

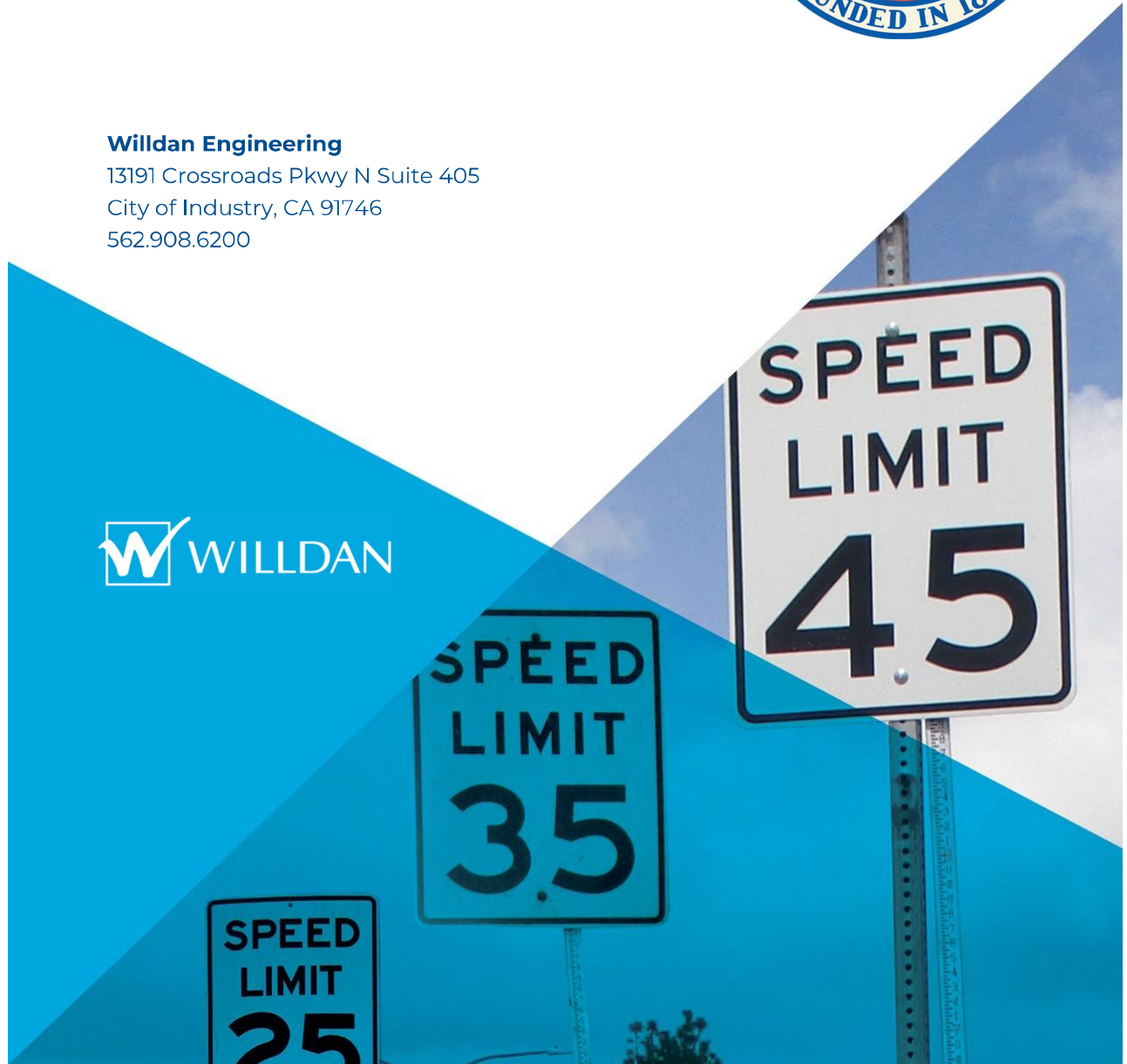
2025 Engineering and Traffic Survey Report

March 2025



Willdan Engineering

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March 25, 2025

Azzam Jabsheh, PE, TE

Deputy Director of Public Works/ City Engineer

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Subject: Engineering and Traffic Survey (E&TS) - 2025

Dear Mr. Jabsheh:

As requested, Willdan has completed an Engineering and Traffic Survey (E&TS) to justify and update the posted speed limits along 157 street segments in the City of San Bernardino. These segments were last surveyed in 2016 and require an update to comply with the 7-year limitation set forth in the California Vehicle Code (CVC).

We are pleased to submit the enclosed Report that describes the E&TS procedures and contains recommendations for posted speed limits on the City's arterial and collector street system. A summary of these recommendations is included in the Analysis. Supporting documentation for each speed zone recommendation is provided in the Appendices.

The Report was conducted in accordance with applicable provisions of the CVC, following procedures outlined in the California Manual on Uniform Traffic Control Devices Revision 8 (California MUTCD) dated January 2024, and as required by Section 627 of the CVC. The Report is intended to satisfy the requirements of Section 40802 of the CVC to enable the continued use of radar for traffic speed enforcement.

We appreciate the opportunity to serve the City of San Bernardino and the assistance, cooperation, and guidance afforded to us during the course of this study.

Very truly yours,

WILLDAN

A handwritten signature in black ink, appearing to read 'Nicolle Spann'.

Nicolle Spann, P.E., T.E.

Traffic Engineer

Enclosure



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Executive Summary

The adoption of an Engineering and Traffic Survey (E&TS) is an important step in ensuring that speed limits on the City's roadways are set in compliance with State regulations, promote public safety and reflect current traffic conditions. This process aligns with the California Vehicle Code (CVC) and the guidelines outlined in the California Manual on Uniform Traffic Control Devices (CA MUTCD).

The City of San Bernardino E&TS evaluates roadway conditions, prevailing traffic speeds, and collision history to establish safe, reasonable, and enforceable speed limits. It ensures that speed limits are based on objective data, supporting efficient traffic flow while prioritizing the safety of all road users, including pedestrians and bicyclists.

Introduction

This E&TS is intended to be the basis for the establishment, revision, and enforcement of speed limits for selected streets within the City of San Bernardino. This E&TS presents recommended speed limits for 157 street segments in the City of San Bernardino. E&T Surveys are required by the State of California to establish intermediate speed limits on local, major, secondary, collector, and arterial streets and to enforce those limits using radar or other speed measuring devices. Historically, these surveys must be updated every 7 to 14 years to ensure the speeds reflect current conditions, and can be enforced per CVC Section 40802.

E&T Surveys are prepared under the direction of CVC Sections 627,22350-22359, and 40801-40803. The CVC also requires that the surveys be conducted based on the methodology required by the California MUTCD Revision 8 (California MUTCD) dated January 2024.

Assembly Bill No. 43 (AB 43), signed in October 2021, has given local agencies more leeway in lowering and maintaining speed limits aimed at enhancing traffic safety. The California Vehicle Code was amended in 2022 and the California MUTCD was amended in March 2023 to implement laws and guidelines with the changes set forth in AB 43. There were three major changes to how speed limits can be recommended under AB 43 as follows:

1. An E&T Survey conducted more than 7 years ago may be extended to 14 years (previously to 10 years) if a traffic engineer certifies that no changes in roadway or traffic conditions have occurred [CVC 40802 (c)(2)(B)(i)(II)].
2. A local authority may establish and designate safety corridors throughout their jurisdiction. The local authority may recommend a speed limit with an additional five mile per hour reduction on segments designated as safety corridors. Local authorities may not lower a speed limit under this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide, whichever is sooner. Since the E&TS was completed in March 2025, this report reflects lowering speeds on these designating the roadway segments.
3. If a local authority, after completing an E&T Survey, finds that the speed limit is still reasonable or safe, the local authority may retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an E&T Survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

This E&TS was requested by the City for the proper posting of speed limits and to enable the Police Department to utilize radar or other electronic speed measuring devices for speed enforcement. CVC Sections 40801 and 40802 require E&T Surveys that verify the prima facie speed limit before enforcement by such a device is legal. The law further specifies that these surveys be conducted every 5 years. The surveys can be extended to 7 years provided the City's Police Department(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)].

Posted speed limits are primarily established to protect the public by mitigating the risks posed by reckless and unpredictable driving behavior. The posted speed limits provide law enforcement with a clearly understood method to identify and apprehend violators of the basic speed law (CVC Section 22350). This law states that "No person shall drive a vehicle on a highway at a speed greater than is

reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property." The posted speed limit gives motorists a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The basic fundamentals for establishing speed limits recognize that the majority of drivers behave in a safe and reasonable manner, and therefore, the normally careful and competent actions of a reasonable driver should be considered legal. Speed limits established on these fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgment of one or a few individuals. A radar speed study is usually conducted to record the prevailing speed of reasonable drivers.

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

The E&T Surveys for the City were conducted in accordance with procedures outlined in the California MUTCD and as required by Section 627 of the CVC. The Code further describes three elements of an E&T Survey:

1. Measurement of prevailing speed based on the 85th percentile rule
2. Accident history on the roadway
3. Roadway conditions and other relevant factors that are not readily apparent to the motorist.

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

Elements Of the Engineering and Traffic Survey

The California MUTCD specifies the methodology to be used for completing E&T Surveys. This methodology includes an evaluation of current vehicle speeds, accident history and conditions not readily apparent to motorists. The basic elements of the E&TS are discussed in more detail as follows:

Speed Sampling

Existing vehicle speeds are surveyed by a certified radar operator with a calibrated radar unit in an unmarked vehicle. Speed samples are taken for each segment representing a statistically significant sample of current traffic. This data is then evaluated to identify the distribution of speeds. A key element in the evaluation is the identification of the 85th percentile speed. The 85th percentile speed is the speed at or below which 85 percent of the traffic travels. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions. A speed limit is established in the three options below.

Options:

- **Closest to 85th Percentile Speed** – A speed limit is established at the nearest 5-mile per hour increment to the 85th percentile speed.

- **California MUTCD Option 1 - Reduction using Segments with Special Conditions** - For cases in which the nearest 5 mph increment of the 85th-percentile speed would require rounding down, the posted speed may be reduced by an additional 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Section 627 and 22358.5.
- **California MUTCD Option 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).

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

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

If the 85th percentile speed in a speed survey for a location was 33 mph, the 3 options may be applied as follows:

- **Closest to 85th Percentile Speed** - The 85th percentile speed would round up to the nearest 5-mph increment. The speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed.
- **California MUTCD Option 1 - Reduction using Segments with Special Conditions** - The first step is to round up, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by this option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&T Survey. However, it is best to apply MUTCD Option 2 in these scenarios as it will not require documentation of conditions and justification to lower the speed limit.
- **California MUTCD Option 2** - Instead of rounding up to 35 mph, the speed limit can be established at 30 mph, but no further reduction can be applied.

If the 85th percentile speed in a speed survey for a location was 37 mph, the 3 options may be applied as follows:

- **Closest to 85th Percentile Speed** - The 85th percentile speed would round down to the nearest 5-mph increment. The speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed.
- **California MUTCD Option 1 - Reduction using Segments with Special Conditions** - The first step is to round down, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by this option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if conditions and justification for using this lower speed limit are documented in the E&T Survey.
- **California MUTCD Option 2** – This option is not applicable to 85th percentile speeds that already round down to the nearest 5-mph increment using the “Closest to 85th Percentile Speed” option.

Crash History

Reported crashes reviewed from California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) electronic crash database are reviewed for each street segment to determine if there is a higher than expected average rate of crashes. A segment that has an above-average crash rate typically suggests conditions that are not readily apparent to motorists.

Conditions Not Readily Apparent to Motorists

Each street segment is field inspected to identify roadway conditions that may not be readily apparent to motorists. A determination is made whether any conditions are significant and warrant the recommendation of the speed limit 5 mph below the basic speed limit.

The Legislature, in adopting Section 22358.5 of the CVC, has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning.

Conditions not readily apparent to motorists include the considerations of crash history, poor visibility, and the safety of bicyclists and pedestrians.

Safety Corridors – New from AB 43

The provisions of CVC Section 22358.7, a new section added through AB 43, to additionally lower the speed limit by designating a safety corridor, shall not be applicable until actions required per CVC Section 22358.7 by Department of Transportation and Judicial Council are completed or June 30, 2024, whichever is sooner. Since the E&TS was completed in 2025 on these designated roadway segments, this report reflects lowering speeds using the application of safety corridors.

Data used to determine a safety corridor may be from the most recent E&T Survey performed. The crash data source may include, but is not limited to, California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS). The prioritized subset of safety corridors shall:

1. Identify specific locations with high crash occurrences.
2. Identify corridor-level segments with a pattern of crash reoccurrence.
3. Be able to be stratified by mode.

The total reduction in the speed limit using the nearest 5 mph increment, rounding up, rounding down and using 5 mph speed reduction, plus an additional 5 mph speed reduction for safety corridor designation, shall not exceed 12.4 mph from the 85-percentile speed. Refer to CVC Section 22358.6(e).

Land or Facilities that Generate High Concentrations of Pedestrians or Bicyclists - New from AB 43

The provisions of CVC Section 22358.7 to additionally lower the speed limit (by designating safety corridor or on portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians), shall not be applicable until actions required per CVC Section 22358.7 by Department of Transportation and Judicial Council are completed or June 30, 2024, whichever is sooner.

A land or facility that generates high concentrations of bicyclists or pedestrians is a portion of the highway where one or more of any of the generators listed below are present within a distance of 1320

feet. Crash data that demonstrates a highway segment is within the top twenty percent of pedestrian and/ or bicyclist fatalities or serious injuries over a three-to-five year period may be used in lieu of one of the generators listed below.

Table 2B-106(CA). Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit Oriented Developments/Transit Priority Areas
Presence of Pedestrian/Bicyclist Infrastructure	Sidewalk presence
	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis such as a road safety audit or formalized planning document such as a local road safety plan

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. Refer to Section 22358.6(b).

The total reduction in the speed limit using the nearest 5 mph increment, rounding up, rounding down and using 5 mph speed reduction, plus an additional 5 mph speed reduction for safety corridor designation, shall not exceed 12.4 mph from the 85-percentile speed. Refer to CVC Section 22358.6(e).

Retain Currently Adopted or Restore Immediately Prior Speed Limit – New from AB 43

The City may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8, added through AB 43.

The currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&T Survey, the City finds that the speed limit is still more than

reasonable or safe, and that speed limit was established with an E&T Survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

If the City decides to use a lower speed limit based on CVC Section 22358.8, after completing an E&T Survey and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit or not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).

Survey Conditions

Survey Locations

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

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

Data Collection

Data of existing conditions was obtained including prevailing speed of vehicles, traffic crashes, visibility restrictions, and roadway conditions within the community. ADT and field reviews were conducted at 157 locations during the months of October and November 2023, August and October 2024. Segments that used the 14-year extension did not need speed data or crash data collected. Refer to the Analysis Section for additional explanation on the 14-year extension.

Speed Data

Radar speed measurements were conducted at 109 locations during the month of October and November 2023, and August and October 2024. The radar speed distribution forms are in **Appendix B**. All surveys were conducted in good weather conditions, during off-peak hours on weekdays. The radar unit was operated from an unmarked vehicle to minimize any influence on driver behavior. Typically, a minimum sample size of 100 vehicles or the total samples during a maximum period of 2 hours were obtained for each segment. Traffic speeds in both directions were recorded for individual segments.

Field Review Data

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

1. Street width and alignment;
2. Pedestrian activity and traffic flow characteristics;

3. Number of lanes and other channelization and striping patterns;
4. Frequency of intersections, driveways, and on-street parking;
5. Location of stop signs and other regulatory traffic control devices;
6. Visibility obstructions;
7. Land use and proximity to schools;
8. Pedestrian and bicycle usage;
9. Uniformity with existing speed zones and those in adjacent jurisdictions; and
10. Any other unusual condition not readily apparent to the driver.

Crash Data

Crash data was obtained from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) electronic crash database. For this study, crash data was used from the latest 2 years of reported accidents from April 1, 2021 to March 31, 2024. The crash rates for the 109 segments are expressed in crashes per million vehicle miles (C/MVM). To calculate these rates, 24-hour traffic volumes were collected for each street segment. This information was then entered into the following formula to determine the crash rate:

$$R = \frac{C \times 1,000,000}{t \times 365 \frac{\text{days}}{\text{year}} \times l \times v}$$

C = Number of midblock crashes over time period

R = Crash Rate (crashes/million vehicle miles)

t = Time Period Covered (in years)

l = Length of Segment (miles)

v = Traffic Volume (average daily traffic)

The segment crash rate was then compared to the average statewide crash rate of similar roadways. The average statewide crash rates were obtained from 2022 Collision Data on California State Highways published by Caltrans.

Safety Corridor Establishment – New from AB 43

Safety corridors were established under the guidelines set forth in the California MUTCD. Fatal and severe injury crash data was gathered using UC Berkeley's Transportation Injury Mapping System (TIMS) from April 1, 2019 to March 31, 2024.

Weighted factors were established across the roadway network to identify which segments are classified as a safety corridor. The weighted factors for the 157 segments are expressed in factors per mile. This information was entered into the following formula to determine the weighted factor for each segment:

$$F = \frac{2T + 10S + 10SH + 5P + 1D + 1E + 0.5V + 1SZ}{l}$$

F = Weighted Factor per mile

T = Total Fatal and Serious Injury Crashes

S = Speed Related Fatal and Serious Injury Crashes

SH = Fatal and Serious Injury Crashes Near Schools and During School Hours (7am- 4pm)

P = Pedestrian or Bicycle Related Fatal and Serious Injury Crashes

D = DUI Related Fatal and Serious Injury Crashes

E = Segment within a census tract with a CalEnviroScreen 4.0 Percentile greater than 75%

V = Segment within a census tract with a population ages 65 and older over 16% and/ or a population ages 15 and younger under 23% according to the American Community Survey

SZ = Segment in a School Zone

l = Length of Segment (miles)

The safety corridor established within the 616.4-mile roadway network within the City of San Bernardino cannot exceed 1/5 of the total roadway network¹ (123.28 miles) of the City. There were 218 fatal and severe injury crashes observed in the City of San Bernardino within the 5-year study period. The safety corridor network may include at least 25% of fatal and severe injury crashes². This translates to at least 40 fatal and severe injury crashes in the City's safety corridor network.

For the City of San Bernardino, any segment with a weighted factor over 1.6 is considered a safety corridor. This threshold was selected to prioritize segments with fatal and severe injury crashes that includes the most segments designated as a safety corridor as allowed within the constraints of not exceeding 1/5 of the total roadway network.

Safety Corridor: $F > 1.6$

A spreadsheet that identifies the total length of roadways established as a safety corridor, and criteria made to establish safety corridors using the above criteria is provided in **Appendix D**. Additionally, **Appendix D** includes a citywide map showing where the established safety corridors are located.

¹ Reference CVC 22358.7(a)(1)

² Reference California MUTCD Chapter 2B.13 - 12t

Analysis

Engineering and Traffic Survey Criteria

For the 109 segments that did not use the 14-year extension, survey data was compiled and analyzed to determine the recommended speed limit in accordance with several criteria contained in The California MUTCD. Some of the criteria used are:

- A. The critical speed or 85th percentile speed is that speed at or below which 85 percent of the traffic is moving. This speed is the baseline value in determining what the majority of drivers believe is safe and reasonable. Speed limits set higher than the critical speed are not considered reasonable and safe. Speed limits set lower than the critical speed make a large number of reasonable drivers "unlawful," and do not facilitate the orderly flow of traffic. The "basic speed limit" is the nearest 5 mph increment to the 85th percentile speed.
- B. The 10 mile per hour (mph) pace speed is the 10 mph increment that contains the highest percentage of vehicles. It is a measure of the dispersion of speeds across the range of the samples surveyed. An accepted practice is to keep the speed limit within the 10 mph pace while considering the critical speed and other factors that might require a speed lower than the critical speed.
- C. The crash rate for each street segment is compared to average crash rates that can be reasonably expected to occur on streets and highways in other jurisdictions, in proportion to the volume of traffic per lane mile. These average crash rates have been developed by the State of California and are considered reasonable for use in the City of San Bernardino.

The Engineering and Traffic Survey Forms, presented in **Appendix A**, illustrate results of a thorough evaluation of available data and recommend a speed limit for each of the 109 street segments surveyed based on the guidelines for an Engineering and Traffic Survey set forth by the California MUTCD and the CVC. A complete summary of all 109 E&TS recommendations is shown in **Table 1**. In each case, the recommended speed limit was consistent with the prevailing behavior as demonstrated by the radar speed measurements. Typically, a speed limit in the upper range of the 10-mile pace was selected unless a crash rate significantly higher than expected was discovered or roadway conditions not readily apparent to the driver were identified. Any segments with recommended speed limits 5 mph or more below the basic speed limit are fully explained later in the Segments with Special Conditions section of this report.

The California State Legislature, in adopting Section 22358.5 of the CVC, has made it clear that physical conditions, such as width, curvature, grade and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not be the basis for special downward speed zoning. In these cases, the basic speed law (CVC Section 22350) is sufficient to regulate such conditions.

14-Year Extension Criteria

California Vehicle Code Sections 40801 and 40802 require Engineering and Traffic Surveys (E&TS) to establish or revise prima facie speed limits on certain streets within a local jurisdiction before law enforcement can utilize radar or other electronic speed measuring devices for speed enforcement. These surveys must be updated every five, seven, or fourteen years to ensure the speeds reflect current conditions as dictated by the California Vehicle Code. The surveys can be extended from 5 to 7 years provided the City's police officer(s) have completed a 24-hour radar operator course [CVC 40802(c)(2)(B)(i)(I)]. Additionally, some surveys may be extended to fourteen years if the City Traffic Engineer certifies there have been no significant changes to the roadway segment(s) or traffic conditions [CVC 40802(c)(2)(B)(i)(II)]. These provisions assure that posted speed limits are kept reasonably current.

The 157 segments throughout the City of San Bernardino were reviewed with comparing 2016 and 2024 field review and ADT data. No significant changes have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume for 48 street segments. Therefore, based on the above reasons, the most recent Engineering and Traffic Survey may be extended up to 14 years from March 2016 of the particular E&TS conducted for street segments identified in **Table 2**.

Segments with 14-Year Extension applied in this survey were previously surveyed in 2016. An E&TS shall be performed for these segments in 2032.

Speed Limit Recommendations

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

Recommendation Tables

Tables 1-4 summarizing the recommendations are referenced below and included in the following pages. The speed limit recommendations have been organized into the following four tables.

Recommendation Table	Total Number of Segments
Table 1 - Summary of E&TS Recommended Speed Limits	109
Table 2 - Summary of 14- Year Extension Recommendations	48
Table 3 - Street Segments with Recommended Changes to the Posted Speed Limit	90
Table 4 - Recommended Street Segments Maintaining the Posted Speed Limit (Including Segments with 14-Year Extension Applied)	67

Tables 1 and 2 together summarize all 157 segment recommendations, split by the analysis type that the recommendations were made: segments with speed limit recommendations made through a full E&TS (**Table 1**) and segments with speed limit recommendations through the 14-year extension (**Table 2**).

Tables 3 and 4 together summarize all 157 segment recommendations, split by whether or not the speed limit is recommended to change: segments with speed limit changes (**Table 3**) and segments with speed limits staying the same (**Table 4**).

Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp. Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
1	2nd St	Mt. Vernon Ave	Waterman Ave	2.01	21,431	0.96 0.17	35**	39	30-39	72 %	30**	California MUTCD Option 2 & Safety Corridor ****
2	3rd St	Sierra Way	Waterman St	0.36	5,969	0.96 0.00	40	42	33-42	70 %	40	Closest to 85th Speed
3	3rd St	Waterman Ave	Lena Rd	0.61	11,018	0.96 0.27	45**	47	38-47	67 %	40**	Closest to 85th Speed & Safety Corridor ****
4	3rd St	Lena Rd	Leland Norton Way	1.14	21,490	0.96 0.22	45**	44	34-43	71 %	40**	California MUTCD Option 2 ****
5	3rd St	Leland Norton Way	Victoria Ave	1.26	13,994	1.40 0.16	NP	56	42-51	56 %	50	Closest to 85th Speed & Safety Corridor ****
6	5th St	H St	Sierra Way	0.89	24,164	0.96 0.51	NP**	37	29-38	87 %	35**	Closest to 85th Speed ****

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

*** Accident rate units: Fatal and Injury Collisions per One Million Vehicle Miles

Act.: Actual Collision Rate

Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Rec.: Recommended Speed Limit

**** Designated Safety Corridor

Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp. Act.	Posted Speed Limit	85% Speed Pace	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
7	5th St	Sierra Way	Pedley Rd	1	10,915	1.24 0.17	40**	46	34-43	65 %	35**	Hidden Driveways, Uncontrolled Crosswalk, Sidewalk Gaps & Safety Corridor ****
8	6th St	Del Rosa Dr	200' E/O Victoria Ave	1.42	2,705	1.618 0.00	40**	43	34-43	75 %	35**	California MUTCD Option 2 & Safety Corridor ****
9	16th St	University Pkwy	Medical Center Dr	0.74	5,451	0.96 0.45	NP**	41	30-39	74 %	35**	Hidden Driveways, Moderate Pedestrian Use
10	21st St	Waterman Ave	Perris Hill Park Rd	0.55	9,233	0.96 0.36	35	38	28-37	71 %	30	California MUTCD Option 2 & Safety Corridor ****
11	28th St	H St	Waterman Ave	1.26	2,232	1.68 0.32	25**	31	22-31	79 %	25**	Moderate Pedestrian Use, Uncontrolled Crosswalk ****
12	40th St	Waterman Ave	Golden Ave	1	8,040	0.96 0.91	45**	52	41-50	67 %	45**	Uncontrolled Crosswalk, Moderate Pedestrian Use

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** 25 mph when children are present

*** Accident rate units: Fatal and Injury Collisions per One Million Vehicle Miles

Act.: Actual Collision Rate

Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Rec.: Recommended Speed Limit

**** Designated Safety Corridor

Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp. Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
13	Arden Ave	Pacific St	Highland Ave	0.49	10,427	0.94 0.54	40	42	31-40	70 %	35	Closest to 85th Speed & Safety Corridor ****
14	Arrowhead Ave	Highland Ave	Kendall Dr	1.73	2,916	0.96 1.27	35**	39	30-39	67 %	30**	California MUTCD Option 2 & Safety Corridor ****
15	Auto Center Dr	Showcase Dr S	E St	0.49	5,988	1.68 0.31	NP**	38	30-39	83 %	35**	California MUTCD Option 2 ****
16	Baseline St	Meridian Ave	California St	1	11,583	1.4 0.79	55	52	43-52	68 %	45	Closest to 85th Speed & Safety Corridor ****
17	Baseline St	California St	Medical Center Dr	0.47	16,155	1.4 0.36	40	42	31-40	65 %	40	Closest to 85th Speed
18	Baseline St	H St	Sierra Way	0.89	33,735	0.96 0.58	NP	37	29-38	87 %	35	Closest to 85th Speed ****

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ET

**** Designated Safety Corridor

Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate***		Posted Speed Limit	85% Speed Limit	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
						Exp.	Act.						
19	Cajon Blvd	California St	23rd St	1.4	13,011	0.65	0.05	55**	59	50-59	52 %	50**	California MUTCD Option 2 & Safety Corridor ****
20	California St	Baseline St	Cajon Blvd	2.15	7,380	1.68	0.40	40	34	26-35	92 %	30	California MUTCD Option 2 ****
21	Campus Pkwy	Kendall Dr	Devils Canyon Rd	0.71	3,881	0.94	0.00	NP**	52	41-50	58 %	45**	Moderate Pedestrian Use
22	Central Ave	100' E/O Valley View Ave/Lena Rd	Mountain View Ave	1.56	11,548	0.96	0.10	45	49	39-48	51 %	40	California MUTCD Option 2 & Safety Corridor ****
23	Commercial Rd	Hunts Ln	Waterman Ave	0.55	2,326	1.68	0.00	NP**	42	33-42	61 %	40**	Closest to 85th Speed
24	Commercial Rd	Waterman Ave	Steele Rd	0.25	2,333	1.68	0.00	25	32	23-32	56 %	25	Moderate Pedestrian Use

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Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	Collision Rate*** Exp. Act.	Posted Speed Limit	85% Speed Pace	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
25	D St	6th St	28th St	2.22	0.96	0.86	41	31-40	59 %	35	Closest to 85th Speed & Safety Corridor ****
26	Del Rosa Dr	6th St	Baseline St	0.76	0.96	0.15	36	27-36	73 %	30**	Closest to 85th Speed & Safety Corridor ****
27	Del Rosa Ave	Del Rosa Dr	Marshall Blvd	1.18	0.96	0.63	38	29-38	81 %	30**	California MUTCD Option 2 & Safety Corridor ****
28	Del Rosa Ave	Marshall Blvd	39th St	0.81	0.94	0.18	40	29-38	77 %	35**	Closest to 85th Speed & Safety Corridor ****
29	E St	Hunts Ln	Century Ave	1	0.94	0.07	43	34-43	68 %	40**	California MUTCD Option 2
30	E St	Century Ave	Mill St	1.15	0.94	0.55	41	32-41	77 %	35	Closest to 85th Speed & Safety Corridor ****

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Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate***		Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
						Exp.	Act.						
31	E St	Mill St	Rialto Ave	0.59	8,152	0.96	0.57	NP**	38	29-38	76 %	30**	California MUTCD Option 2 & Safety Corridor ****
32	E St	Rialto Ave	8th St	0.89	6,380	0.96	0.48	30**	37	27-36	77 %	30**	Closest to 85th Speed & Safety Corridor ****
33	E St	8th St	Baseline St	0.5	5,896	1.68	0.62	35**	41	30-39	76 %	35**	Closest to 85th Speed & Safety Corridor ****
34	E St	Baseline St	Highland Ave	1	8,042	0.96	0.91	35**	42	32-41	69 %	35**	Closest to 85th Speed & Safety Corridor ****
35	E St	Highland Ave	30th St	0.69	6,299	0.96	0.21	35**	40	30-39	70 %	35**	Closest to 85th Speed & Safety Corridor ****
36	E St	30th St	Kendall Dr	0.78	21,997	0.96	0.69	40**	43	30-39	61 %	35**	California MUTCD Option 2 & Safety Corridor ****

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**** Designated Safety Corridor

Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp. Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*	
37	Electric Ave	Mountain View Ave	Northpark Blvd	0.99	9,112	1.68	0.10	40/35**	41	32-41	72 %	30**	Residential Density, Uncontrolled Crosswalk & Safety Corridor ****
38	Eucalyptus Ave	Mill St	Rialto Ave	0.5	7,580	1.68	0.48	35**	37	27-36	80 %	30**	Closest to 85th Speed & Safety Corridor ****
39	G St	Inland Center Dr	Mill St	0.22	3,126	1.68	0.00	Np**	38	28-37	71 %	35**	California MUTCD Option 2
40	G St	Mill St	3rd St/4th St	0.94	5,436	0.94	0.54	40	36	28-37	85 %	30	Closest to 85th Speed & Safety Corridor ****
41	H St	3rd St	6Th St	0.35	8,404	0.96	0.62	Np**	37	29-38	80 %	30**	Closest to 85th Speed & Safety Corridor ****
42	Harrison St	35th St	40th St	0.72	2,550	1.24	0.00	Np**	47	38-47	69 %	45**	Closest to 85th Speed

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Rec.: Recommended Speed Limit

**** Designated Safety Corridor

Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp. Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
43	Highland Ave	West Boundary (~2664' West Of Macy St)	Macy St	0.51	11,144	1.40 0.48	NP	55	44-53	65 %	50	Closest to 85th Speed & Safety Corridor ****
44	Highland Ave	Macy St	Medical Center Dr	0.98	18,805	0.96 0.40	NP	42	30-39	72 %	35	Closest to 85th Speed & Safety Corridor ****
45	Highland Ave	Medical Center Dr	Muscupiabe Ave	0.84	16,597	0.96 0.33 35/40**	40	30-39	30-39	75 %	35**	Closest to 85th Speed & Safety Corridor ****
46	Highland Ave	Muscupiabe Ave	E St	0.77	22,373	0.96 0.37	35	37	27-36	77 %	30	Closest to 85th Speed & Safety Corridor ****
47	Highland Ave	E St	Sierra Way	0.51	21,209	0.96 0.51	35**	34	25-34	80 %	30**	California MUTCD Option 2 ****
48	Highland Ave	Arden Ave	Victoria Ave	0.49	43,750	0.96 0.47	NP**	38	28-37	69 %	30**	California MUTCD Option 2 & Safety Corridor ****

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Rec.: Recommended Speed Limit

**** Designated Safety Corridor

Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate***		Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
49	Highland Ave	Victoria Ave	Bradford Ave	1.21	23,622	0.96	0.26	NP**	40	31-40	72 %	35**	Closest to 85th Speed & Safety Corridor ****
50	Hill Dr	Magnolia Dr	H St	0.62	1,921	1.68	0.00	35**	34	25-34	85 %	30**	California MUTCD Option 2
51	Hospitality Ln	E St	Waterman Ave	0.83	8,447	1.23	0.26	35**	38	29-38	69 %	30**	California MUTCD Option 2 & Safety Corridor ****
52	Hospitality Ln	Waterman Ave	Tippecanoe Ave	1.11	8,916	0.94	1.11	35	36	27-36	85 %	30	High Collision Rate
53	Hunts Ln	Washington St	Commercial Rd	0.52	10,528	0.96	0.00	40	45	34-43	68 %	35	Uncontrolled Crosswalk & Safety Corridor ****
54	Hunts Ln	Commercial Rd	Hospitality Ln	0.52	18,030	0.94	0.00	NP**	37	29-38	85 %	35**	Closest to 85th Speed

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**** Designated Safety Corridor

Table 1 - Summary of ETS Recommended Speed Limits

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						Exp.	Act.						
55	Kendall Dr	E St	40th St	1	11,391	0.96	0.88	45	41	32-41	66 %	35	Closest to 85th Speed & Safety Corridor ****
56	Kendall Dr	40th St	University Pkwy	1.64	16,498	0.96	0.30	50	49	41-50	67 %	40	California MUTCD Option 2 & Safety Corridor ****
57	Kendall Dr	University Pkwy	Palm Ave	2	20,225	0.96	0.32	50**	50	39-48	62 %	45**	Closest to 85th Speed & Safety Corridor ****
58	Lena Rd	Orange Show Rd	Central Ave	0.42	2,212	0.96	0.00	NP**	42	32-41	70 %	35**	Closest to 85th Speed & Safety Corridor ****
59	Lena Rd	Mill St	3rd St	0.87	3,546	0.96	1.18	NP**	46	35-44	53 %	35**	High Crash History & Safety Corridor ****
60	Little Mountain Dr	27th St	Edgehill Rd	0.96	9,859	0.96	0.29	45**	52	38-47	60 %	45**	Closest to 85th Speed & Safety Corridor ****

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**** Designated Safety Corridor

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Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp. Act.	Posted Speed Limit	85% Speed Pace	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
61	Little Mountain Dr	Edgehill Rd	1300' S/O Sheridan Rd	1	9,555	0.96 0.76	45** 46	46	36-45	72 %	40**	Closest to 85th Speed & Safety Corridor ****
62	Little Mountain Dr	1300' S/O Sheridan Rd	Northpark Blvd	1	5,429	0.96 0.67	45 45	45	33-42	67 %	40	Closest to 85th Speed & Safety Corridor ****
63	Lynwood Dr	Valencia Ave	Del Rosa Ave	1.14	1,987	0.96 2.02	40** 43	43	30-39	66 %	35**	California MUTCD Option 2 & Safety Corridor ****
64	Macy St	Highland Ave	North City Limits	0.19	12,408	1.68 0.39	35** 42	42	30-39	70 %	35**	Closest to 85th Speed & Safety Corridor ****
65	Marshall Blvd	Ladera Rd	Waterman Ave	1.54	4,736	1.68 0.50	35 37	37	26-35	72 %	30	Closest to 85th Speed & Safety Corridor ****
66	Massachusetts Ave	Baseline St	Highland Ave	1	4,474	1.68 0.41	35** 35	35	26-35	70 %	30**	Closest to 85th Speed & Safety Corridor ****

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No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp. Act.	Posted Speed Limit	85% Speed Pace	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
67	Medical Center Dr	5th St	Baseline St	0.89	11,699	0.96 0.35	35**	36	26-35	84 %	30**	Closest to 85th Speed & Safety Corridor ****
68	Medical Center Dr	Baseline St	Cajon Blvd	1.46	8,266	0.96 0.61	40**	41	32-41	77 %	35**	Closest to 85th Speed & Safety Corridor ****
69	Mill St	Eucalyptus Ave	Macy St	0.99	13,019	0.96 0.14	NP**	46	36-45	67 %	40**	Closest to 85th Speed & Safety Corridor ****
70	Mill St	Waterman Ave	Tippecanoe Ave	1.1	15,634	0.94 0.11	45**	45	34-43	56 %	40**	Closest to 85th Speed & Safety Corridor ****
71	Morgan Rd	Melbourne Rd	Yardley St	0.65	1,108	1.68 0.00	35	37	27-36	67 %	30	Closest to 85th Speed & Safety Corridor ****
72	Mt. Vernon Ave	Grant Ave	Rialto Ave	1.1	9,649	0.96 0.43	40**	37	27-36	80 %	30**	Closest to 85th Speed & Safety Corridor ****

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73	Mt. Vernon Ave	Rialto Ave	7th St	0.76	7,888	0.96 0.30	NP**	34	26-35	84 %	30**	California MUTCD Option 2 ****
74	Mt. Vernon Ave	7th St	21st St	1.56	10,314	0.96 0.34	35**	39	29-38	77 %	30**	California MUTCD Option 2 & Safety Corridor ****
75	Mt. Vernon Ave	21st St	27th St	0.53	13,245	1.68 0.00	35**	36	28-37	85 %	35**	Closest to 85th Speed
76	Mt. View Ave	Victoria St	Highland Ave	1.71	3,921	0.96 0.95	40	42	33-42	67 %	30	High Crash History & Safety Corridor ****
77	Mt. View Ave	Highland Ave	Electric Ave	1.72	4,452	1.68 0.12	40**	39	29-38	63 %	30**	California MUTCD Option 2 & Safety Corridor ****
78	Mt. View Ave	Electric Ave	Hill Dr/Pinehurst Ct	1.29	4,541	1.68 0.31	35**	36	27-36	72 %	30**	Residential Density, Hidden Driveways

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79	N. Little League Dr	600' S/O W Little League Dr	O'Rourke Ave	0.77	3,013	1.68 0.00	25**	40	27-36	61 %	30**	Uncontrolled Crosswalks, Hidden Driveways & Land Use that Generates High Concentrations of Pedestrians
80	Ohio Ave	Magnolia Ave	Pine Ave	1.32	775	1.68 0.00	NP**	37	22-31	54 %	35**	Closest to 85th Speed
81	Orange Show Rd	E St	Arrowhead Ave	0.25	25,306	0.96 0.29	40**	38	28-37	75 %	35**	California MUTCD Option 2 ****
82	Orange Show Rd	Arrowhead Ave	Tippecanoe Ave	1.73	16,054	0.94 0.39	50**	48	37-46	68 %	45**	California MUTCD Option 2
83	Orange St	Pacific St	Highland Ave	0.49	2,464	1.68 0.00	35	38	28-37	71 %	35	California MUTCD Option 2
84	Orange St	Highland Ave	Piedmont Dr	0.53	4,533	1.68 0.00	35**	43	32-41	68 %	35**	Retain 2016 E&T Recommendation

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85	Palm Ave	Kendall Dr	Belmont Ave	0.55	15,155	0.96 0.11	45**	43	33-42	76 %	40**	California MUTCD Option 2
86	Palm Ave	Belmont Ave	Melvin Ave	0.64	947	1.68 0.00	25**	34	23-32	64 %	25**	California MUTCD Option 2 & Safety Corridor ****
87	Palm Ave (East)	Atlantic Ave	Piedmont Dr	0.65	7,901	0.96 0.18	35**	35	27-36	83 %	30**	Uncontrolled Crosswalk
88	Parkdale Dr	Mountain View Ave	Valencia Ave	0.83	4,251	1.68 0.26	NP**	36	26-35	72 %	30**	Closest to 85th Speed & Safety Corridor ****
89	Pepper Ave	Randall Ave	Mill St	0.5	21,504	0.96 0.00	45**	46	37-46	70 %	40**	Closest to 85th Speed & Safety Corridor ****
90	Pepper Ave	Mill St	Madrona St	1.71	18,682	0.96 0.31	45**	46	37-46	67 %	35**	Moderate Pedestrian Use, Uncontrolled Crosswalks & Safety Corridor ****

