way	25	35	29	26	26-35	80%	0.50	30	CVC Section 627

#### ■ Conditions

Whispering Palms Trail between 30<sup>th</sup> Avenue to McCullum Way is a north-south roadway with two (2) lane divided segment with double yellow centerline striping. The studied segment is 3,122 feet long, with a curb-to-curb width of 40 feet long. On street parking is allowed on both sides, and there are no bike facilities throughout the segment. Sidewalks exist throughout except on the eastern side between Perlita Rd and Verano Rd and on the western side between Verano Rd and 30<sup>th</sup> Ave. There are seven (7) two-way stop intersections at Verano Rd, Perlita Rd, Modalo Rd, Vega Rd, Galardo Rd, Corta Rd, and Alcita Rd. The surrounding land uses are residential and vacant lots. There are 25 mph speed limit signs posted within the segment.

#### ■ Recommendations

The 85<sup>th</sup>-percentile speed of 35 mph indicates a speed limit of 35 mph between 30<sup>th</sup> Avenue and McCallum Way. The speed survey conducted on January 15, 2025, determined the average daily traffic of 2,344 vehicles per day within this segment. Within 4 years, there was 1 collision with a collision rate of 0.50 which is lower than the state's collision rate. Given the surrounding land uses and sidewalks missing on some portions, there is a generation of a high concentration of pedestrians. Based on the observed conditions and 85<sup>th</sup> percentile and AB.43 Section 7, it is recommended that the posted speed limit on Whispering Palms Trail between 30<sup>th</sup> Avenue and McCallum Way to be 30 mph.

## ■ 30<sup>th</sup> Avenue

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
30 <sup>th</sup> Avenue	Landau Boulevard	Avenida Maravilla	35	39	35	31	31-40	80%	0	35	85 <sup>th</sup> Percentile Round Down
30 <sup>th</sup> Avenue	Avenida Maravilla	Date Palm Drive	35	38	34	30	29-38	76%	0	35	85 <sup>th</sup> Percentile Round Down
30 <sup>th</sup> Avenue	Date Palm Drive	Santoro Drive	45	40	36	31	40-49	72%	0.14	40	85 <sup>th</sup> Percentile
30 <sup>th</sup> Avenue	Santoro Drive	Da Vall Drive	45	48	44	40	40-49	76%	0	45	85 <sup>th</sup> Percentile Round Down

### ■ Conditions

For the purpose of this study, G30th Avenue is separated into four segments:

- Landau Boulevard to Avenida Maravilla
- Avenida Maravilla to Date Palm Drive
- Date Palm Drive to Santoro Drive
- Santoro Drive to Da Vall Drive

30<sup>th</sup> Avenue between Landau Boulevard to Avenida Maravilla is an east-west roadway with two (2) lane divided segment with a painted two-way left turn median. The studied segment is 2,640 feet long. On street parking is allowed on both sides with designated parking, there are bike facilities throughout the segment, and there are sidewalks on both sides throughout the segment. There is two (2) all-way stop, one (1) signalized intersection, and one (1) pedestrian crossing. The surrounding land uses are residential, Landau Elementary School, and a vacant lot. There are both 35 mph and 25 mph speed limit signs posted within the segment.

30<sup>th</sup> Avenue between Avenida Maravilla to Date Palm Drive is an east-west roadway with two (2) lane divided segment with a painted two-way left turn median. The studied segment is 2,653 feet long. On street parking is allowed on both sides with designated parking, there are bike facilities throughout, and there are sidewalks on both sides throughout the segment. There is one (1) all-way stop intersection. The surrounding land uses are residential and Walgreens. There are both 35 mph speed limit signs posted within the segment.

30<sup>th</sup> Avenue between Santoro Drive to Da Vall Drive is an east-west roadway with two (2) lane divided segment with a painted two-way left turn median. The studied segment is 2,639 feet long and has a curb to curb width of 63 feet. On street parking is allowed on both sides with designated parking, there are bike facilities throughout, and there are sidewalks on both sides

throughout the segment. There are two (2) all-way stop intersections and one signalized intersection. The surrounding land uses are Dennis Keat Soccer Park, James Workman Middle School, Northgate Community Church, vacant lots, and residential. There are 45 mph speed limit signs posted within the segment.

30<sup>th</sup> Avenue between Date Palm Drive to Santoro Drive is an east-west roadway with two (2) lane divided segment with a painted two-way left turn median. The studied segment is 2,617 feet long and has a curb-to-curb width of 60 feet. On street parking is allowed on both sides with designated parking, there are bike facilities throughout, and there are sidewalks on both sides throughout the segment except on the northern side of the vacant lot. There are two (2) all-way stop intersections. The surrounding land uses are residential and vacant lots. There are 45 mph speed limit signs posted within the segment.

## ▪ Recommendations

The 85<sup>th</sup>-percentile speed of 39 mph indicates a speed limit of 40 mph between Landau Boulevard and Avenida Maravilla. The speed survey conducted on January 22, 2025, determined the average daily traffic of 5,054 vehicles per day within this segment. Within 4 years, there were 0 collisions with a collision rate of 0 which is lower than the state's collision rate. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph indicates a speed of 35 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on 30<sup>th</sup> Ave between Landau Boulevard and Avenida Maravilla to remain 35 mph.