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						Exp.	Act.						
91	Piedmont Dr	Yuma Dr	Orange St	0.73	1,018	1.68	0.00	NP**	35	27-36	87 %	35**	Closest to 85th Speed
92	Pine Ave	Kendall Dr	Belmont Ave	0.67	5,242	1.24	0.00	50**	49	40-49	59 %	45**	California MUTCD Option 2
93	Rialto Ave	Eucalyptus Ave	Mt. Vernon Ave	2.5	13,334	0.96	0.58	45	40	33-42	76 %	35	Closest to 85th Speed & Safety Corridor ****
94	Rialto Ave	Mt Vernon Ave	G St	0.86	10,806	0.96	0.20	35	40	31-40	69 %	35	Closest to 85th Speed & Safety Corridor ****
95	Rialto Ave	G St	Sierra Way	0.76	9,880	0.96	0.36	35**	36	26-35	77 %	35**	Closest to 85th Speed ****
96	Rialto Ave	Sierra Way	Waterman Ave	0.36	7,324	0.96	0.69	NP**	37	28-37	75 %	35**	Closest to 85th Speed ****

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97	Rialto Ave	Waterman Ave	Lena Rd	0.62	5,881	0.96 1.00	NP**	45	34-43	62 %	35**	High Crash History & Safety Corridor ****
98	Rialto Ave	Lena Rd	Tippecanoe Ave	0.46	4,061	1.68 0.00	25**	37	26-35	70 %	25**	Residential Density & Safety Corridor ****
99	Sierra Way	5th St	30th St	2.59	7,043	0.96 0.70	40**	40	30-39	73 %	35**	Closest to 85th Speed & Safety Corridor ****
100	State St	University Pkwy	Sheridan Rd	0.54	5,050	1.68 1.00	NP**	33	25-34	92 %	30**	California MUTCD Option 2 ****
101	Tippecanoe Ave	Harriman Pl	San Bernardino Ave	0.75	27,958	1.03 0.30	40**	41	31-40	67 %	35**	Closest to 85th Speed & Safety Corridor ****
102	Tippecanoe Ave	San Bernardino Ave	3Rd St	1.86	29,164	1.03 0.29	40/45	45	33-42	70 %	40	Closest to 85th Speed & Safety Corridor ****

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

*** Accident rate units: Fatal and Injury Collisions per One Million Vehicle Miles

Act.: Actual Collision Rate

Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Rec.: Recommended Speed Limit

**** Designated Safety Corridor

Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate*** Exp. Act.	Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
103	University Pkwy	Highland Ave	Baseline St	1.1	13,433	0.94 0.00	NP	39	29-38	69 %	30	California MUTCD Option 2 & Safety Corridor ****
104	University Pkwy	Cajon Blvd	Northpark Blvd	1.76	19,632	1.03 0.40	50**	47	37-46	64 %	40**	Closest to 85th Speed & Safety Corridor ****
105	Valencia Ave	21st St	30th St	0.77	10,826	0.94 0.33	40**	43	34-43	62 %	35**	California MUTCD Option 2 & Safety Corridor ****
106	Valencia Ave	30th St	40th St	1.34	7,977	1.24 0.00	45	46	35-44	74 %	40	California MUTCD Option 2 & Safety Corridor ****
107	Victoria Ave	Highland Ave	Lynwood Dr	0.75	32,123	0.96 0.38	45**	45	33-42	63 %	45**	Closest to 85th Speed
108	W. Little League Dr	N. Little League Dr	Palm Ave	0.91	4,950	1.68 0.61	NP**	41	32-41	85 %	35**	Closest to 85th Speed & Safety Corridor ****

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

*** Accident rate units: Fatal and Injury Collisions per One Million Vehicle Miles

Act.: Actual Collision Rate

Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Rec.: Recommended Speed Limit

ET

**** Designated Safety Corridor

Table 1 - Summary of ETS Recommended Speed Limits

No.	Street	From	To	Dist. (mi.)	ADT	Collision Rate***		Posted Speed Limit	85% Speed	10 mi. Pace	% in Pace	Rec. Speed Limit	Comments*
						Exp.	Act.						
109	Waterman Ave	Barton Rd	Central Ave	2.35	35,331	0.94	0.26	50**	43	31-40	69 %	40**	California MUTCD Option 2 ****

* See "Segments with Special Conditions" section for comments on segments using special conditions or AB 43 to maintain the previous or prior ET

** 25 mph when children are present

*** Accident rate units: Fatal and Injury Collisions per One Million Vehicle Miles

Act.: Actual Collision Rate

Exp.: Expected Collision Rate based on the Caltrans 2021 Crash Data on California State Highways Rate

Rec.: Recommended Speed Limit

**** Designated Safety Corridor

Table 2- Summary of 14-Year Extension Recommendations

ID	Street	From	To	Speed Limit
110	9th Street	Medical Center Drive	H Street	40
111	9th Street	H Street	Sierra Way	40
112	9th Street	Sierra Way	Waterman Avenue	40
113	9th Street	Waterman Avenue	600' E/O Preston Street	45
114	27th Street	Mt. Vernon Avenue	G Street	35
115	30th Street	Little Mountain Drive	Valencia Avenue	45
116	40th Street	Kendall Drive	Electric Avenue	45
117	40th Street	Electric Avenue	Waterman Avenue	40
118	40th Street	Golden Avenue	Mountain Avenue	40
119	48th Street	Kendall Drive	Electric Avenue	35
120	Arrowhead Avenue	Esparanza Street	Rialto Avenue	40
121	Arrowhead Avenue	7th Street	Highland Avenue	35
122	Atlantic Avenue	Palm Avenue	Cienega Court	35
123	Baseline Street	Medical Center Drive	H Street	40
124	Baseline Street	Sierra Way	Del Rosa Avenue	40
125	Central Avenue	Arrowhead Avenue	100' E/O Valley View Avenue	40
126	Foothill Drive	Del Rosa Avenue	Arden Avenue	40
127	G Street	6th Street	140' North Of 29th Street	35
128	G Street	150' South Of 30th Street	Marshall Boulevard	35
129	Gilbert Street	Waterman Avenue	207' E/O Cedar Avenue	35
130	Golden Avenue	Highland Avenue	Lynwood Drive	40
131	H Street	6th Street	Marshall Blvd	35
132	Hallmark Pkwy	University Pkwy	Lexington Pkwy	50
133	Highland Avenue	Sierra Way	Valencia Avenue	40
134	Highland Avenue	Valencia Avenue	Arden Avenue	40
135	Industrial Pkwy	Lexington Pkwy	Palm Avenue	50
136	Inland Center Drive	E Street	1570' Sw/O I Street	40
137	K Street	Mill Street	Rialto Avenue	35
138	Marshall Blvd	Little Mountain Drive	Ladera Road	35
139	Meridian Avenue	Randall Avenue	Mill Street	40
140	Meridian Avenue	Rialto Avenue	Foothill Blvd	40
141	Mill Street	Bordwell Avenue	Waterman Avenue	40

Table 2- Summary of 14-Year Extension Recommendations

ID	Street	From	To	Speed Limit
142	Miramonte Avenue	23rd Street	Marshall Blvd	35
143	Mountain Avenue	39th Street	40th Street	35
144	Northpark Boulevard	University Parkway	Little Mountain Drive	40
145	Northpark Boulevard	Little Mountain Drive	Electric Avenue	40
146	Perris Hill Park Road	Pacific Street	21st Street	40
147	Redlands Boulevard	Hunts Lane	Gardena Street	40
148	Redlands Boulevard	Gardena Street	East City Limits	45
149	San Bernardino Avenue	Tippecanoe Avenue	Mt. View Avenue	45
150	Sierra Way	Mill Street	Rialto Avenue	40
151	Sierra Way	30th Street	40th Street	35
152	Sierra Way	40th Street	48th Street	40
153	Sterling Avenue	Highland Avenue	Pumalo Street	40
154	Tippecanoe Avenue	9th Street	Baseline Street	45
155	Waterman Avenue	Central Avenue	Rialto Avenue	45
156	Waterman Avenue	Rialto Avenue	Highland Avenue	40
157	Waterman Avenue	Highland Avenue	30th Street	40

Table 3 - Street Segments with Recommended Speed Changes

The following table identifies segments that have recommended changes to the posted speed limit. All segments identified in this table are eligible to have a 14-year extension applied in 2032 because a full E&TS has been previously performed.

Table 3 – Street Segments with Recommended Speed Changes						
ID	Street	From	To	Existing	New	Change
1	2nd St	Mt. Vernon Ave	Waterman Ave	35	30	-5
3	3rd St	Waterman Ave	Lena Rd	45	40	-5
4	3rd St	Lena Rd	Leland Norton Way	45	40	-5
5	3rd St	Leland Norton Way	Victoria Ave	NP	50	PL
6	5th St	H St	Sierra Way	NP	35	PL
7	5th St	Sierra Way	Pedley Rd	40	35	-5
8	6th St	Del Rosa Dr	200' E/O Victoria Ave	40	35	-5
9	16th St	University Pkwy	Medical Center Dr	NP	35	PL
10	21st St	Waterman Ave	Perris Hill Park Rd	35	30	-5
13	Arden Ave	Pacific St	Highland Ave	40	35	-5
14	Arrowhead Ave	Highland Ave	Kendall Dr	35	30	-5
15	Auto Center Dr	Showcase Dr S	E St	NP	35	PL
16	Baseline St	Meridian Ave	California St	55	45	-10
18	Baseline St	H St	Sierra Way	NP	35	PL
19	Cajon Blvd	California St	23rd St	55	50	-5
20	California St	Baseline St	Cajon Blvd	40	30	-10
21	Campus Pkwy	Kendall Dr	Devils Canyon Rd	NP	45	PL
22	Central Ave	100' E/O Valley View Ave/Lena Rd	Mountain View Ave	45	40	-5
23	Commercial Rd	Hunts Ln	Waterman Ave	NP	40	PL
25	D St	6th St	28th St	45	35	-10
26	Del Rosa Dr	6th St	Baseline St	45	30	-15
27	Del Rosa Ave	Del Rosa Dr	Marshall Blvd	40	30	-10
28	Del Rosa Ave	Marshall Blvd	39th St	45	35	-10
30	E St	Century Ave	Mill St	40	35	-5
31	E St	Mill St	Rialto Ave	NP	30	PL
36	E St	30th St	Kendall Dr	40	35	-5
37	Electric Ave	Mountain View Ave	Northpark Blvd	40/35	30	PL
38	Eucalyptus Ave	Mill St	Rialto Ave	35	30	-5
39	G St	Inland Center Dr	Mill St	NP	35	PL

NP = No Posted Speed Limit Sign

PL = Post Speed Limit Sign

Table 3 – Street Segments with Recommended Speed Changes

ID	Street	From	To	Existing	New	Change
40	G St	Mill St	3rd St/4th St	40	30	-10
41	H St	3rd St	6Th St	NP	30	PL
42	Harrison St	35th St	40th St	NP	45	PL
43	Highland Ave	West Boundary (~2664' West Of Macy St)	Macy St	NP	50	PL
44	Highland Ave	Macy St	Medical Center Dr	NP	35	PL
45	Highland Ave	Medical Center Dr	Muscupia Ave	35/40	35	PL
46	Highland Ave	Muscupia Ave	E St	35	30	-5
47	Highland Ave	E St	Sierra Way	35	30	-5
48	Highland Ave	Arden Ave	Victoria Ave	NP	30	PL
49	Highland Ave	Victoria Ave	Bradford Ave	NP	35	PL
50	Hill Dr	Magnolia Dr	H St	35	30	-5
51	Hospitality Ln	E St	Waterman Ave	35	30	-5
52	Hospitality Ln	Waterman Ave	Tippecanoe Ave	35	30	-5
53	Hunts Ln	Washington St	Commercial Rd	40	35	-5
54	Hunts Ln	Commercial Rd	Hospitality Ln	NP	35	PL
55	Kendall Dr	E St	40th St	45	35	-10
56	Kendall Dr	40th St	University Pkwy	50	40	-10
57	Kendall Dr	University Pkwy	Palm Ave	50	45	-5
58	Lena Rd	Orange Show Rd	Central Ave	NP	35	PL
59	Lena Rd	Mill St	3rd St	NP	35	PL
61	Little Mountain Dr	Edgehill Rd	1300' S/O Sheridan Rd	45	40	-5
62	Little Mountain Dr	1300' S/O Sheridan Rd	Northpark Blvd	45	40	-5
63	Lynwood Dr	Valencia Ave	Del Rosa Ave	40	35	-5
65	Marshall Blvd	Ladera Rd	Waterman Ave	35	30	-5
66	Massachusetts Ave	Baseline St	Highland Ave	35	30	-5
67	Medical Center Dr	5th St	Baseline St	35	30	-5
68	Medical Center Dr	Baseline St	Cajon Blvd	40	35	-5
69	Mill St	Eucalyptus Ave	Macy St	NP	40	PL
70	Mill St	Waterman Ave	Tippecanoe Ave	45	40	-5
71	Morgan Rd	Melbourne Rd	Yardley St	35	30	-5
72	Mt. Vernon Ave	Grant Ave	Rialto Ave	40	30	-10

NP = No Posted Speed Limit Sign

PL = Post Speed Limit Sign

Table 3 – Street Segments with Recommended Speed Changes

ID	Street	From	To	Existing	New	Change
73	Mt. Vernon Ave	Rialto Ave	7th St	NP	30	PL
74	Mt. Vernon Ave	7th St	21st St	35	30	-5
76	Mt. View Ave	Victoria St	Highland Ave	40	30	-10
77	Mt. View Ave	Highland Ave	Electric Ave	40	30	-10
78	Mt. View Ave	Electric Ave	Hill Dr/Pinehurst Ct	35	30	-5
79	N. Little League Dr	600' S/O W Little League Dr	O'Rourke Ave	25	30	+5
80	Ohio Ave	Magnolia Ave	Pine Ave	NP	35	PL
81	Orange Show Rd	E St	Arrowhead Ave	40	35	-5
82	Orange Show Rd	Arrowhead Ave	Tippecanoe Ave	50	45	-5
85	Palm Ave	Kendall Dr	Belmont Ave	45	40	-5
87	Palm Ave (East)	Atlantic Ave	Piedmont Dr	35	30	-5
88	Parkdale Dr	Mountain View Ave	Valencia Ave	NP	30	PL
89	Pepper Ave	Randall Ave	Mill St	45	40	-5
90	Pepper Ave	Mill St	Madrona St	45	35	-10
91	Piedmont Dr	Yuma Dr	Orange St	NP	35	PL
92	Pine Ave	Kendall Dr	Belmont Ave	50	45	-5
93	Rialto Ave	Eucalyptus Ave	Mt. Vernon Ave	45	35	-10
96	Rialto Ave	Sierra Way	Waterman Ave	NP	35	PL
97	Rialto Ave	Waterman Ave	Lena Rd	NP	35	PL
99	Sierra Way	5th St	30th St	40	35	-5
100	State St	University Pkwy	Sheridan Rd	NP	30	PL
101	Tippecanoe Ave	Harriman Pl	San Bernardino Ave	40	35	-5
102	Tippecanoe Ave	San Bernardino Ave	3Rd St	40/45	40	PL
103	University Pkwy	Highland Ave	Baseline St	NP	30	PL
104	University Pkwy	Cajon Blvd	Northpark Blvd	50	40	-10
105	Valencia Ave	21st St	30th St	40	35	-5
106	Valencia Ave	30th St	40th St	45	40	-5
108	W. Little League Dr	N. Little League Dr	Palm Ave	NP	35	PL
109	Waterman Ave	Barton Rd	Central Ave	50	40	-10

NP = No Posted Speed Limit Sign

PL = Post Speed Limit Sign

Table 4 – Street Segments Maintaining the Posted Speed Limit

The following table identifies segments that have no recommended changes to the posted speed limit. The last column in the table identifying if the 14-year extension has been applied in this survey is for the City to reference in the future to determine if a 14-year extension can be applied. A 14-year extension can only be applied one time, so segments with the extension applied will have to be certified with an E&TS in 7 years (2032).

Table 4 - Street Segments Maintaining Posted Speed Limit					
ID	Street	From	To	Speed Limit	14-Year Extension Applied in this Survey
2	3rd Street	Sierra Way	Waterman Street	40	No
11	28th Street	H Street	Waterman Avenue	25	No
12	40th Street	Waterman Avenue	Golden Avenue	45	No
17	Baseline Street	California Street	Medical Center Drive	40	No
24	Commercial Road	Waterman Avenue	Steele Road	25	No
29	E Street	Hunts Ln	Century Avenue	40	No
32	E Street	Rialto Avenue	8th Street	30	No
33	E Street	8th Street	Baseline Street	35	No
34	E Street	Baseline Street	Highland Avenue	35	No
35	E Street	Highland Avenue	30th Street	35	No
60	Little Mountain Drive	27th Street	Edgehill Road	45	No
64	Macy Street	Highland Avenue	North City Limits	35	No
75	Mt. Vernon Avenue	21st Street	27th Street	35	No
83	Orange Street	Pacific Street	Highland Avenue	35	No
84	Orange Street	Highland Avenue	Piedmont Drive	35	No
86	Palm Avenue	Belmont Avenue	Melvin Avenue	25	No
94	Rialto Avenue	Mt Vernon Avenue	G Street	35	No
95	Rialto Avenue	G Street	Sierra Way	35	No
98	Rialto Avenue	Lena Road	Tippecanoe Avenue	25	No
110	9th Street	Medical Center Drive	H Street	40	Yes
111	9th Street	H Street	Sierra Way	40	Yes
112	9th Street	Sierra Way	Waterman Avenue	40	Yes
113	9th Street	Waterman Avenue	600' E/O Preston Street	45	Yes
114	27th Street	Mt. Vernon Avenue	G Street	35	Yes
115	30th Street	Little Mountain Drive	Valencia Avenue	45	Yes

Table 4 - Street Segments Maintaining Posted Speed Limit

ID	Street	From	To	Speed Limit	14-Year Extension Applied in this Survey
116	40th Street	Kendall Drive	Electric Avenue	45	Yes
117	40th Street	Electric Avenue	Waterman Avenue	40	Yes
118	40th Street	Golden Avenue	Mountain Avenue	40	Yes
119	48th Street	Kendall Drive	Electric Avenue	35	Yes
120	Arrowhead Avenue	Esparanza Street	Rialto Avenue	40	Yes
121	Arrowhead Avenue	7th Street	Highland Avenue	35	Yes
122	Atlantic Avenue	Palm Avenue	Cienega Court	35	Yes
123	Baseline Street	Medical Center Drive	H Street	40	Yes
124	Baseline Street	Sierra Way	Del Rosa Avenue	40	Yes
125	Central Avenue	Arrowhead Avenue	100' E/O Valley View Avenue	40	Yes
126	Foothill Drive	Del Rosa Avenue	Arden Avenue	40	Yes
127	G Street	6th Street	140' North Of 29th Street	35	Yes
128	G Street	150' South Of 30th Street	Marshall Boulevard	35	Yes
129	Gilbert Street	Waterman Avenue	207' E/O Cedar Avenue	35	Yes
130	Golden Avenue	Highland Avenue	Lynwood Drive	40	Yes
131	H Street	6th Street	Marshall Blvd	35	Yes
132	Hallmark Pkwy	University Pkwy	Lexington Pkwy	50	Yes
133	Highland Avenue	Sierra Way	Valencia Avenue	40	Yes
134	Highland Avenue	Valencia Avenue	Arden Avenue	40	Yes
135	Industrial Pkwy	Lexington Pkwy	Palm Avenue	50	Yes
136	Inland Center Drive	E Street	1570' Sw/O I Street	40	Yes
137	K Street	Mill Street	Rialto Avenue	35	Yes
138	Marshall Blvd	Little Mountain Drive	Ladera Road	35	Yes
139	Meridian Avenue	Randall Avenue	Mill Street	40	Yes
140	Meridian Avenue	Rialto Avenue	Foothill Blvd	40	Yes
141	Mill Street	Bordwell Avenue	Waterman Avenue	40	Yes
142	Miramonte Avenue	23rd Street	Marshall Blvd	35	Yes
143	Mountain Avenue	39th Street	40th Street	35	Yes
144	Northpark Boulevard	University Parkway	Little Mountain Drive	40	Yes
145	Northpark Boulevard	Little Mountain Drive	Electric Avenue	40	Yes
146	Perris Hill Park Road	Pacific Street	21st Street	40	Yes

Table 4 - Street Segments Maintaining Posted Speed Limit

ID	Street	From	To	Speed Limit	14-Year Extension Applied in this Survey
147	Redlands Boulevard	Hunts Lane	Gardena Street	40	Yes
148	Redlands Boulevard	Gardena Street	East City Limits	45	Yes
149	San Bernardino Avenue	Tippecanoe Avenue	Mt. View Avenue	45	Yes
150	Sierra Way	Mill Street	Rialto Avenue	40	Yes
151	Sierra Way	30th Street	40th Street	35	Yes
152	Sierra Way	40th Street	48th Street	40	Yes
153	Sterling Avenue	Highland Avenue	Pumalo Street	40	Yes
154	Tippecanoe Avenue	9th Street	Baseline Street	45	Yes
155	Waterman Avenue	Central Avenue	Rialto Avenue	45	Yes
156	Waterman Avenue	Rialto Avenue	Highland Avenue	40	Yes
157	Waterman Avenue	Highland Avenue	30th Street	40	Yes

Segments with Special Conditions

This section is meant to further explain the use of special conditions to lower the recommended speed limit lower than the 85th Percentile speed. These special conditions include the following:

- Conditions Not Readily Apparent to Motorists
- Safety Corridors
- Land or Facilities that Generate High Concentrations of Pedestrians
- Retain Adopted or Immediately Prior Speed Limits

Conditions Not Readily Apparent to Motorists

The following segments surveyed had recommended speed limits that were 5 miles per hour (mph) or more above or below the 85th percentile speed due to conditions not readily apparent to the driver. Each segment is discussed below.

Segment 7 – 5th Street – Sierra Way to Pedley Road

This segment is currently posted at 40 mph and has one through lane in each direction with an ADT of 10,915 vehicles per day. The adjacent land is residential, commercial, a school, and a park along the 1.00-mile-long segment. The 85th percentile speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to hidden driveways, uncontrolled crosswalk, and sidewalk gaps that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. This segment has as a safety corridor and an additional 5 mph reduction can be applied. It is recommended that the speed limit be posted at 35 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed. In addition, 25 mph school zones are recommended to remain in place per Section 22352 of the California Vehicle Code.

Segment 9 – 16th Street – University Parkway to Medical Center Drive

This segment currently has no posted speed limit and has two through lanes in each direction with an ADT of 5,451 vehicles per day. The adjacent land is residential along the 0.74-mile-long segment. The 85th percentile speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to moderate pedestrian use and hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 35 mph for the above reason.

Segment 11 – 28th Street – H Street to Waterman Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 2,232 vehicles per day. The adjacent land is residential and a school along the 1.26-mile-long segment. The 85th percentile speed is 31 mph and would normally justify a 30 mph posted speed limit. However, due to moderate pedestrian use and uncontrolled crosswalk that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. This segment has as a safety corridor and an additional 5 mph reduction can be applied. It is recommended that the speed limit remain posted at 25 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed. In addition, 25 mph school zones are recommended to remain in place per Section 22352 of the California Vehicle Code.

Segment 12 – 40th Street – Waterman Avenue to Golden Avenue

This segment is currently posted at 45 mph and has one to two through lanes in each direction with an ADT of 8,040 vehicles per day. The adjacent land is residential and park along the 1.00-mile-long segment. The 85th percentile speed is 52 mph and would normally justify a 50 mph posted speed limit. However, due to moderate pedestrian use and uncontrolled crosswalk that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain posted at 45 mph for the above reason.

Segment 21 – Campus Parkway – Kendall Drive to Devils Canyon Road

This segment currently has no posted speed limit and has two through lanes in each direction, a raised median, and a bike lane with an ADT of 3,881 vehicles per day. The adjacent land is residential along the 0.71-mile-long segment. The 85th percentile speed is 52 mph and would normally justify a 50 mph posted speed limit. However, due to moderate pedestrian use that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 45 mph for the above reason.

Segment 24 – Commercial Road – Waterman Avenue to Steele Road

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 2,326 vehicles per day. The adjacent land is industrial and residential along the 0.25-mile-long segment. The 85th percentile speed is 32 mph and would normally justify a 30 mph posted speed limit. However, due to moderate pedestrian use that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit remain posted at 25 mph for the above reason.

Segment 37 – Electric Avenue – Mountain View Avenue to Northpark Boulevard

This segment is currently posted at 35 mph and 40 mph and has one through lane in each direction and a bike lane with an ADT of 9,112 vehicles per day. The adjacent land is residential and school along the 0.99-mile-long segment. The 85th percentile speed is 41 mph and would normally justify a 40 mph posted speed limit. However, due to residential density and uncontrolled crosswalk that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. This segment has as a safety corridor and an additional 5 mph reduction can be applied. It is recommended that the speed limit be posted at 30 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed. In addition, 25 mph school zones are recommended to remain in place per Section 22352 of the California Vehicle Code.

Segment 52 – Hospitality Lane – Waterman Avenue to Tippecanoe Avenue

This segment is currently posted at 35 mph and has two through lanes in each direction, a raised median, and a bus lane with an ADT of 8,916 vehicles per day. The adjacent land is commercial along the 1.11-mile-long segment. The 85th percentile speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to a high collision rate that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 30 mph for the above reason.

Segment 53 – Hunts Lane – Washington Street to Commercial Road

This segment is currently posted at 40 mph and has two through lanes in each direction with an ADT of 10,528 vehicles per day. The adjacent land is residential along the 0.52-mile-long segment. The 85th percentile speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to uncontrolled crosswalk that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. This segment has as a safety corridor and an additional 5 mph reduction can be applied. It is recommended that the speed limit be posted at 35 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed.

Segment 59 – Lena Road – Mill Street to 3rd Street

This segment currently has no posted speed limit and has two through lanes in each direction with an ADT of 3,546 vehicles per day. The adjacent land is residential and industrial along the 0.87-mile-long segment. The 85th percentile speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to high crash history that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. This segment has as a safety corridor and an additional 5 mph reduction can be applied. It is recommended that the speed limit be posted at 35 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed.

Segment 76 – Mountain View Avenue – Victoria Street to Highland Avenue

This segment is currently posted at 40 mph and has two through lanes in each direction with an ADT of 3,921 vehicles per day. The adjacent land is residential, commercial, and school along the 1.71-mile-long segment. The 85th percentile speed is 42 mph and would normally justify a 40 mph posted speed limit. However, due to high crash history that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. This segment has as a safety corridor and an additional 5 mph reduction can be applied. It is recommended that the speed limit be posted at 30 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed. In addition, 25 mph school zones are recommended to remain in place per Section 22352 of the California Vehicle Code.

Segment 78 – Mountain View Avenue – Electric Avenue to Hill Drive/Pinehurst Court

This segment is currently posted at 35 mph and has one through lane in each direction with an ADT of 4,541 vehicles per day. The adjacent land is residential along the 1.29-mile-long segment. The 85th percentile speed is 36 mph and would normally justify a 35 mph posted speed limit. However, due to residential density and hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 30 mph for the above reason.

Segment 79 – North Little League Drive – 600’ South of West Little League Drive to O’Rourke Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 3,013 vehicles per day. The 85th percentile speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to uncontrolled crosswalks and hidden driveways that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. Additionally, the adjacent land includes North Vermont Elementary School, the Little League Western Region Complex, residential, and entrance to hiking and mountain biking trails. This land use meets the land use requirements to establish a land or facility that generates high concentrations of pedestrians and bicyclists. Therefore, a 10 mph reduction can be implemented. It is recommended that the speed limit be posted at 30 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed. In addition, 25 mph school zones are recommended to remain in place per Section 22352 of the California Vehicle Code.

Segment 84 – Orange Street – Highland Avenue to Piedmont Drive

This segment is currently posted at 35 mph and has one through lane in each direction with an ADT of 4,533 vehicles per day. The adjacent land is residential and fire station along the 0.53-mile-long segment. The 85th percentile speed is 43 mph and would normally justify a 40 mph posted speed limit by rounding down using the California MUTCD Option 2. Since the 2016 E&T Survey, this segment has not added any additional through lanes and the speed limit was properly set by an E&T Survey. This segment was identified by the City to apply Section 22358.8 of the California Vehicle Code to retain the existing speed limit from the 2016 E&TS to keep the speed limit posted at 35 mph. See **table 1** for more discussion and application

Segment 87 – Palm Avenue (East) – Atlantic Avenue to Piedmont Drive

This segment is currently posted at 35 mph and has one to two through lanes in each direction and a bike lane with an ADT of 7,901 vehicles per day. The adjacent land is residential and commercial along the 0.65-mile-long segment. The 85th percentile speed is 35 mph and would normally justify a 35 mph posted speed limit. However, due to uncontrolled crosswalk that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. It is recommended that the speed limit be posted at 30 mph for the above reason. In addition, 25 mph school zones are recommended to remain in place per Section 22352 of the California Vehicle Code.

Segment 90 – Pepper Avenue – Mill Street to Madrona Street

This segment is currently posted at 45 mph and has one to two through lane in each direction with an ADT of 18,682 vehicles per day. The adjacent land is residential, commercial, and school along the 1.71-mile-long segment. The 85th percentile speed is 46 mph and would normally justify a 45 mph posted speed limit. However, due to moderate pedestrian use and uncontrolled crosswalk that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. This segment has as a safety corridor and an additional 5 mph reduction can be applied. It is recommended that the speed limit be posted at 35 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed. In addition, 25 mph school zones are recommended to remain in place per Section 22352 of the California Vehicle Code.

Segment 97 – Rialto Avenue – Waterman Avenue to Lena Road

This segment currently has no posted speed limit and has two through lanes in each direction with an ADT of 5,881 vehicles per day. The adjacent land is residential and commercial along the 0.62-mile-long segment. The 85th percentile speed is 45 mph and would normally justify a 45 mph posted speed limit. However, due to high crash history that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. This segment has as a safety corridor and an additional 5 mph reduction can be applied. It is recommended that the speed limit be posted at 35 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed.

Segment 98 – Rialto Avenue – Lena Road to Tippecanoe Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 4,061 vehicles per day. The adjacent land is residential along the 0.46-mile-long segment. The 85th percentile speed is 37 mph and would normally justify a 35 mph posted speed limit. However, due to residential density that may not be apparent to unfamiliar drivers, a lower speed limit is prudent. This segment has as a safety corridor and an additional 5 mph reduction can be applied. It is recommended that the speed limit remain posted at 25 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed.

Additional 5 mph Speed Reductions

Using CVC Section 22358.7, 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 if the portion of the highway has been designated as a safety corridor or a land or facility that generates high concentrations of pedestrians.

Safety Corridors

The Safety Corridor Analysis identified 114 roadway segments to be established as Safety Corridors. The recommendations set forth using this section meet the following required thresholds:

1. Safety Corridor cannot Exceed 1/5 of the total roadway network.

The total roadway network in the City of San Bernardino is 616.4 miles, establishing a maximum safety corridor network length of 123.28 miles. The established safety corridor network includes 120.6 miles of roadway, which is within the 1/5 total roadway network threshold.

2. Safety Corridors will include at least 25% of Fatal and Severe Injury Crashes

In the last 5 years, there have been 218 fatal and severe injury crashes in the City, establishing a minimum of 55 crashes that should be included in the City's safety corridors. The established safety corridor network includes 93 crashes which is within the threshold.

Among the 114 roadway segments identified as safety corridors, 71 roadway segments used the additional 5 mph speed reduction when establishing the recommended speed limit. 114 segments are listed in **Table 5** and identify if the recommendation used an additional 5 mph reduction using the safety corridor designation in establishing the speed limit.

Table 5 – Segments Identified as Safety Corridors

ID	Street	Segment	Additional Reduction Applied
1	2nd Street	Mt. Vernon Ave to Waterman Ave	Yes
3	3rd Street	Waterman Ave to Lena Rd	Yes
4	3rd Street	Lena Rd to Leland Norton Way	No
5	3rd Street	Leland Norton Way to Victoria Ave	Yes
6	5th Street	H St to Sierra Way	Yes
7	5th Street	Sierra Way to Pedley Rd	Yes
8	6th Street	Del Rosa Dr to 200' E/O Victoria Ave	No
10	21st Street	Waterman Ave to Perris Hill Park Rd	Yes
11	28th Street	H St to Waterman Ave	No
13	Arden Avenue	Pacific St to Highland Ave	Yes
14	Arrowhead Ave	Highland Ave to Kendall Dr	Yes
15	Auto Center Drive	Showcase Dr S to E St	No
16	Baseline Street	Meridian Ave to California St	Yes
18	Baseline Street	H St to Sierra Way	No
19	Cajon Boulevard	California St to 23rd St	Yes
20	California Street	Baseline St to Cajon Blvd	No
22	Central Avenue	100' E/O Valley View Ave to Mountain View Ave	Yes
25	D Street	6th St to 28th St	Yes
26	Del Rosa Avenue	6th St to Baseline St	Yes
27	Del Rosa Avenue	Del Rosa Dr to Marshall Blvd	Yes
28	Del Rosa Avenue	Marshall Blvd to 39th St	Yes
30	E Street	Century Ave to Mill St	Yes
31	E Street	Mill St to Rialto Ave	Yes
32	E Street	Rialto Ave to 8th St	Yes
33	E Street	8th St to Baseline St	Yes
34	E Street	Baseline St to Highland Ave	Yes
35	E Street	Highland Ave 30th St	Yes
36	E Street	30th St to Kendall Dr	Yes
37	Electric Ave	Mountain View Ave to Northpark Blvd	Yes
38	Eucalyptus Ave	Mill St to Rialto Ave	Yes
40	G Street	Mill St to 3rd St	Yes
41	H Street	3rd St to 6th St	Yes
43	Highland Avenue	West Boundary (~2664' West of Macy St) to Macy St	Yes
44	Highland Avenue	Macy St to Medical Center Dr	Yes
45	Highland Avenue	Medical Center Dr to Muscupiabe Ave	Yes
46	Highland Avenue	Muscupiabe Ave to E St	Yes
47	Highland Avenue	E St to Sierra Way	No

Table 5 – Segments Identified as Safety Corridors

ID	Street	Segment	Additional Reduction Applied
48	Highland Avenue	Arden Ave to Victoria Ave	Yes
49	Highland Avenue	Victoria Ave to Bradford Ave	Yes
51	Hospitality Ln	E St To Waterman Ave	Yes
53	Hunts Lane	Washington St to Commercial Rd	Yes
55	Kendall Drive	E St to 40th St	Yes
56	Kendall Drive	40th St to University Pkwy	Yes
57	Kendall Drive	University Pkwy to Palm Ave	Yes
58	Lena Road	Orange Show Rd to Central Ave	Yes
59	Lena Road	Mill St to 3rd St	Yes
60	Little Mountain Drive	27th St to Edgehill Rd	Yes
61	Little Mountain Drive	Edgehill Rd to 1300' S/O Sheridan Rd	Yes
62	Little Mountain Drive	1300' S/O Sheridan Rd to Northpark Blvd	Yes
63	Lynwood Drive	Valencia Ave to Del Rosa Ave	Yes
64	Macy Street	Highland Ave to North City Limits	Yes
65	Marshall Boulevard	Ladera Rd to Waterman Ave	Yes
66	Massachusetts Ave	Baseline St to Highland Ave	Yes
67	Medical Center Drive	5th St to Baseline St	Yes
68	Medical Center Drive	Baseline St to Cajon Blvd	Yes
69	Mill Street	Eucalyptus Ave to Macy St	Yes
70	Mill Street	Waterman Ave to Tippecanoe Ave	Yes
71	Morgan Road	Melbourne Rd to Yardley St	Yes
72	Mt. Vernon Avenue	Rialto Ave to 7th St	Yes
73	Mt. Vernon Avenue	Grant Ave to Rialto Ave	No
74	Mt. Vernon Avenue	7th St to 21st St	Yes
76	Mt. View Avenue	Victoria St to Highland Ave	Yes
77	Mt. View Avenue	Highland Ave to Electric Ave	Yes
81	Orange Show Road	E St to Arrowhead Ave	No
86	Palm Avenue	Belmont Ave to Melvin Ave	Yes
88	Parkdale Drive	Mountain View Ave to Valencia Ave	Yes
89	Pepper Avenue	Randall Dr to Mill St	Yes
90	Pepper Avenue	Mill St to North City Limits	Yes
93	Rialto Avenue	Eucalyptus Ave to Mt. Vernon Ave	Yes
94	Rialto Avenue	Mt. Vernon Ave to G St	Yes
95	Rialto Avenue	G St to Sierra Way	No
96	Rialto Avenue	Sierra Way to Waterman St	No
97	Rialto Avenue	Waterman St to Lena Rd	Yes
98	Rialto Avenue	Lena Rd to Tippecanoe Ave	Yes

Table 5 – Segments Identified as Safety Corridors

ID	Street	Segment	Additional Reduction Applied
99	Sierra Way	5th St to 30th St	Yes
100	State Street	University Pkwy to Sheridan Rd	No
101	Tippecanoe Avenue	Harriman Pl to San Bernardino Ave	Yes
102	Tippecanoe Avenue	San Bernardino Ave to 3rd St	Yes
103	University Parkway	Highland Ave to Baseline St	Yes
104	University Parkway	Cajon Blvd to Northpark Blvd	Yes
105	Valencia Avenue	21st St to 30th St	Yes
106	Valencia Avenue	30th St to 40th St	Yes
108	W. Little League Drive	N. Little League Dr to Palm Ave	Yes
109	Waterman Avenue	Barton Rd to Central Ave	No
110	9Th St	Medical Center Dr To H St	No
111	9Th St	H St To Sierra Way	No
112	9Th St	Sierra Way To Waterman Ave	No
113	9Th St	Waterman Ave To 600' E/O Preston St	No
115	30Th St	Little Mountain Dr To Valencia Ave	No
116	40Th St	Kendall Dr To Electric Ave	No
117	40Th St	Electric Ave To Waterman Ave	No
121	Arrowhead Ave	7Th St To Highland Ave	No
123	Baseline St	Medical Center Dr To H St	No
124	Baseline St	Sierra Way To Del Rosa Ave	No
126	Foothill Dr	Del Rosa Ave To Arden Ave	No
127	G St	6Th St To 140' North Of 29Th St	No
130	Golden Ave	Highland Ave To Lynwood Dr	No
132	Hallmark Pkwy	University Pkwy To Lexington Pkwy	No
133	Highland Ave	Sierra Way To Valencia Ave	No
134	Highland Ave	Valencia Ave To Arden Ave	No
136	Inland Center Dr	E St To 1570' Sw/O I St	No
137	K St	Mill St To Rialto Ave	No
139	Meridian Ave	Randall Ave To Mill St	No
141	Mill St	Bordwell Ave To Waterman Ave	No
143	Mountain Ave	39Th St To 40Th St	No
146	Perris Hill Park Rd	Pacific St To 21St St	No
147	Redlands Blvd	Hunts Ln To Gardena St	No
148	Redlands Blvd	Gardena St To East City Limits	No
149	San Bernardino Ave	Tippecanoe Ave To Mt. View Ave	No
150	Sierra Way	Mill St To Rialto Ave	No
151	Sierra Way	30Th St To 40Th St	No

Table 5 – Segments Identified as Safety Corridors

ID	Street	Segment	Additional Reduction Applied
155	Waterman Ave	Central Ave To Rialto Ave	No
156	Waterman Ave	Rialto Ave To Highland Ave	No
157	Waterman Ave	Highland Ave To 30Th St	No

Land or Facilities that Generate High Concentrations of Pedestrians

The following segment surveyed had a recommended speed limit that added an additional 5 miles per hour (mph) reduction due to conditions that define the segment as a Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians.

Segment 79 – North Little League Drive – 600' South of West Little League Drive to O'Rourke Avenue

This segment is currently posted at 25 mph and has one through lane in each direction with an ADT of 3,013 vehicles per day. The 85th percentile speed is 40 mph and would normally justify a 40 mph posted speed limit. However, due to uncontrolled crosswalks and hidden driveways, a lower speed limit is prudent. Additionally, the adjacent land includes North Vermont Elementary School, the Little League Western Region Complex, residential, and entrance to hiking and mountain biking trails. This land use meets the land use requirements to establish a land or facility that generates high concentrations of pedestrians and bicyclists. Therefore, a 10 mph reduction can be implemented. It is recommended that the speed limit be posted at 30 mph for the above reason. This recommendation falls within the limitations requiring the recommendation be no more than 12mph under the 85th percentile speed.

Retain Currently Adopted or Restore Immediately Prior Speed Limit Application

Using CVC Section 22358.8, a new section added due to AB 43, after completing an E&T Survey, the City can choose to keep the currently adopted speed limits or use the immediately prior adopted speed limit. This decision is made by the City after an Engineering and Traffic Survey has been completed and is applicable if each of the following three conditions are met:

1. The agency identifies that the posted speed limit is reasonable or safe
2. An Engineer has verified that no general purpose lanes have been added
3. The speed limit was established with an Engineering and Traffic Survey

The recommendations set forth using this section are considered separate from the E&TS Recommendations. After the E&TS recommendations have been made, City staff and an Engineer may decide that the posted speed limit is appropriate and can retain currently adopted or restore immediately prior speed limits set by previous E&T Surveys. Segments using CVC Section 22358.8 for the recommended speed limit are identified in **Table 6**. The E&T Recommendation is identified as the “Initial Recommendation” and the City’s recommendation applying CVC Section 22358.8 is identified as the “Final Recommended Speed.”

When the 2025 adopted E&TS expires after 7 years, a new E&TS will be prepared to recertify the speed limits. For segments in the 2025 E&TS that applied CVC Section 22358.8 shown in **Table 6**, and the City wishes to use the previous E&T recommendation using 22358.8 as justification to maintain the speed limits in the future, the “Initial Recommendation” identified in **Table 6** shall be the E&T Recommended Speed Limit that should be referenced as the previous speed limit established by an E&T Survey. **Table 6**’s “Final Recommended Speed” shall not be referred as the speed limit recommendation established using an E&TS for the purpose of using CVC Section 22358.8 to maintain the currently adopted speed limit when the speed limits are recertified in 2031 or 2038.

Table 6- Street Segments Using AB 43 via CVC Section 22358.8

ID	Segment	Prev. E&T Speed Rec.	Year of Prev. E&T	2024 85% Speed	Init. Rec.	Initial Justification	CVC 22358.8 Criteria			CVC 22358.8 Applied	Final Rec. Speed
							1	2	3		
84	Orange St from Highland Ave to Piedmont Dr	35	2016	43	40	California MUTCD Option 2	X	X	X	Yes	35

CVC 22358.8 Criteria

1. The agency identifies that the posted speed limit is reasonable or safe
2. An Engineer has verified that no general purpose lanes have been added
3. The speed limit was established with an Engineering and Traffic Survey

APPENDIX A

Street Segment Data

CITY OF SAN BERNARDINO**2025 ENGINEERING AND TRAFFIC SURVEY**Segment **1****STREET** 2nd St**CERTIFICATION DATE** 3/25/2025**FROM** Mt. Vernon Ave**TO** Waterman Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/13/2024	85th Percentile Speed	39	mph
Time of Speed Survey	10:59 AM	50th Percentile Speed	35	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	72 %			
Average Daily Traffic (ADT)	21,431			
Date of ADT	10/17/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Mt Vernon, Metrolink, L, I, I-215 N&S, G, F, E, D, Arrowhead, Sierra, Waterman; Stop @ K					
Marked Uncontrolled X-Walks	@ Allen					
Adjacent Land Use	Residential, Commercial					
Length of Segment	2.01 miles	Pedestrian Traffic	Moderate			
Width	62 feet	Truck Traffic	Moderate			
Sidewalks	Both Sides					
Driveways	Both Sides					
On-Street Parking	Both Sides					
Lighting	Both Sides					
Vertical Curve	None	Visibility	Good			
Horizontal Curve	None	Roadway Conditions	Fair-Poor			
Number of Lanes	4 Lanes + TWLTL					

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	8
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.17 crashes/MVM

Fatal and Severe Injury Crashes	Total	0
Speed Related	0	During School Hours 0
Pedestrian and Bicycle	0	DUI 0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES

This Segment is a Designated Safety Corridor**Safety Factor per mile** 2**RECOMMENDATION**

Speed Limit	30 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By AC**Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

**Nicolle Spann**

3/25/2025

Date**TR 2933****State Registration Number**

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 2

STREET 3rd St
FROM Sierra WayCERTIFICATION DATE 3/25/2025
TO Waterman St**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/13/2024	85th Percentile Speed	42 mph
Time of Speed Survey	11:41 AM	50th Percentile Speed	37 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	33-42 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	70 %		
Average Daily Traffic (ADT)	5,969		
Date of ADT	10/17/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Sierra, Waterman		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Park, National Guard, Fire Station		
Length of Segment	0.36 miles	Pedestrian Traffic	Moderate
Width	54 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair-Poor
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	NO
		Safety Factor per mile	1

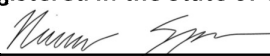
RECOMMENDATION

Speed Limit 40 mph
Justification Closest to 85th Speed

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

CITY OF SAN BERNARDINO

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 3

STREET 3rd St

CERTIFICATION DATE 3/25/2025

FROM Waterman Ave

TO Lena Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	10/31/2023	85th Percentile Speed	47 mph
Time of Speed Survey	2:38 PM	50th Percentile Speed	42 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	38-47 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	67 %		
Average Daily Traffic (ADT)	11,018		
Date of ADT	10/17/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Lena, Waterman		
Marked Uncontrolled X-Walks	@ Ida		
Adjacent Land Use	Residential, Commercial		
Length of Segment	0.61 miles	Pedestrian Traffic	Moderate
Width	74 feet	Truck Traffic	Light
Sidewalks	South Side Only		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	South Side		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	4 Lanes + Bike Lane		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.27 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

This Segment is a Designated Safety Corridor

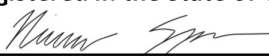
RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 4

STREET 3rd St
FROM Lena RdCERTIFICATION DATE 3/25/2025
TO Leland Norton Way**OPERATING CHARACTERISTICS**

Date of Speed Survey	10/31/2023	85th Percentile Speed	44 mph
Time of Speed Survey	2:18 PM	50th Percentile Speed	38 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	34-43 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	71 %		
Average Daily Traffic (ADT)	21,490		
Date of ADT	10/17/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control TS @ Leland Norton, Del Rosa , Tippecanoe, Lena

Marked Uncontrolled X-Walks None

Adjacent Land Use Industrial, Residential

Length of Segment 1.14 miles Pedestrian Traffic Light

Width 70 feet Truck Traffic Light

Sidewalks South Side Only

Driveways Both Sides

On-Street Parking None

Lighting Both Sides

Vertical Curve None Visibility Good

Horizontal Curve None Roadway Conditions Good

Number of Lanes 4 Lanes + Bike Lane

CRASH HISTORY AND SAFETY CORRIDOR

Date Range 4/1/2021-3/31/2024

Total Crashes 6

Statewide Average Crash Rate 0.96 crashes/MVM

Crash Rate 0.22 crashes/MVM

Fatal and Severe Injury Crashes	Total	0
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 2

RECOMMENDATION

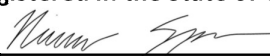
Speed Limit 40 mph

Justification California MUTCD Option 2

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

CITY OF SAN BERNARDINO**2025 ENGINEERING AND TRAFFIC SURVEY**

Segment 5

STREET 3rd St

CERTIFICATION DATE 3/25/2025

FROM Leland Norton Way

TO Victoria Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	10/31/2023	85th Percentile Speed	56 mph
Time of Speed Survey	1:49 PM	50th Percentile Speed	49 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	42-51 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	56 %		
Average Daily Traffic (ADT)	13,994		
Date of ADT	10/17/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control TS @ Victoria, Hanger, Leonard, Sterling, Leland Norton

Marked Uncontrolled X-Walks None

Adjacent Land Use Industrial

Length of Segment 1.26 miles

Pedestrian Traffic Light

Width 72 feet

Truck Traffic Light

Sidewalks South Side Only

Driveways South Side Only

On-Street Parking None

Lighting South Side E/O Leonard

Vertical Curve None

Visibility Good

Horizontal Curve Yes

Roadway Conditions Fair

Number of Lanes 4 Lanes

CRASH HISTORY AND SAFETY CORRIDOR

Date Range 4/1/2021-3/31/2024

Total Crashes 3

Statewide Average Crash Rate 1.40 crashes/MVM

Crash Rate 0.16 crashes/MVM

Fatal and Severe Injury Crashes	Total	2
Speed Related 1	During School Hours	0
Pedestrian and Bicycle 0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone NO

This Segment is a Designated Safety Corridor

Safety Factor per mile 12.1

RECOMMENDATION

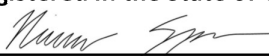
Speed Limit 50 mph

Justification Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicole Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 6

STREET 5th St

CERTIFICATION DATE 3/25/2025

FROM H St

TO Sierra Way

OPERATING CHARACTERISTICS

Date of Speed Survey	10/31/2023	85th Percentile Speed	37 mph
Time of Speed Survey	3:06 PM	50th Percentile Speed	33 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	87 %		
Average Daily Traffic (ADT)	24,164		
Date of ADT	10/17/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Sierra, Mt. View, Arrowhead, D, E, F, G, H		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial		
Length of Segment	0.89 miles	Pedestrian Traffic	Light
Width	62 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	12
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.51 crashes/MVM

Fatal and Severe Injury Crashes	Total	0
Speed Related	0	During School Hours 0
Pedestrian and Bicycle	0	DUI 0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

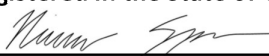
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	Closest to 85th Speed

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicole Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 7

STREET 5th St

CERTIFICATION DATE 3/25/2025

FROM Sierra Way

TO Pedley Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/23/2024	85th Percentile Speed	46 mph
Time of Speed Survey	3:59 PM	50th Percentile Speed	39 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	34-43 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	65 %		
Average Daily Traffic (ADT)	10,915		
Date of ADT	10/17/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Sierra, Waterman		
Marked Uncontrolled X-Walks	@ Pedley		
Adjacent Land Use	Residential, School, Commercial, Park		
Length of Segment	1.00 miles	Pedestrian Traffic	Light
Width	64 feet	Truck Traffic	Moderate
Sidewalks	Partial Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL W/O Waterman, 2 Lanes E/O Waterman		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	1.24 crashes/MVM	Crash Rate	0.17 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 1	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 9

This Segment is a Designated Safety Corridor

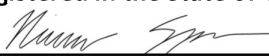
RECOMMENDATION

Speed Limit	35 mph
Justification	Hidden Driveways, Uncontrolled Crosswalk, Sidewalk Gaps & Safety Corridor

Field Study By AC

Checked By NS

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3/25/2025

TR 2933

Nicole Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 8

STREET 6th St
FROM Del Rosa Dr

CERTIFICATION DATE 3/25/2025
TO 200' E/O Victoria Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/23/2024	85th Percentile Speed	43 mph
Time of Speed Survey	3:25 PM	50th Percentile Speed	38 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	34-43 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	75 %		
Average Daily Traffic (ADT)	2,705		
Date of ADT	10/17/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Del Rosa, Stop @ Sterling		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Industrial, Residential		
Length of Segment	1.42 miles	Pedestrian Traffic	Light
Width	32 feet	Truck Traffic	Moderate
Sidewalks	Partial Both Sides		
Driveways	Both Sides		
On-Street Parking	Partial, Both Sides		
Lighting	Partial South Side		
Vertical Curve	No	Visibility	Good
Horizontal Curve	No	Roadway Conditions	Poor
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.618 crashes/MVM	Crash Rate	0.00 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

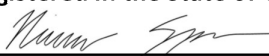
RECOMMENDATION

Speed Limit 35 mph
Justification California MUTCD Option 2 & Safety Corridor

Field Study By NS

Checked By NS

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Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 9

STREET 16th St

CERTIFICATION DATE 3/25/2025

FROM University Pkwy

TO Medical Center Dr

OPERATING CHARACTERISTICS

Date of Speed Survey	8/13/2024	85th Percentile Speed	41 mph
Time of Speed Survey	3:12 PM	50th Percentile Speed	35 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	74 %		
Average Daily Traffic (ADT)	5,451		
Date of ADT	8/20/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	Stop @ University, California; TS @ Medical Center		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential		
Length of Segment	0.74 miles	Pedestrian Traffic	Moderate
Width	64 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Fair
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.45 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit	35 mph
Justification	Hidden Driveways, Moderate Pedestrian Use

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 10

STREET 21st St

CERTIFICATION DATE 3/25/2025

FROM Waterman Ave

TO Perris Hill Park Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/22/2024	85th Percentile Speed	38	mph
Time of Speed Survey	1:16 PM	50th Percentile Speed	33	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	28-37 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	71 %			
Average Daily Traffic (ADT)	9,233			
Date of ADT	11/1/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Waterman, Valencia			
Marked Uncontrolled X-Walks	@ Kenwood			
Adjacent Land Use	Residential, Hospital, Park			
Length of Segment	0.55	miles	Pedestrian Traffic	Light
Width	64	feet	Truck Traffic	Moderate
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	None	Visibility	Fair	
Horizontal Curve	Yes	Roadway Conditions	Fair	
Number of Lanes	4 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.36 crashes/MVM

Fatal and Severe Injury Crashes		Total	1
Speed Related	1	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone NO

Safety Factor per mile 23.8

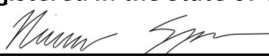
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	30 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 11

STREET 28th St

CERTIFICATION DATE 3/25/2025

FROM H St

TO Waterman Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/22/2024	85th Percentile Speed	31 mph
Time of Speed Survey	3:25 PM	50th Percentile Speed	27 mph
Number of Survey Samples	200	Posted Speed Limit	25 mph
10 mph Pace	22-31 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	79 %		
Average Daily Traffic (ADT)	2,232		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ E; Stop @ Arrowhead, Mt. View, Sierra Way; Stop @ H		
Marked Uncontrolled X-Walks	@ Wall, Belle		
Adjacent Land Use	Residential, School		
Length of Segment	1.26 miles	Pedestrian Traffic	Moderate
Width	38 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.32 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

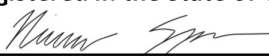
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	25 mph
Justification	Moderate Pedestrian Use, Uncontrolled Crosswalk

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 12

STREET 40th St

CERTIFICATION DATE 3/25/2025

FROM Waterman Ave

TO Golden Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/20/2024	85th Percentile Speed	52	mph
Time of Speed Survey	2:17 PM	50th Percentile Speed	47	mph
Number of Survey Samples	200	Posted Speed Limit	45	mph
10 mph Pace	41-50 mph	2016 ET Speed Limit	45	mph
Percentage of Vehicles in Pace	67 %			
Average Daily Traffic (ADT)	8,040			
Date of ADT	11/9/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Waterman ; Stop @ Valencia			
Marked Uncontrolled X-Walks	@ Golden			
Adjacent Land Use	Residential, Park			
Length of Segment	1.00	miles	Pedestrian Traffic	Moderate
Width	54	feet	Truck Traffic	Light
Sidewalks	Partial S/S, None N/S			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Fair	
Horizontal Curve	None	Roadway Conditions	Fair	
Number of Lanes	2-4 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	8
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.91 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit	45 mph
Justification	Uncontrolled Crosswalk, Moderate Pedestrian Use

Field Study By AC Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 13

STREET Arden Ave

CERTIFICATION DATE 3/25/2025

FROM Pacific St

TO Highland Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/16/2024	85th Percentile Speed	42 mph
Time of Speed Survey	2:18 PM	50th Percentile Speed	36 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	31-40 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	70 %		
Average Daily Traffic (ADT)	10,427		
Date of ADT	11/7/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Pacific, 20Th, I-210, Highland		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Park, School		
Length of Segment	0.49 miles	Pedestrian Traffic	Moderate
Width	64 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	West Side		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	3 Lanes + TWLTL + Bike Lane		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.54 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations YES

School Zone NO

Safety Factor per mile 2.5

This Segment is a Designated Safety Corridor

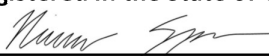
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 14

STREET Arrowhead Ave

CERTIFICATION DATE 3/25/2025

FROM Highland Ave

TO Kendall Dr

OPERATING CHARACTERISTICS

Date of Speed Survey	8/21/2024	85th Percentile Speed	39	mph
Time of Speed Survey	2:39 PM	50th Percentile Speed	34	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	40	mph
Percentage of Vehicles in Pace	67 %			
Average Daily Traffic (ADT)	2,916			
Date of ADT	11/2/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Highland, 26Th, 30Th, Marshall ; Stop @ 34Th, Thompson, D, 28Th			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Commercial, School			
Length of Segment	1.73	miles	Pedestrian Traffic	Light
Width	56	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Fair- Dwys	
Horizontal Curve	Yes	Roadway Conditions	Fair	
Number of Lanes	2 Lanes + Bike Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	7
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	1.27 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	1
Speed Related	0	During School Hours	1
Pedestrian and Bicycle	0	DUI	1

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 7.35

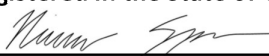
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	30 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 15

STREET Auto Center Dr

CERTIFICATION DATE 3/25/2025

FROM Showcase Dr S

TO E St

OPERATING CHARACTERISTICS

Date of Speed Survey	11/9/2023	85th Percentile Speed	38 mph
Time of Speed Survey	3:40 PM	50th Percentile Speed	35 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	83 %		
Average Daily Traffic (ADT)	5,988		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ E, I-215		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, Industrial		
Length of Segment	0.49 miles	Pedestrian Traffic	Light
Width	74 feet	Truck Traffic	Modreate
Sidewalks	South Side Only		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.31 crashes/MVM

Fatal and Severe Injury Crashes	Total	0	
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

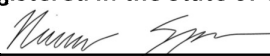
RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 16

STREET Baseline St
FROM Meridian Ave

CERTIFICATION DATE 3/25/2025
TO California St

OPERATING CHARACTERISTICS

Date of Speed Survey	9/12/2024	85th Percentile Speed	52	mph
Time of Speed Survey	12:48PM	50th Percentile Speed	47	mph
Number of Survey Samples	200	Posted Speed Limit	55	mph
10 mph Pace	43-52 mph	2016 ET Speed Limit	55	mph
Percentage of Vehicles in Pace	68 %			
Average Daily Traffic (ADT)	11,583			
Date of ADT	10/26/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Meridian, University, California			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Industrial, Vacant			
Length of Segment	1.00	miles	Pedestrian Traffic	Light
Width	72	feet	Truck Traffic	Light
Sidewalks	None			
Driveways	Both Sides			
On-Street Parking	None			
Lighting	Partial Both Sides			
Vertical Curve	No	Visibility	Good	
Horizontal Curve	No	Roadway Conditions	Fair	
Number of Lanes	4 Lanes + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	10
Statewide Average Crash Rate	1.4	Crash Rate	0.79

<u>Fatal and Severe Injury Crashes</u>		Total	4
Speed Related	1	During School Hours	0
Pedestrian and Bicycle	1	DUI	1

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	NO

This Segment is a Designated Safety Corridor

Safety Factor per mile 23.0

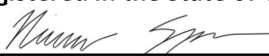
RECOMMENDATION

Speed Limit 45 mph
Justification Closest to 85th Speed & Safety Corridor

Field Study By NS

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 17

STREET Baseline St
FROM California St

CERTIFICATION DATE 3/25/2025
TO Medical Center Dr

OPERATING CHARACTERISTICS

Date of Speed Survey	9/12/2024	85th Percentile Speed	42	mph
Time of Speed Survey	12:23PM	50th Percentile Speed	35	mph
Number of Survey Samples	200	Posted Speed Limit	40	mph
10 mph Pace	31-40 mph	2016 ET Speed Limit	45	mph
Percentage of Vehicles in Pace	65 %			
Average Daily Traffic (ADT)	16,155			
Date of ADT	10/26/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ California, Medical Center			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, School, Commercial			
Length of Segment	0.47	miles	Pedestrian Traffic	Light
Width		feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	None			
Lighting	Both Sides			
Vertical Curve	No	Visibility	Good	
Horizontal Curve	No	Roadway Conditions	Fair	
Number of Lanes	4 Lanes + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3		
Statewide Average Crash Rate	1.4 crashes/MVM	Crash Rate	0.36 crashes/MVM		
Fatal and Severe Injury Crashes	Total	0	Disadvantaged Community	YES	
Speed Related	0	During School Hours	0	Vulnerable Populations	NO
Pedestrian and Bicycle	0	DUI	0	School Zone	NO
				Safety Factor per mile	1

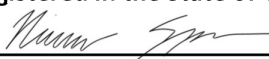
RECOMMENDATION

Speed Limit 40 mph
Justification Closest to 85th Speed

Field Study By NS

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 18

STREET Baseline St

CERTIFICATION DATE 3/25/2025

FROM H St

TO Sierra Way

OPERATING CHARACTERISTICS

Date of Speed Survey	11/13/2023	85th Percentile Speed	37 mph
Time of Speed Survey	12:37 PM	50th Percentile Speed	34 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	87 %		
Average Daily Traffic (ADT)	33,735		
Date of ADT	10/26/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ H, G, F, E, D, Arrowhead, Mt. View, Sierra		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, School		
Length of Segment	0.89 miles	Pedestrian Traffic	Light
Width	62 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	19
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.58 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>	Total	2
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 2	DUI	0

Disadvantaged Community YES

Vulnerable Populations YES

School Zone NO

Safety Factor per mile 18.2

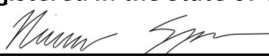
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	Closest to 85th Speed

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicole Spann

Date

State Registration Number

CITY OF SAN BERNARDINO**2025 ENGINEERING AND TRAFFIC SURVEY**

Segment 19

STREET Cajon Blvd
FROM California St**CERTIFICATION DATE** 3/25/2025
TO 23rd St**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/8/2024	85th Percentile Speed	59 mph
Time of Speed Survey	2:53 PM	50th Percentile Speed	52 mph
Number of Survey Samples	200	Posted Speed Limit	55 mph
10 mph Pace	50-59 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	52 %		
Average Daily Traffic (ADT)	13,011		
Date of ADT	8/20/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	None		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Railroad, Vacant, Industrial, Warehouses		
Length of Segment	1.40 miles	Pedestrian Traffic	Light
Width	24 feet	Truck Traffic	Light
Sidewalks	None		
Driveways	None		
On-Street Parking	None		
Lighting	None		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	0.65 crashes/MVM	Crash Rate	0.05 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>	Total	1
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 0	DUI	1

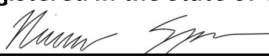
Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	YES

This Segment is a Designated Safety Corridor**Safety Factor per mile** 2.21**RECOMMENDATION**

Speed Limit	50 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By LA**Checked By** NS

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**Nicole Spann**

3/25/2025

Date**TR 2933****State Registration Number**

CITY OF SAN BERNARDINO

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 20

STREET California St

CERTIFICATION DATE 3/25/2025

FROM Baseline St

TO Cajon Blvd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/8/2024	85th Percentile Speed	34	mph
Time of Speed Survey	12:59 PM	50th Percentile Speed	30	mph
Number of Survey Samples	200	Posted Speed Limit	40	mph
10 mph Pace	26-35 mph	2016 ET Speed Limit	40	mph
Percentage of Vehicles in Pace	92 %			
Average Daily Traffic (ADT)	7,380			
Date of ADT	11/1/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Baseline, Highland ; Stop @ Magnolia, 16Th, 20Th, Cajon			
Marked Uncontrolled X-Walks	@ 19Th, 27Th			
Adjacent Land Use	Residential, School(No Sign), Park, Vacant, Industrial			
Length of Segment	2.15	miles	Pedestrian Traffic	Moderate
Width	44	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	East Side			
Vertical Curve	None	Visibility	Fair- Dwys	
Horizontal Curve	None	Roadway Conditions	Fair	
Number of Lanes	2 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	7
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.40 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 1	School Zone	NO
This Segment is a Designated Safety Corridor		Safety Factor per mile	2.46

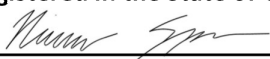
RECOMMENDATION

Speed Limit	30 mph
Justification	California MUTCD Option 2

Field Study By AC

Checked By NS

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Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 21

STREET Campus Pkwy

CERTIFICATION DATE 3/25/2025

FROM Kendall Dr

TO Devils Canyon Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	11/13/2023	85th Percentile Speed	52 mph
Time of Speed Survey	1:33 PM	50th Percentile Speed	45 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	41-50 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	58 %		
Average Daily Traffic (ADT)	3,881		
Date of ADT	11/9/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Kendall; Stop @ Devils Canyon		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential		
Length of Segment	0.71 miles	Pedestrian Traffic	Moderate
Width	80 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	None		
On-Street Parking	None		
Lighting	On Raised Median		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4 Lanes + Bike Lane + Raised Median		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	0

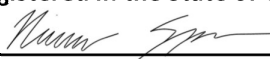
RECOMMENDATION

Speed Limit	45 mph
Justification	Moderate Pedestrian Use

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 22

STREET Central Ave

CERTIFICATION DATE 3/25/2025

FROM 100' E/O Valley View Ave/Lena Rd

TO Mountain View Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/22/2024	85th Percentile Speed	49 mph
Time of Speed Survey	11:35 AM	50th Percentile Speed	42 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	39-48 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	51 %		
Average Daily Traffic (ADT)	11,548		
Date of ADT	8/20/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Tippecanoe; Stop @ Mountain		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Industrial, Vacant		
Length of Segment	1.56 miles	Pedestrian Traffic	Light
Width	62 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.10 crashes/MVM

Fatal and Severe Injury Crashes	Total	2
Speed Related 0	During School Hours	1
Pedestrian and Bicycle 0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone NO

Safety Factor per mile 10.9

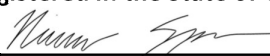
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	40 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 23

STREET Commercial Rd**CERTIFICATION DATE** 3/25/2025**FROM** Hunts Ln**TO** Waterman Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/22/2024	85th Percentile Speed	42 mph
Time of Speed Survey	9:00 AM	50th Percentile Speed	36 mph
Number of Survey Samples	137	Posted Speed Limit	NP mph
10 mph Pace	33-42 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	61 %		
Average Daily Traffic (ADT)	2,326		
Date of ADT	8/20/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Waterman Stop @ Hunts		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Industrial, Residential		
Length of Segment	0.55 miles	Pedestrian Traffic	Light
Width	38 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total 0	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

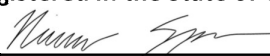
RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed

Field Study By LA

Checked By NS

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3/25/2025

TR 2933

Nicole Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 24

STREET Commercial Rd
FROM Waterman Ave

CERTIFICATION DATE 3/25/2025
TO Steele Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	9/12/2024	85th Percentile Speed	32 mph
Time of Speed Survey	10:08AM	50th Percentile Speed	25 mph
Number of Survey Samples	200	Posted Speed Limit	25 mph
10 mph Pace	23-32 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	56 %		
Average Daily Traffic (ADT)	2,333		
Date of ADT	9/18/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Waterman; Stop @ Steele		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Industrial, Residential		
Length of Segment	0.25 miles	Pedestrian Traffic	Moderate
Width	38 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	No	Roadway Conditions	Good
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total 0	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	NO
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit 25 mph
Justification Moderate Pedestrian Use

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 25

STREET D St
FROM 6th StCERTIFICATION DATE 3/25/2025
TO 28th St**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/23/2024	85th Percentile Speed	41 mph
Time of Speed Survey	9:00 AM	50th Percentile Speed	35 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	31-40 mph	2016 ET Speed Limit	45 mph
Percentage of Vehicles in Pace	59 %		
Average Daily Traffic (ADT)	2,881		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control TS @ 6Th, 9Th, Baseline, Highland ; Stop @ 13Th, 16Th, 28Th

Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial, Police Department, Cemetery, Vaca		
Length of Segment	2.22 miles	Pedestrian Traffic	Moderate
Width	54 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Fair
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	6
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.86 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 1	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	NO
Safety Factor per mile	5.15

This Segment is a Designated Safety Corridor

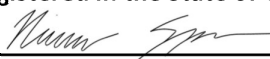
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 26

STREET Del Rosa Dr

CERTIFICATION DATE 3/25/2025

FROM 6th St

TO Baseline St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/16/2024	85th Percentile Speed	36 mph
Time of Speed Survey	2:54 PM	50th Percentile Speed	32 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	73 %		
Average Daily Traffic (ADT)	7,817		
Date of ADT	8/27/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 6, 9, Baseline		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	School, Residential, Vacant		
Length of Segment	0.76 miles	Pedestrian Traffic	Light
Width	62 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.15 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 0	DUI	1

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 3.31

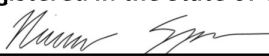
RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 27

STREET Del Rosa Ave

CERTIFICATION DATE 3/25/2025

FROM Del Rosa Dr

TO Marshall Blvd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/20/2024	85th Percentile Speed	38 mph
Time of Speed Survey	10:40 AM	50th Percentile Speed	34 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	81 %		
Average Daily Traffic (ADT)	22,096		
Date of ADT	11/7/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Del Rosa, Highland, Pumalo, Date, I-210, Lynwood; Stop @ Marshall		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, Residential, Fire Station		
Length of Segment	1.18 miles	Pedestrian Traffic	Light
Width	64 feet	Truck Traffic	Light
Sidewalks	West Side N/O I-210		
Driveways	Both Sides		
On-Street Parking	West Side N/O I-210		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	18
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.63 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>	Total	2
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 2	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 13.8

This Segment is a Designated Safety Corridor**RECOMMENDATION**

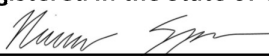
Speed Limit 30 mph

Justification California MUTCD Option 2 & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 28

STREET Del Rosa Ave**CERTIFICATION DATE** 3/25/2025**FROM** Marshall Blvd**TO** 39th St**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/20/2024	85th Percentile Speed	40	mph
Time of Speed Survey	11:11 AM	50th Percentile Speed	35	mph
Number of Survey Samples	200	Posted Speed Limit	45	mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	45	mph
Percentage of Vehicles in Pace	77 %			
Average Daily Traffic (ADT)	6,146			
Date of ADT	11/7/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	Stop @ Eureka, Marshall			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Vacant, Commercial			
Length of Segment	0.81	miles	Pedestrian Traffic	Light
Width	50	feet	Truck Traffic	Light
Sidewalks	West Side			
Driveways	Both Sides			
On-Street Parking	West Side			
Lighting	West Side			
Vertical Curve	Yes	Visibility	Fair	
Horizontal Curve	None	Roadway Conditions	Fair-Poor	
Number of Lanes	2-3 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.18 crashes/MVM

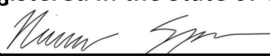
<u>Fatal and Severe Injury Crashes</u>		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES**Vulnerable Populations** NO**School Zone** YES**Safety Factor per mile** 2This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC**Checked By** NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 29

STREET E St
FROM Hunts LnCERTIFICATION DATE 3/25/2025
TO Century Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/22/2024	85th Percentile Speed	43	mph
Time of Speed Survey	11:06 AM	50th Percentile Speed	38	mph
Number of Survey Samples	200	Posted Speed Limit	40	mph
10 mph Pace	34-43 mph	2016 ET Speed Limit	40	mph
Percentage of Vehicles in Pace	68 %			
Average Daily Traffic (ADT)	12,712			
Date of ADT	10/19/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Hunts, Hospitality, Fairway, Century			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Commercial, Business			
Length of Segment	1.00 miles	Pedestrian Traffic	Light	
Width	72 feet	Truck Traffic	Light	
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Fair	
Horizontal Curve	Yes	Roadway Conditions	Good	
Number of Lanes	4 Lanes + 2 Bus Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.07 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit 40 mph
Justification California MUTCD Option 2

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 30

STREET E St

CERTIFICATION DATE 3/25/2025

FROM Century Ave

TO Mill St

OPERATING CHARACTERISTICS

Date of Speed Survey	11/9/2023	85th Percentile Speed	41 mph
Time of Speed Survey	3:10 PM	50th Percentile Speed	37 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	32-41 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	77 %		
Average Daily Traffic (ADT)	13,024		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @Mill, N/S Mall, Orange, Chandler, Century, National Orange Show Event Center		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, Business		
Length of Segment	1.15 miles	Pedestrian Traffic	Moderate
Width	82 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4 Lanes + Raised Median + 2 Bus Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	9
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.55 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone NO

Safety Factor per mile 2

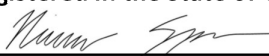
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 31

STREET E St
FROM Mill StCERTIFICATION DATE 3/25/2025
TO Rialto Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	11/9/2023	85th Percentile Speed	38 mph
Time of Speed Survey	2:33 PM	50th Percentile Speed	33 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	76 %		
Average Daily Traffic (ADT)	8,152		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Rialto, Valley, Mill, Railroad Xing		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, Railroad, Park		
Length of Segment	0.59 miles	Pedestrian Traffic	Modertae
Width	62 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	2 Lanes + Raised Median + 2 Bus Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.57 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related	0	During School Hours 0
Pedestrian and Bicycle	1	DUI 0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 14.3

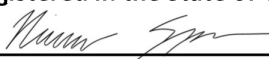
RECOMMENDATION

Speed Limit	30 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

CITY OF SAN BERNARDINO

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 32

STREET E St

CERTIFICATION DATE 3/25/2025

FROM Rialto Ave

TO 8th St

OPERATING CHARACTERISTICS

Date of Speed Survey	11/9/2023	85th Percentile Speed	37 mph
Time of Speed Survey	1:43 PM	50th Percentile Speed	32 mph
Number of Survey Samples	200	Posted Speed Limit	30 mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	77 %		
Average Daily Traffic (ADT)	6,380		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 8th, 6th, 5th, 4th, 2nd, Rialto		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, Library, Vacant		
Length of Segment	0.89 miles	Pedestrian Traffic	Light
Width	62 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	2 Lanes + Raised Median + Bus Lane		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.48 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

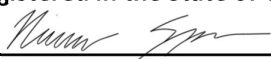
RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 33

STREET E St
FROM 8th StCERTIFICATION DATE 3/25/2025
TO Baseline St**OPERATING CHARACTERISTICS**

Date of Speed Survey	11/9/2023	85th Percentile Speed	41 mph
Time of Speed Survey	12:50 PM	50th Percentile Speed	35 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	76 %		
Average Daily Traffic (ADT)	5,896		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Baseline, 10th, 9th, 8th		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, Industrial		
Length of Segment	0.50 miles	Pedestrian Traffic	Light
Width	58 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	2 Lanes + 2 Bus Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.62 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

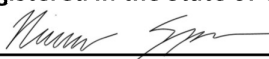
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 34

STREET E St

CERTIFICATION DATE 3/25/2025

FROM Baseline St

TO Highland Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	11/9/2023	85th Percentile Speed	42 mph
Time of Speed Survey	12:02 PM	50th Percentile Speed	36 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	32-41 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	69 %		
Average Daily Traffic (ADT)	8,042		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Highland, 18th, 13th, Baseline		
Marked Uncontrolled X-Walks	@ 19th, 20th		
Adjacent Land Use	School, Residential, Commercial		
Length of Segment	1.00 miles	Pedestrian Traffic	Moderate
Width	52 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	8
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.91 crashes/MVM

Fatal and Severe Injury Crashes	Total	2
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 1	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	11

This Segment is a Designated Safety Corridor

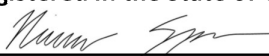
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 35

STREET E St

CERTIFICATION DATE 3/25/2025

FROM Highland Ave

TO 30th St

OPERATING CHARACTERISTICS

Date of Speed Survey	11/9/2023	85th Percentile Speed	40 mph
Time of Speed Survey	11:35 AM	50th Percentile Speed	35 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	70 %		
Average Daily Traffic (ADT)	6,299		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 30th, 28th, Highland		
Marked Uncontrolled X-Walks	@ 25th		
Adjacent Land Use	School, Residential, Cemetary		
Length of Segment	0.69 miles	Pedestrian Traffic	Light
Width	54 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sids		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.21 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 2

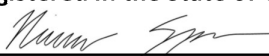
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 36

STREET E St
FROM 30th StCERTIFICATION DATE 3/25/2025
TO Kendall Dr**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/21/2024	85th Percentile Speed	43 mph
Time of Speed Survey	1:19 PM	50th Percentile Speed	36 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	61 %		
Average Daily Traffic (ADT)	21,997		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 30Th, Marshall, 34Th		
Marked Uncontrolled X-Walks	@ 33Rd, 35Th		
Adjacent Land Use	Residential, Commercial, School		
Length of Segment	0.78 miles	Pedestrian Traffic	Moderate
Width	54 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	13
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.69 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 0	DUI	1

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 3.28

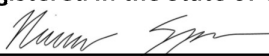
RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 37

STREET Electric Ave

CERTIFICATION DATE 3/25/2025

FROM Mountain View Ave

TO Northpark Blvd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/21/2024	85th Percentile Speed	41 mph
Time of Speed Survey	3:43 PM	50th Percentile Speed	36 mph
Number of Survey Samples	200	Posted Speed Limit	40/ mph
10 mph Pace	32-41 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	72 %		
Average Daily Traffic (ADT)	9,112		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 40Th; Stop @ 48Th		
Marked Uncontrolled X-Walks	@ 50Th		
Adjacent Land Use	Residential, School, Vacant		
Length of Segment	0.99 miles	Pedestrian Traffic	Light
Width	34 feet	Truck Traffic	Light
Sidewalks	Both Sides, Partial East Side		
Driveways	West Side Only		
On-Street Parking	West Side Only		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	2 + Bike Lane		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.10 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

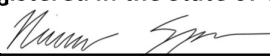
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	30 mph
Justification	Residential Density, Uncontrolled Crosswalk & Safety Corridor

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 38

STREET Eucalyptus Ave

CERTIFICATION DATE 3/25/2025

FROM Mill St

TO Rialto Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/13/2024	85th Percentile Speed	37	mph
Time of Speed Survey	9:02 AM	50th Percentile Speed	33	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	40	mph
Percentage of Vehicles in Pace	80 %			
Average Daily Traffic (ADT)	7,580			
Date of ADT	10/26/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Mill ; Stop @ Rialto			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential			
Length of Segment	0.50	miles	Pedestrian Traffic	Light
Width	40	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	Yes		Visibility	Good
Horizontal Curve	None		Roadway Conditions	Fair
Number of Lanes	2 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.48 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

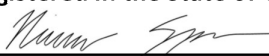
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 39

STREET G St

CERTIFICATION DATE 3/25/2025

FROM Inland Center Dr

TO Mill St

OPERATING CHARACTERISTICS

Date of Speed Survey	11/13/2023	85th Percentile Speed	38 mph
Time of Speed Survey	9:52 AM	50th Percentile Speed	33 mph
Number of Survey Samples	169	Posted Speed Limit	NP mph
10 mph Pace	28-37 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	71 %		
Average Daily Traffic (ADT)	3,126		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Mill, Inland		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Industrial		
Length of Segment	0.22 miles	Pedestrian Traffic	Light
Width	56 feet	Truck Traffic	Light
Sidewalks	None		
Driveways	None		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	2 Lanes + Bike Lane + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

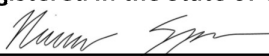
RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 40

STREET G St
FROM Mill StCERTIFICATION DATE 3/25/2025
TO 3rd St/4th St**OPERATING CHARACTERISTICS**

Date of Speed Survey	11/13/2023	85th Percentile Speed	36 mph
Time of Speed Survey	11:59 AM	50th Percentile Speed	32 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	28-37 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	85 %		
Average Daily Traffic (ADT)	5,436		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 3rd, Shopping Center, 2nd, Rialto, Mill		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Railroad, Commercial, Industrial, Vacant		
Length of Segment	0.94 miles	Pedestrian Traffic	Moderate
Width	54 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	3-4 Lanes + Bike Lane + Raised Median/ TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.54 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	NO
Safety Factor per mile	2.5

This Segment is a Designated Safety Corridor

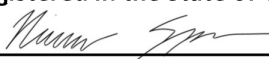
RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 41

STREET H St
FROM 3rd StCERTIFICATION DATE 3/25/2025
TO 6Th St**OPERATING CHARACTERISTICS**

Date of Speed Survey	10/31/2023	85th Percentile Speed	37 mph
Time of Speed Survey	3:26 PM	50th Percentile Speed	33 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	80 %		
Average Daily Traffic (ADT)	8,404		
Date of ADT	10/19/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 6th, 5th, 3rd		
Marked Uncontrolled X-Walks	@ 4th		
Adjacent Land Use	Commercial		
Length of Segment	0.35 miles	Pedestrian Traffic	Light
Width	58 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.62 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related	0	During School Hours 0
Pedestrian and Bicycle	0	DUI 0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 8.21

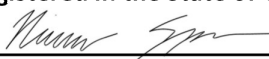
RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 42

STREET Harrison St

CERTIFICATION DATE 3/25/2025

FROM 35th St

TO 40th St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/20/2024	85th Percentile Speed	47 mph
Time of Speed Survey	12:43 PM	50th Percentile Speed	41 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	38-47 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	69 %		
Average Daily Traffic (ADT)	2,550		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	Stop @ 40Th		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Vacant		
Length of Segment	0.72 miles	Pedestrian Traffic	Light
Width	40 feet	Truck Traffic	Light
Sidewalks	East Side Only		
Driveways	East Side Only		
On-Street Parking	None		
Lighting	East Side Only		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.24 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 43

STREET Highland Ave

CERTIFICATION DATE 3/25/2025

FROM West Boundary (~2664' West Of Macy St)

TO Macy St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/8/2024	85th Percentile Speed	55 mph
Time of Speed Survey	10:50 AM	50th Percentile Speed	49 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	44-53 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	65 %		
Average Daily Traffic (ADT)	11,144		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Macy		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Industrial		
Length of Segment	0.51 miles	Pedestrian Traffic	Light
Width	60 feet	Truck Traffic	Light
Sidewalks	None		
Driveways	None		
On-Street Parking	None		
Lighting	None		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	1.40 crashes/MVM	Crash Rate	0.48 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related	0	During School Hours 0
Pedestrian and Bicycle	0	DUI 0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	NO

This Segment is a Designated Safety Corridor

Safety Factor per mile 5.42

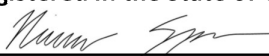
RECOMMENDATION

Speed Limit	50 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicole Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 44