The 85<sup>th</sup>-percentile speed of 38 mph indicates a speed limit of 40 mph between Avenida Maravilla and Date Palm Drive. The speed survey conducted on January 22, 2025, determined the average daily traffic of 6,250 vehicles per day within this segment. Within 4 years, there were 0 collisions with a collision rate of 0 which is lower than the state's collision rate. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph indicates a speed of 35 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on 30<sup>th</sup> Ave between Avenida Maravilla and Date Palm Drive to remain 35 mph.

The 85<sup>th</sup>-percentile speed of 40 mph indicates a speed limit of 40 mph between Avenida Maravilla and Date Palm Drive. The speed survey conducted on January 22, 2025, determined the average daily traffic of 9,556 vehicles per day within this segment. Within 4 years, there was 1 collision with a collision rate of 0.14 which is lower than the state's collision rate. Rounding the 85<sup>th</sup> percentile speed to the nearest 5 mph increment, indicates a speed of 40 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on 30<sup>th</sup> Ave between Date Palm Drive and Santoro Drive to be 40 mph.

The 85<sup>th</sup>-percentile speed of 48 mph indicates a speed limit of 50 mph between Santoro Drive and Da Vall Drive. The speed survey conducted on January 22, 2025, determined the average daily traffic of 5,846 vehicles per day within this segment. Within 4 years, there were 0 collisions with a collision rate of 0 which is lower than the state's collision rate. Rounding down the 85<sup>th</sup> percentile speed to the nearest 5 mph indicates a speed of 45 mph. Based on the observed conditions and 85<sup>th</sup> percentile, it is recommended that the posted speed limit on 30<sup>th</sup> Ave between Santoro Drive and Da Vall Drive to remain 45 mph.



## ■ 33<sup>rd</sup> Avenue

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
33 <sup>rd</sup> Avenue	Cathedral Canyon Drive	Date Palm Drive	25/30	34	28	24	24-33	70%	1.74	30	85 <sup>th</sup> Percentile Rounding Down

#### ■ Conditions

33rd Avenue between Cathedral Canyon Drive and Date Palm Drive is an east-west roadway with two (2) lane undivided segments. The studied segment is 2,668 feet long. ON street parking is allowed on both sides, there are no bike facilities, and sidewalk exist throughout the segment except on the northern side between Rancho Vista Dr and Date Palm Dr. There is one all-way stop and two (2) stop control intersections. The surrounding land uses are residential, Palm Springs Church, and vacant lots. There are 25 mph and 35 mph speed limit signs posted within the segment.

#### ■ Recommendations

The 85<sup>th</sup>-percentile speed of 34 indicates a speed limit of 35 mph between Cathedral Canyon Drive and Date Palm Drive. The speed survey conducted on January 22, 2025, determined the average daily traffic of 2,347 vehicles per day within this segment. Within 4 years, there were 3 collisions with a collision rate of 1.74 which is higher than the state's collision rate. Based on CVC Section 627 it is recommended that the posted speed limit on 33<sup>rd</sup> Ave between Cathedral Canyon Drive to Date Palm Drive be 30 mph.

## ■ 35<sup>th</sup> Avenue

### Speed Survey Summary of Findings

Street	From	To	Existing Speed Limit	85 <sup>th</sup> %ile Speed	Median Speed	15 <sup>th</sup> %ile Speed	10mph Pace Range	% in Pace Range	Accidents per Million Vehicle Miles	Recom Speed Limit	Justification
35 <sup>th</sup> Avenue	Date Palm Drive	Plumley Road	30	36	32	26	26-35	74%	0	30	CVC Section 627

#### ■ Conditions

35<sup>th</sup> Ave between Date Palm Drive to Plumley Road is an east-west roadway with two (2) lane divided roadway with yellow centerline striping. The studied segment is 2,632 feet long with a curb-to-curb width of 44 feet. On street parking is allowed on both sides, there are no bike facilities, and sidewalks are on both sides throughout the segment. There are two (2) all-way stop intersections and one (1) stop control intersection. The surrounding land uses are residential and Nellie N. Coffman Middle School. There are 30 mph speed limit signs posted within the segment.

#### ■ Recommendations

The 85<sup>th</sup>-percentile speed of 36 mph indicates a speed limit of 35 mph between Date Palm Drive and Plumley Road. The speed survey conducted on January 15, 2025, determined the average daily traffic of 939 vehicles per day within this segment. Within 4 years, there were 0 collisions with a collision rate of 0, which is lower than the state's collision rate. Given the surrounding land uses and Nellie N. Coffman Middle School fronting the segment, there is a generation of high concentration of pedestrians. Based on the observed conditions and 85<sup>th</sup> percentile, and AB.43 Section 7, it is recommended that the posted speed limit on 35<sup>th</sup> Ave between Date Palm Drive and Plumley Road to remain 30 mph.