STREET Highland Ave

CERTIFICATION DATE 3/25/2025

FROM Macy St

TO Medical Center Dr

OPERATING CHARACTERISTICS

Date of Speed Survey	10/31/2023	85th Percentile Speed	42 mph
Time of Speed Survey	10:43 AM	50th Percentile Speed	37 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	72 %		
Average Daily Traffic (ADT)	18,805		
Date of ADT	11/1/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Medical, California, State		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial		
Length of Segment	0.98 miles	Pedestrian Traffic	Moderate
Width	64 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	8
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.40 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	4
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	4	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	NO
Safety Factor per mile	31.0

This Segment is a Designated Safety Corridor

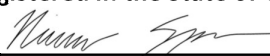
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 45

STREET Highland Ave

CERTIFICATION DATE 3/25/2025

FROM Medical Center Dr

TO Muscupiabe Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	10/31/2023	85th Percentile Speed	40 mph
Time of Speed Survey	11:20 AM	50th Percentile Speed	35 mph
Number of Survey Samples	200	Posted Speed Limit	35/ mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	75 %		
Average Daily Traffic (ADT)	16,597		
Date of ADT	11/1/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Muscupiabe, Mt. Vernon, Medical, I-215		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial		
Length of Segment	0.84 miles	Pedestrian Traffic	Heavy
Width	64 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	5
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.33 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	YES
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
<u>This Segment is a Designated Safety Corridor</u>		Safety Factor per mile	3.88

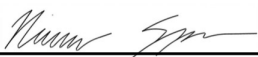
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 46

STREET Highland Ave

CERTIFICATION DATE 3/25/2025

FROM Muscupiabe Ave

TO E St

OPERATING CHARACTERISTICS

Date of Speed Survey	10/31/2023	85th Percentile Speed	37 mph
Time of Speed Survey	11:44 AM	50th Percentile Speed	32 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	77 %		
Average Daily Traffic (ADT)	22,373		
Date of ADT	11/1/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ E, G, H, CA-259, Lincoln, Muscupiabe		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, School, Residential		
Length of Segment	0.77 miles	Pedestrian Traffic	Heavy
Width	62 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Poor
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	7
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.37 crashes/MVM

Fatal and Severe Injury Crashes		Total	2
Speed Related	1	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	NO

This Segment is a Designated Safety Corridor

Safety Factor per mile 20.6

RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 47

STREET Highland Ave

CERTIFICATION DATE 3/25/2025

FROM E St

TO Sierra Way

OPERATING CHARACTERISTICS

Date of Speed Survey	10/31/2023	85th Percentile Speed	34 mph
Time of Speed Survey	12:08 PM	50th Percentile Speed	30 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	25-34 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	80 %		
Average Daily Traffic (ADT)	21,209		
Date of ADT	11/1/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Sierra, Mt. View, Arrowhead, E, D		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial		
Length of Segment	0.51 miles	Pedestrian Traffic	Heavy
Width	62 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Poor
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	6
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.51 crashes/MVM

Fatal and Severe Injury Crashes		Total	1
Speed Related	0	During School Hours	1
Pedestrian and Bicycle	1	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	YES
Safety Factor per mile	35.8

This Segment is a Designated Safety Corridor

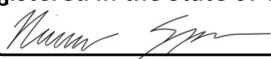
RECOMMENDATION

Speed Limit	30 mph
Justification	California MUTCD Option 2

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 48

STREET Highland Ave

CERTIFICATION DATE 3/25/2025

FROM Arden Ave

TO Victoria Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	10/31/2023	85th Percentile Speed	38 mph
Time of Speed Survey	12:39 PM	50th Percentile Speed	33 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	28-37 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	69 %		
Average Daily Traffic (ADT)	43,750		
Date of ADT	11/1/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Victoria, Arden, I-210 East		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial		
Length of Segment	0.49 miles	Pedestrian Traffic	Moderate
Width	74 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	11
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.47 crashes/MVM

Fatal and Severe Injury Crashes	Total	3
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 3	DUI	0

Disadvantaged Community YES

Vulnerable Populations YES

School Zone YES

Safety Factor per mile 45.3

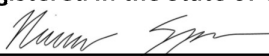
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	30 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 49

STREET Highland Ave

CERTIFICATION DATE 3/25/2025

FROM Victoria Ave

TO Bradford Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	10/31/2023	85th Percentile Speed	40 mph
Time of Speed Survey	1:00 PM	50th Percentile Speed	35 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	31-40 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	72 %		
Average Daily Traffic (ADT)	23,622		
Date of ADT	11/1/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Palm, Orange, Central, Victoria, REAL Journey		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial, School, Vacant		
Length of Segment	1.21 miles	Pedestrian Traffic	Moderate
Width	75 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	8
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.26 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related 0	During School Hours	1
Pedestrian and Bicycle 1	DUI	0

Disadvantaged Community	NO
Vulnerable Populations	YES
School Zone	YES
Safety Factor per mile	15.5

This Segment is a Designated Safety Corridor

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 50

STREET Hill Dr

CERTIFICATION DATE 3/25/2025

FROM Magnolia Dr

TO H St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/21/2024	85th Percentile Speed	34	mph
Time of Speed Survey	11:09 AM	50th Percentile Speed	30	mph
Number of Survey Samples	165	Posted Speed Limit	35	mph
10 mph Pace	25-34 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	85 %			
Average Daily Traffic (ADT)	1,921			
Date of ADT	11/14/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	Stop @ H		
Marked Uncontrolled X-Walks	@ Magnolia, 4Th		
Adjacent Land Use	Residential, School		
Length of Segment	0.62 miles	Pedestrian Traffic	Light
Width	52 feet	Truck Traffic	Light
Sidewalks	North Side		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

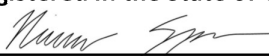
RECOMMENDATION

Speed Limit	30 mph
Justification	California MUTCD Option 2

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 51

STREET Hospitality Ln

CERTIFICATION DATE 3/25/2025

FROM E St

TO Waterman Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	10/25/2024	85th Percentile Speed	38 mph
Time of Speed Survey	9:10AM	50th Percentile Speed	34 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	69 %		
Average Daily Traffic (ADT)	8,447		
Date of ADT	10/22/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ E, Hunts, Hospitality, Waterman		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	University, Commercial		
Length of Segment	0.83 miles	Pedestrian Traffic	Light
Width	70 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4+Bus Lane+Raised Median		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	1.23 crashes/MVM	Crash Rate	0.26 crashes/MVM

Fatal and Severe Injury Crashes	Total	0
Speed Related 1	During School Hours	0
Pedestrian and Bicycle 1	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 9.43

RECOMMENDATION

Speed Limit	30 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 52

STREET Hospitality Ln
FROM Waterman Ave

CERTIFICATION DATE 3/25/2025
TO Tippecanoe Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/9/2024	85th Percentile Speed	36 mph
Time of Speed Survey	10:14 AM	50th Percentile Speed	32 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	85 %		
Average Daily Traffic (ADT)	8,916		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Waterman, Carnegie, Shopping Centers, Harriman, Tippecanoe		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial		
Length of Segment	1.11 miles	Pedestrian Traffic	Light
Width	84 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	4 Lanes + Raised Median + Bus Lane		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	12
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	1.11 crashes/MVM
Fatal and Severe Injury Crashes	Total 0	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	NO
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit 30 mph
Justification High Collision Rate

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 53

STREET Hunts Ln
FROM Washington St

CERTIFICATION DATE 3/25/2025
TO Commercial Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/9/2024	85th Percentile Speed	45 mph
Time of Speed Survey	9:03 AM	50th Percentile Speed	39 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	34-43 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	68 %		
Average Daily Traffic (ADT)	10,528		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Washington, Cooley		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential		
Length of Segment	0.52 miles	Pedestrian Traffic	Light
Width	64 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	None		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.00 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	NO
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

RECOMMENDATION

Speed Limit 35 mph
Justification Uncontrolled Crosswalk & Safety Corridor

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 54

STREET Hunts Ln

CERTIFICATION DATE 3/25/2025

FROM Commercial Rd

TO Hospitality Ln

OPERATING CHARACTERISTICS

Date of Speed Survey	11/13/2023	85th Percentile Speed	37 mph
Time of Speed Survey	9:09 AM	50th Percentile Speed	33 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	85 %		
Average Daily Traffic (ADT)	18,030		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Hospitality, E, Redlands, Oliver Holmes		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial		
Length of Segment	0.52 miles	Pedestrian Traffic	Light
Width	60 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	4 Lanes + Raised Median		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 55

STREET Kendall Dr

CERTIFICATION DATE 3/25/2025

FROM E St

TO 40th St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/12/2024	85th Percentile Speed	41 mph
Time of Speed Survey	3:08 PM	50th Percentile Speed	36 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	32-41 mph	2016 ET Speed Limit	45 mph
Percentage of Vehicles in Pace	66 %		
Average Daily Traffic (ADT)	11,391		
Date of ADT	11/9/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ H, F, 40Th		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial		
Length of Segment	1.00 miles	Pedestrian Traffic	Light
Width	54 feet	Truck Traffic	Light
Sidewalks	Partial Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Limited Ssd
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	11
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.88 crashes/MVM

Fatal and Severe Injury Crashes		Total	3
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	1	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	NO
Safety Factor per mile	12

This Segment is a Designated Safety Corridor

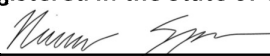
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 56

STREET Kendall Dr

CERTIFICATION DATE 3/25/2025

FROM 40th St

TO University Pkwy

OPERATING CHARACTERISTICS

Date of Speed Survey	8/12/2024	85th Percentile Speed	49	mph
Time of Speed Survey	2:45 PM	50th Percentile Speed	44	mph
Number of Survey Samples	200	Posted Speed Limit	50	mph
10 mph Pace	41-50 mph	2016 ET Speed Limit	50	mph
Percentage of Vehicles in Pace	67 %			
Average Daily Traffic (ADT)	16,498			
Date of ADT	11/9/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 40Th, Little Mountain, University			
Marked Uncontrolled X-Walks	@ Lakewood			
Adjacent Land Use	Residential, Commercial			
Length of Segment	1.64	miles	Pedestrian Traffic	Moderate
Width	74	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	South Side			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Good	
Horizontal Curve	None	Roadway Conditions	Good	
Number of Lanes	4 Lanes + Bike Lane + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	9
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.30 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	5
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	3	DUI	1

Disadvantaged Community YES

Vulnerable Populations NO

School Zone NO

Safety Factor per mile 16.6

This Segment is a Designated Safety Corridor

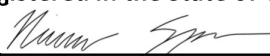
RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 57

STREET Kendall Dr

CERTIFICATION DATE 3/25/2025

FROM University Pkwy

TO Palm Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/12/2024	85th Percentile Speed	50	mph
Time of Speed Survey	2:25 PM	50th Percentile Speed	44	mph
Number of Survey Samples	200	Posted Speed Limit	50	mph
10 mph Pace	39-48 mph	2016 ET Speed Limit	50	mph
Percentage of Vehicles in Pace	62 %			
Average Daily Traffic (ADT)	20,225			
Date of ADT	8/15/2024			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ University, Campus, Pine, Shopping Center, Cambridge, Wagonwheel, Palm			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Commercial			
Length of Segment	2.00	miles	Pedestrian Traffic	Light
Width	72	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	East Side Only			
Lighting	Both Sides			
Vertical Curve	Yes		Visibility	Good
Horizontal Curve	None		Roadway Conditions	Good
Number of Lanes	4 Lanes + Bike Lane + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	14
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.32 crashes/MVM

Fatal and Severe Injury Crashes	Total	2
Speed Related 1	During School Hours	0
Pedestrian and Bicycle 1	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 11.5

This Segment is a Designated Safety Corridor**RECOMMENDATION**

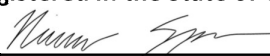
Speed Limit 45 mph

Justification Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 58

STREET Lena Rd

CERTIFICATION DATE 3/25/2025

FROM Orange Show Rd

TO Central Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/9/2024	85th Percentile Speed	42 mph
Time of Speed Survey	12:35 PM	50th Percentile Speed	37 mph
Number of Survey Samples	170	Posted Speed Limit	NP mph
10 mph Pace	32-41 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	70 %		
Average Daily Traffic (ADT)	2,212		
Date of ADT	8/20/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Central; Stop @ Orange, Norman		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Industrial		
Length of Segment	0.42 miles	Pedestrian Traffic	Light
Width	62 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.00 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

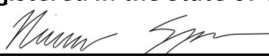
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicole Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 59

STREET Lena Rd

CERTIFICATION DATE 3/25/2025

FROM Mill St

TO 3rd St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/9/2024	85th Percentile Speed	46 mph
Time of Speed Survey	2:42 PM	50th Percentile Speed	39 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	35-44 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	53 %		
Average Daily Traffic (ADT)	3,546		
Date of ADT	8/20/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 3rd, Mill; Stop @ Rialto		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Industrial		
Length of Segment	0.87 miles	Pedestrian Traffic	Light
Width	58 feet	Truck Traffic	Moderate
Sidewalks	South Side Only		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Fair
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	4
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	1.18 crashes/MVM

Fatal and Severe Injury Crashes	Total	0	
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

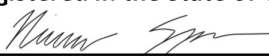
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	High Crash History & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicole Spann

Date

State Registration Number

CITY OF SAN BERNARDINO

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 60

STREET Little Mountain Dr

CERTIFICATION DATE 3/25/2025

FROM 27th St

TO Edgehill Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/12/2024	85th Percentile Speed	52	mph
Time of Speed Survey	11:08 AM	50th Percentile Speed	44	mph
Number of Survey Samples	200	Posted Speed Limit	45	mph
10 mph Pace	38-47 mph	2016 ET Speed Limit	45	mph
Percentage of Vehicles in Pace	60 %			
Average Daily Traffic (ADT)	9,859			
Date of ADT	8/15/2024			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Edgehill, 27Th			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential			
Length of Segment	0.96 miles	Pedestrian Traffic	Light	
Width	62 feet	Truck Traffic	Moderate	
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Fair	
Horizontal Curve	Yes	Roadway Conditions	Good	
Number of Lanes	4 Lanes + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.29 crashes/MVM

Fatal and Severe Injury Crashes	Total	0
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

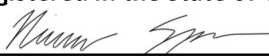
This Segment is a Designated Safety CorridorRECOMMENDATION

Speed Limit	45 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 61

STREET Little Mountain Dr

CERTIFICATION DATE 3/25/2025

FROM Edgehill Rd

TO 1300' S/O Sheridan Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/12/2024	85th Percentile Speed	46	mph
Time of Speed Survey	1:41 PM	50th Percentile Speed	41	mph
Number of Survey Samples	200	Posted Speed Limit	45	mph
10 mph Pace	36-45 mph	2016 ET Speed Limit	45	mph
Percentage of Vehicles in Pace	72 %			
Average Daily Traffic (ADT)	9,555			
Date of ADT	8/15/2024			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Edgehill; Pedestrian Signal @ School Crossing			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Hills, Park			
Length of Segment	1.00	miles	Pedestrian Traffic	Light
Width	72	feet	Truck Traffic	Moderate
Sidewalks	South Side Only			
Driveways	South Side Only			
On-Street Parking	None			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Fair	
Horizontal Curve	Yes	Roadway Conditions	Good	
Number of Lanes	4 Lanes + Bike Lane			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	8
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.76 crashes/MVM

Fatal and Severe Injury Crashes	Total	2
Speed Related 0	During School Hours	1
Pedestrian and Bicycle 0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 15

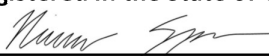
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	40 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 62

STREET Little Mountain Dr
FROM 1300' S/O Sheridan Rd

CERTIFICATION DATE 3/25/2025
TO Northpark Blvd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/12/2024	85th Percentile Speed	45	mph
Time of Speed Survey	12:44 PM	50th Percentile Speed	38	mph
Number of Survey Samples	200	Posted Speed Limit	45	mph
10 mph Pace	33-42 mph	2016 ET Speed Limit	45	mph
Percentage of Vehicles in Pace	67 %			
Average Daily Traffic (ADT)	5,429			
Date of ADT	8/15/2024			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Northpark, 48Th, Kendall			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Hills, School			
Length of Segment	1.00 miles	Pedestrian Traffic	Light	
Width	60 feet	Truck Traffic	Light	
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Fair	
Horizontal Curve	Yes	Roadway Conditions	Good	
Number of Lanes	4 Lanes + Bike Lane			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	4
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.67 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	NO
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

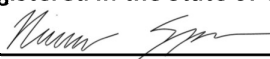
RECOMMENDATION

Speed Limit 40 mph
Justification Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 63

STREET Lynwood Dr

CERTIFICATION DATE 3/25/2025

FROM Valencia Ave

TO Del Rosa Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/20/2024	85th Percentile Speed	43	mph
Time of Speed Survey	11:58 AM	50th Percentile Speed	37	mph
Number of Survey Samples	200	Posted Speed Limit	40	mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	40	mph
Percentage of Vehicles in Pace	66 %			
Average Daily Traffic (ADT)	1,987			
Date of ADT	11/14/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Golden, Del Rosa Ave, Valencia			
Marked Uncontrolled X-Walks	@ Mountain			
Adjacent Land Use	Residential, Commercial, Park			
Length of Segment	1.14	miles	Pedestrian Traffic	Moderate
Width	64	feet	Truck Traffic	Moderate
Sidewalks	Partial Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	None	Visibility	Fair	
Horizontal Curve	Yes	Roadway Conditions	Fair	
Number of Lanes	4 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	5
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	2.02 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	3
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	3	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 20.4

This Segment is a Designated Safety Corridor

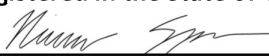
RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 64

STREET Macy St
FROM Highland Ave

CERTIFICATION DATE 3/25/2025
TO North City Limits

OPERATING CHARACTERISTICS

Date of Speed Survey	8/8/2024	85th Percentile Speed	42 mph
Time of Speed Survey	10:18 AM	50th Percentile Speed	36 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	70 %		
Average Daily Traffic (ADT)	12,408		
Date of ADT	11/1/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Highland		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial		
Length of Segment	0.19 miles	Pedestrian Traffic	Moderate
Width	64 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.39 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	1
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	1	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 38.3

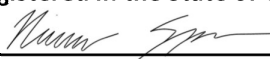
RECOMMENDATION

Speed Limit 35 mph
Justification Closest to 85th Speed & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 65

STREET Marshall Blvd**CERTIFICATION DATE** 3/25/2025**FROM** Ladera Rd**TO** Waterman Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/21/2024	85th Percentile Speed	37	mph
Time of Speed Survey	1:33 PM	50th Percentile Speed	31	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	26-35 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	72 %			
Average Daily Traffic (ADT)	4,736			
Date of ADT	11/14/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ E, Arrowhead, Sierra, Waterman ; Stop @ H, G, Mountain View, Leroy			
Marked Uncontrolled X-Walks	@ G			
Adjacent Land Use	Residential, Commercial, Library			
Length of Segment	1.54	miles	Pedestrian Traffic	Light
Width	5040	feet	Truck Traffic	Ligth
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	South Side			
Vertical Curve	None	Visibility	Good	
Horizontal Curve	None	Roadway Conditions	Fair	
Number of Lanes	2 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	4
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.50 crashes/MVM

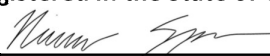
Fatal and Severe Injury Crashes	Total	1
Speed Related	1	During School Hours 0
Pedestrian and Bicycle	0	DUI 0

Disadvantaged Community YES**Vulnerable Populations** NO**School Zone** NO**Safety Factor per mile** 9.79This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC**Checked By** NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 66

STREET Massachusetts Ave**CERTIFICATION DATE** 3/25/2025**FROM** Baseline St**TO** Highland Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/22/2024	85th Percentile Speed	35	mph
Time of Speed Survey	1:54 PM	50th Percentile Speed	30	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	26-35 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	70 %			
Average Daily Traffic (ADT)	4,474			
Date of ADT	10/26/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Baseline, Highland ; Stop @ 14Th, 16Th			
Marked Uncontrolled X-Walks	@ 14Th, Evans			
Adjacent Land Use	Residential, Commercial			
Length of Segment	1.00	miles	Pedestrian Traffic	Light
Width	30	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	East Side			
Vertical Curve	Yes	Visibility	Fair	
Horizontal Curve	Yes	Roadway Conditions	Fair	
Number of Lanes	2 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.41 crashes/MVM

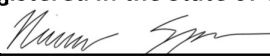
<u>Fatal and Severe Injury Crashes</u>		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES**Vulnerable Populations** YES**School Zone** YES**Safety Factor per mile** 2.5This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC**Checked By** NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 67

STREET Medical Center Dr

CERTIFICATION DATE 3/25/2025

FROM 5th St

TO Baseline St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/13/2024	85th Percentile Speed	36	mph
Time of Speed Survey	1:32 PM	50th Percentile Speed	32	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	26-35 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	84 %			
Average Daily Traffic (ADT)	11,699			
Date of ADT	11/1/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 5Th, 9Th, Baseline ; Stop @ 7Th			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, School (No Sign)			
Length of Segment	0.89	miles	Pedestrian Traffic	Light
Width	40	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	None	Visibility	Fair	
Horizontal Curve	Yes	Roadway Conditions	Fair	
Number of Lanes	4 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	4
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.35 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	YES
Safety Factor per mile	2.5

This Segment is a Designated Safety Corridor

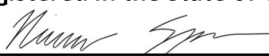
RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

CITY OF SAN BERNARDINO

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 68

STREET Medical Center Dr

CERTIFICATION DATE 3/25/2025

FROM Baseline St

TO Cajon Blvd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/8/2024	85th Percentile Speed	41 mph
Time of Speed Survey	3:19 PM	50th Percentile Speed	36 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	32-41 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	77 %		
Average Daily Traffic (ADT)	8,266		
Date of ADT	11/1/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control TS @ Magnolia, 16th, 17th, 19th, Highland, Baseline; Stop @ Cajon

Marked Uncontrolled X-Walks None

Adjacent Land Use Residential, School, Commercial

Length of Segment 1.46 miles Pedestrian Traffic Light

Width 62 feet Truck Traffic Light

Sidewalks Both Sides

Driveways Both Sides

On-Street Parking West Side Only

Lighting Both Sides

Vertical Curve None Visibility Good

Horizontal Curve Yes Roadway Conditions Good

Number of Lanes 2-4 Lanes + TWLTL

CRASH HISTORY AND SAFETY CORRIDOR

Date Range 4/1/2021-3/31/2024

Total Crashes 8

Statewide Average Crash Rate 0.96 crashes/MVM

Crash Rate 0.61 crashes/MVM

Fatal and Severe Injury Crashes	Total	0
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 0	DUI	0

Disadvantaged Community YES

Vulnerable Populations YES

School Zone YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 2.5

RECOMMENDATION

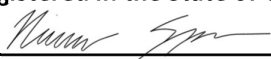
Speed Limit 35 mph

Justification Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 69

STREET Mill St

CERTIFICATION DATE 3/25/2025

FROM Eucalyptus Ave

TO Macy St

OPERATING CHARACTERISTICS

Date of Speed Survey	11/1/2023	85th Percentile Speed	46 mph
Time of Speed Survey	9:07 AM	50th Percentile Speed	40 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	36-45 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	67 %		
Average Daily Traffic (ADT)	13,019		
Date of ADT	10/26/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Macy, Eucalyptus, Pepper, Meridan		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, School, Vacant		
Length of Segment	0.99 miles	Pedestrian Traffic	Light
Width	66 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.14 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	YES
Safety Factor per mile	2.5

This Segment is a Designated Safety Corridor

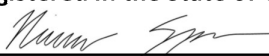
RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

CITY OF SAN BERNARDINO

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 70

STREET Mill St

CERTIFICATION DATE 3/25/2025

FROM Waterman Ave

TO Tippecanoe Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/22/2024	85th Percentile Speed	45 mph
Time of Speed Survey	12:27 PM	50th Percentile Speed	39 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	34-43 mph	2016 ET Speed Limit	45 mph
Percentage of Vehicles in Pace	56 %		
Average Daily Traffic (ADT)	15,634		
Date of ADT	10/17/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @Waterman, Tippecanoe, Doolittle, Lena, 2nd		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, Industrial, Residential		
Length of Segment	1.10 miles	Pedestrian Traffic	Moderate
Width	74 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	South Side Only		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL + Raised Median		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.11 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 0	DUI	1

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	1.90

This Segment is a Designated Safety Corridor

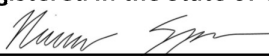
RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

CITY OF SAN BERNARDINO

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 71

STREET Morgan Rd
FROM Melbourne Rd

CERTIFICATION DATE 3/25/2025
TO Yardley St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/21/2024	85th Percentile Speed	37 mph
Time of Speed Survey	9:00 AM	50th Percentile Speed	31 mph
Number of Survey Samples	162	Posted Speed Limit	35 mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	67 %		
Average Daily Traffic (ADT)	1,108		
Date of ADT	8/20/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	Stop @ Lakewood		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Park		
Length of Segment	0.65 miles	Pedestrian Traffic	Moderate
Width	42 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

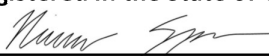
Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	NO

This Segment is a Designated Safety Corridor**Safety Factor per mile** 2RECOMMENDATION

Speed Limit 30 mph
Justification Closest to 85th Speed & Safety Corridor

Field Study By LA**Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

**Nicolle Spann**

3/25/2025

Date**TR 2933****State Registration Number**

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 72

STREET Mt. Vernon Ave**CERTIFICATION DATE** 3/25/2025**FROM** Grant Ave**TO** Rialto Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/12/2024	85th Percentile Speed	37	mph
Time of Speed Survey	9:03 AM	50th Percentile Speed	33	mph
Number of Survey Samples	200	Posted Speed Limit	40	mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	40	mph
Percentage of Vehicles in Pace	80 %			
Average Daily Traffic (ADT)	9,649			
Date of ADT	11/2/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @Grant, Rialto, Johnston, Mill, Walnut			
Marked Uncontrolled X-Walks	@ Congress			
Adjacent Land Use	Residential, Commercial, School			
Length of Segment	1.10	miles	Pedestrian Traffic	Moderate
Width	64	feet	Truck Traffic	Moderate
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	None	Visibility	Good	
Horizontal Curve	None	Roadway Conditions	Fair-Poor	
Number of Lanes	4 Lanes + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

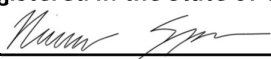
Date Range	4/1/2021-3/31/2024	Total Crashes	5
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.43 crashes/MVM
Fatal and Severe Injury Crashes	Total 0	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	YES
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
<u>This Segment is a Designated Safety Corridor</u>		Safety Factor per mile	2.5

RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC**Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 73

STREET Mt. Vernon Ave**CERTIFICATION DATE** 3/25/2025**FROM** Rialto Ave**TO** 7th St**OPERATING CHARACTERISTICS**

Date of Speed Survey	11/1/2023	85th Percentile Speed	34 mph
Time of Speed Survey	10:01 AM	50th Percentile Speed	30 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	26-35 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	84 %		
Average Daily Traffic (ADT)	7,888		
Date of ADT	11/2/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 7th, 6th, 5th, 2nd, Rialto		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Pakr, Commercial		
Length of Segment	0.76 miles	Pedestrian Traffic	Moderate
Width	62 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.30 crashes/MVM

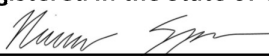
<u>Fatal and Severe Injury Crashes</u>		Total	2
Speed Related	1	During School Hours	1
Pedestrian and Bicycle	1	DUI	1

Disadvantaged Community YES**Vulnerable Populations** YES**School Zone** YES**Safety Factor per mile** 27.9This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	30 mph
Justification	California MUTCD Option 2

Field Study By LA**Checked By** NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 74

STREET Mt. Vernon Ave

CERTIFICATION DATE 3/25/2025

FROM 7th St

TO 21st St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/12/2024	85th Percentile Speed	39	mph
Time of Speed Survey	9:35 AM	50th Percentile Speed	34	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	77 %			
Average Daily Traffic (ADT)	10,314			
Date of ADT	11/2/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 21St, 16Th, Baseline, 10Th, 9Th, 7Th			
Marked Uncontrolled X-Walks	@ Magnolia,14Th			
Adjacent Land Use	School (No Sign), Commercial, Residential			
Length of Segment	1.56	miles	Pedestrian Traffic	Light
Width	64	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	None	Visibility	Good	
Horizontal Curve	None	Roadway Conditions	Fair	
Number of Lanes	4 Lanes + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	6
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.34 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations YES

School Zone YES

Safety Factor per mile 2.5

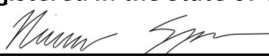
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	30 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 75

STREET Mt. Vernon Ave

CERTIFICATION DATE 3/25/2025

FROM 21st St

TO 27th St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/12/2024	85th Percentile Speed	36	mph
Time of Speed Survey	10:12 AM	50th Percentile Speed	32	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	28-37 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	85 %			
Average Daily Traffic (ADT)	13,245			
Date of ADT	11/2/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 21St, Highland, I-215 East, 27Th			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Business			
Length of Segment	0.53	miles	Pedestrian Traffic	Light
Width	64	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	South Side			
Lighting	Both Sides			
Vertical Curve	Yes		Visibility	Fair
Horizontal Curve	Yes		Roadway Conditions	Good
Number of Lanes	2 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	YES
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1.5

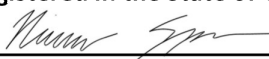
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 76

STREET Mt. View Ave

CERTIFICATION DATE 3/25/2025

FROM Victoria St

TO Highland Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/23/2024	85th Percentile Speed	42	mph
Time of Speed Survey	1:36 PM	50th Percentile Speed	37	mph
Number of Survey Samples	200	Posted Speed Limit	40	mph
10 mph Pace	33-42 mph	2016 ET Speed Limit	40	mph
Percentage of Vehicles in Pace	67 %			
Average Daily Traffic (ADT)	3,921			
Date of ADT	11/7/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Highland, Baseline, 9Th ; Stop @ Thompson, 13Th, 16Th			
Marked Uncontrolled X-Walks	@ 8Th, 7Th			
Adjacent Land Use	Residential, Commercial, School			
Length of Segment	1.71	miles	Pedestrian Traffic	Light
Width	54	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	None	Visibility	Fair	
Horizontal Curve	None	Roadway Conditions	Fair	
Number of Lanes	4 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	7
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.95 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 1	Vulnerable Populations	YES
Pedestrian and Bicycle 0	DUI 1	School Zone	NO
This Segment is a Designated Safety Corridor		Safety Factor per mile	10.1

RECOMMENDATION

Speed Limit	30 mph
Justification	High Crash History & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 77

STREET Mt. View Ave

CERTIFICATION DATE 3/25/2025

FROM Highland Ave

TO Electric Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/23/2024	85th Percentile Speed	39	mph
Time of Speed Survey	2:24 PM	50th Percentile Speed	34	mph
Number of Survey Samples	200	Posted Speed Limit	40	mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	40	mph
Percentage of Vehicles in Pace	63 %			
Average Daily Traffic (ADT)	4,452			
Date of ADT	11/7/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control TS @ 30Th, Highland; Stop @ Parkdale, 34Th, Marshall, 28Th

Marked Uncontrolled X-Walks None

Adjacent Land Use Residential

Length of Segment 1.72 miles

Pedestrian Traffic Light

Width 80 feet

Truck Traffic Light

Sidewalks Both Sides

Driveways Both Sides

On-Street Parking Both Sides

Lighting Both Sides

Vertical Curve None

Visibility Fair

Horizontal Curve None

Roadway Conditions Fair

Number of Lanes 2 Lanes + Raised Median

CRASH HISTORY AND SAFETY CORRIDOR

Date Range 4/1/2021-3/31/2024

Total Crashes 1

Statewide Average Crash Rate 1.68 crashes/MVM

Crash Rate 0.12 crashes/MVM

Fatal and Severe Injury Crashes	Total	0
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 2

RECOMMENDATION

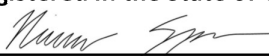
Speed Limit 30 mph

Justification California MUTCD Option 2 & Safety Corridor

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 78

STREET Mt. View Ave

CERTIFICATION DATE 3/25/2025

FROM Electric Ave

TO Hill Dr/Pinehurst Ct

OPERATING CHARACTERISTICS

Date of Speed Survey	8/23/2024	85th Percentile Speed	36	mph
Time of Speed Survey	9:47 AM	50th Percentile Speed	32	mph
Number of Survey Samples	194	Posted Speed Limit	35	mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	72 %			
Average Daily Traffic (ADT)	4,541			
Date of ADT	11/7/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 40Th ; Stop @ 46th, Electric			
Marked Uncontrolled X-Walks	@ 50th			
Adjacent Land Use	Residential, School			
Length of Segment	1.29	miles	Pedestrian Traffic	Light
Width	40	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Fair	
Horizontal Curve	None	Roadway Conditions	Fair	
Number of Lanes	2 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.31 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

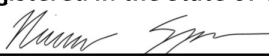
RECOMMENDATION

Speed Limit	30 mph
Justification	Residential Density, Hidden Driveways

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 79

STREET N. Little League Dr
FROM 600' S/O W Little League Dr

CERTIFICATION DATE 3/25/2025
TO O'Rourke Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/15/2024	85th Percentile Speed	40 mph
Time of Speed Survey	3:15 PM	50th Percentile Speed	33 mph
Number of Survey Samples	200	Posted Speed Limit	25 mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	61 %		
Average Daily Traffic (ADT)	3,013		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	Stop @ Belmont		
Marked Uncontrolled X-Walks	@ Myers		
Adjacent Land Use	Residential, School		
Length of Segment	0.77 miles	Pedestrian Traffic	Light
Width	50 feet	Truck Traffic	Moderate
Sidewalks	East Side Only		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Fair
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total 0	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit 30 mph
Justification Uncontrolled Crosswalks, Hidden Driveways & Land Use that Generates High Concentrations of Pedestrians

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

CITY OF SAN BERNARDINO**2025 ENGINEERING AND TRAFFIC SURVEY**

Segment 80

STREET Ohio Ave
FROM Magnolia Ave**CERTIFICATION DATE** 3/25/2025
TO Pine Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/15/2024	85th Percentile Speed	37 mph
Time of Speed Survey	10:45 AM	50th Percentile Speed	28 mph
Number of Survey Samples	173	Posted Speed Limit	NP mph
10 mph Pace	22-31 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	54 %		
Average Daily Traffic (ADT)	775		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	Stop @ Magnolia, Olive, Palm; Stop @ Pine		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential		
Length of Segment	1.32 miles	Pedestrian Traffic	Light
Width	40 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total 0	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

RECOMMENDATION**Speed Limit** 35 mph
Justification Closest to 85th Speed**Field Study By** LA**Checked By** NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

**Nicole Spann**

3/25/2025

Date**TR 2933****State Registration Number**

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 81

STREET Orange Show Rd

CERTIFICATION DATE 3/25/2025

FROM E St

TO Arrowhead Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/9/2024	85th Percentile Speed	38 mph
Time of Speed Survey	12:08 PM	50th Percentile Speed	33 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	28-37 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	75 %		
Average Daily Traffic (ADT)	25,306		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	Ts@ E, Arrowhead		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, Business		
Length of Segment	0.25 miles	Pedestrian Traffic	Light
Width	70 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Poor
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.29 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

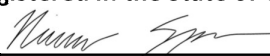
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 82

STREET Orange Show Rd

CERTIFICATION DATE 3/25/2025

FROM Arrowhead Ave

TO Tippecanoe Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/9/2024	85th Percentile Speed	48 mph
Time of Speed Survey	11:31 AM	50th Percentile Speed	42 mph
Number of Survey Samples	200	Posted Speed Limit	50 mph
10 mph Pace	37-46 mph	2016 ET Speed Limit	50 mph
Percentage of Vehicles in Pace	68 %		
Average Daily Traffic (ADT)	16,054		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS@Arrowhead, Washington, Waterman, Commercial Center Dwy, Tippecanoe; Stop@Railroad Cross		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Commercial, Industrial		
Length of Segment	1.73 miles	Pedestrian Traffic	Light
Width	76 feet	Truck Traffic	Heavy
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	4 Lanes + Raised Median		

CRASH HISTORY AND SAFETY CORRIDOR

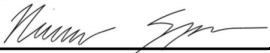
Date Range	4/1/2021-3/31/2024	Total Crashes	12
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.39 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit	45 mph
Justification	California MUTCD Option 2

Field Study By AC Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

	3/25/2025	TR 2933
Nicole Spann	Date	State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 83

STREET Orange St

CERTIFICATION DATE 3/25/2025

FROM Pacific St

TO Highland Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/16/2024	85th Percentile Speed	38	mph
Time of Speed Survey	9:01 AM	50th Percentile Speed	32	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	28-37 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	71 %			
Average Daily Traffic (ADT)	2,464			
Date of ADT	11/14/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Highland ; Stop @ Pacific			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, School			
Length of Segment	0.49	miles	Pedestrian Traffic	Light
Width	40	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	West Side			
Vertical Curve	None	Visibility	Fair	
Horizontal Curve	None	Roadway Conditions	Fair-Poor	
Number of Lanes	2 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

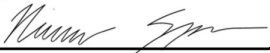
Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	NO
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit	35 mph
Justification	California MUTCD Option 2

Field Study By AC Checked By NS

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	3/25/2025	TR 2933
Nicolle Spann	Date	State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 84

STREET Orange St
FROM Highland Ave

CERTIFICATION DATE 3/25/2025
TO Piedmont Dr

OPERATING CHARACTERISTICS

Date of Speed Survey	8/16/2024	85th Percentile Speed	43	mph
Time of Speed Survey	10:30 AM	50th Percentile Speed	37	mph
Number of Survey Samples	200	Posted Speed Limit	35	mph
10 mph Pace	32-41 mph	2016 ET Speed Limit	35	mph
Percentage of Vehicles in Pace	68 %			
Average Daily Traffic (ADT)	4,533			
Date of ADT	11/14/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Highland			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Fire Station			
Length of Segment	0.53	miles	Pedestrian Traffic	Light
Width	36	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	East Side			
On-Street Parking	East Side			
Lighting	East Side			
Vertical Curve	Yes		Visibility	Fair
Horizontal Curve	None		Roadway Conditions	Fair
Number of Lanes	2 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0		
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM		
Fatal and Severe Injury Crashes	Total	0	Disadvantaged Community	NO	
Speed Related	0	During School Hours	0	Vulnerable Populations	YES
Pedestrian and Bicycle	0	DUI	0	School Zone	YES
				Safety Factor per mile	1.5

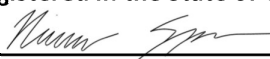
RECOMMENDATION

Speed Limit 35 mph
Justification Retain 2016 E&T Recommendation

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 85

STREET Palm Ave

CERTIFICATION DATE 3/25/2025

FROM Kendall Dr

TO Belmont Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/15/2024	85th Percentile Speed	43	mph
Time of Speed Survey	9:01 AM	50th Percentile Speed	39	mph
Number of Survey Samples	200	Posted Speed Limit	45	mph
10 mph Pace	33-42 mph	2016 ET Speed Limit	45	mph
Percentage of Vehicles in Pace	76 %			
Average Daily Traffic (ADT)	15,155			
Date of ADT	11/9/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Kendall, Irvington ; Stop @ Belmont			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential			
Length of Segment	0.55	miles	Pedestrian Traffic	Light
Width	64	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	Yes		Visibility	Good
Horizontal Curve	None		Roadway Conditions	Good
Number of Lanes	4 Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

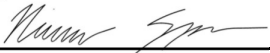
Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.11 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2

Field Study By AC Checked By NS

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	3/25/2025	TR 2933
Nicole Spann	Date	State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 86

STREET Palm Ave
FROM Belmont Ave

CERTIFICATION DATE 3/25/2025
TO Melvin Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/15/2024	85th Percentile Speed	34 mph
Time of Speed Survey	9:28 AM	50th Percentile Speed	28 mph
Number of Survey Samples	200	Posted Speed Limit	25 mph
10 mph Pace	23-32 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	64 %		
Average Daily Traffic (ADT)	947		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	Stop @ Verdemon, Belmont		
Marked Uncontrolled X-Walks	@ Meyers		
Adjacent Land Use	Residential		
Length of Segment	0.64 miles	Pedestrian Traffic	Light
Width	40 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM

Fatal and Severe Injury Crashes		Total	1
Speed Related	1	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	NO
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	19.7

This Segment is a Designated Safety Corridor

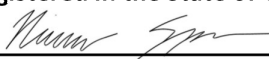
RECOMMENDATION

Speed Limit 25 mph
Justification California MUTCD Option 2 & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 87

STREET Palm Ave (East)

CERTIFICATION DATE 3/25/2025

FROM Atlantic Ave

TO Piedmont Dr

OPERATING CHARACTERISTICS

Date of Speed Survey	8/16/2024	85th Percentile Speed	35 mph
Time of Speed Survey	1:31 PM	50th Percentile Speed	32 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	83 %		
Average Daily Traffic (ADT)	7,901		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Highland; Stop @ Atlantic		
Marked Uncontrolled X-Walks	@ Pleasant Hill		
Adjacent Land Use	Residential, Commercial		
Length of Segment	0.65 miles	Pedestrian Traffic	Light
Width	70 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	2-4 Lanes + Bike Lane + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.18 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1

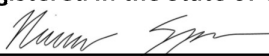
RECOMMENDATION

Speed Limit	30 mph
Justification	Uncontrolled Crosswalk

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 88

STREET Parkdale Dr

CERTIFICATION DATE 3/25/2025

FROM Mountain View Ave

TO Valencia Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/23/2024	85th Percentile Speed	36 mph
Time of Speed Survey	11:52 AM	50th Percentile Speed	30 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	26-35 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	72 %		
Average Daily Traffic (ADT)	4,251		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Waterman; Stop @ Mt. View, Valencia, Sierra		
Marked Uncontrolled X-Walks	@ Leroy, Parkside		
Adjacent Land Use	Residential, School, Park		
Length of Segment	0.83 miles	Pedestrian Traffic	Moderate
Width	52 feet	Truck Traffic	Light
Sidewalks	North Side Only		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	2 Lanes + Bike Lane		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	1
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.26 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 2

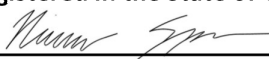
RECOMMENDATION

Speed Limit	30 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 89

STREET Pepper Ave

CERTIFICATION DATE 3/25/2025

FROM Randall Ave

TO Mill St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/8/2024	85th Percentile Speed	46 mph
Time of Speed Survey	9:41 AM	50th Percentile Speed	40 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	37-46 mph	2016 ET Speed Limit	45 mph
Percentage of Vehicles in Pace	70 %		
Average Daily Traffic (ADT)	21,504		
Date of ADT	8/20/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Randall, Mill		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, School		
Length of Segment	0.50 miles	Pedestrian Traffic	Light
Width	72 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	East Side		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.00 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By

Checked By NS

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Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 90

STREET Pepper Ave

CERTIFICATION DATE 3/25/2025

FROM Mill St

TO Madrona St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/8/2024	85th Percentile Speed	46 mph
Time of Speed Survey	9:08 AM	50th Percentile Speed	41 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	37-46 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	67 %		
Average Daily Traffic (ADT)	18,682		
Date of ADT	8/27/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Mill, Rialto, Foothill ;Stop @ Etiwanda		
Marked Uncontrolled X-Walks	@ Poplar, Southern Cal. Edison Dwy		
Adjacent Land Use	Residential, Commercial, School		
Length of Segment	1.71 miles	Pedestrian Traffic	Moderate
Width	62 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Poor
Number of Lanes	3-4 Lanes + TWLTL + Bike Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	11
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.31 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 2

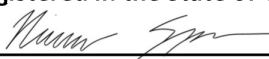
RECOMMENDATION

Speed Limit	35 mph
Justification	Moderate Pedestrian Use, Uncontrolled Crosswalks & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 91

STREET Piedmont Dr

CERTIFICATION DATE 3/25/2025

FROM Yuma Dr

TO Orange St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/16/2024	85th Percentile Speed	35 mph
Time of Speed Survey	11:25 AM	50th Percentile Speed	32 mph
Number of Survey Samples	191	Posted Speed Limit	NP mph
10 mph Pace	27-36 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	87 %		
Average Daily Traffic (ADT)	1,018		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	Stop @ Orange		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, School		
Length of Segment	0.73 miles	Pedestrian Traffic	Light
Width	42 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	YES
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1.5

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 92

STREET Pine Ave
FROM Kendall DrCERTIFICATION DATE 3/25/2025
TO Belmont Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/15/2024	85th Percentile Speed	49	mph
Time of Speed Survey	12:50 PM	50th Percentile Speed	44	mph
Number of Survey Samples	200	Posted Speed Limit	50	mph
10 mph Pace	40-49 mph	2016 ET Speed Limit	50	mph
Percentage of Vehicles in Pace	59 %			
Average Daily Traffic (ADT)	5,242			
Date of ADT	11/9/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Kendall			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Park			
Length of Segment	0.67 miles	Pedestrian Traffic	Light	
Width	64 feet	Truck Traffic	Light	
Sidewalks	Both Sides			
Driveways	None			
On-Street Parking	None			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Fair	
Horizontal Curve	Yes	Roadway Conditions	Good	
Number of Lanes	4 Lanes + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.24 crashes/MVM	Crash Rate	0.00 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	0

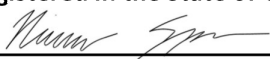
RECOMMENDATION

Speed Limit 45 mph
Justification California MUTCD Option 2

Field Study By AC

Checked By NS

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Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 93

STREET Rialto Ave**CERTIFICATION DATE** 3/25/2025**FROM** Eucalyptus Ave**TO** Mt. Vernon Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/13/2024	85th Percentile Speed	40	mph
Time of Speed Survey	10:20 AM	50th Percentile Speed	36	mph
Number of Survey Samples	200	Posted Speed Limit	45	mph
10 mph Pace	33-42 mph	2016 ET Speed Limit	45	mph
Percentage of Vehicles in Pace	76 %			
Average Daily Traffic (ADT)	13,334			
Date of ADT	10/26/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @Pepper,Meridian, Rancho, Mt. Vernon ; Stop@Eucalyptus, Macy			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Commercial, Industrial			
Length of Segment	2.50	miles	Pedestrian Traffic	Both
Width	64	feet	Truck Traffic	Moderate
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	Yes		Visibility	Good
Horizontal Curve	Yes		Roadway Conditions	Poor
Number of Lanes	2-4 Lanes + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	21
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.58 crashes/MVM
Fatal and Severe Injury Crashes	Total 6	Disadvantaged Community	YES
Speed Related 2	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 3	DUI 1	School Zone	NO
<u>This Segment is a Designated Safety Corridor</u>		Safety Factor per mile	19.4

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC**Checked By** NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 94

STREET Rialto Ave

CERTIFICATION DATE 3/25/2025

FROM Mt Vernon Ave

TO G St

OPERATING CHARACTERISTICS

Date of Speed Survey	11/1/2023	85th Percentile Speed	40 mph
Time of Speed Survey	10:48 AM	50th Percentile Speed	35 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	31-40 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	69 %		
Average Daily Traffic (ADT)	10,806		
Date of ADT	10/26/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Mt. Vernon, K, G		
Marked Uncontrolled X-Walks	@ L		
Adjacent Land Use	Residential, Commercial, Railroad		
Length of Segment	0.86 miles	Pedestrian Traffic	Light
Width	54 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Fair
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.20 crashes/MVM

Fatal and Severe Injury Crashes		Total	1
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	1	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	YES
School Zone	NO
Safety Factor per mile	10.6

This Segment is a Designated Safety Corridor

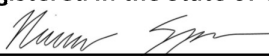
RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 95

STREET Rialto Ave

CERTIFICATION DATE 3/25/2025

FROM G St

TO Sierra Way

OPERATING CHARACTERISTICS

Date of Speed Survey	11/1/2023	85th Percentile Speed	36 mph
Time of Speed Survey	11:25 AM	50th Percentile Speed	31 mph
Number of Survey Samples	200	Posted Speed Limit	35 mph
10 mph Pace	26-35 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	77 %		
Average Daily Traffic (ADT)	9,880		
Date of ADT	10/26/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ G, F, E, D, Arrowhead, Sierra Way		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial		
Length of Segment	0.76 miles	Pedestrian Traffic	Light
Width	62 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	4 Lanes + Bike Lane + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.36 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

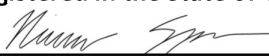
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	Closest to 85th Speed

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 96

STREET Rialto Ave**CERTIFICATION DATE** 3/25/2025**FROM** Sierra Way**TO** Waterman Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	11/1/2023	85th Percentile Speed	37 mph
Time of Speed Survey	11:52 AM	50th Percentile Speed	32 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	28-37 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	75 %		
Average Daily Traffic (ADT)	7,324		
Date of ADT	10/26/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Sierra, Waterman; Stop @ Allen		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, School		
Length of Segment	0.36 miles	Pedestrian Traffic	Light
Width	56 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	2-4 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	2
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.69 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed

Field Study By LA

Checked By NS

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Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 97

STREET Rialto Ave

CERTIFICATION DATE 3/25/2025

FROM Waterman Ave

TO Lena Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	11/1/2023	85th Percentile Speed	45 mph
Time of Speed Survey	12:27 PM	50th Percentile Speed	39 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	34-43 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	62 %		
Average Daily Traffic (ADT)	5,881		
Date of ADT	10/26/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Waterman; Stop @ Lena		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial		
Length of Segment	0.62 miles	Pedestrian Traffic	Light
Width	64 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	4
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	1.00 crashes/MVM

Fatal and Severe Injury Crashes	Total	0
Speed Related	0	During School Hours 0
Pedestrian and Bicycle	0	DUI 0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

RECOMMENDATION

Speed Limit	35 mph
Justification	High Crash History & Safety Corridor

Field Study By LA

Checked By NS

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Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 98

STREET Rialto Ave

CERTIFICATION DATE 3/25/2025

FROM Lena Rd

TO Tippecanoe Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	11/1/2023	85th Percentile Speed	37 mph
Time of Speed Survey	1:07 PM	50th Percentile Speed	31 mph
Number of Survey Samples	200	Posted Speed Limit	25 mph
10 mph Pace	26-35 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	70 %		
Average Daily Traffic (ADT)	4,061		
Date of ADT	11/28/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Tippecanoe; Stop @ Lena		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential		
Length of Segment	0.46 miles	Pedestrian Traffic	Light
Width	46 feet	Truck Traffic	Light
Sidewalks	Partial South Side		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	North Side Only		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.00 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone YES

Safety Factor per mile 2

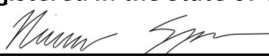
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	25 mph
Justification	Residential Density & Safety Corridor

Field Study By LA

Checked By NS

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3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 99

STREET Sierra Way

CERTIFICATION DATE 3/25/2025

FROM 5th St

TO 30th St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/13/2024	85th Percentile Speed	40	mph
Time of Speed Survey	12:31 PM	50th Percentile Speed	35	mph
Number of Survey Samples	200	Posted Speed Limit	40	mph
10 mph Pace	30-39 mph	2016 ET Speed Limit	40	mph
Percentage of Vehicles in Pace	73 %			
Average Daily Traffic (ADT)	7,043			
Date of ADT	11/2/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 9Th, 5Th, Baseline, Highland, 30Th Stop @ 16Th			
Marked Uncontrolled X-Walks	@ 7Th, 6Th, 13Th, 28Th, 29Th			
Adjacent Land Use	School, Residential			
Length of Segment	2.59	miles	Pedestrian Traffic	Moderate
Width	44	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	None	Visibility	Fair	
Horizontal Curve	None	Roadway Conditions	Good	
Number of Lanes	2-4 Lanes + TWLTL			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	14
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.70 crashes/MVM

Fatal and Severe Injury Crashes		Total	1
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	1	DUI	0

Disadvantaged Community YES

Vulnerable Populations YES

School Zone YES

Safety Factor per mile 5.20

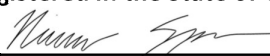
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

CITY OF SAN BERNARDINO

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 100

STREET State St

CERTIFICATION DATE 3/25/2025

FROM University Pkwy

TO Sheridan Rd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/8/2024	85th Percentile Speed	33 mph
Time of Speed Survey	12:06 PM	50th Percentile Speed	30 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	25-34 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	92 %		
Average Daily Traffic (ADT)	5,050		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ University; Stop @ Sheridan, College		
Marked Uncontrolled X-Walks	@ Windsor		
Adjacent Land Use	Residential, School		
Length of Segment	0.54 miles	Pedestrian Traffic	Light
Width	50 feet	Truck Traffic	Light
Sidewalks	South Side Only		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	2 Lanes + Bike Lane + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	1.00 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	YES

This Segment is a Designated Safety Corridor

Safety Factor per mile 2

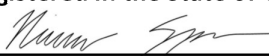
RECOMMENDATION

Speed Limit	30 mph
Justification	California MUTCD Option 2

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 101

STREET Tippecanoe Ave**CERTIFICATION DATE** 3/25/2025**FROM** Harriman Pl**TO** San Bernardino Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/9/2024	85th Percentile Speed	41 mph
Time of Speed Survey	10:44 AM	50th Percentile Speed	35 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	31-40 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	67 %		
Average Daily Traffic (ADT)	27,958		
Date of ADT	11/28/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ San Bernardino, Cooley, Victoria, Brier, Hospitality, Harriman		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Industrial, Commercial, Railroad		
Length of Segment	0.75 miles	Pedestrian Traffic	Light
Width	80 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Good
Number of Lanes	4-6 Lanes + Raised Median		

CRASH HISTORY AND SAFETY CORRIDOR

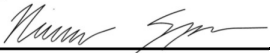
Date Range	4/1/2021-3/31/2024	Total Crashes	7
Statewide Average Crash Rate	1.03 crashes/MVM	Crash Rate	0.30 crashes/MVM
Fatal and Severe Injury Crashes	Total 2	Disadvantaged Community	YES
Speed Related 1	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 1	DUI 0	School Zone	YES
<u>This Segment is a Designated Safety Corridor</u>		Safety Factor per mile	26.3

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA **Checked By** NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

	3/25/2025	TR 2933
Nicole Spann	Date	State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 102

STREET Tippecanoe Ave**CERTIFICATION DATE** 3/25/2025**FROM** San Bernardino Ave**TO** 3Rd St**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/9/2024	85th Percentile Speed	45 mph
Time of Speed Survey	11:07 AM	50th Percentile Speed	39 mph
Number of Survey Samples	200	Posted Speed Limit	40/ mph
10 mph Pace	33-42 mph	2016 ET Speed Limit	45 mph
Percentage of Vehicles in Pace	70 %		
Average Daily Traffic (ADT)	29,164		
Date of ADT	10/24/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	Ts@ 3rd, Rialto, Harry Sheppard, Mill, Community Dwy, Central, Commercial Dwy, San Bernardino		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Industrial		
Length of Segment	1.86 miles	Pedestrian Traffic	Light
Width	108 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	4-6 Lanes + Raised Median		

CRASH HISTORY AND SAFETY CORRIDOR

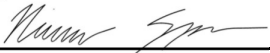
Date Range	4/1/2021-3/31/2024	Total Crashes	17
Statewide Average Crash Rate	1.03 crashes/MVM	Crash Rate	0.29 crashes/MVM
Fatal and Severe Injury Crashes	Total 2	Disadvantaged Community	YES
Speed Related 1	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 0	DUI 1	School Zone	NO
<u>This Segment is a Designated Safety Corridor</u>		Safety Factor per mile	7.98

RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC **Checked By** NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).

	3/25/2025	TR 2933
Nicole Spann	Date	State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 103

STREET University Pkwy

CERTIFICATION DATE 3/25/2025

FROM Highland Ave

TO Baseline St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/8/2024	85th Percentile Speed	39 mph
Time of Speed Survey	2:19 PM	50th Percentile Speed	34 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	29-38 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	69 %		
Average Daily Traffic (ADT)	13,433		
Date of ADT	8/27/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control TS @ Highland, 20Th, Baseline, I-210; Stop @ Hanford

Marked Uncontrolled X-Walks None

Adjacent Land Use Residential

Length of Segment 1.10 miles

Pedestrian Traffic Light

Width 70 feet

Truck Traffic Light

Sidewalks Both Sides

Driveways Both Sides

On-Street Parking Both Sides

Lighting Both Sides

Vertical Curve None

Visibility Good

Horizontal Curve Yes

Roadway Conditions Fair

Number of Lanes 4 Lanes + Raised Median

CRASH HISTORY AND SAFETY CORRIDOR

Date Range 4/1/2021-3/31/2024

Total Crashes 0

Statewide Average Crash Rate 0.94 crashes/MVM

Crash Rate 0.00 crashes/MVM

Fatal and Severe Injury Crashes	Total	1
Speed Related 0	During School Hours	0
Pedestrian and Bicycle 1	DUI	0

Disadvantaged Community YES

Vulnerable Populations NO

School Zone NO

This Segment is a Designated Safety Corridor

Safety Factor per mile 8.36

RECOMMENDATION

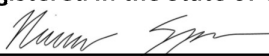
Speed Limit 30 mph

Justification California MUTCD Option 2 & Safety Corridor

Field Study By LA

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



3/25/2025

TR 2933

Nicolle Spann

Date

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 104

STREET University Pkwy

CERTIFICATION DATE 3/25/2025

FROM Cajon Blvd

TO Northpark Blvd

OPERATING CHARACTERISTICS

Date of Speed Survey	8/8/2024	85th Percentile Speed	47 mph
Time of Speed Survey	11:40 AM	50th Percentile Speed	42 mph
Number of Survey Samples	200	Posted Speed Limit	50 mph
10 mph Pace	37-46 mph	2016 ET Speed Limit	50 mph
Percentage of Vehicles in Pace	64 %		
Average Daily Traffic (ADT)	19,632		
Date of ADT	11/9/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Interchange, Hallmark, I-215, State, Shopping Plaza, College, Kendall, Northpark		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial, Business, Industrial		
Length of Segment	1.76 miles	Pedestrian Traffic	Light
Width	110 feet	Truck Traffic	Moderate
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Fair
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	6 Lanes + Bike Lanes + Raised Median		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	15
Statewide Average Crash Rate	1.03 crashes/MVM	Crash Rate	0.40 crashes/MVM
Fatal and Severe Injury Crashes	Total	Disadvantaged Community	YES
Speed Related 0	During School Hours 0	Vulnerable Populations	NO
Pedestrian and Bicycle 1	DUI 1	School Zone	YES
This Segment is a Designated Safety Corridor		Safety Factor per mile	7.68


RECOMMENDATION

Speed Limit	40 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By AC

Checked By NS

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Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 105

STREET Valencia Ave

CERTIFICATION DATE 3/25/2025

FROM 21st St

TO 30th St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/23/2024	85th Percentile Speed	43 mph
Time of Speed Survey	1:01 PM	50th Percentile Speed	37 mph
Number of Survey Samples	200	Posted Speed Limit	40 mph
10 mph Pace	34-43 mph	2016 ET Speed Limit	40 mph
Percentage of Vehicles in Pace	62 %		
Average Daily Traffic (ADT)	10,826		
Date of ADT	11/2/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 21st, Highland, 30Th ; Stop @ 26Th		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Park, Hospital		
Length of Segment	0.77 miles	Pedestrian Traffic	Moderate
Width	72 feet	Truck Traffic	Light
Sidewalks	Partial Both Sides		
Driveways	Both Sides		
On-Street Parking	Both Sides		
Lighting	Median		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Fair
Number of Lanes	4 Lanes + TWLTL		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.33 crashes/MVM

<u>Fatal and Severe Injury Crashes</u>		Total	4
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	3	DUI	0

Disadvantaged Community YES

Vulnerable Populations YES

School Zone YES

Safety Factor per mile 31.3

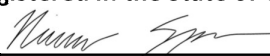
This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	35 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 106

STREET Valencia Ave

CERTIFICATION DATE 3/25/2025

FROM 30th St

TO 40th St

OPERATING CHARACTERISTICS

Date of Speed Survey	8/20/2024	85th Percentile Speed	46	mph
Time of Speed Survey	2:49 PM	50th Percentile Speed	41	mph
Number of Survey Samples	200	Posted Speed Limit	45	mph
10 mph Pace	35-44 mph	2016 ET Speed Limit	45	mph
Percentage of Vehicles in Pace	74 %			
Average Daily Traffic (ADT)	7,977			
Date of ADT	11/2/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ 30Th ; Stop @ Parkdale, 40Th			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Golf Course			
Length of Segment	1.34	miles	Pedestrian Traffic	Light
Width	74	feet	Truck Traffic	Light
Sidewalks	None			
Driveways	Both Sides			
On-Street Parking	Both Sides			
Lighting	Both Sides			
Vertical Curve	None	Visibility	Good	
Horizontal Curve	None	Roadway Conditions	Fair	
Number of Lanes	2 Lanes + TWLTL + Bike Lanes			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	0
Statewide Average Crash Rate	1.24 crashes/MVM	Crash Rate	0.00 crashes/MVM

Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	YES
Vulnerable Populations	NO
School Zone	NO
Safety Factor per mile	2

This Segment is a Designated Safety Corridor

RECOMMENDATION

Speed Limit	40 mph
Justification	California MUTCD Option 2 & Safety Corridor

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 107

STREET Victoria Ave
FROM Highland Ave

CERTIFICATION DATE 3/25/2025
TO Lynwood Dr

OPERATING CHARACTERISTICS

Date of Speed Survey	8/16/2024	85th Percentile Speed	45 mph
Time of Speed Survey	1:56 PM	50th Percentile Speed	39 mph
Number of Survey Samples	200	Posted Speed Limit	45 mph
10 mph Pace	33-42 mph	2016 ET Speed Limit	45 mph
Percentage of Vehicles in Pace	63 %		
Average Daily Traffic (ADT)	32,123		
Date of ADT	11/7/2023		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Lynwood, Citrus, Mirada, Highland		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Reservation		
Length of Segment	0.75 miles	Pedestrian Traffic	Light
Width	64 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	Both Sides		
Vertical Curve	Yes	Visibility	Good
Horizontal Curve	None	Roadway Conditions	Good
Number of Lanes	4 Lanes + Raised Media		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	10
Statewide Average Crash Rate	0.96 crashes/MVM	Crash Rate	0.38 crashes/MVM
Fatal and Severe Injury Crashes	Total 0	Disadvantaged Community	NO
Speed Related 0	During School Hours 0	Vulnerable Populations	YES
Pedestrian and Bicycle 0	DUI 0	School Zone	YES
		Safety Factor per mile	1.5

RECOMMENDATION

Speed Limit 45 mph
Justification Closest to 85th Speed

Field Study By AC

Checked By NS

CERTIFICATION: I, Nicole Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicole Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 108

STREET W. Little League Dr

CERTIFICATION DATE 3/25/2025

FROM N. Little League Dr

TO Palm Ave

OPERATING CHARACTERISTICS

Date of Speed Survey	8/15/2024	85th Percentile Speed	41 mph
Time of Speed Survey	2:12 PM	50th Percentile Speed	37 mph
Number of Survey Samples	200	Posted Speed Limit	NP mph
10 mph Pace	32-41 mph	2016 ET Speed Limit	N/A mph
Percentage of Vehicles in Pace	85 %		
Average Daily Traffic (ADT)	4,950		
Date of ADT	8/15/2024		

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @ Palm; Stop @ Little League		
Marked Uncontrolled X-Walks	None		
Adjacent Land Use	Residential, Commercial, Park		
Length of Segment	0.91 miles	Pedestrian Traffic	Light
Width	26 feet	Truck Traffic	Light
Sidewalks	Both Sides		
Driveways	Both Sides		
On-Street Parking	None		
Lighting	North Side Only		
Vertical Curve	None	Visibility	Good
Horizontal Curve	Yes	Roadway Conditions	Poor
Number of Lanes	2 Lanes		

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	3
Statewide Average Crash Rate	1.68 crashes/MVM	Crash Rate	0.61 crashes/MVM

Fatal and Severe Injury Crashes		Total	1
Speed Related	1	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community	NO
Vulnerable Populations	NO
School Zone	YES
Safety Factor per mile	14.1

This Segment is a Designated Safety Corridor

RECOMMENDATION

Speed Limit	35 mph
Justification	Closest to 85th Speed & Safety Corridor

Field Study By LA

Checked By NS

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Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

2025 ENGINEERING AND TRAFFIC SURVEY

Segment 109

STREET Waterman Ave**CERTIFICATION DATE** 3/25/2025**FROM** Barton Rd**TO** Central Ave**OPERATING CHARACTERISTICS**

Date of Speed Survey	8/9/2024	85th Percentile Speed	43	mph
Time of Speed Survey	9:45 AM	50th Percentile Speed	37	mph
Number of Survey Samples	200	Posted Speed Limit	50	mph
10 mph Pace	31-40 mph	2016 ET Speed Limit	50	mph
Percentage of Vehicles in Pace	69 %			
Average Daily Traffic (ADT)	35,331			
Date of ADT	11/7/2023			

ROADWAY CHARACTERISTICS

Type of Traffic Control	TS @Central, Orange Show, Parkcenter, Vanderbilt, Hospitality, Redlands, Caroline, 10 Fwy WB, Commercial, Wier, Barton			
Marked Uncontrolled X-Walks	None			
Adjacent Land Use	Residential, Park, Industrial, Commercial			
Length of Segment	2.35	miles	Pedestrian Traffic	Light
Width	72	feet	Truck Traffic	Light
Sidewalks	Both Sides			
Driveways	Both Sides			
On-Street Parking	None			
Lighting	Both Sides			
Vertical Curve	Yes	Visibility	Good	
Horizontal Curve	Yes	Roadway Conditions	Fair	
Number of Lanes	4 Lanes + Raised Median			

CRASH HISTORY AND SAFETY CORRIDOR

Date Range	4/1/2021-3/31/2024	Total Crashes	24
Statewide Average Crash Rate	0.94 crashes/MVM	Crash Rate	0.26 crashes/MVM

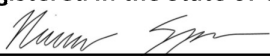
Fatal and Severe Injury Crashes		Total	0
Speed Related	0	During School Hours	0
Pedestrian and Bicycle	0	DUI	0

Disadvantaged Community YES**Vulnerable Populations** NO**School Zone** YES**Safety Factor per mile** 2This Segment is a Designated Safety Corridor**RECOMMENDATION**

Speed Limit	40 mph
Justification	California MUTCD Option 2

Field Study By AC**Checked By** NS

CERTIFICATION: I, Nicolle Spann, do hereby certify that this Engineering and Traffic Survey within the City of San Bernardino was performed under my supervision and is accurate and complete. I am duly registered in the State of California as a Professional Engineer (Traffic).



Nicolle Spann

3/25/2025

Date

TR 2933

State Registration Number

APPENDIX B

Radar Speed Distribution Forms

CITY OF SAN BERNARDINO

FOR ROADWAY: 2ND STREET

DATE: 08/13/24 DAY: Tuesday TIME PERIOD: 10:59AM TO 11:30AM

LIMITS (BTN):

OBSERVATION POINT: 1207 2ND ST

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

MT VERNON AVE AND WATERMAN AVE

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51	X	0	0
50		1	0
49		0	0
48	X	1	0
47	X	0	0
46	X	1	2
45	X	2	0
44	X	2	1
43	X	2	2
42	X	2	4
41	X	3	6
40	X	2	2
39	X	3	5
38	X	4	6
37	X	8	10
36	X	6	14
35	X	5	12
34	X	7	17
33	X	8	15
32	X	9	18
31	X	9	9
30	X	6	5
29	X	8	11
28	X	9	17
27	X	9	15
26	X	6	8
25	X	4	4
24	X	9	9
23	X	4	18
22	X	4	8
21	X	6	3
20	X	3	9
19	X	4	8
18	X	0	2
17	X	0	0
16	X	0	0
15	X	0	0

85TH %: 40 39 39 M.P.H.

50TH %: 34 35 35 M.P.H.

15TH %: 30 30 30 M.P.H.

10 MPH PACE: 30 - 39 30 - 39 30 - 39 M.P.H.

% IN PACE: 69% 74% 72% M.P.H.

% OVER PACE: 17% 13% 15% M.P.H.

% UNDER PACE: 14% 13% 14% M.P.H.

ARITHMETIC MEAN: 35 35 35 M.P.H.

SAMPLE VARIANCE: 26 20 23

STANDARD DEVIATION: 5 5 5 M.P.H.

VARIANCE OF THE MEAN: 0.26 0.20 0.12

STD. ERROR OF THE MEAN: 0.51 0.45 0.34 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: 3RD STREET

DATE: 08/13/24 DAY: Tuesday TIME PERIOD: 11:41AM TO 12:23PM

LIMITS (BTN): SIERRA WAY AND WATERMAN AVE

OBSERVATION POINT: EAST OF LUGO AVE

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58	X	0	1
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52	X	1	1
51		0	0
50	X	0	0
49	X	1	3
48	X	2	1
47	X	1	2
46	X	1	2
45	X	2	0
44	X	1	0
43	X	3	5
42	X	4	7
41	X	3	3
40	X	6	5
39	X	5	7
38	X	8	12
37	X	10	9
36	X	8	7
35	X	10	7
34	X	7	5
33	X	9	7
32	X	4	4
31	X	3	3
30	X	2	3
29	X	4	2
28	X	1	2
27	X	3	0
26		0	0
25		0	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

100

100

200

85TH %:

42

43

42

M.P.H.

50TH %:

36

38

37

M.P.H.

15TH %:

32

33

32

M.P.H.

10 MPH PACE:

33 - 42

33 - 42

33 - 42

M.P.H.

% IN PACE:

70%

69%

70%

% OVER PACE:

13%

17%

15%

% UNDER PACE:

17%

14%

16%

ARITHMETIC MEAN:

37

38

37

M.P.H.

SAMPLE VARIANCE:

27

31

29

STANDARD DEVIATION:

5

6

5

M.P.H.

VARIANCE OF THE MEAN:

0.27

0.31

0.15

STD. ERROR OF THE MEAN:

0.52

0.56

0.38

M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: 3RD STREET

DATE: 10/31/23

DAY: Tuesday

TIME PERIOD: 2:38PM

TO 2:55PM

LIMITS (BTN):

OBSERVATION POINT: 495 3RD ST

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

WATERMAN AVE AND LENA RD

OBSERVER: CARLOS

WEATHER: CLEAR

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND-WESTBOUND	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52	X	0	1
51	X	0	1
50	XXXXXXXXXX	3	5
49	XXXXXXXXXX	1	7
48	XXXXXXXXXX	8	3
47	XXXXXXXXXX	9	6
46	XXXXXXXXXX	7	5
45	XXXXXXXXXX	4	7
44	XXXXXXXXXX	6	4
43	XXXXXXXXXX	9	3
42	XXXXXXXXXX	7	8
41	XXXXXXXXXX	8	6
40	XXXXXXXXXX	5	7
39	XXXXXXXXXX	9	10
38	XXXXXXXXXX	7	6
37	XXXXXXXXXX	6	6
36	XXXXXXXXXX	4	3
35	XXXXXXXXXX	3	2
34	XXXXXXXXXX	1	3
33	XXXX	0	3
32	XXXXXXXXXX	2	4
31		0	0
30	X	1	0
29		0	0
28		0	0
27		0	0
26		0	0
25		0	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

85TH %:

50TH %:

15TH %:

10 MPH PACE:

% IN PACE:

% OVER PACE:

% UNDER PACE:

ARITHMETIC MEAN:

SAMPLE VARIANCE:

STANDARD DEVIATION:

VARIANCE OF THE MEAN:

STD. ERROR OF THE MEAN:

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
	47	48	47
	42	41	42
	37	36	37
	39 - 48	38 - 47	38 - 47
	72%	62%	67%
	4%	17%	15%
	24%	21%	19%
	42	42	42
	20	27	24
	5	5	5
	0.20	0.27	0.12
	0.45	0.52	0.34

	100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: 3RD STREET

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 2:18PM TO 2:32PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED										TOTAL VEHICLES	
	EASTBOUND+WESTBOUND										EB	WB
65											0	0
64											0	0
63											0	0
62											0	0
61											0	0
60											0	0
59											0	0
58											0	0
57											0	0
56											0	0
55											0	0
54											0	0
53											0	0
52											0	0
51											0	0
50											2	1
49											1	1
48											1	2
47											4	2
46											2	4
45											5	2
44											6	2
43											3	8
42											4	12
41											1	4
40											11	5
39											5	6
38											12	7
37											14	10
36											6	5
35											10	8
34											5	6
33											3	4
32											5	5
31											0	3
30											0	3
29											0	0
28											0	0
27											0	0
26											0	0
25											0	0
24											0	0
23											0	0
22											0	0
21											0	0
20											0	0
19											0	0
18											0	0
17											0	0
16											0	0
15											0	0

LIMITS (BTN): LENA RD AND LELAND NORTON WAY

OBSERVATION POINT: 25382 3RD ST

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLEAR

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %:	44	43	44	M.P.H.
50TH %:	38	38	38	M.P.H.
15TH %:	35	33	34	M.P.H.
10 MPH PACE:	35 - 44	34 - 43	34 - 43	M.P.H.
% IN PACE:	72%	71%	71%	
% OVER PACE:	15%	14%	18%	
% UNDER PACE:	13%	15%	12%	
ARITHMETIC MEAN:	39	39	39	M.P.H.
SAMPLE VARIANCE:	20	23	21	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.20	0.23	0.11	
STD. ERROR OF THE MEAN:	0.44	0.48	0.33	M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: 3RD STREET

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 1:49PM TO 2:14PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND-WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62	X	0 0	0
61	X	1 3	4
60	X	2 2	4
59	X	4 6	10
58	X	2 1	3
57	X	2 1	3
56	X	1 0	1
55	X	3 3	6
54	X	4 5	9
53	X	6 7	13
52	X	2 4	6
51	X	4 4	8
50	X	6 7	13
49	X	6 6	12
48	X	8 4	12
47	X	4 6	10
46	X	6 2	8
45	X	8 8	16
44	X	6 6	12
43	X	5 7	12
42	X	3 4	7
41	X	5 5	10
40	X	4 3	7
39	X	4 2	6
38	X	1 2	3
37	X	1 0	1
36		0 0	0
35		0 0	0
34		0 0	0
33		0 0	0
32		0 0	0
31		0 0	0
30	X	1 0	1
29		0 0	0
28		0 0	0
27		0 0	0
26		0 0	0
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

100	100	200
-----	-----	-----

85TH %:	55	56	56	M.P.H.
50TH %:	49	49	49	M.P.H.
15TH %:	42	43	42	M.P.H.
10 MPH PACE:	42 - 51	42 - 51	42 - 51	M.P.H.
% IN PACE:	57%	55%	56%	
% OVER PACE:	31%	36%	34%	
% UNDER PACE:	12%	9%	11%	
ARITHMETIC MEAN:	49	49	49	M.P.H.
SAMPLE VARIANCE:	39	39	39	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.39	0.39	0.20	
STD. ERROR OF THE MEAN:	0.63	0.63	0.44	M.P.H.

LIMITS (BTN):	LELAND NORTON WAY AND VICTORIA AVE	
OBSERVATION POINT:	2424 3RD ST	
POSTED SPEED LIMIT:	50	MPH
COMMENTS:	OBSERVER: CARLOS	
	WEATHER: CLEAR	
	ROAD SURFACE: DRY	
	ROAD CONDITION: FAIR	
	DATA COLLECTION METHOD: RADAR	

CITY OF SAN BERNARDINO

FOR ROADWAY: 5TH STREET

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 3:06PM TO 3:20PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EASTBOUND+WESTBOUND		EB	WB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49			0	0
48			0	0
47			0	0
46	X		1	0
45			0	0
44			0	0
43			0	0
42	X		0	1
41	X		1	0
40	X		3	1
39	X		1	2
38	X		6	4
37	X		10	6
36	X		6	10
35	X		9	5
34	X		12	11
33	X		14	9
32	X		9	11
31	X		12	9
30	X		5	14
29	X		3	8
28	X		6	3
27	X		0	2
26	X		2	0
25	X		0	2
24	X		0	2
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):	H ST AND SIERRA WAY
OBSERVATION POINT:	246 5TH ST
POSTED SPEED LIMIT:	35 MPH
COMMENTS:	
OBSERVER:	CARLOS
WEATHER:	CLEAR
ROAD SURFACE:	DRY
ROAD CONDITION:	FAIR
DATA COLLECTION METHOD:	RADAR

85TH %:	37	36	37	M.P.H.
50TH %:	33	32	33	M.P.H.
15TH %:	30	29	30	M.P.H.
10 MPH PACE:	29 - 38	29 - 38	29 - 38	M.P.H.
% IN PACE:	86%	87%	87%	
% OVER PACE:	6%	4%	5%	
% UNDER PACE:	8%	9%	9%	
ARITHMETIC MEAN:	34	33	33	M.P.H.
SAMPLE VARIANCE:	12	13	12	
STANDARD DEVIATION:	3	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.12	0.13	0.06	
STD. ERROR OF THE MEAN:	0.35	0.35	0.25	M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: 5TH STREET

DATE: 08/23/24 DAY: Friday TIME PERIOD: 3:59PM TO 4:15PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60	X	0 0	0
59		0 1	1
58		0 0	0
57	X	0 0	0
56	X	0 1	1
55	X	0 1	1
54	X	0 1	1
53	X	0 1	1
52	XX	1 2	3
51	X	0 1	1
50	X	0 1	1
49	XX	0 2	2
48	XX	1 1	2
47	XXXXXX	2 6	8
46	XXXXXXXX	4 4	8
45	XXXXXXXX	3 4	7
44	XXXXXXXX	2 7	9
43	XXXXXXXX	4 4	8
42	XXXXXXXXXX	9 2	11
41	XXXXXXXXXX	12 6	18
40	XXXXXXXXXX	4 11	15
39	XXXXXXXXXX	6 6	12
38	XXXXXXXXXX	8 9	17
37	XXXXXXXXXX	7 5	12
36	XXXXXXXXXX	7 4	11
35	XXXXXXXXXX	9 7	16
34	XXXXXXXXXX	7 3	10
33	XXXX	2 2	4
32	XXXXXXXXXX	3 4	7
31	XXXXXX	3 2	5
30	XXXX	3 0	3
29	XX	1 1	2
28	X	0 1	1
27	X	1 0	1
26		0 0	0
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN): SIERRA WAY AND PEDLEY RD

OBSERVATION POINT: EAST OF COOLEY ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %: 43 47 46 M.P.H.

50TH %: 38 40 39 M.P.H.

15TH %: 34 35 34 M.P.H.

10 MPH PACE: 34 - 43 35 - 44 34 - 43 M.P.H.

% IN PACE: 73% 61% 65%

% OVER PACE: 14% 26% 24%

% UNDER PACE: 13% 13% 12%

ARITHMETIC MEAN: 39 41 40 M.P.H.

SAMPLE VARIANCE: 25 39 33

STANDARD DEVIATION: 5 6 6 M.P.H.

VARIANCE OF THE MEAN: 0.25 0.39 0.17

STD. ERROR OF THE MEAN: 0.50 0.63 0.41 M.P.H.

100	100	200
0	0	0
0	0	0

CITY OF SAN BERNARDINO

FOR ROADWAY: 6TH STREET

DATE: 08/23/24 DAY: Friday TIME PERIOD: 3:25PM TO 3:52PM

LIMITS (BTN):

DEL ROSA DR AND 200' E/O VICTORIA AVE

OBSERVATION POINT: 25560 6TH ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59	X	0	0
58		0	0
57		0	0
56		0	0
55	X	0	0
54		0	0
53	X	0	0
52		0	0
51		0	0
50		0	0
49	X	0	0
48	X	1	2
47	X	1	2
46	X	0	1
45	X	1	2
44	X	1	2
43	X	2	6
42	X	4	4
41	X	1	3
40	X	7	4
39	X	4	11
38	X	3	6
37	X	8	9
36	X	8	16
35	X	7	9
34	X	9	16
33	X	12	9
32	X	10	21
31	X	8	16
30	X	10	6
29	X	8	16
28	X	9	17
27	X	8	15
26	X	7	15
25	X	6	12
24	X	6	12
23	X	4	7
22	X	3	7
21	X	3	7
20	X	5	10
19	X	0	5
18	X	1	4
17	X	0	4
16	X	0	2
15	X	0	0

[85TH %:

43

42

43

M.P.H.

50TH %:

38

38

38

M.P.H.

15TH %:

34

33

33

M.P.H.

10 MPH PACE:

34 - 43

34 - 43

34 - 43

M.P.H.

% IN PACE:

76%

73%

75%

% OVER PACE:

10%

11%

11%

% UNDER PACE:

14%

16%

15%

ARITHMETIC MEAN:

38

38

38

M.P.H.

SAMPLE VARIANCE:

20

26

23

STANDARD DEVIATION:

4

5

5

M.P.H.

VARIANCE OF THE MEAN:

0.20

0.26

0.11

STD. ERROR OF THE MEAN:

0.45

0.51

0.34

M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: 16TH STREET

DATE: 08/13/24 DAY: Tuesday TIME PERIOD: 3:12PM TO 4:38PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49		0	0
48	X	1	1
47	X	1	1
46	X	3	3
45	X	1	2
44	X	2	3
43	X	5	5
42	X	1	8
41	X	6	12
40	X	4	6
39	X	8	12
38	X	5	13
37	X	11	17
36	X	7	14
35	X	5	20
34	X	8	16
33	X	7	12
32	X	8	15
31	X	7	18
30	X	5	10
29	X	4	7
28	X	0	1
27	X	2	2
26	X	0	2
25		0	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0
100			200

LIMITS (BTN): UNIVERSITY PKWY AND MEDICAL CENTER DR

OBSERVATION POINT: 1760 16TH ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
[85TH %:	41	41	41
50TH %:	36	35	35
15TH %:	31	31	31
10 MPH PACE:	30 - 39	30 - 39	30 - 39
% IN PACE:	71%	76%	74%
% OVER PACE:	23%	18%	21%
% UNDER PACE:	6%	6%	6%
ARITHMETIC MEAN:	36	35	36
SAMPLE VARIANCE:	23	18	20
STANDARD DEVIATION:	5	4	4
VARIANCE OF THE MEAN:	0.23	0.18	0.10
STD. ERROR OF THE MEAN:	0.48	0.42	0.32

CITY OF SAN BERNARDINO

FOR ROADWAY: 21ST ST STREET

DATE: 08/22/24 DAY: Thursday TIME PERIOD: 1:16PM TO 1:44PM

LIMITS (BTN): WATERMAN AVE AND PERRIS HILL PARK RD

OBSERVATION POINT: 531 21ST ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64	X	1	1
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49		0	0
48		0	0
47	X	1	1
46	X	0	1
45	X	1	0
44	X	1	1
43	X	2	1
42	X	1	1
41	X	2	1
40	X	0	1
39	X	4	3
38	X	2	3
37	X	9	7
36	X	6	5
35	X	11	9
34	X	5	7
33	X	9	12
32	X	7	6
31	X	4	7
30	X	3	9
29	X	8	7
28	X	6	5
27	X	3	3
26	X	5	3
25	X	1	2
24	X	3	0
23	X	2	1
22	X	0	1
21		0	0
20	X	1	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

85TH %: 38 38 38 M.P.H.

50TH %: 33 33 33 M.P.H.

15TH %: 27 28 28 M.P.H.

10 MPH PACE: 28 - 37 28 - 37 28 - 37 M.P.H.

% IN PACE: 68% 74% 71% 17% 13% 33 30 5 0.15 0.38 M.P.H.

% OVER PACE: 17% 16% 10% 33 22 5 0.22 0.46 M.P.H.

% UNDER PACE: 15% 10% 33 38 6 0.38 0.62 M.P.H.

ARITHMETIC MEAN: 33 33 33 M.P.H.

SAMPLE VARIANCE: 38 22 5 0.38 0.62 M.P.H.

STANDARD DEVIATION: 6 5 5 0.38 0.62 M.P.H.

VARIANCE OF THE MEAN: 0.38 0.22 0.15 0.38 0.62 M.P.H.

STD. ERROR OF THE MEAN: 0.62 0.46 0.38 0.62 0.62 M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: 28TH STREET

DATE: 08/22/24 DAY: Thursday TIME PERIOD: 3:25PM TO 4:49PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49		0 0	0
48		0 0	0
47		0 0	0
46		0 0	0
45		0 0	0
44		0 0	0
43	X	1 0	1
42		0 0	0
41		0 0	0
40	X	0 1	1
39	X	1 0	1
38		0 0	0
37	X X	1 1	2
36	X X	1 0	1
35	X X X	1 2	3
34	X X X	1 1	2
33	X X X X X X X X	5 5	10
32	X X X X X X X X	3 2	5
31	X X X X X X X X	8 7	15
30	X X X X X X X X	4 4	8
29	X X X X X X X X	9 6	15
28	X X X X X X X X	7 11	18
27	X X X X X X X X	12 8	20
26	X X X X X X X X	6 9	15
25	X X X X X X X X	13 10	23
24	X X X X X X X X	9 9	18
23	X X X X X X X X	8 8	16
22	X X X X X X X X	4 6	10
21	X X X X X X	3 3	6
20	X X X X X X	2 5	7
19	X	0 1	1
18	X X	1 1	2
17		0 0	0
16		0 0	0
15		0 0	0
			100 100 200

LIMITS (BTN): H ST AND WATERMAN AVE

OBSERVATION POINT: 655 28TH ST

POSTED SPEED LIMIT: 25 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
[85TH %:	31	31	31
50TH %:	27	26	27
15TH %:	23	22	23
10 MPH PACE:	22 - 31	22 - 31	22 - 31
% IN PACE:	80%	78%	79%
% OVER PACE:	14%	12%	13%
% UNDER PACE:	6%	10%	8%
ARITHMETIC MEAN:	27	27	27
SAMPLE VARIANCE:	18	18	18
STANDARD DEVIATION:	4	4	4
VARIANCE OF THE MEAN:	0.18	0.18	0.09
STD. ERROR OF THE MEAN:	0.43	0.42	0.30

CITY OF SAN BERNARDINO

FOR ROADWAY: 40TH STREET

DATE: 08/20/24 **DAY:** Tuesday **TIME PERIOD:** 2:17PM TO 2:45PM

[illegible]

	100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: ARDEN AVENUE

DATE: 08/16/24 DAY: Friday TIME PERIOD: 2:18PM TO 2:48PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52	X	0 1	1
51	X	0 1	1
50		0 0	0
49	X X X	0 3	3
48	X X	1 1	2
47	X X X	1 2	3
46	X X X X	2 2	4
45	X X X X	2 2	4
44	X X X	1 2	3
43	X X X X X	3 3	6
42	X X X X X X	1 5	6
41	X X X X X X X	2 7	9
40	X X X X X X X X	7 4	11
39	X X X X X X X X	4 7	11
38	X X X X X X X X X	6 10	16
37	X X X X X X X X X	7 7	14
36	X X X X X X X X X X	9 8	17
35	X X X X X X X X X X	11 3	14
34	X X X X X X X X X X	8 8	16
33	X X X X X X X X X X	10 4	14
32	X X X X X X X X X X	5 4	9
31	X X X X X X X X X X X	13 5	18
30	X X X X X	1 5	6
29	X X X X X X	3 3	6
28	X X X	1 2	3
27	X X	1 1	2
26		0 0	0
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21	X	1 0	1
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
			100 100 200

LIMITS (BTN): PACIFIC ST AND HIGHLAND AVE

OBSERVATION POINT: NORTH OF 17TH ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

[85TH %: 40 43 42 M.P.H.]

50TH %: 35 37 36 M.P.H.

15TH %: 31 31 31 M.P.H.

10 MPH PACE: 31 - 40 33 - 42 31 - 40 M.P.H.

% IN PACE: 80% 63% 70%

% OVER PACE: 13% 17% 21%

% UNDER PACE: 7% 20% 9%

ARITHMETIC MEAN: 36 38 37 M.P.H.

SAMPLE VARIANCE: 22 31 27

STANDARD DEVIATION: 5 6 5 M.P.H.

VARIANCE OF THE MEAN: 0.22 0.31 0.14

STD. ERROR OF THE MEAN: 0.47 0.56 0.37 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: ARROWHEAD AVENUE

DATE: 08/21/24 DAY: Wednesday TIME PERIOD: 2:39PM TO 3:38PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49		0	0
48	X	3	3
47	X	2	2
46	X	1	1
45	X	1	1
44	X	1	1
43	X	1	1
42	X	2	2
41	X	3	3
40	X	1	1
39	X	8	8
38	X	3	3
37	X	6	6
36	X	9	9
35	X	6	6
34	X	5	5
33	X	3	3
32	X	8	8
31	X	3	3
30	X	2	2
29	X	9	9
28	X	1	1
27	X	3	3
26	X	2	2
25	X	4	4
24	X	1	1
23	X	0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN):

HIGHLAND AVE AND KENDALL DR

OBSERVATION POINT:

3180 ARROWHEAD AVE

POSTED SPEED LIMIT:

35 MPH

OBSERVER:

CARLOS

COMMENTS:

WEATHER:

SUNNY

ROAD SURFACE:

DRY

ROAD CONDITION:

FAIR

DATA COLLECTION METHOD:

RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
[85TH %:	39	39	39
50TH %:	34	33	34
15TH %:	30	28	29
10 MPH PACE:	31 - 40	28 - 37	30 - 39
% IN PACE:	75%	64%	67%
% OVER PACE:	10%	24%	13%
% UNDER PACE:	15%	12%	20%
ARITHMETIC MEAN:	35	34	34
SAMPLE VARIANCE:	23	34	28
STANDARD DEVIATION:	5	6	5
VARIANCE OF THE MEAN:	0.23	0.34	0.14
STD. ERROR OF THE MEAN:	0.47	0.58	0.38

100

100

200

* * * * * P A C E

CITY OF SAN BERNARDINO

FOR ROADWAY: AUTO CENTER DRIVE

DATE: 11/09/23 DAY: Thursday TIME PERIOD: 3:40PM TO 4:14PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	NORTHBOUND-SOUTHBOUND		NB	SB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49			0	0
48			0	0
47			0	0
46			0	0
45			0	0
44	X		1	0
43	X		1	1
42	X		0	2
41	X		3	1
40	X		6	5
39	X		3	7
38	X		9	5
37	X		12	14
36	X		10	12
35	X		8	10
34	X		14	7
33	X		6	10
32	X		9	7
31	X		4	4
30	X		6	8
29	X		1	3
28	X		3	2
27	X		1	1
26	X		1	1
25	X		2	0
24			0	0
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):		SHOWCASE DR N AND E ST	
OBSERVATION POINT:		MIDBLOCK	
POSTED SPEED LIMIT:		40 MPH	OBSERVER: CARLOS
COMMENTS:		WEATHER: PARTLY SUNN	
		ROAD SURFACE: DRY	
		ROAD CONDITION: FAIR	
		DATA COLLECTION METHOD: RADAR	

85TH %:	38	39	38	M.P.H.
50TH %:	35	35	35	M.P.H.
15TH %:	31	30	31	M.P.H.
10 MPH PACE:	31 - 40	30 - 39	30 - 39	M.P.H.
% IN PACE:	81%	84%	83%	
% OVER PACE:	5%	9%	10%	
% UNDER PACE:	14%	7%	8%	
ARITHMETIC MEAN:	35	35	35	M.P.H.
SAMPLE VARIANCE:	15	13	14	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.15	0.13	0.07	
STD. ERROR OF THE MEAN:	0.38	0.36	0.26	M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: BASELINE STREET

DATE: 09/12/24 DAY: Thursday TIME PERIOD: 12:48PM TO 1:17PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED										TOTAL VEHICLES		
	EASTBOUND*WESTBOUND												
65	X										EB	WB	
64											1	0	1
63											0	0	0
62	X										0	0	0
61	X										0	1	1
60	X										1	0	1
59	X										1	1	2
58	X										1	1	2
57	X										0	1	1
56	X										1	0	1
55	X										0	2	2
54	X										4	3	7
53	X										5	0	5
52	X										2	1	3
51	X										6	6	12
50	X										3	4	7
49	X										10	6	16
48	X										6	6	12
47	X										8	10	18
46	X										11	8	19
45	X										8	6	14
44	X										6	5	11
43	X										11	8	19
42	X										5	3	8
41	X										1	6	7
40	X										3	5	8
39	X										0	5	5
38	X										1	0	1
37	X										0	2	2
36	X										1	0	1
35											0	0	0
34	X										1	0	1
33	X										0	1	1
32											0	0	0
31											0	0	0
30											0	0	0
29											0	0	0
28											0	0	0
27											0	0	0
26											0	0	0
25											0	0	0
24											0	0	0
23											0	0	0
22											0	0	0
21											0	0	0
20											0	0	0
19											0	0	0
18											0	0	0
17											0	0	0
16											0	0	0
15											0	0	0

LIMITS (BTN):

OBSERVATION POINT: 2300 BASELINE ST

POSTED SPEED LIMIT: 55 MPH

COMMENTS:

MERIDIAN AVE AND CALIFORNIA ST

OBSERVER: CARLOS

WEATHER: PARTLY CLOU

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %:	53	52	52	M.P.H.
50TH %:	47	46	47	M.P.H.
15TH %:	43	40	41	M.P.H.
10 MPH PACE:	43 - 52	40 - 49	43 - 52	M.P.H.
% IN PACE:	74%	66%	68%	
% OVER PACE:	16%	26%	13%	
% UNDER PACE:	10%	8%	19%	
ARITHMETIC MEAN:	48	46	47	M.P.H.
SAMPLE VARIANCE:	26	30	28	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.26	0.30	0.14	
STD. ERROR OF THE MEAN:	0.51	0.55	0.38	M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: BASELINE STREET

DATE: 09/12/24 DAY: Thursday TIME PERIOD: 12:23PM TO 12:44PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58	X	1 0	1
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53	X	1 0	1
52	XX	2 0	2
51		0 0	0
50		0 0	0
49	XX	1 1	2
48	XX	1 1	2
47	XX	2 0	2
46	XX	2 1	3
45	X	1 0	1
44	XX	2 1	3
43	XX	4 3	7
42	XX	4 5	9
41	XX	1 4	5
40	XX	8 7	15
39	XX	4 4	8
38	XX	7 5	12
37	XX	4 7	11
36	XX	8 3	11
35	XX	5 9	14
34	XX	11 7	18
33	XX	9 3	12
32	XX	9 8	17
31	XX	4 8	12
30	XX	3 6	9
29	XX	1 4	5
28	XX	2 4	6
27	XX	1 5	6
26	XX	1 0	1
25	XX	1 1	2
24	XX	0 2	2
23	X	0 1	1
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN): CALIFORNIA AVE AND MEDICAL CENTER DR

OBSERVATION POINT: 1756 BASELINE ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: PARTLY CLOU
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

85TH %: 43 41 42 M.P.H.

50TH %: 36 35 35 M.P.H.

15TH %: 32 29 30 M.P.H.

10 MPH PACE: 31 - 40 31 - 40 31 - 40 M.P.H.

% IN PACE: 69% 61% 65% M.P.H.

% OVER PACE: 22% 16% 19% M.P.H.

% UNDER PACE: 9% 23% 16% M.P.H.

ARITHMETIC MEAN: 37 35 36 M.P.H.

SAMPLE VARIANCE: 37 30 35 M.P.H.

STANDARD DEVIATION: 6 5 6 M.P.H.

VARIANCE OF THE MEAN: 0.37 0.30 0.17 M.P.H.

STD. ERROR OF THE MEAN: 0.61 0.55 0.42 M.P.H.

100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: BASELINE STREET

DATE: 11/13/23 DAY: Monday TIME PERIOD: 12:37PM TO 1:08PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EASTBOUND+WESTBOUND		EB	WB
			0	0
			0	0
			0	0
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49			0	0
48			0	0
47			0	0
46			0	0
45			0	0
44			0	0
43			0	0
42	X		1	0
41	X		1	2
40	X		4	2
39	X		2	3
38	X		7	5
37	X		8	6
36	X		11	7
35	X		16	10
34	X		12	14
33	X		11	12
32	X		6	9
31	X		9	8
30	X		5	12
29	X		3	3
28	X		1	5
27	X		3	2
26	X		0	0
25			0	0
24			0	0
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):	H ST AND SIERRA WAY
OBSERVATION POINT:	EAST OF G ST
POSTED SPEED LIMIT:	35 MPH
COMMENTS:	
OBSERVER:	CARLOS
WEATHER:	PARTLY SUNN
ROAD SURFACE:	DRY
ROAD CONDITION:	FAIR
DATA COLLECTION METHOD:	RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
85TH %:	37	37	37
50TH %:	34	33	34
15TH %:	31	30	30
10 MPH PACE:	29 - 38	30 - 39	29 - 38
% IN PACE:	88%	86%	87%
% OVER PACE:	8%	4%	8%
% UNDER PACE:	4%	10%	6%
ARITHMETIC MEAN:	34	33	34
SAMPLE VARIANCE:	10	11	10
STANDARD DEVIATION:	3	3	3
VARIANCE OF THE MEAN:	0.10	0.11	0.05
STD. ERROR OF THE MEAN:	0.32	0.33	0.23

100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: CAJON BOULEVARD

DATE: 08/06/24 DAY: Thursday TIME PERIOD: 2:53PM TO 3:11PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED										TOTAL VEHICLES	
	EASTBOUND*WESTBOUND										EB	WB
65	X	X									0	2
64	X										1	0
63	X	X	X	X							1	4
62	X	X	X								0	3
61	X	X	X	X	X						2	5
60	X	X	X	X	X	X					5	3
59	X	X	X	X	X	X	X				5	5
58	X	X	X	X	X	X	X	X			4	6
57	X	X	X	X	X	X	X	X			5	4
56	X	X	X	X	X	X	X	X	X		6	5
55	X	X	X	X	X	X	X	X	X	X	6	7
54	X	X	X	X	X	X	X	X	X	X	4	3
53	X	X	X	X	X	X	X	X	X	X	6	3
52	X	X	X	X	X	X	X	X	X	X	3	3
51	X	X	X	X	X	X	X	X	X	X	6	7
50	X	X	X	X	X	X	X	X	X	X	9	7
49	X	X	X	X	X	X	X	X	X	X	3	3
48	X	X	X	X	X	X	X	X	X	X	7	3
47	X	X	X	X	X	X	X	X	X	X	3	8
46	X	X	X	X	X	X	X	X	X	X	2	2
45	X	X	X	X	X	X	X	X	X	X	4	1
44	X	X	X	X	X	X	X	X	X	X	1	3
43	X	X									2	0
42	X	X	X	X							2	2
41	X	X	X	X							1	3
40	X	X	X	X							2	1
39	X	X	X	X							1	4
38											0	0
37	X	X	X	X							2	2
36	X	X									2	0
35	X										0	1
34											0	0
33	X	X	X								3	0
32											0	0
31	X	X									2	0
30											0	0
29											0	0
28											0	0
27											0	0
26											0	0
25											0	0
24											0	0
23											0	0
22											0	0
21											0	0
20											0	0
19											0	0
18											0	0
17											0	0
16											0	0
15											0	0

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

23RD ST AND CALIFORNIA ST

3030 CAJON BLVD

55 MPH

OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

85TH %:

50TH %:

15TH %:

10 MPH PACE:

% IN PACE:

% OVER PACE:

% UNDER PACE:

ARITHMETIC MEAN:

SAMPLE VARIANCE:

STANDARD DEVIATION:

VARIANCE OF THE MEAN:

STD. ERROR OF THE MEAN:

58

51

42

48 - 57

55%

18%

27%

51

57

8

0.57

0.76

59

52

44

50 - 59

50%

17%

33%

52

52

7

0.53

0.73

M.P.H.

M.P.H.

M.P.H.

M.P.H.

M.P.H.

M.P.H.

M.P.H.

100

100

200

CITY OF SAN BERNARDINO

FOR ROADWAY: CALIFORNIA STREET

DATE: 08/06/24 DAY: Thursday TIME PERIOD: 12:59PM TO 2:15PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49		0 0	0
48		0 0	0
47		0 0	0
46		0 0	0
45		0 0	0
44		0 0	0
43		0 0	0
42	X	1 0	1
41		0 0	0
40		0 0	0
39		0 0	0
38	XX	0 2	2
37	XXXX	1 3	4
36	XXXXX	4 1	5
35	XXXXXX	3 6	9
34	XXXXXXX	8 7	15
33	XXXXXXXX	6 10	16
32	XXXXXXXXX	10 12	22
31	XXXXXXXXXX	9 10	19
30	XXXXXXXXXX	15 9	24
29	XXXXXXXXXX	10 15	25
28	XXXXXXXXXX	16 11	27
27	XXXXXXXXXX	11 8	19
26	XXXXXXXXXX	5 3	8
25	XXXX	1 1	2
24	XX	0 2	2
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN):		BASELINE ST AND CAJON BLVD	
OBSERVATION POINT:		1414 CALIFORNIA ST	
POSTED SPEED LIMIT:		30 MPH	OBSERVER: CARLOS
COMMENTS:			WEATHER: SUNNY
			ROAD SURFACE: DRY
			ROAD CONDITION: FAIR
			DATA COLLECTION METHOD: RADAR

NORTHBOUND		SOUTHBOUND		NORTHBOUND+ SOUTHBOUND	
85TH %:		34	34	34	M.P.H.
50TH %:		30	31	30	M.P.H.
15TH %:		27	28	27	M.P.H.
10 MPH PACE:		26 - 35	26 - 35	26 - 35	M.P.H.
% IN PACE:		93%	91%	92%	
% OVER PACE:		6%	6%	6%	
% UNDER PACE:		1%	3%	2%	
ARITHMETIC MEAN:		30	31	31	M.P.H.
SAMPLE VARIANCE:		9	10	9	
STANDARD DEVIATION:		3	3	3	M.P.H.
VARIANCE OF THE MEAN:		0.09	0.10	0.05	
STD. ERROR OF THE MEAN:		0.30	0.31	0.22	M.P.H.

100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: CAMPUS PARKWAY

DATE: 11/13/23 DAY: Monday TIME PERIOD: 1:33PM TO 2:27PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62	XX	1 1	2
61	XX	2 1	3
60	XX	1 2	3
59	XX	2 4	6
58	XX	0 2	2
57	XX	2 0	2
56	XX	1 1	2
55	XX	1 1	2
54	XX	0 2	2
53	XX	2 1	3
52	XX	3 2	5
51	XX	4 5	9
50	XX	5 4	9
49	XX	8 3	11
48	XX	3 5	8
47	XX	4 0	4
46	XX	6 9	15
45	XX	7 9	16
44	XX	4 10	14
43	XX	9 7	16
42	XX	4 4	8
41	XX	7 7	14
40	XX	5 4	9
39	XX	3 2	5
38	XX	8 2	10
37	XX	1 6	7
36	XX	2 3	5
35	XX	2 2	4
34	XX	0 0	0
33	XX	2 0	2
32	XX	0 0	0
31	XX	1 0	1
30	XX	0 1	1
29		0 0	0
28		0 0	0
27		0 0	0
26		0 0	0
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

100	100	200
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LIMITS (BTN): KENDALL DR AND DEVILS CANYON RD	
OBSERVATION POINT: WEST OF VALLES DR	
POSTED SPEED LIMIT: 45 MPH	OBSERVER: CARLOS
WEATHER: DRY	PARTLY SUNN
ROAD SURFACE: FAIR	
ROAD CONDITION: RADAR	
DATA COLLECTION METHOD:	

85TH %:	51	52	52	M.P.H.
50TH %:	45	45	45	M.P.H.
15TH %:	38	39	38	M.P.H.
10 MPH PACE:	41 - 50	37 - 46	41 - 50	M.P.H.
% IN PACE:	57%	60%	58%	
% OVER PACE:	19%	34%	21%	
% UNDER PACE:	24%	6%	22%	
ARITHMETIC MEAN:	45	46	46	M.P.H.
SAMPLE VARIANCE:	44	45	45	
STANDARD DEVIATION:	7	7	7	M.P.H.
VARIANCE OF THE MEAN:	0.44	0.45	0.22	
STD. ERROR OF THE MEAN:	0.66	0.67	0.47	M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: CENTRAL AVENUE

DATE: 08/22/24 **DAY:** Thursday **TIME PERIOD:** 11:35AM TO 12:21PM

LIMITS (BTN):		100' E/O VALLEY VIEW AVE AND MOUNTAIN VIEW AVE	
OBSERVATION POINT: EAST OF CLEVENGER ST			
POSTED SPEED LIMIT: 40 MPH		OBSERVER: CARLOS	
COMMENTS:		WEATHER: SUNNY	
		ROAD SURFACE: DRY	
		ROAD CONDITION: FAIR	
		DATA COLLECTION METHOD: RADAR	

TOTAL VEHICLES SURVEYED			
SPEED (MPH)	EASTBOUND+WESTBOUND		TOTAL VEHICLES
	EB	WB	
65	X	1 0 1	
64		0 0 0	
63		0 0 0	
62		0 0 0	
61	X X X	2 1 3	
60	X X	1 1 2	
59	X	0 1 1	
58	X X	0 1 1	
57	X X X	1 1 2	
56	X X X X	2 2 4	
55	X X	1 1 2	
54	X X X X	1 3 4	
53		0 0 0	
52	X X X	1 2 3	
51	X X X	2 1 3	
50	X X	1 1 2	
49	X X X	1 3 4	
48	X X X X X	1 6 7	
47	X X X X X	2 4 6	
46	X X X X X X	3 7 10	
45	X X X X X X X	10 6 16	
44	X X X X	3 3 6	
43	X X X X X X X	6 8 14	
42	X X X X X X X X	6 8 14	
41	X X X X X X X X	2 9 11	
40	X X X X X X X	8 3 11	
39	X X X X X X	1 5 6	
38	X X X X X	5 1 6	
37	X X X X X X	5 2 7	
36	X X X X X X	3 4 7	
35	X X X X	1 3 4	*
34	X X X X X X	4 2 6	*
33	X X X X X X X	5 2 7	*
32	X X X X X X X X	6 5 11	P
31	X X X X X X	7 0 7	A
30	X X X	1 0 1	C
29	X X X X	3 1 4	E
28	X	1 0 1	*
27	X X	1 1 2	*
26	X	0 1 1	*
25		0 0 0	
24	X	1 0 1	
23		0 0 0	
22	X	0 1 1	
21		0 0 0	
20		0 0 0	
19		0 0 0	
18	X	1 0 1	
17		0 0 0	
16		0 0 0	
15		0 0 0	

EASTBOUND+WESTBOUND			
85TH %:	47	49	49
50TH %:	40	43	42
15TH %:	31	35	32
10 MPH PACE:	37 - 46	39 - 48	39 - 48
% IN PACE:	49%	59%	51%
% OVER PACE:	17%	18%	16%
% UNDER PACE:	34%	23%	34%
ARITHMETIC MEAN:	40	43	42
SAMPLE VARIANCE:	74	57	67
STANDARD DEVIATION:	9	8	8
VARIANCE OF THE MEAN:	0.74	0.57	0.33
STD. ERROR OF THE MEAN:	0.86	0.75	0.58

M.P.H.	M.P.H.	M.P.H.
42	32	39 - 48
51%	16%	51%
16%	34%	16%
42	67	8
8	0.33	0.58

	100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: COMMERCIAL ROAD

DATE: 08/22/24 DAY: Thursday TIME PERIOD: 9:00AM TO 11:00AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53	X	0 1	1
52	X	1 0	1
51	X	1 0	1
50	X	0 1	1
49	X X	0 3	3
48	X	0 1	1
47	X X	1 1	2
46	X X X	1 2	3
45		0 0	0
44	X X	2 0	2
43	X X X	0 4	4
42	X X X X	3 5	8
41	X X X	0 3	3
40	X X X X X X X	3 6	9
39	X X X X	5 0	5
38	X X X X X X X X	2 10	12
37	X X X X X X X	3 5	8
36	X X X X X X X X	7 3	10
35	X X X X X X X	4 3	7
34	X X X X X X X X X X	9 6	15
33	X X X X X X	4 2	6
32	X X X X X X X X	2 1	3
31	X X X X X X X X	5 3	8
30	X X X X X X	4 2	6
29	X X	2 0	2
28	X X	0 2	2
27	X X X X X X X X	5 3	8
26	X X	2 0	2
25	X X	2 0	2
24	X	1 0	1
23		0 0	0
22		0 0	0
21		0 0	0
20	X	1 0	1
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN): HUNTS LN AND STEELE RD

OBSERVATION POINT: 258 COMMERCIAL RD

POSTED SPEED LIMIT: NOT POSTED

COMMENTS: OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

[85TH %: 40 43 42 M.P.H.]

50TH %: 34 38 36 M.P.H.

15TH %: 27 31 30 M.P.H.

10 MPH PACE: 30 - 39 34 - 43 33 - 42 M.P.H.

% IN PACE: 64% 67% 61%

% OVER PACE: 17% 13% 14%

% UNDER PACE: 19% 19% 26%

ARITHMETIC MEAN: 35 38 36 M.P.H.

SAMPLE VARIANCE: 38 35 40

STANDARD DEVIATION: 6 6 6 M.P.H.

VARIANCE OF THE MEAN: 0.54 0.53 0.29

STD. ERROR OF THE MEAN: 0.74 0.73 0.54 M.P.H.

70 67 137

CITY OF SAN BERNARDINO

FOR ROADWAY: COMMERCIAL ROAD

DATE: 09/12/24 DAY: Thursday TIME PERIOD: 10:08AM TO 11:54AM

LIMITS (BTN):

WATERMAN AVE AND STEELE RD

OBSERVATION POINT:

394 COMMERCIAL RD

POSTED SPEED LIMIT:

25 MPH

OBSERVER:

CARLOS

COMMENTS:

WEATHER:

CLOUDY

ROAD SURFACE:

DRY

ROAD CONDITION:

FAIR

DATA COLLECTION METHOD:

RADAR

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49		0	0
48		0	0
47		0	0
46		0	0
45	X	0	1
44	X	0	1
43	X	0	1
42	X	0	1
41		0	0
40	X	1	1
39	X	1	2
38	X	1	2
37	X	1	1
36	X	1	2
35	X	0	3
34	X	2	3
33	X	1	2
32	X	5	11
31	X	7	11
30	X	9	11
29	X	7	11
28	X	4	11
27	X	7	14
26	X	6	8
25	X	6	13
24	X	7	10
23	X	4	6
22	X	3	5
21	X	3	5
20	X	3	7
19	X	5	17
18	X	5	10
17	X	4	2
16	X	4	3
15	X	4	1

85TH %:

31

32

32

M.P.H.

50TH %:

26

25

25

M.P.H.

15TH %:

18

19

19

M.P.H.

10 MPH PACE:

23 - 32

19 - 28

23 - 32

M.P.H.

% IN PACE:

62%

60%

56%

% OVER PACE:

7%

29%

10%

% UNDER PACE:

31%

11%

34%

ARITHMETIC MEAN:

25

26

26

M.P.H.

SAMPLE VARIANCE:

34

46

39

STANDARD DEVIATION:

6

7

6

M.P.H.

VARIANCE OF THE MEAN:

0.34

0.45

0.20

STD. ERROR OF THE MEAN:

0.58

0.67

0.44

M.P.H.

100

100

200

CITY OF SAN BERNARDINO

FOR ROADWAY: D STREET

DATE: 08/23/24 DAY: Friday TIME PERIOD: 9:00AM TO 9:38AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49		0 0	0
48		0 0	0
47	XX	0 2	2
46	XX	1 1	2
45	XXXXXXXXXX	3 4	7
44	XXXXXXXXXX	2 5	7
43	XXXXX	4 1	5
42		0 0	0
41	XXXXXXXXXX	2 7	9
40	XXXXXXXXXX	8 4	12
39	XXXXXX	3 3	6
38	XXXXXXXXXX	6 5	11
37	XXXXXXXXXX	11 4	15
36	XXXXXXXXXX	10 8	18
35	XXXXXXXXXX	6 6	12
34	XXXXXX	4 3	7
33	XXXXXXXXXX	7 4	11
32	XXXXXXXXXX	5 6	11
31	XXXXXXXXXX	7 8	15
30	XXXXX	3 2	5
29	XXXXXXXXXX	5 7	12
28	XXXXXXXXXX	1 5	6
27	XXXXXX	2 3	5
26	XXXXXX	4 0	4
25	XXXXXX	2 3	5
24	XXXXXXXXXX	2 4	6
23		0 0	0
22	XXXXXX	0 5	5
21	XX	2 0	2
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
100 100 200			

LIMITS (BTN): 6TH ST AND 28TH ST

OBSERVATION POINT: 939 D ST

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+ SOUTHBOUND
[85TH %:	40	41	41
50TH %:	35	34	35
15TH %:	29	27	28
10 MPH PACE:	31 - 40	29 - 38	31 - 40
% IN PACE:	67%	53%	59%
% OVER PACE:	12%	27%	16%
% UNDER PACE:	21%	20%	25%
ARITHMETIC MEAN:	35	34	34
SAMPLE VARIANCE:	31	43	37
STANDARD DEVIATION:	6	7	6
VARIANCE OF THE MEAN:	0.31	0.43	0.18
STD. ERROR OF THE MEAN:	0.55	0.66	0.43

CITY OF SAN BERNARDINO

FOR ROADWAY: DEL ROSA DRIVE

DATE: 08/16/24 DAY: Friday TIME PERIOD: 2:54PM TO 3:52PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49		0 0	0
48		0 0	0
47		0 0	0
46		0 0	0
45		0 0	0
44		0 0	0
43	X X	1 1	2
42	X X	1 1	2
41	X X	1 1	2
40	X X X X	2 3	5
39	X X X X	1 5	6
38	X X X X	2 4	6
37	X X X X	4 2	6
36	X X X X X X	6 7	13
35	X X X X X X	8 7	15
34	X X X X X X	9 10	19
33	X X X X X X	12 9	21
32	X X X X X X	10 6	16
31	X X X X X X	7 4	11
30	X X X X X X	9 6	15
29	X X X X X X	7 7	14
28	X X X X X X	7 5	12
27	X X X X X X	6 4	10
26	X X X X X X	2 5	7
25	X X X X X X	5 4	9
24	X X X X	0 2	2
23	X X X	0 3	3
22	X X X	0 3	3
21		0 0	0
20	X	0 1	1
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN): 6TH ST AND BASELINE ST

OBSERVATION POINT: NORTH OF 17TH ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %: 36 37 36 M.P.H.

50TH %: 32 32 32 M.P.H.

15TH %: 28 26 27 M.P.H.

10 MPH PACE: 27 - 36 27 - 36 M.P.H.

% IN PACE: 81% 65% 73%

% OVER PACE: 12% 17% 15%

% UNDER PACE: 7% 18% 13%

ARITHMETIC MEAN: 32 32 32 M.P.H.

SAMPLE VARIANCE: 16 26 21

STANDARD DEVIATION: 4 5 5 M.P.H.

VARIANCE OF THE MEAN: 0.16 0.26 0.10

STD. ERROR OF THE MEAN: 0.40 0.51 0.32 M.P.H.

100	100	200
0	0	0
0	0	0

CITY OF SAN BERNARDINO

FOR ROADWAY: DEL ROSA AVENUE

DATE: 08/20/24 DAY: Tuesday TIME PERIOD: 10:40AM TO 11:06AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49	X	0 1	1
48		0 0	0
47	X	0 1	1
46		0 0	0
45	X X	2 0	2
44	X	1 0	1
43	X	0 1	1
42	X X X X	1 4	5
41	X X X X	3 2	5
40	X X X X	4 1	5
39	X X X X X	5 2	7
38	X X X X X	2 6	8
37	X X X X X X	4 10	14
36	X X X X X X X	13 9	22
35	X X X X X X X	12 7	19
34	X X X X X X X	11 11	22
33	X X X X X X X	8 6	14
32	X X X X X X X	8 10	18
31	X X X X X X X	5 6	11
30	X X X X X X X	12 10	22
29	X X X X X X X	4 8	12
28	X X X X X	3 2	5
27	X X X X	1 3	4
26	X	1 0	1
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
100 100 200			

LIMITS (BTN): DEL ROSA DR AND MARSHALL BLVD

OBSERVATION POINT: 1602 DEL ROSA AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

[85TH %: 39 38 38 M.P.H.]

50TH %: 34 34 34 M.P.H.

15TH %: 30 30 30 M.P.H.

10 MPH PACE: 30 - 39 29 - 38 29 - 38 M.P.H.

% IN PACE: 80% 83% 81% M.P.H.

% OVER PACE: 11% 12% 14% M.P.H.

% UNDER PACE: 9% 5% 5% M.P.H.

ARITHMETIC MEAN: 34 34 34 M.P.H.

SAMPLE VARIANCE: 16 18 17 M.P.H.

STANDARD DEVIATION: 4 4 4 M.P.H.

VARIANCE OF THE MEAN: 0.16 0.18 0.08 M.P.H.

STD. ERROR OF THE MEAN: 0.39 0.43 0.29 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: DEL ROSA AVENUE

DATE: 08/20/24 DAY: Tuesday TIME PERIOD: 11:11AM TO 11:53AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57	X	0	1
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49		0	0
48		0	0
47	X	0	1
46	X	1	1
45	X	2	3
44	X	1	4
43	X	0	3
42	X	1	2
41	X	2	10
40	X	5	16
39	X	9	19
38	X	6	13
37	X	9	20
36	X	12	18
35	X	11	16
34	X	8	3
33	X	6	9
32	X	7	10
31	X	10	15
30	X	2	2
29	X	1	0
28	X	0	0
27	X	0	0
26		0	0
25		0	0
24		0	0
23		0	0
22		0	0
21	X	1	1
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN): MARSHALL BLVD AND 39TH ST

OBSERVATION POINT: 3480 DEL ROSA AVE

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %: 38 40 40 M.P.H.

50TH %: 34 36 35 M.P.H.

15TH %: 30 31 31 M.P.H.

10 MPH PACE: 29 - 38 31 - 40 29 - 38 M.P.H.

% IN PACE: 83% 76% 77%

% OVER PACE: 15% 14% 22%

% UNDER PACE: 2% 10% 2%

ARITHMETIC MEAN: 34 36 35 M.P.H.

SAMPLE VARIANCE: 18 22 21

STANDARD DEVIATION: 4 5 5 M.P.H.

VARIANCE OF THE MEAN: 0.18 0.22 0.10

STD. ERROR OF THE MEAN: 0.43 0.47 0.32 M.P.H.

NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
38	40	40
34	36	35
30	31	31
29 - 38	31 - 40	29 - 38
83%	76%	77%
15%	14%	22%
2%	10%	2%
34	36	35
18	22	21
4	5	5
0.18	0.22	0.10
0.43	0.47	0.32

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: E STREET

DATE: 08/22/24 DAY: Thursday TIME PERIOD: 11:06AM TO 11:25AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58	X	1 0	1
57		0 0	0
56		0 0	0
55	X X	0 2	2
54	X	0 1	1
53		0 0	0
52		0 0	0
51	X	0 1	1
50		0 0	0
49	X	1 0	1
48	X X X	1 2	3
47	X X X X	2 3	5
46	X X X X X	1 4	5
45	X X X X	2 2	4
44	X X	1 1	2
43	X X X X X X X X	5 5	10
42	X X X X X X X X	3 5	8
41	X X X X X X X X	4 8	12
40	X X X X X X X X	5 7	12
39	X X X X X X X X	8 8	16
38	X X X X X X X X	10 9	19
37	X X X X X X X X X X	10 12	22
36	X X X X X X X X X X	10 4	14
35	X X X X X X X X	5 3	8
34	X X X X X X X X X X	13 1	14
33	X X X X X X X X	4 4	8
32	X X X X X X X X	6 3	9
31	X X X X X X	2 5	7
30	X X X X X X	3 4	7
29	X X X X X X	2 5	7
28	X X X X X X	0 1	1
27	X	1 0	1
26		0 0	0
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
			100 100 200

LIMITS (BTN):

OBSERVATION POINT: 1630 E ST

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
[85TH %:	42	44	43
50TH %:	37	38	38
15TH %:	33	31	32
10 MPH PACE:	32 - 41	35 - 44	34 - 43
% IN PACE:	75%	62%	68%
% OVER PACE:	17%	15%	13%
% UNDER PACE:	8%	23%	20%
ARITHMETIC MEAN:	37	39	38
SAMPLE VARIANCE:	24	34	29
STANDARD DEVIATION:	5	6	5
VARIANCE OF THE MEAN:	0.24	0.34	0.15
STD. ERROR OF THE MEAN:	0.49	0.59	0.38

FOR ROADWAY: E STREET

3:33PM

[illegible]

FOR ROADWAY: E STREET

TO 3:06PM

[illegible]

CITY OF SAN BERNARDINO

FOR ROADWAY: E STREET

DATE: 11/09/23 DAY: Thursday TIME PERIOD: 1:43PM TO 2:27PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED			TOTAL VEHICLES
	NORTHBOUND-SOUTHBOUND			
	NB	SB		
65		0	0	0
64		0	0	0
63		0	0	0
62		0	0	0
61		0	0	0
60		0	0	0
59		0	0	0
58		0	0	0
57		0	0	0
56		0	0	0
55		0	0	0
54		0	0	0
53		0	0	0
52		0	0	0
51		0	0	0
50		0	0	0
49		0	0	0
48		0	0	0
47		0	0	0
46		0	0	0
45		0	0	0
44		0	0	0
43	X	1	0	1
42	X	0	1	1
41	X	1	2	3
40	X	1	3	4
39	X	2	4	6
38	X	2	5	7
37	X	3	6	9
36	X	7	7	14
35	X	3	8	11
34	X	5	9	14
33	X	9	10	19
32	X	15	11	26
31	X	10	7	17
30	X	11	8	19
29	X	7	5	12
28	X	8	3	11
27	X	6	4	10
26	X	4	6	10
25	X	2	1	3
24	X	3	0	3
23	X	0	0	0
22		0	0	0
21		0	0	0
20		0	0	0
19		0	0	0
18		0	0	0
17		0	0	0
16		0	0	0
15		0	0	0

LIMITS (BTN):	8TH ST AND RIALTO AVE
OBSERVATION POINT:	SOUTH OF 7TH ST
POSTED SPEED LIMIT:	35 MPH
COMMENTS:	OBSERVER: CARLOS WEATHER: PARTLY SUNN ROAD SURFACE: DRY ROAD CONDITION: FAIR DATA COLLECTION METHOD: RADAR

85TH %:	36	37	37	M.P.H.
50TH %:	31	33	32	M.P.H.
15TH %:	27	29	28	M.P.H.
10 MPH PACE:	27 - 36	29 - 38	27 - 36	M.P.H.
% IN PACE:	81%	76%	77%	
% OVER PACE:	10%	10%	16%	
% UNDER PACE:	9%	14%	8%	
ARITHMETIC MEAN:	31	33	32	M.P.H.
SAMPLE VARIANCE:	15	16	16	
STANDARD DEVIATION:	4	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.15	0.16	0.08	
STD. ERROR OF THE MEAN:	0.39	0.40	0.28	M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: E STREET

DATE: 11/09/23 DAY: Thursday TIME PERIOD: 12:50PM TO 1:37PM

LIMITS (BTN): BASELINE ST AND 8TH ST

OBSERVATION POINT: 1139 E ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: PARTLY SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

85TH %:

50TH %:

15TH %:

10 MPH PACE:

% IN PACE:

% OVER PACE:

% UNDER PACE:

ARITHMETIC MEAN:

SAMPLE VARIANCE:

STANDARD DEVIATION:

VARIANCE OF THE MEAN:

STD. ERROR OF THE MEAN:

NORTHBOUND

SOUTHBOUND

NORTHBOUND-SOUTHBOUND

42

39

41

M.P.H.

M.P.H.

M.P.H.

100

100

200

CITY OF SAN BERNARDINO

FOR ROADWAY: E STREET

DATE: 11/09/23 DAY: Thursday TIME PERIOD: 12:02PM TO 12:45PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED										TOTAL VEHICLES	
	NORTHBOUND-SOUTHBOUND										NB	SB
											0	0
											0	0
											0	0
65											0	0
64											0	0
63											0	0
62											0	0
61	X										1	0
60	X										1	0
59	X										1	0
58	X										0	0
57	X										0	0
56	X										0	0
55	X										1	0
54	X										0	1
53											0	0
52											0	0
51	X										2	0
50	X										0	0
49	X										0	1
48	X										2	1
47											0	0
46	X										2	1
45	X										0	1
44	X										4	1
43	X										2	2
42	X										3	4
41	X										5	2
40	X										6	4
39	X										12	3
38	X										9	6
37	X										7	8
36	X										11	9
35	X										6	14
34	X										8	10
33	X										3	7
32	X										1	3
31	X										5	3
30	X										2	8
29	X										1	3
28	X										1	1
27	X										1	0
26	X										0	0
25											0	0
24											0	0
23											0	0
22											0	0
21											0	0
20											0	0
19											0	0
18											0	0
17											0	0
16											0	0
15											0	0

LIMITS (BTN):	HIGHLAND AVE AND BASELINE ST										NORTHBOUND		SOUTHBOUND		NORTHBOUND-SOUTHBOUND	
	OBSERVATION POINT: 1728 E ST										43		40		42	
	POSTED SPEED LIMIT: 35 MPH										37		35		36	
	OBSERVER: CARLOS										33		30		32	
	COMMENTS: PARTLY SUNN										33 - 42		29 - 38		32 - 41	
	WEATHER: DRY										69%		71%		69%	
	ROAD SURFACE: FAIR										17%		25%		17%	
	ROAD CONDITION: RADAR										14%		4%		15%	
	DATA COLLECTION METHOD:										38		36		37	
											46		26		37	
85TH %:										7		5		6		
50TH %:										0.46		0.26		0.19		
15TH %:										0.67		0.51		0.43		
10 MPH PACE:																
% IN PACE:																
% OVER PACE:																
% UNDER PACE:																
ARITHMETIC MEAN:																
SAMPLE VARIANCE:																
STANDARD DEVIATION:																
VARIANCE OF THE MEAN:																
STD. ERROR OF THE MEAN:																

FOR ROADWAY: E STREET

	11:35AM	TO	11:56AM
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100			

LIMITS (BTN):		30 TH ST AND HIGHLAND AVE	
OBSERVATION POINT:		2864 E ST	
POSTED SPEED LIMIT:		35 MPH	
OBSERVER:		CARLOS	
COMMENTS:		PARTLY SUNN	
WEATHER:		DRY	
ROAD SURFACE:		FAIR	
ROAD CONDITION:		RADAR	
DATA COLLECTION METHOD:			

TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
NORTHBOUND+ SOUTHBOUND		NB	SB
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50	X	0	1
49		0	0
48	X X	2	0
47	X X	1	1
46	X X X	1	2
45	X	1	0
44	X	0	1
43	X X X X	3	1
42	X X X X X	4	2
41	X X X X X	1	4
40	X X X X X X X	3	5
39	X X X X X X X X	7	4
38	X X X X X X X X X	10	5
37	X X X X X X X X X X	6	9
36	X X X X X X X X X X X	10	6
35	X X X X X X X X X X X X	6	8
34	X X X X X X X X X X X X X	10	10
33	X X X X X X X X X X X X X X	6	4
32	X X X X X X X X X X X X X X	4	11
31	X X X X X X X X X X X X X X	7	3
30	X X X X X X X X X X X X X X	6	8
29	X X X X X X X X X X X X X X	2	6
28	X X X X X X X X X X X X X X	3	1
27	X X X X X X X X X X X X X X	6	3
26	X X X X X X X X X X X X X X	1	5
25		0	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN):		30 TH ST AND HIGHLAND AVE	
OBSERVATION POINT:		2864 E ST	
POSTED SPEED LIMIT:		35 MPH	
OBSERVER:		CARLOS	
COMMENTS:		PARTLY SUNN	
WEATHER:		DRY	
ROAD SURFACE:		FAIR	
ROAD CONDITION:		RADAR	
DATA COLLECTION METHOD:			

85TH %:		40		40		40		M.P.H.	
50TH %:		35		34		35		M.P.H.	
15TH %:		30		29		30		M.P.H.	
10 MPH PACE:		30 - 39		29 - 38		30 - 39		M.P.H.	
% IN PACE:		72%		70%		70%			
% OVER PACE:		16%		21%		17%			
% UNDER PACE:		12%		9%		14%			
ARITHMETIC MEAN:		35		35		35		M.P.H.	
SAMPLE VARIANCE:		25		25		25			
STANDARD DEVIATION:		5		5		5		M.P.H.	
VARIANCE OF THE MEAN:		0.25		0.25		0.12			
STD. ERROR OF THE MEAN:		0.50		0.50		0.35		M.P.H.	

CITY OF SAN BERNARDINO

FOR ROADWAY: E STREET

DATE: 08/21/24 DAY: Wednesday TIME PERIOD: 1:19PM TO 1:28PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55	X	0 1	1
54		0 0	0
53		0 0	0
52	X	1 0	1
51	X X X	1 2	3
50	X	0 1	1
49	X X X X	1 3	4
48	X X X X	3 1	4
47	X X X	1 2	3
46	X X	1 1	2
45	X X X X X	2 3	5
44	X X X	1 2	3
43	X X X X X	2 4	6
42	X X X X X	3 2	5
41	X X X X X X X X	4 5	9
40	X X X	1 2	3
39	X X X X X X X X	3 6	9
38	X X X X X X X X X X	5 9	14
37	X X X X X X X X X X	2 12	14
36	X X X X X X X X X X X	8 8	16
35	X X X X X X X X X X X X	10 6	16
34	X X X X X X X X X X X X	9 8	17
33	X X X X X X X X	3 5	8
32	X X X X X X X X X X	5 4	9
31	X X X X X X X X X X	9 1	10
30	X X X X X X X X	6 3	9
29	X X X X X X X X	5 3	8
28	X X X X X X X	3 4	7
27	X X	2 0	2
26	X X X X	3 1	4
25	X	1 0	1
24	X X	1 0	1
23	X X	2 0	2
22	X X	1 1	2
21		0 0	0
20	X	1 0	1
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN): 30TH ST AND KENDALL DR

OBSERVATION POINT: 3255 E ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %:

50TH %:

15TH %:

10 MPH PACE:

% IN PACE:

% OVER PACE:

% UNDER PACE:

ARITHMETIC MEAN:

SAMPLE VARIANCE:

STANDARD DEVIATION:

VARIANCE OF THE MEAN:

STD. ERROR OF THE MEAN:

42

44

43

M.P.H.

36

M.P.H.

30

M.P.H.

30 - 39

M.P.H.

61%

25%

14%

36

M.P.H.

42

6

M.P.H.

0.21

0.46

M.P.H.

100

100

200

CITY OF SAN BERNARDINO

FOR ROADWAY: ELECTRIC AVENUE

DATE: 08/21/24 DAY: Wednesday TIME PERIOD: 3:43PM TO 4:04PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53	X	1	1
52		0	0
51		0	0
50	X	1	1
49	X	1	1
48		0	0
47	X	1	1
46	X	5	5
45	X	1	1
44	X	3	3
43	X	4	4
42	X	1	1
41	X	5	5
40	X	9	9
39	X	8	8
38	X	10	10
37	X	9	9
36	X	8	8
35	X	10	10
34	X	6	6
33	X	5	5
32	X	5	5
31	X	2	2
30	X	3	3
29	X	0	0
28	X	0	0
27	X	1	1
26	X	0	0
25	X	1	1
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

100	100	200
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LIMITS (BTN):	MOUNTAINVIEW AVE AND NORTHPARK BLVD
OBSERVATION POINT:	3896 ELECTRIC AVE
POSTED SPEED LIMIT:	35 MPH
OBSERVER:	CARLOS
COMMENTS:	WEATHER: SUNNY
	ROAD SURFACE: DRY
	ROAD CONDITION: FAIR
	DATA COLLECTION METHOD: RADAR

85TH %:	43	39	41	M.P.H.
50TH %:	37	34	36	M.P.H.
15TH %:	33	30	31	M.P.H.
10 MPH PACE:	32 - 41	30 - 39	32 - 41	M.P.H.
% IN PACE:	75%	76%	72%	
% OVER PACE:	18%	12%	12%	
% UNDER PACE:	7%	12%	17%	
ARITHMETIC MEAN:	38	35	36	M.P.H.
SAMPLE VARIANCE:	24	17	23	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.24	0.17	0.12	
STD. ERROR OF THE MEAN:	0.49	0.42	0.34	M.P.H.

* * * * *

CITY OF SAN BERNARDINO

FOR ROADWAY: EUCALYPTUS AVENUE

DATE: 08/13/24 DAY: Tuesday TIME PERIOD: 9:02AM TO 10:16AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50	X	1	1
49		0	0
48		0	0
47	X	1	1
46		0	0
45		0	0
44		0	0
43	X	1	1
42	X	1	1
41	X	2	2
40	X	4	1
39	X	5	2
38	X	3	7
37	X	9	8
36	X	5	14
35	X	8	16
34	X	10	20
33	X	14	20
32	X	11	20
31	X	5	15
30	X	7	15
29	X	5	16
28	X	2	13
27	X	4	10
26	X	1	3
25	X	2	1
24	X	0	1
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0
100			200

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

MILL ST AND RIAL TO AVE

175 EUCALYPTUS AVE

35 MPH

OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
[85TH %:	38	36	37
50TH %:	33	31	33
15TH %:	30	28	28
10 MPH PACE:	29 - 38	27 - 36	27 - 36
% IN PACE:	77%	84%	80%
% OVER PACE:	14%	12%	17%
% UNDER PACE:	9%	4%	4%
ARITHMETIC MEAN:	34	32	33
SAMPLE VARIANCE:	19	14	18
STANDARD DEVIATION:	4	4	4
VARIANCE OF THE MEAN:	0.19	0.14	0.09
STD. ERROR OF THE MEAN:	0.44	0.38	0.30
			M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: G STREET

DATE: 11/13/23 DAY: Monday TIME PERIOD: 9:52AM TO 11:52AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	NORTHBOUND-SOUTHBOUND		NB	SB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49			0	0
48			0	0
47	X		2	0
46	X		0	0
45	X		0	2
44	X		2	0
43	X		0	2
42	X		1	4
41	X		0	0
40	X		2	2
39	X		4	4
38	X		4	8
37	X		6	6
36	X		8	8
35	X		4	9
34	X		2	6
33	X		4	4
32	X		6	6
31	X		3	11
30	X		10	7
29	X		6	0
28	X		8	6
27	X		6	2
26	X		0	0
25	X		2	4
24	X		0	0
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):	MILL ST AND INLAND CENTER DR
OBSERVATION POINT:	600 G ST
POSTED SPEED LIMIT:	35 MPH
COMMENTS:	OBSERVER: CARLOS WEATHER: PARTLY SUNN ROAD SURFACE: DRY ROAD CONDITION: FAIR DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND-SOUTHBOUND
85TH %:	38	39	38
50TH %:	32	34	33
15TH %:	28	30	28
10 MPH PACE:	28 - 37	30 - 39	28 - 37
% IN PACE:	70%	75%	71%
% OVER PACE:	18%	11%	20%
% UNDER PACE:	12%	14%	9%
ARITHMETIC MEAN:	33	34	34
SAMPLE VARIANCE:	27	22	24
STANDARD DEVIATION:	5	5	5
VARIANCE OF THE MEAN:	0.32	0.25	0.14
STD. ERROR OF THE MEAN:	0.57	0.50	0.38

82	87	169
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CITY OF SAN BERNARDINO

FOR ROADWAY: G STREET

DATE: 11/13/23 DAY: Monday TIME PERIOD: 11:59AM TO 12:27PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	NORTHBOUND-SOUTHBOUND		NB	SB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49			0	0
48			0	0
47			0	0
46			0	0
45			0	0
44			0	0
43			0	0
42	X		0	1
41	X		1	3
40	X		1	1
39	X		1	4
38	X		1	3
37	X		3	6
36	X		6	7
35	X		5	8
34	X		9	10
33	X		14	7
32	X		11	9
31	X		8	11
30	X		16	6
29	X		9	11
28	X		7	7
27	X		4	3
26	X		1	2
25	X		2	1
24	X		1	0
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN): 3RD ST AND MILL ST

OBSERVATION POINT: NORTH OF VALLEY ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: PARTLY SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

85TH %:	35	37	36	M.P.H.
50TH %:	32	32	32	M.P.H.
15TH %:	28	29	29	M.P.H.
10 MPH PACE:	27 - 36	28 - 37	28 - 37	M.P.H.
% IN PACE:	89%	82%	85%	
% OVER PACE:	7%	12%	8%	
% UNDER PACE:	4%	6%	7%	
ARITHMETIC MEAN:	32	33	32	M.P.H.
SAMPLE VARIANCE:	11	15	13	
STANDARD DEVIATION:	3	4	4	M.P.H.
VARIANCE OF THE MEAN:	0.11	0.15	0.06	
STD. ERROR OF THE MEAN:	0.33	0.38	0.25	M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: H STREET

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 3:26PM TO 3:51PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	NORTHBOUND-SOUTHBOUND		NB	SB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49			0	0
48			0	0
47			0	0
46			0	0
45			0	0
44			0	0
43			0	0
42			1	1
41			0	3
40			3	4
39			2	5
38			3	4
37			6	10
36			4	7
35			15	5
34			4	7
33			14	7
32			16	9
31			5	12
30			12	7
29			6	7
28			2	5
27			3	1
26			2	2
25			1	1
24			1	1
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN): 6TH ST AND 3RD ST

OBSERVATION POINT: 390 H ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: CLEAR

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND-SOUTHBOUND
85TH %:	36	38	37
50TH %:	33	33	33
15TH %:	29	29	29
10 MPH PACE:	29 - 38	28 - 37	29 - 38
% IN PACE:	85%	76%	80%
% OVER PACE:	6%	19%	11%
% UNDER PACE:	9%	5%	10%
ARITHMETIC MEAN:	33	34	33
SAMPLE VARIANCE:	12	19	15
STANDARD DEVIATION:	3	4	4
VARIANCE OF THE MEAN:	0.12	0.19	0.08
STD. ERROR OF THE MEAN:	0.35	0.43	0.28

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: HARRISON STREET

DATE: 08/20/24 **DAY:** Tuesday **TIME PERIOD:** 12:43PM TO 2:13PM

[illegible]

	100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: HIGHLAND AVENUE

DATE: 08/08/24 **DAY:** Thursday **TIME PERIOD:** 10:50AM TO 11:14AM

[illegible]

	100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: HIGHLAND AVENUE

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 10:43AM TO 11:13AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EASTBOUND-WESTBOUND		EB	WB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54	X		0	1
53			0	0
52	X		1	0
51	X		1	1
50			0	0
49	X		1	0
48	X		1	0
47	X		1	0
46	X		2	1
45	X		1	1
44	X		2	2
43	X		3	2
42	X		7	4
41	X		2	5
40	X		5	4
39	X		6	12
38	X		10	8
37	X		9	9
36	X		8	10
35	X		7	9
34	X		5	5
33	X		8	3
32	X		4	6
31	X		5	10
30	X		6	4
29	X		1	0
28	X		1	2
27	X		2	1
26	X		1	0
25			0	0
24			0	0
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):		MACY ST AND MEDICAL CENTER DR	
OBSERVATION POINT:		2147 HIGHLAND AVE	
POSTED SPEED LIMIT:	45 MPH	OBSERVER:	CARLOS
COMMENTS:		WEATHER:	CLEAR
		ROAD SURFACE:	DRY
		ROAD CONDITION:	FAIR
		DATA COLLECTION METHOD:	RADAR

85TH %:	42	41	42	M.P.H.
50TH %:	37	36	37	M.P.H.
15TH %:	31	31	31	M.P.H.
10 MPH PACE:	30 - 39	31 - 40	30 - 39	M.P.H.
% IN PACE:	68%	76%	72%	
% OVER PACE:	27%	17%	24%	
% UNDER PACE:	5%	7%	4%	
ARITHMETIC MEAN:	37	37	37	M.P.H.
SAMPLE VARIANCE:	28	22	25	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.28	0.22	0.12	
STD. ERROR OF THE MEAN:	0.53	0.47	0.35	M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: HIGHLAND AVENUE

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 11:20AM TO 11:38AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EASTBOUND-WESTBOUND		EB	WB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49	X		1	0
48	X		1	0
47	X		1	1
46			0	0
45	X		2	2
44	X		1	1
43	X		0	0
42	X		2	2
41	X		5	4
40	X		5	3
39	X		9	2
38	X		6	6
37	X		7	6
36	X		14	7
35	X		9	7
34	X		5	6
33	X		9	7
32	X		10	12
31	X		3	9
30	X		8	8
29	X		1	10
28	X		0	3
27	X		0	3
26	X		0	1
25			1	0
24	X		0	0
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

100	100	200
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85TH %:	40	38	40	M.P.H.
50TH %:	36	33	35	M.P.H.
15TH %:	32	29	30	M.P.H.
10 MPH PACE:	30 - 39	29 - 38	30 - 39	M.P.H.
% IN PACE:	80%	78%	75%	
% OVER PACE:	18%	15%	16%	
% UNDER PACE:	2%	7%	10%	
ARITHMETIC MEAN:	36	34	35	M.P.H.
SAMPLE VARIANCE:	19	20	21	
STANDARD DEVIATION:	4	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.19	0.20	0.10	
STD. ERROR OF THE MEAN:	0.44	0.45	0.32	M.P.H.

LIMITS (BTN): MEDICAL CENTER DR AND MUSCUP/ABE AVE

OBSERVATION POINT: WEST OF WESTERN AVE

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

WEATHER: CLEAR

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

CITY OF SAN BERNARDINO

FOR ROADWAY: HIGHLAND AVENUE

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 11:44AM TO 12:03PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EASTBOUND-WESTBOUND		EB	WB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49			0	0
48			0	0
47			0	0
46			0	0
45			0	0
44			0	0
43	X		1	0
42	X		0	1
41	X		4	2
40	X		3	3
39	X		1	2
38	X		1	7
37	X		4	5
36	X		1	10
35	X		5	12
34	X		6	9
33	X		7	13
32	X		11	11
31	X		9	7
30	X		8	3
29	X		11	6
28	X		9	2
27	X		5	5
26	X		5	0
25	X		3	2
24	X		1	0
23	X		1	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0
			100	100
			200	200

LIMITS (BTN): MUSCUIPIABE AVE AND E ST

OBSERVATION POINT: WEST OF LINCOLN DR

POSTED SPEED LIMIT: 40 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: CLEAR
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
85TH %:	35	37	37
50TH %:	31	34	32
15TH %:	27	29	28
10 MPH PACE:	26 - 35	29 - 38	27 - 36
% IN PACE:	80%	83%	77%
% OVER PACE:	15%	8%	17%
% UNDER PACE:	5%	9%	6%
ARITHMETIC MEAN:	31	34	32
SAMPLE VARIANCE:	19	13	17
STANDARD DEVIATION:	4	4	4
VARIANCE OF THE MEAN:	0.19	0.13	0.09
STD. ERROR OF THE MEAN:	0.43	0.36	0.29

CITY OF SAN BERNARDINO

FOR ROADWAY: HIGHLAND AVENUE

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 12:08PM TO 12:24PM

SPEED (MPH)		TOTAL VEHICLES SURVEYED										TOTAL VEHICLES		
		EASTBOUND-WESTBOUND										EB	WB	
65												0	0	0
64												0	0	0
63												0	0	0
62												0	0	0
61												0	0	0
60												0	0	0
59												0	0	0
58												0	0	0
57												0	0	0
56												0	0	0
55												0	0	0
54												0	0	0
53												0	0	0
52												0	0	0
51												0	0	0
50												0	0	0
49												0	0	0
48												0	0	0
47												0	0	0
46												0	0	0
45												0	0	0
44												0	0	0
43												1	0	1
42												1	0	1
41												1	0	1
40												1	0	1
39												0	1	1
38												2	1	3
37												0	2	2
36												1	2	3
35												7	4	11
34												11	5	16
33												10	6	16
32												8	9	17
31												7	8	15
30												13	11	24
29												9	8	17
28												2	9	11
27												8	10	18
26												2	11	13
25												8	4	12
24												7	4	11
23												1	5	6
22												0	0	0
21												0	0	0
20												0	0	0
19												0	0	0
18												0	0	0
17												0	0	0
16												0	0	0
15												0	0	0

LIMITS (BTN):		E ST AND SIERRA WAY	
OBSERVATION POINT:		442 HIGHLAND AVE	
POSTED SPEED LIMIT:		35	MPH
OBSERVER:		CARLOS	
COMMENTS:		WEATHER: CLEAR	
		ROAD SURFACE: DRY	
		ROAD CONDITION: FAIR	
		DATA COLLECTION METHOD: RADAR	

85TH %:		34	33	34	M.P.H.
50TH %:		30	29	30	M.P.H.
15TH %:		25	26	26	M.P.H.
10 MPH PACE:		25 - 34	26 - 35	25 - 34	M.P.H.
% IN PACE:		78%	81%	80%	
% OVER PACE:		14%	6%	12%	
% UNDER PACE:		8%	13%	9%	
ARITHMETIC MEAN:		31	29	30	M.P.H.
SAMPLE VARIANCE:		18	14	16	
STANDARD DEVIATION:		4	4	4	M.P.H.
VARIANCE OF THE MEAN:		0.18	0.14	0.08	
STD. ERROR OF THE MEAN:		0.42	0.37	0.28	M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: HIGHLAND AVENUE

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 12:39PM TO 12:52PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EASTBOUND+WESTBOUND		EB	WB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49			0	0
48			0	0
47	X		0	2
46	X		3	0
45	X		0	1
44	X		2	0
43	X		0	0
42	X		2	1
41	X		0	1
40	X		3	2
39	X		5	5
38	X		5	1
37	X		9	10
36	X		6	7
35	X		9	6
34	X		10	9
33	X		12	5
32	X		6	9
31	X		4	5
30	X		3	9
29	X		4	4
28	X		6	4
27	X		2	9
26	X		3	3
25	X		4	3
24	X		1	4
23	X		1	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN): ARDEN AVE AND VICTORIA AVE

OBSERVATION POINT: 2565 HIGHLAND AVE

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: CLEAR
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

85TH %:	38	37	38	M.P.H.
50TH %:	34	32	33	M.P.H.
15TH %:	28	27	27	M.P.H.
10 MPH PACE:	31 - 40	28 - 37	28 - 37	M.P.H.
% IN PACE:	69%	68%	69%	
% OVER PACE:	7%	13%	17%	
% UNDER PACE:	24%	19%	15%	
ARITHMETIC MEAN:	34	33	33	M.P.H.
SAMPLE VARIANCE:	25	25	25	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.25	0.25	0.13	
STD. ERROR OF THE MEAN:	0.50	0.50	0.35	M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: HIGHLAND AVENUE

DATE: 10/31/23 DAY: Tuesday TIME PERIOD: 1:00PM TO 1:23PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EASTBOUND-WESTBOUND		EB	WB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51	X		0	1
50	X		1	2
49	X		0	0
48	X		1	2
47	X		1	0
46			0	0
45	X		1	2
44	X		1	4
43	X		1	1
42	X		2	1
41	X		2	4
40	X		7	5
39	X		8	6
38	X		9	4
37	X		11	8
36	X		6	5
35	X		8	9
34	X		9	8
33	X		12	11
32	X		5	4
31	X		4	4
30	X		2	3
29	X		4	5
28	X		3	3
27	X		0	4
26	X		1	2
25	X		0	1
24	X		1	1
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):		VICTORIA AVE AND BRADFORD AVE	
OBSERVATION POINT:		26659 HIGHLAND AVE	
POSTED SPEED LIMIT:	40 MPH	OBSERVER:	CARLOS
COMMENTS:		WEATHER:	CLEAR
		ROAD SURFACE:	DRY
		ROAD CONDITION:	FAIR
		DATA COLLECTION METHOD:	RADAR

85TH %:	40	41	40	M.P.H.
50TH %:	36	35		35 M.P.H.
15TH %:	31	29		30 M.P.H.
10 MPH PACE:	31 - 40	32 - 41		31 - 40 M.P.H.
% IN PACE:	79%	64%		72%
% OVER PACE:	10%	13%		14%
% UNDER PACE:	11%	23%		15%
ARITHMETIC MEAN:	36	36		36 M.P.H.
SAMPLE VARIANCE:	21	33		27
STANDARD DEVIATION:	5	6		5 M.P.H.
VARIANCE OF THE MEAN:	0.21	0.33		0.13
STD. ERROR OF THE MEAN:	0.45	0.58		0.37 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: HOSPITALITY LANE

DATE: 10/25/24 DAY: Friday TIME PERIOD: 9:10AM TO 9:39AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EASTBOUND+WESTBOUND		EB	WB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53	X		0	1
52			0	0
51			0	0
50			0	0
49			0	0
48	X		1	0
47	X		0	1
46	X		0	2
45	X		3	1
44	X		2	1
43	X		1	2
42	X		2	1
41	X		1	3
40	X		1	3
39	X		2	6
38	X		3	7
37	X		6	12
36	X		5	14
35	X		5	4
34	X		11	7
33	X		4	4
32	X		6	10
31	X		5	8
30	X		11	4
29	X		9	3
28	X		8	2
27	X		3	1
26	X		2	0
25	X		3	1
24	X		2	2
23	X		2	1
22	X		0	0
21	X		0	1
20	X		1	1
19	X		2	0
18			0	0
17			0	0
16			0	0
15			0	0
			100	100
			200	200

LIMITS (BTN): E ST AND WATERMAN AVE

OBSERVATION POINT: 111 HOSPITALITY LN

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

15TH %:	37	39	38	M.P.H.
50TH %:	32	36	34	M.P.H.
15TH %:	27	30	28	M.P.H.
10 MPH PACE:	28 - 37	30 - 39	29 - 38	M.P.H.
% IN PACE:	70%	76%	69%	
% OVER PACE:	15%	12%	15%	
% UNDER PACE:	15%	12%	16%	
ARITHMETIC MEAN:	32	35	34	M.P.H.
SAMPLE VARIANCE:	31	28	31	
STANDARD DEVIATION:	6	5	6	M.P.H.
VARIANCE OF THE MEAN:	0.31	0.28	0.16	
STD. ERROR OF THE MEAN:	0.56	0.53	0.40	M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: HOSPITALITY LANE

DATE: 08/09/24 DAY: Friday TIME PERIOD: 10:14AAM TO 10:34AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49		0	0
48		0	0
47		0	0
46		0	0
45		0	0
44	X	0	1
43		0	0
42	X	0	1
41	X	1	1
40	X	0	1
39	X	1	4
38	X	0	5
37	X	0	6
36	X	3	8
35	X	2	6
34	X	7	8
33	X	6	10
32	X	14	12
31	X	14	9
30	X	10	8
29	X	13	6
28	X	9	4
27	X	11	8
26	X	8	5
25	X	1	3
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN): WATERMAN AVE AND TIPPECANOE AVE

OBSERVATION POINT: 862 HOSPITALITY LN

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %: 34 37 36 M.P.H.

50TH %: 31 33 32 M.P.H.

15TH %: 28 28 28 M.P.H.

10 MPH PACE: 27 - 36 27 - 37 27 - 36 M.P.H.

% IN PACE: 94% 79% 85%

% OVER PACE: 5% 13% 13%

% UNDER PACE: 1% 8% 2%

ARITHMETIC MEAN: 31 33 32 M.P.H.

SAMPLE VARIANCE: 9 15 12

STANDARD DEVIATION: 3 4 4 M.P.H.

VARIANCE OF THE MEAN: 0.09 0.15 0.06

STD. ERROR OF THE MEAN: 0.29 0.38 0.25 M.P.H.

100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: HUNTS LANE

DATE: 08/09/24 **DAY:** Friday **TIME PERIOD:** 9:03AM TO 9:35AM

LIMITS (BTN):		WASHINGTON ST AND COMMERCIAL RD	
OBSERVATION POINT:		NORTH OF HARDWICK DR	
POSTED SPEED LIMIT:		40 MPH	
OBSERVER:		CARLOS	
COMMENTS:		SUNNY	
WEATHER:		DRY	
ROAD SURFACE:		FAIR	
ROAD CONDITION:		RADAR	
DATA COLLECTION METHOD:			

TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
NORTHBOUND-SOUTHBOUND		NB	SB
65		0	0
64	X	0	1
63	X	0	1
62		0	0
61		0	0
60		0	0
59		0	0
58	X	1	0
57	X	1	1
56	X	0	1
55		0	0
54		0	0
53	X	1	1
52	X	0	2
51	X	0	1
50	X	0	2
49	X	5	1
48	X	3	1
47	X	2	2
46	X	1	1
45	X	2	4
44	X	2	10
43	X	5	3
42	X	8	7
41	X	4	6
40	X	4	7
39	X	12	12
38	X	7	9
37	X	8	8
36	X	5	3
35	X	9	5
34	X	6	7
33	X	3	3
32	X	5	1
31	X	0	0
30	X	2	0
29		0	0
28	X	1	0
27		0	0
26		0	0
25	X	1	0
24	X	1	0
23	X	1	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN):		WASHINGTON ST AND COMMERCIAL RD	
OBSERVATION POINT:		NORTH OF HARDWICK DR	
POSTED SPEED LIMIT:		40 MPH	
OBSERVER:		CARLOS	
COMMENTS:		SUNNY	
WEATHER:		DRY	
ROAD SURFACE:		FAIR	
ROAD CONDITION:		RADAR	
DATA COLLECTION METHOD:			

TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
NORTHBOUND-SOUTHBOUND		NB	SB
65		0	0
64	X	0	1
63	X	0	1
62		0	0
61		0	0
60		0	0
59		0	0
58	X	1	0
57	X	1	1
56	X	0	1
55		0	0
54		0	0
53	X	1	1
52	X	0	2
51	X	0	1
50	X	0	2
49	X	5	1
48	X	3	1
47	X	2	2
46	X	1	1
45	X	2	4
44	X	2	10
43	X	5	3
42	X	8	7
41	X	4	6
40	X	4	7
39	X	12	12
38	X	7	9
37	X	8	8
36	X	5	3
35	X	9	5
34	X	6	7
33	X	3	3
32	X	5	1
31	X	0	0
30	X	2	0
29		0	0
28	X	1	0
27		0	0
26		0	0
25	X	1	0
24	X	1	0
23	X	1	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN):		WASHINGTON ST AND COMMERCIAL RD	
OBSERVATION POINT:		NORTH OF HARDWICK DR	
POSTED SPEED LIMIT:		40 MPH	
OBSERVER:		CARLOS	
COMMENTS:		SUNNY	
WEATHER:		DRY	
ROAD SURFACE:		FAIR	
ROAD CONDITION:		RADAR	
DATA COLLECTION METHOD:			

TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
NORTHBOUND-SOUTHBOUND		NB	SB
65		0	0
64	X	0	1
63	X	0	1
62		0	0
61		0	0
60		0	0
59		0	0
58	X	1	0
57	X	1	1
56	X	0	1
55		0	0
54		0	0
53	X	1	1

	100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: HUNTS LANE

DATE: 11/13/23 DAY: Monday TIME PERIOD: 9:09AM TO 9:43AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	NORTHBOUND-SOUTHBOUND		NB	SB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51			0	0
50			0	0
49			0	0
48			0	0
47			0	0
46			0	0
45			0	0
44			0	0
43			0	0
42			0	0
41			2	1
40			1	1
39			1	5
38			9	7
37			3	8
36			6	10
35			13	12
34			11	7
33			13	8
32			14	11
31			7	6
30			3	4
29			7	10
28			4	7
27			2	1
26			3	0
25			1	2
24			0	0
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):

HOSPITALITY LANE AND COMMERCIAL RD

OBSERVATION POINT:

SOUTH OF OLIVER HOLMES RD

POSTED SPEED LIMIT:

35 MPH

OBSERVER:

CARLOS

COMMENTS:

WEATHER: PARTLY SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND-SOUTHBOUND
85TH %:	37	37	37
50TH %:	33	34	33
15TH %:	30	30	30
10 MPH PACE:	29 - 38	30 - 39	29 - 38
% IN PACE:	86%	84%	85%
% OVER PACE:	4%	2%	6%
% UNDER PACE:	10%	14%	10%
ARITHMETIC MEAN:	33	33	33
SAMPLE VARIANCE:	11	13	12
STANDARD DEVIATION:	3	4	3
VARIANCE OF THE MEAN:	0.11	0.13	0.06
STD. ERROR OF THE MEAN:	0.34	0.35	0.24

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: KENDALL DRIVE

DATE: 08/12/24 DAY: Monday TIME PERIOD: 3:08PM TO 3:48PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61	X	1 0	1
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49	X X	1 1	2
48	X	1 0	1
47	X	1 0	1
46	X X X X	3 1	4
45	X X	2 0	2
44	X X X X X	4 1	5
43	X X X X X X	7 0	7
42	X X X X	4 0	4
41	X X X X X X X X X X	9 6	15
40	X X X X X X X X X	6 5	11
39	X X X X X X X X X X	7 6	13
38	X X X X X X X X X X X	9 7	16
37	X X X X X X X X X X	4 7	11
36	X X X X X X X X X X X	6 9	15
35	X X X X X X X X X X X	4 7	11
34	X X X X X X X X X X X X	7 10	17
33	X X X X X X X X X X	2 7	9
32	X X X X X X X X X X X	4 9	13
31	X X X X X X X X X X X	6 7	13
30	X X X X X X X X X X	2 6	8
29	X X X X X X X X X	2 4	6
28	X X X X X X X X X	5 4	9
27	X X X X X	2 3	5
26		0 0	0
25	X	1 0	1
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN): E ST AND 40TH ST

OBSERVATION POINT: 842 KENDALL DR

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

[85TH %: 43 39 41 M.P.H.]

50TH %: 38 34 36 M.P.H.

15TH %: 31 30 31 M.P.H.

10 MPH PACE: 34 - 43 30 - 39 32 - 41 M.P.H.

% IN PACE: 63% 75% 66%

% OVER PACE: 13% 14% 14%

% UNDER PACE: 24% 11% 21%

ARITHMETIC MEAN: 38 35 36 M.P.H.

SAMPLE VARIANCE: 35 19 29

STANDARD DEVIATION: 6 4 5 M.P.H.

VARIANCE OF THE MEAN: 0.35 0.19 0.14

STD. ERROR OF THE MEAN: 0.59 0.43 0.38 M.P.H.

100	100	200
0	0	0

CITY OF SAN BERNARDINO

FOR ROADWAY: KENDALL DRIVE

DATE: 08/12/24 DAY: Monday TIME PERIOD: 2:45PM TO 2:59PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63	X	1 0	1
62		0 0	0
61		0 0	0
60	X	0 1	1
59	X	0 1	1
58		0 0	0
57	X	1 0	1
56	X	0 1	1
55	X X X	1 1 2	2
54	X X X X	2 2 4	4
53	X X	2 0 2	2
52	X	0 1 1	1
51	X	0 1 1	1
50	X X X X X X X	3 6 9	9
49	X X X X X X X X	7 7 14	14
48	X X X X X X X X	8 4 12	12
47	X X X X X X X X	10 5 15	15
46	X X X X X X X X	6 5 11	11
45	X X X X X X X X X X	12 7 19	19
44	X X X X X X X X X X X X	11 8 19	19
43	X X X X X X X	4 6 10	10
42	X X X X X X X	3 4 7	7
41	X X X X X X X X X X	5 12 17	17
40	X X X X X X X X	4 5 9	9
39	X X X X X X X X	5 7 12	12
38	X X X X X X X	3 5 8	8
37	X X X X X X X X	5 6 11	11
36	X X X X	2 2 4	4
35	X X	1 1 2	2
34	X X X	2 1 3	3
33		0 0 0	0
32	X X	1 1 2	2
31		0 0 0	0
30	X	1 0 1	1
29		0 0 0	0
28		0 0 0	0
27		0 0 0	0
26		0 0 0	0
25		0 0 0	0
24		0 0 0	0
23		0 0 0	0
22		0 0 0	0
21		0 0 0	0
20		0 0 0	0
19		0 0 0	0
18		0 0 0	0
17		0 0 0	0
16		0 0 0	0
15		0 0 0	0

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

40TH ST AND UNIVERSITY PKWY

1635 KENDALL DR

50 MPH

OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
[85TH %:	49	49	49
50TH %:	45	43	44
15TH %:	38	38	38
10 MPH PACE:	40 - 49	37 - 46	41 - 50
% IN PACE:	70%	65%	67%
% OVER PACE:	10%	30%	8%
% UNDER PACE:	20%	5%	26%
ARITHMETIC MEAN:	44	44	44
SAMPLE VARIANCE:	29	29	29
STANDARD DEVIATION:	5	5	5
VARIANCE OF THE MEAN:	0.29	0.29	0.15
STD. ERROR OF THE MEAN:	0.54	0.54	0.38

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: KENDALL DRIVE

DATE: 08/12/24 DAY: Monday TIME PERIOD: 2:25PM TO 2:38PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND*WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59	XXX	1 2	3
58	XXX	1 3	4
57		0 0	0
56	X	0 1	1
55	XX	1 1	2
54	XXXX	0 5	5
53	XXXX	1 4	5
52	XX	1 2	3
51	XXXXXX	1 6	7
50	XXXXXX	5 8	13
49	XXXXXX	3 3	6
48	XXXXXX	10 4	14
47	XXXXXX	1 6	7
46	XXXXXX	2 7	9
45	XXXXXX	1 8	9
44	XXXXXX	6 8	14
43	XXXXXX	8 6	14
42	XXXXXX	9 10	19
41	XXXXXX	7 5	12
40	XXXXXX	12 4	16
39	XXXXXX	6 3	9
38	XXXXXX	8 2	10
37	XXXX	3 0	3
36	XXXX	2 1	3
35	XXXX	3 1	4
34	XXXX	4 0	4
33	X	1 0	1
32	XX	2 0	2
31		0 0	0
30	X	1 0	1
29		0 0	0
28		0 0	0
27		0 0	0
26		0 0	0
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN): UNIVERSITY PKWY AND PALM AVE

OBSERVATION POINT: 3086 KENDALL DR

POSTED SPEED LIMIT: 50 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

[85TH %: 48 53 50 M.P.H.]

50TH %: 42 46 44 M.P.H.

15TH %: 37 41 39 M.P.H.

10 MPH PACE: 35 - 44 42 - 51 39 - 48 M.P.H.

% IN PACE: 64% 66% 62%

% OVER PACE: 28% 18% 25%

% UNDER PACE: 8% 16% 14%

ARITHMETIC MEAN: 42 47 44 M.P.H.

SAMPLE VARIANCE: 32 29 35

STANDARD DEVIATION: 6 5 6 M.P.H.

VARIANCE OF THE MEAN: 0.32 0.29 0.17

STD. ERROR OF THE MEAN: 0.56 0.54 0.42 M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: LENA ROAD

DATE: 08/09/24 DAY: Friday TIME PERIOD: 12:35PM TO 2:35PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND		
	NB	SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52	XX	1	2
51	X	1	1
50		0	0
49	X	0	1
48	XX	0	2
47	XXX	1	3
46	X	0	1
45	XXXXX	3	2
44	XXXXX	0	4
43	XXXXX	3	1
42	XXXXXX	2	3
41	XXXXXXXXXX	5	6
40	XXXXXXXXXX	8	4
39	XXXXXXXXXX	9	7
38	XXXXXXXXXX	8	9
37	XXXXXXXXXX	6	3
36	XXXXXXXXXX	9	5
35	XXXXXXXXXX	7	2
34	XXXXXXXXXX	10	5
33	XXXXXXXXXX	6	0
32	XXXXXXXXXX	6	4
31	XXXXX	3	1
30	XXXXXXXXXX	5	3
29	XXXXX	2	1
28	XXXXX	2	1
27	X	1	0
26	XX	2	0
25	X	0	1
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0
100			70
100			170

LIMITS (BTN): CENTRAL AVE AND ORANGE SHOW RD

OBSERVATION POINT: MID-BLOCK

POSTED SPEED LIMIT: NOT POSTED

COMMENTS: OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

[85TH %: 41 44 42 M.P.H.]

50TH %: 36 38 37 M.P.H.

15TH %: 31 32 32 M.P.H.

10 MPH PACE: 32 - 41 34 - 43 32 - 41 M.P.H.

% IN PACE: 74% 64% 70%

% OVER PACE: 11% 20% 17%

% UNDER PACE: 15% 16% 13%

ARITHMETIC MEAN: 36 39 37 M.P.H.

SAMPLE VARIANCE: 24 30 27

STANDARD DEVIATION: 5 5 5 M.P.H.

VARIANCE OF THE MEAN: 0.24 0.42 0.16

STD. ERROR OF THE MEAN: 0.49 0.65 0.40 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: LENA ROAD

DATE: 08/09/24 DAY: Friday TIME PERIOD: 2:42PM TO 3:41PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED										TOTAL VEHICLES		
	NORTHBOUND+ SOUTHBOUND										NB	SB	
65											0	0	
64											0	0	
63	X										1	0	
62											0	0	
61											0	0	
60											0	0	
59											0	0	
58											0	0	
57	X										1	1	
56	X										1	0	
55	X										2	0	
54	X										1	0	
53	X										1	0	
52	X										0	1	
51	X	X									4	1	
50	X	X									1	2	
49	X	X									3	1	
48	X	X	X								4	2	
47	X	X	X								2	1	
46	X	X	X	X							7	1	
45	X	X	X	X	X						5	2	
44	X	X	X	X	X	X					4	6	
43	X	X	X	X	X	X					8	3	
42	X	X	X	X	X	X	X				5	6	
41	X	X	X	X	X	X	X				1	3	
40	X	X	X	X	X	X	X	X			8	4	
39	X	X	X	X	X	X	X	X			3	8	
38	X	X	X	X	X	X	X	X			7	5	
37	X	X	X	X	X	X	X	X			4	6	
36	X	X	X	X	X	X	X	X			2	8	
35	X	X	X	X	X	X	X	X	X		5	9	
34	X	X	X	X	X	X	X	X	X		2	2	
33	X	X	X	X	X	X	X	X	X		5	5	
32	X	X	X	X	X	X	X	X	X	P	2	4	
31	X	X	X	X	X	X	X	X	X	A	1	4	
30	X	X	X	X	X	X	X	X	X	C	1	2	
29	X	X	X	X	X	X	X	X	X	E	3	4	
28	X	X	X	X	X	X	X	X	X	*	2	1	
27	X	X	X	X	X	X	X	X	X	*	0	0	
26	X	X	X	X	X	X	X	X	X	*	1	1	
25	X	X	X	X	X	X	X	X	X	*	0	0	
24	X	X	X	X	X	X	X	X	X	*	1	2	
23	X	X	X	X	X	X	X	X	X	*	0	2	
22	X	X	X	X	X	X	X	X	X	*	0	0	
21	X	X	X	X	X	X	X	X	X	*	0	1	
20	X	X	X	X	X	X	X	X	X	*	0	0	
19	X	X	X	X	X	X	X	X	X	*	1	0	
18	X	X	X	X	X	X	X	X	X	*	0	2	
17	X	X	X	X	X	X	X	X	X	*	1	0	
16	X	X	X	X	X	X	X	X	X	*	0	0	
15	X	X	X	X	X	X	X	X	X	*	0	0	
100												100	200

LIMITS (BTN): 3RD ST AND MILL ST

OBSERVATION POINT: SOUTH OF TENNIS COURT LN

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+ SOUTHBOUND
[85TH %:	48	44	46
50TH %:	41	37	39
15TH %:	33	30	31
10 MPH PACE:	37 - 46	35 - 44	35 - 44
% IN PACE:	52%	58%	53%
% OVER PACE:	21%	12%	23%
% UNDER PACE:	27%	30%	25%
ARITHMETIC MEAN:	41	37	39
SAMPLE VARIANCE:	65	52	62
STANDARD DEVIATION:	8	7	8
VARIANCE OF THE MEAN:	0.65	0.52	0.31
STD. ERROR OF THE MEAN:	0.81	0.72	0.56

CITY OF SAN BERNARDINO

FOR ROADWAY: LITTLE MOUNTAIN DRIVE

DATE: 08/12/24 DAY: Monday TIME PERIOD: 11:08AM TO 11:48AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61	X	0 1	1
60	XXXX	1 2	3
59	XX	1 1	2
58	XXXXXX	2 3	5
57	XXXX	1 2	3
56	XX	1 1	2
55	XXXX	2 1	3
54	XXXXXX	3 2	5
53	XXXX	1 2	3
52	XXXXX	3 1	4
51	XXXXXX	3 3	6
50	XXXXXX	4 1	5
49	XXXXXX	1 5	6
48	XXXXXX	3 4	7
47	XXXXXX	6 6	12
46	XXXXXX	8 7	15
45	XXXXXX	10 6	16
44	XXXXXX	3 13	16
43	XXXXXX	7 4	11
42	XXXXXX	4 10	14
41	XXXXXX	3 5	8
40	XXXXXX	7 3	10
39	XXXXXX	6 4	10
38	XXXXXX	3 5	8
37	XXXXXX	4 2	6
36	XXXX	2 1	3
35	XXXX	3 0	3
34	XXXXX	3 2	5
33	XXXX	2 1	3
32	XX	1 1	2
31	X	0 1	1
30	XX	2 0	2
29		0 0	0
28		0 0	0
27		0 0	0
26		0 0	0
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
100 100 200			

LIMITS (BTN): 27TH ST AND EDGEHILL RD

OBSERVATION POINT: SOUTH OF 30TH ST

POSTED SPEED LIMIT: 45 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

51

52

52

M.P.H.

44

44

M.P.H.

37

39

M.P.H.

39 - 48

40 - 49

M.P.H.

57%

63%

60%

23%

20%

28%

20%

17%

13%

44

45

M.P.H.

46

42

44

7

6

M.P.H.

0.46

0.42

0.22

0.68

0.65

0.47

M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: LITTLE MOUNTAIN DRIVE

DATE: 08/12/24 **DAY:** Monday **TIME PERIOD:** 1:41PM TO 2:15PM

[illegible]

	100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: LITTLE MOUNTAIN DRIVE

DATE: 08/12/24 **DAY:** Monday **TIME PERIOD:** 12:44PM TO 1:35PM

LIMITS (BTN):		1300 FT S/O SHERIDAN RD AND NORTHPARK BLVD	
OBSERVATION POINT:		SOUTH OF VILLAGE GREEN WAY	
POSTED SPEED LIMIT:		45 MPH	
OBSERVER:		CARLOS	
COMMENTS:			
WEATHER:		SUNNY	
ROAD SURFACE:		DRY	
ROAD CONDITION:		FAIR	
DATA COLLECTION METHOD:		RADAR	

TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
NORTHBOUND-SOUTHBOUND		NB	SB
65		0	0
64		0	0
63	X	1	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54	X	0	1
53	X	1	1
52	X	1	0
51	X	0	1
50	X	0	2
49	X	1	1
48	X	2	2
47	X	5	1
46	X	5	3
45	X	7	1
44	X	1	5
43	X	5	10
42	X	5	7
41	X	9	4
40	X	5	5
39	X	10	12
38	X	8	7
37	X	7	5
36	X	4	8
35	X	10	5
34	X	4	3
33	X	3	5
32	X	3	5
31	X	1	2
30	X	0	0
29	X	1	2
28	X	0	0
27	X	0	0
26	X	0	0
25	X	0	0
24	X	0	0
23	X	0	0
22	X	0	0
21	X	0	0
20	X	0	0
19	X	0	0
18	X	0	0
17	X	0	0
16	X	0	0
15	X	0	0

NORTHBOUND		SOUTHBOUND		NORTHBOUND+ SOUTHBOUND	
95TH %:	45	43	45	M.P.H.	
50TH %:	38	38	38	38	M.P.H.
15TH %:	34	33	34	34	M.P.H.
10 MPH PACE:	33 - 42	34 - 43	33 - 42	33 - 42	M.P.H.
% IN PACE:	67%	68%	67%	67%	
% OVER PACE:	25%	15%	23%	23%	
% UNDER PACE:	8%	17%	11%	11%	
ARITHMETIC MEAN:	39	39	39	39	M.P.H.
SAMPLE VARIANCE:	31	30	30	30	
STANDARD DEVIATION:	6	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.31	0.30	0.15	0.15	
STD. ERROR OF THE MEAN:	0.55	0.55	0.39	0.39	M.P.H.

	100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: LYNWOOD DRIVE

DATE: 08/20/24 **DAY:** Tuesday **TIME PERIOD:** 11:58AM TO 12:36PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED					
	VEHICLES					
	EASTBOUND+WESTBOUND				EB	WB
65					0	0
64					0	0
63					0	0
62					0	0
61					0	0
60					0	0
59					0	0
58					0	0
57	X				0	0
56	X				0	0
55	X				0	0
54	X				0	0
53					0	0
52	X				0	0
51					0	0
50	X				0	0
49	X				0	0
48	X				0	0
47	X				0	0
46	X				0	0
45	X				0	0
44	X				0	0
43	X				0	0
42	X				0	0
41	X				0	0
40	X				0	0
39	X				0	0
38	X				0	0
37	X				0	0
36	X				0	0
35	X				0	0
34	X				0	0
33	X				0	0
32	X				0	0
31	X				0	0
30	X				0	0
29	X				0	0
28	X				0	0
27	X				0	0
26	X				0	0
25	X				0	0
24	X				0	0
23					0	0
22					0	0
21					0	0
20					0	0
19					0	0
18					0	0
17					0	0
16					0	0
15					0	0

LIMITS (BTN):		VALENCIA AVE AND DEL ROSA AVE	
OBSERVATION POINT:		1455 LYNWOOD DR	
POSTED SPEED LIMIT:		40	MPH
COMMENTS:			
OBSERVER:		CARLOS	
WEATHER:		SUNNY	
ROAD SURFACE:		DRY	
ROAD CONDITION:		FAIR	
DATA COLLECTION METHOD:		RADAR	

85TH %:	44	43	43	M.P.H.
50TH %:	37	38		M.P.H.
15TH %:	32	33		M.P.H.
10 MPH PACE:	31 - 40	34 - 43		M.P.H.
% IN PACE:	67%	68%		66%
% OVER PACE:	26%	11%		32%
% UNDER PACE:	7%	21%		3%
ARITHMETIC MEAN:	38	38		M.P.H.
SAMPLE VARIANCE:	38	23		30
STANDARD DEVIATION:	6	5		5
VARIANCE OF THE MEAN:	0.38	0.23		0.15
STD. ERROR OF THE MEAN:	0.62	0.48		0.39

	100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: MACY STREET

DATE: 08/06/24 DAY: Thursday TIME PERIOD: 10:18AM TO 10:47AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND		
	NB	SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51	X	0	1
50		0	0
49		0	0
48	X	0	1
47	X	1	3
46	X	1	2
45	X	1	3
44	X	1	4
43	X	4	5
42	X	2	8
41	X	3	7
40	X	3	6
39	X	7	10
38	X	6	7
37	X	6	13
36	X	15	31
35	X	8	9
34	X	11	15
33	X	8	16
32	X	6	9
31	X	4	7
30	X	6	8
29	X	4	6
28	X	1	4
27	X	1	4
26		0	0
25		0	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0
			100 100 200

LIMITS (BTN):

OBSERVATION POINT: 2388 MACY ST

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+ SOUTHBOUND
[85TH %:	40	42	42
50TH %:	36	36	36
15TH %:	31	32	32
10 MPH PACE:	30 - 39	33 - 42	30 - 39
% IN PACE:	77%	69%	70%
% OVER PACE:	17%	15%	24%
% UNDER PACE:	6%	16%	7%
ARITHMETIC MEAN:	36	37	36
SAMPLE VARIANCE:	19	25	22
STANDARD DEVIATION:	4	5	5
VARIANCE OF THE MEAN:	0.19	0.25	0.11
STD. ERROR OF THE MEAN:	0.43	0.50	0.33
			M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: MARSHALL BOULEVARD

DATE: 08/21/24 DAY: Wednesday TIME PERIOD: 1:33PM TO 2:38PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49		0	0
48		0	0
47		0	0
46		0	0
45		0	0
44		0	0
43	X	0	1
42	XX	0	2
41	XXXX	2	3
40	XXXX	2	4
39	XXXX	1	4
38	XXXX	4	5
37	XXXX	4	7
36	XXXX	6	8
35	XXXX	4	8
34	XXXX	4	9
33	XXXX	8	13
32	XXXX	6	14
31	XXXX	11	18
30	XXXX	6	8
29	XXXX	8	14
28	XXXX	10	21
27	XXXX	8	9
26	XXXX	9	17
25	XXXX	7	10
24	XXXX	3	7
23	XXXX	0	3
22	XXXX	2	1
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN): LADERA RD AND WATERMAN AVE

OBSERVATION POINT: EAST OF STODDARD AVE

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %: 36 37 37 M.P.H.

50TH %: 31 32 31 M.P.H.

15TH %: 27 27 27 M.P.H.

10 MPH PACE: 28 - 37 26 - 35 M.P.H.

% IN PACE: 73% 73% 72%

% OVER PACE: 9% 21% 20%

% UNDER PACE: 18% 6% 8%

ARITHMETIC MEAN: 31 32 32 M.P.H.

SAMPLE VARIANCE: 19 23 21

STANDARD DEVIATION: 4 5 5 M.P.H.

VARIANCE OF THE MEAN: 0.19 0.23 0.10

STD. ERROR OF THE MEAN: 0.43 0.48 0.32 M.P.H.

100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: MASSACHUSETTS AVENUE

DATE: 08/22/24 DAY: Thursday TIME PERIOD: 1:54PM TO 3:17PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51	X	0	1
50	X	0	1
49		0	0
48		0	0
47		0	0
46		0	0
45		0	0
44		0	0
43	X	0	1
42	X	0	1
41	X	0	2
40	X	1	2
39	X	4	7
38	X	0	2
37	X	3	6
36	X	2	4
35	X	5	10
34	X	6	14
33	X	4	9
32	X	11	19
31	X	4	15
30	X	9	15
29	X	7	15
28	X	6	11
27	X	11	17
26	X	7	15
25	X	4	6
24	X	4	5
23	X	6	6
22	X	2	4
21	X	2	4
20	X	1	2
19	X	0	1
18	X	0	1
17		0	0
16		0	0
15		0	0

LIMITS (BTN): BASELINE ST AND CAJON BLVD

OBSERVATION POINT: 1247 MASSACHUSETTS AVE

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
[85TH %:	35	36	35
50TH %:	29	31	30
15TH %:	24	26	25
10 MPH PACE:	26 - 35	26 - 35	26 - 35
% IN PACE:	70%	70%	70%
% OVER PACE:	11%	16%	14%
% UNDER PACE:	19%	14%	17%
ARITHMETIC MEAN:	30	31	30
SAMPLE VARIANCE:	23	33	28
STANDARD DEVIATION:	5	6	5
VARIANCE OF THE MEAN:	0.23	0.33	0.14
STD. ERROR OF THE MEAN:	0.48	0.58	0.38

100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: MEDICAL CENTER DRIVE

DATE: 08/13/24 DAY: Tuesday TIME PERIOD: 1:32PM TO 2:08PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51	X	1 0	1
50		0 0	0
49	X	1 0	1
48		0 0	0
47	X	1 0	1
46		0 0	0
45		0 0	0
44		0 0	0
43		0 0	0
42	X X	2 0	2
41	X	1 0	1
40	X X	1 1	2
39	X X X X	2 3	5
38	X X X X X	4 2	6
37	X X	1 1	2
36	X X X X X X X X	5 7	12
35	X X X X X X X X X X	10 5	15
34	X X X X X X X X X X X X	8 9	17
33	X X X X X X X X X X X X X X	11 8	19
32	X X X X X X X X X X X X X X X X	14 12	26
31	X X X X X X X X X X X X X X X X	10 9	19
30	X X X X X X X X X X X X X X X X	11 8	19
29	X X X X X X X X X X X X X X X X	8 10	18
28	X X X X X X X X X X X X X X X X	2 7	9
27	X X X X X X X X X X X X X X X X	3 8	11
26	X X X X X X X X X X X X X X X X	4 10	14
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
			100 100 200

LIMITS (BTN): 5TH ST AND BASELINE ST

OBSERVATION POINT: 674 MEDICAL CENTER DR

POSTED SPEED LIMIT: 35 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

85TH %:

50TH %:

15TH %:

10 MPH PACE:

% IN PACE:

% OVER PACE:

% UNDER PACE:

ARITHMETIC MEAN:

SAMPLE VARIANCE:

STANDARD DEVIATION:

VARIANCE OF THE MEAN:

STD. ERROR OF THE MEAN:

36 35 36

32 31 32

29 27 28

29 - 38 26 - 35 26 - 35

82% 86% 84%

9% 14% 17%

9% 0% 0%

33 31 32

20 13 17

4 4 4

0.20 0.13 0.08

0.44 0.36 0.29

M.P.H. M.P.H. M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: MEDICAL CENTER DRIVE

DATE: 08/08/24 DAY: Thursday TIME PERIOD: 3:19PM TO 3:48PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50	X	0 0	0
49	X	1 0	1
48	X X X	0 1	1
47	X	2 1	3
46	X X	1 0	1
45	X X	1 1	2
44	X X X	0 1	1
43	X X X X	1 2	3
42	X X X X X	2 3	5
41	X X X X X X	3 6	9
40	X X X X X X X	4 5	9
39	X X X X X X X X	7 8	15
38	X X X X X X X X X	8 11	19
37	X X X X X X X X X X	9 3	12
36	X X X X X X X X X X X	8 8	16
35	X X X X X X X X X X X X	4 10	14
34	X X X X X X X X X X X X X	16 14	30
33	X X X X X X X X X X X X X X	6 6	12
32	X X X X X X X X X X X X X X	7 5	12
31	X X X X X X X X X X X X X X	6 9	15
30	X X X X X X X X X X X X X X	6 3	9
29	X X X X X X X X X X X X X X	4 2	6
28	X X X X X X X X X X X X X X	1 1	2
27	X X X X X X X X X X X X X X	1 0	1
26	X X X X X X X X X X X X X X	2 0	2
25	X X X X X X X X X X X X X X	0 0	0
24	X X X X X X X X X X X X X X	0 0	0
23	X X X X X X X X X X X X X X	0 0	0
22	X X X X X X X X X X X X X X	0 0	0
21	X X X X X X X X X X X X X X	0 0	0
20	X X X X X X X X X X X X X X	0 0	0
19	X X X X X X X X X X X X X X	0 0	0
18	X X X X X X X X X X X X X X	0 0	0
17	X X X X X X X X X X X X X X	0 0	0
16	X X X X X X X X X X X X X X	0 0	0
15	X X X X X X X X X X X X X X	0 0	0
			100 100 200

LIMITS (BTN): BASELINE ST AND CAJON BLVD

OBSERVATION POINT: 2196 MEDICAL CENTER DR

POSTED SPEED LIMIT: 40 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

[85TH %: 40 41 41 M.P.H.]

50TH %: 36 36 36 M.P.H.

15TH %: 32 32 32 M.P.H.

10 MPH PACE: 31 - 40 32 - 41 32 - 41 M.P.H.

% IN PACE: 77% 79% 77% 77%

% OVER PACE: 15% 15% 13% 13%

% UNDER PACE: 8% 6% 10% 10%

ARITHMETIC MEAN: 36 37 37 M.P.H.

SAMPLE VARIANCE: 21 17 19

STANDARD DEVIATION: 5 4 4 M.P.H.

VARIANCE OF THE MEAN: 0.21 0.17 0.09

STD. ERROR OF THE MEAN: 0.46 0.41 0.31 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: MILL STREET

DATE: 11/01/23 DAY: Wednesday TIME PERIOD: 9:07AM TO 9:31AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60	X	1 0	1
59		0 0	0
58	X	0 1	1
57		0 0	0
56	X	2 0	2
55	X	0 1	1
54	X	2 0	2
53	X	0 2	2
52	X	1 3	4
51	X	1 1	2
50	X	1 1	2
49	X	2 3	5
48	X	2 2	4
47	X	1 1	2
46	X	2 2	4
45	X	9 7	16
44	X	5 6	11
43	X	7 8	15
42	X	5 5	10
41	X	8 6	14
40	X	11 8	19
39	X	9 12	21
38	X	5 0	5
37	X	4 7	11
36	X	6 6	12
35	X	3 6	9
34	X	2 5	7
33	X	4 4	8
32	X	3 0	3
31	X	0 1	1
30	X	3 2	5
29		0 0	0
28		0 0	0
27		0 0	0
26		0 0	0
25	X	1 0	1
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

85TH %:	45	46	46	M.P.H.
50TH %:	40	40	40	M.P.H.
15TH %:	35	35	35	M.P.H.
10 MPH PACE:	36 - 45	36 - 45	36 - 45	M.P.H.
% IN PACE:	69%	65%	67%	
% OVER PACE:	15%	17%	16%	
% UNDER PACE:	16%	18%	17%	
ARITHMETIC MEAN:	41	41	41	M.P.H.
SAMPLE VARIANCE:	37	33	35	
STANDARD DEVIATION:	6	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.37	0.33	0.17	
STD. ERROR OF THE MEAN:	0.60	0.57	0.42	M.P.H.

100	100	200
-----	-----	-----

CITY OF SAN BERNARDINO

FOR ROADWAY: MILL STREET

DATE: 08/22/24 DAY: Thursday TIME PERIOD: 12:27PM TO 12:57PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64	X	1 0	1
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58	X	0 1	1
57		0 0	0
56	X	0 1	1
55	X	0 1	1
54		0 0	0
53	X	1 1	2
52	X	0 1	1
51	X	1 3	4
50	X	1 1	2
49	X	0 1	1
48	X	3 2	5
47	X	2 3	5
46	X	3 2	5
45	X	8 3	11
44	X	5 5	10
43	X	8 3	11
42	X	5 7	12
41	X	5 4	9
40	X	4 7	11
39	X	7 5	12
38	X	2 4	6
37	X	7 6	13
36	X	7 5	12
35	X	5 6	11
34	X	7 8	15
33	X	2 4	6
32	X	3 3	6
31	X	1 1	2
30	X	4 2	6
29	X	2 3	5
28	X	1 1	2
27	X	0 4	4
26	X	1 0	1
25	X	0 1	1
24	X	2 1	3
23	X	1 0	1
22		1 0	0
21	X	1 0	1
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
100 100 200			

LIMITS (BTN): WATERMAN AVE AND TIPPECANOE AVE

OBSERVATION POINT: EAST OF GIFFORD AVE

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
[85TH %:	45	46	45
50TH %:	39	39	39
15TH %:	32	32	32
10 MPH PACE:	36 - 45	33 - 42	34 - 43
% IN PACE:	58%	56%	56%
% OVER PACE:	12%	28%	25%
% UNDER PACE:	30%	16%	19%
ARITHMETIC MEAN:	39	39	39
SAMPLE VARIANCE:	47	51	49
STANDARD DEVIATION:	7	7	7
VARIANCE OF THE MEAN:	0.47	0.51	0.24
STD. ERROR OF THE MEAN:	0.69	0.71	0.49

CITY OF SAN BERNARDINO

FOR ROADWAY: MORGAN ROAD

DATE: 08/21/24 DAY: Wednesday TIME PERIOD: 9:00AM TO 11:00AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49		0 0	0
48	X	0 1	1
47		0 0	0
46		0 0	0
45		0 0	0
44		0 0	0
43		0 0	0
42		0 0	0
41	X	0 1	1
40	X	3 2	5
39	X	1 4	5
38	X	2 4	6
37	X	3 4	7
36	X	3 3	6
35	X	5 2	7
34	X	6 7	13
33	X	8 7	15
32	X	6 6	12
31	X	3 6	9
30	X	9 5	14
29	X	3 5	8
28	X	6 8	14
27	X	4 7	11
26	X	2 3	5
25	X	2 3	5
24	X	4 1	5
23	X	3 4	7
22	X	0 2	2
21	X	0 1	1
20	X	0 1	1
19		0 0	0
18	X	1 0	1
17		0 0	0
16	X	1 0	1
15		0 0	0
			75 87 162

LIMITS (BTN): MELBORNE RD AND YARDLEY ST

OBSERVATION POINT: 1589 MORGAN RD

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: CLEAR

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
[85TH %:	36	37	37
50TH %:	31	31	31
15TH %:	25	26	26
10 MPH PACE:	27 - 36	25 - 34	27 - 36
% IN PACE:	71%	66%	67%
% OVER PACE:	12%	24%	15%
% UNDER PACE:	17%	10%	17%
ARITHMETIC MEAN:	31	31	31
SAMPLE VARIANCE:	24	28	26
STANDARD DEVIATION:	5	5	5
VARIANCE OF THE MEAN:	0.32	0.32	0.16
STD. ERROR OF THE MEAN:	0.57	0.57	0.40

CITY OF SAN BERNARDINO

FOR ROADWAY: MT VERNON AVENUE

DATE: 11/01/23 **DAY:** Wednesday **TIME PERIOD:** 10:01AM TO 10:36AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED				TOTAL VEHICLES		
	NORTHBOUND+ SOUTHBOUND		NB	SB			
65					0	0	0
64					0	0	0
63					0	0	0
62					0	0	0
61					0	0	0
60					0	0	0
59					0	0	0
58					0	0	0
57					0	0	0
56					0	0	0
55					0	0	0
54					0	0	0
53					0	0	0
52					0	0	0
51					0	0	0
50					0	0	0
49					0	0	0
48					0	0	0
47					0	0	0
46					0	0	0
45					0	0	0
44					0	0	0
43					0	0	0
42					0	0	0
41					0	0	0
40	X				0	1	1
39	X X				1	1	2
38	X X X				1	3	4
37	X X X X				0	4	4
36	X X X X X				2	3	5
35	X X X X X X				5	5	10
34	X X X X X X X				10	7	17
33	X X X X X X X X				12	5	17
32	X X X X X X X X X				10	10	20
31	X X X X X X X X X X				8	11	19
30	X X X X X X X X X X X				11	11	22
29	X X X X X X X X X X X X				8	10	18
28	X X X X X X X X X X X X X				12	9	21
27	X X X X X X X X X X X X X X				4	6	10
26	X X X X X X X X X X X X X X X				3	5	14
25	X X X X X X X X X X X X X X X X				9	6	9
24	X X X X X X X X X X X X X X X X X				4	3	7
23					0	0	0
22					0	0	0
21					0	0	0
20					0	0	0
19					0	0	0
18					0	0	0
17					0	0	0
16					0	0	0
15					0	0	0

LIMITS (BTN):		RIALTO AVE AND 7TH ST	
OBSERVATION POINT:		565 MT VERNON AVE	
POSTED SPEED LIMIT:		35	MPH
OBSERVER:		CARLOS	
COMMENTS:		WEATHER: CLEAR	
		ROAD SURFACE: DRY	
		ROAD CONDITION: FAIR	
		DATA COLLECTION METHOD: RADAR	

NORTHBOUND		SOUTHBOUND		NORTHBOUND+ SOUTHBOUND	
85TH %:	34	35	34	M.P.H.	
50TH %:	30	30	30	M.P.H.	
15TH %:	26	27	26	M.P.H.	
10 MPH PACE:	26 - 35	25 - 34	26 - 35	M.P.H.	
% IN PACE:	89%	80%	84%		
% OVER PACE:	4%	17%	8%		
% UNDER PACE:	7%	3%	8%		
ARITHMETIC MEAN:	30	31	31	M.P.H.	
SAMPLE VARIANCE:	11	14	13		
STANDARD DEVIATION:	3	4	4	M.P.H.	
VARIANCE OF THE MEAN:	0.11	0.14	0.06		
STD. ERROR OF THE MEAN:	0.33	0.38	0.25	M.P.H.	

CITY OF SAN BERNARDINO

FOR ROADWAY: MT VERNON AVENUE

DATE: 08/12/24 DAY: Monday TIME PERIOD: 9:03AM TO 9:14AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49		0 0	0
48		0 0	0
47	X	1 0	1
46		0 0	0
45		0 0	0
44		0 0	0
43	X	0 1	1
42	X	2 4	6
41	X	0 1	1
40	X	4 2	6
39	X	1 1	2
38	X	5 3	8
37	X	5 3	8
36	X	3 9	12
35	X	6 13	19
34	X	11 13	24
33	X	8 9	17
32	X	5 8	13
31	X	10 4	14
30	X	13 9	22
29	X	9 8	17
28	X	6 6	12
27	X	5 5	10
26	X	4 1	5
25	X	1 0	1
24	X	1 0	1
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
100 100 200			

LIMITS (BTN): GRANT AVE AND RIAL TO AVE

OBSERVATION POINT: NORTH OF ESPERANZA ST

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %: 37 36 37 M.P.H.

50TH %: 32 33 33 M.P.H.

15TH %: 28 29 29 M.P.H.

10 MPH PACE: 26 - 35 27 - 36 27 - 36 M.P.H.

% IN PACE: 77% 84% 80%

% OVER PACE: 21% 15% 17%

% UNDER PACE: 2% 1% 4%

ARITHMETIC MEAN: 32 33 33 M.P.H.

SAMPLE VARIANCE: 18 15 17

STANDARD DEVIATION: 4 4 4 M.P.H.

VARIANCE OF THE MEAN: 0.18 0.15 0.08

STD. ERROR OF THE MEAN: 0.42 0.39 0.29 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: MT VERNON AVENUE

DATE: 08/12/24 DAY: Monday TIME PERIOD: 9:35AM TO 9:59AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49	X	1	1
48	X	1	1
47	X	0	1
46		0	0
45	X	1	1
44	X	3	2
43	X	4	1
42	X	1	1
41	X	3	2
40	X	2	2
39	X	5	1
38	X	9	6
37	X	6	15
36	X	11	20
35	X	7	17
34	X	12	16
33	X	8	23
32	X	2	15
31	X	5	16
30	X	5	10
29	X	5	14
28	X	3	8
27	X	4	6
26	X	3	3
25	X	1	4
24		0	2
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN): 7TH ST AND 21ST ST

OBSERVATION POINT: 1055 MT VERNON AVE

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
[85TH %:	40	38	39
50TH %:	35	34	34
15TH %:	30	30	30
10 MPH PACE:	30 - 39	29 - 38	29 - 38
% IN PACE:	70%	86%	77%
% OVER PACE:	16%	10%	16%
% UNDER PACE:	14%	4%	8%
ARITHMETIC MEAN:	35	34	35
SAMPLE VARIANCE:	25	16	20
STANDARD DEVIATION:	5	4	5
VARIANCE OF THE MEAN:	0.25	0.16	0.10
STD. ERROR OF THE MEAN:	0.50	0.40	0.32

85TH %:

50TH %:

15TH %:

10 MPH PACE:

% IN PACE:

% OVER PACE:

% UNDER PACE:

ARITHMETIC MEAN:

SAMPLE VARIANCE:

STANDARD DEVIATION:

VARIANCE OF THE MEAN:

STD. ERROR OF THE MEAN:

100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: MT VERNON AVENUE

DATE: 08/12/24 **DAY:** Monday **TIME PERIOD:** 10:12AM TO 10:54AM

[illegible]

CITY OF SAN BERNARDINO

FOR ROADWAY: MT VIEW AVENUE

DATE: 08/23/24 **DAY:** Friday **TIME PERIOD:** 1:36PM **TO** 2:19PM

LIMITS (BTN):		VICTORIA ST AND HIGHLAND AVE	
OBSERVATION POINT:		1701 MT VIEW AVE	
POSTED SPEED LIMIT:		40 MPH	
OBSERVER:		CARLOS	
COMMENTS:		SUNNY	
WEATHER:		DRY	
ROAD SURFACE:		FAIR	
ROAD CONDITION:		RADAR	
DATA COLLECTION METHOD:			

TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
NORTHBOUND-SOUTHBOUND		NB	SB
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58	X	1	1
57		0	0
56		0	0
55	X	0	1
54		0	0
53		0	0
52		0	0
51	X	1	0
50		0	0
49		0	0
48	X	0	3
47	X	2	1
46	X	1	1
45	X	1	3
44	X	4	1
43	X	3	4
42	X	4	3
41	X	3	7
40	X	7	8
39	X	6	4
38	X	7	8
37	X	11	5
36	X	3	5
35	X	5	12
34	X	12	11
33	X	7	5
32	X	5	2
31	X	2	6
30	X	6	4
29	X	3	2
28	X	2	2
27	X	2	1
26	X	1	0
25	X	1	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

NORTHBOUND		SOUTHBOUND		NORTHBOUND+ SOUTHBOUND	
95TH %:	42	42	42	42	M.P.H.
50TH %:	37	36		37	M.P.H.
15TH %:	30	31		31	M.P.H.
10 MPH PACE:	32 - 41	33 - 42		33 - 42	M.P.H.
% IN PACE:	66%	68%		67%	
% OVER PACE:	17%	15%		14%	
% UNDER PACE:	17%	17%		20%	
ARITHMETIC MEAN:	36	37		37	M.P.H.
SAMPLE VARIANCE:	31	31		31	
STANDARD DEVIATION:	6	6		6	M.P.H.
VARIANCE OF THE MEAN:	0.31	0.31		0.15	
STD. ERROR OF THE MEAN:	0.56	0.56		0.39	M.P.H.

	100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: MT VIEW AVENUE

DATE: 08/23/24 DAY: Friday TIME PERIOD: 2:24PM TO 3:16PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49		0 0	0
48		0 0	0
47		0 0	0
46		0 0	0
45	X	0 1	1
44		0 0	0
43	X X X	2 1	3
42	X X X	0 3	3
41	X X	2 0	2
40	X X X X X X X X X X X X	6 9	15
39	X X X X X X X X X X X X	10 4	14
38	X X X X X X X X X X X X	9 8	17
37	X X X X X X X X X X X X	4 6	10
36	X X X X X X X X X X X X	3 8	11
35	X X X X X X X X X X X X	6 9	15
34	X X X X X X X X X X X X	8 3	11
33	X X X X X X X X X X X X	4 7	11
32	X X X X X X X X X X X X	7 6	13
31	X X X X X X X X X X X X	4 3	7
30	X X X X X X X X X X X X	7 5	12
29	X X X X X X X X X X X X	8 10	18
28	X X X X X X X X X X X X	5 3	8
27	X X X X X X X X X X X X	3 5	8
26	X X X X X X X X X X X X	2 0	2
25	X X X X X X X X X X X X	3 2	5
24	X X X X X X X X X X X X	3 1	4
23	X X X X X X X X X X X X	0 2	2
22	X X X X X X X X X X X X	2 2	4
21	X X X X X X X X X X X X	1 1	2
20	X X X X X X X X X X X X	0 1	1
19	X X X X X X X X X X X X	1 0	1
18	X X X X X X X X X X X X	0 0	0
17	X X X X X X X X X X X X	0 0	0
16	X X X X X X X X X X X X	0 0	0
15	X X X X X X X X X X X X	0 0	0
			100 100 200

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

HIGHLAND AVE AND ELECTRIC AVE

2724 MT VIEW AVE

40 MPH

OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
[85TH %:	39	39	39
50TH %:	33	34	34
15TH %:	27	28	28
10 MPH PACE:	30 - 39	29 - 38	29 - 38
% IN PACE:	62%	65%	63%
% OVER PACE:	10%	18%	19%
% UNDER PACE:	28%	17%	19%
ARITHMETIC MEAN:	33	33	33
SAMPLE VARIANCE:	29	29	29
STANDARD DEVIATION:	5	5	5
VARIANCE OF THE MEAN:	0.29	0.29	0.15
STD. ERROR OF THE MEAN:	0.54	0.54	0.38
			M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: MT VIEW AVENUE

DATE: 08/23/24 DAY: Friday TIME PERIOD: 9:47AM TO 11:47AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53	X	0 1	1
52		0 0	0
51		0 0	0
50	X	1 0	1
49	X	1 0	1
48		0 0	0
47	X	1 0	1
46		0 0	0
45		0 0	0
44		0 0	0
43	X X X	2 1	3
42	X X X	2 1	3
41	X	1 0	1
40	X X X X X	2 3	5
39	X X X X	1 3	4
38	X X X X	2 2	4
37	X X X X	0 4	4
36	X X X X X X X X X X	6 7	13
35	X X X X X X X X X X X X	9 9	18
34	X X X X X X X X X X X X X X	9 10	19
33	X X X X X X X X X X X X X X	6 11	17
32	X X X X X X X X X X X X X X	7 5	12
31	X X X X X X X X X X X X X X X X	11 9	20
30	X X X X X X X X X X X X X X X X	5 5	10
29	X X X X X X X X X X X X X X X X	6 7	13
28	X X X X X X X X X X X X X X X X	7 4	11
27	X X X X X X X X X X X X X X X X	4 2	6
26	X X X X X X X X X X X X X X X X	2 4	6
25	X X X X X X X X X X X X X X X X	3 1	4
24	X X X X X X X X X X X X X X X X	1 4	5
23	X X X X X X X X X X X X X X X X	5 1	6
22	X X X X X X X X X X X X X X X X	2 0	2
21	X X X X X X X X X X X X X X X X	1 0	1
20	X X X X X X X X X X X X X X X X	2 0	2
19	X X X X X X X X X X X X X X X X	1 0	1
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
			100 94 194

LIMITS (BTN): ELECTRIC AVE AND HILL DR/PINEHURST CT

OBSERVATION POINT: 4095 MT VIEW AVE

POSTED SPEED LIMIT: 35 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

85TH %: 36 37 36 M.P.H.

50TH %: 31 33 32 M.P.H.

15TH %: 25 28 27 M.P.H.

10 MPH PACE: 27 - 36 27 - 36 M.P.H.

% IN PACE: 70% 76% 72%

% OVER PACE: 13% 12% 14%

% UNDER PACE: 17% 13% 14%

ARITHMETIC MEAN: 32 33 32 M.P.H.

SAMPLE VARIANCE: 36 23 30

STANDARD DEVIATION: 6 5 5 M.P.H.

VARIANCE OF THE MEAN: 0.36 0.24 0.15

STD. ERROR OF THE MEAN: 0.60 0.49 0.39 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: N LITTLE LEAGUE DRIVE

DATE: 08/15/24 DAY: Thursday TIME PERIOD: 3:15PM TO 4:04PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	NORTHBOUND+Southbound		NB	SB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53			0	0
52			0	0
51	X		2	0
50	X		2	1
49	X		0	0
48	X		1	0
47	X		2	1
46	X		1	0
45	X		1	0
44	X		2	0
43	X		4	2
42	X		3	2
41	X		3	3
40	X		3	2
39	X		3	2
38	X		8	3
37	X		4	4
36	X		6	4
35	X		5	3
34	X		3	8
33	X		4	10
32	X		7	5
31	X		4	8
30	X		8	9
29	X		4	8
28	X		5	9
27	X		4	8
26	X		5	1
25	X		5	2
24	X		1	2
23	X		0	1
22	X		0	2
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):		600' S/O W LITTLE LEAGUE DR AND O'ROURKE AVE	
OBSERVATION POINT:		6707 N LITTLE LEAGUE DR	
POSTED SPEED LIMIT:	NOT POSTED	OBSERVER:	CARLOS
COMMENTS:		WEATHER:	SUNNY
		ROAD SURFACE:	DRY
		ROAD CONDITION:	FAIR
		DATA COLLECTION METHOD:	RADAR

[85TH %:		42	38	40	M.P.H.
50TH %:		34	31	33	M.P.H.
15TH %:		27	27	27	M.P.H.
10 MPH PACE:		29 - 38	27 - 36	27 - 36	M.P.H.
% IN PACE:		53%	72%	61%	
% OVER PACE:		27%	20%	30%	
% UNDER PACE:		20%	8%	10%	
ARITHMETIC MEAN:		35	32	34	M.P.H.
SAMPLE VARIANCE:		46	28	38	
STANDARD DEVIATION:		7	5	6	M.P.H.
VARIANCE OF THE MEAN:		0.46	0.28	0.19	
STD. ERROR OF THE MEAN:		0.68	0.53	0.44	M.P.H.

100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: OHIO AVENUE

DATE: 08/15/24	DAY: Thursday	TIME PERIOD: 10:45AM TO 12:45PM
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[illegible][illegible]

CITY OF SAN BERNARDINO

FOR ROADWAY: ORANGE SHOW ROAD

DATE: 08/09/24 **DAY:** Friday **TIME PERIOD:** 12:08PM TO 12:29PM

[illegible][illegible]

CITY OF SAN BERNARDINO

FOR ROADWAY: ORANGE SHOW ROAD

DATE:	08/09/24	DAY:	Friday	TIME PERIOD:	11:31AM	TO	11:58AM
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[illegible]

	100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: ORANGE STREET

DATE: 08/16/24 DAY: Friday TIME PERIOD: 9:01AM TO 10:26AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55	X	0 1	1
54		0 0	0
53		0 0	0
52	X	1 0	1
51		0 0	0
50		0 0	0
49	X	1 0	1
48		0 0	0
47		0 0	0
46		0 0	0
45		0 0	0
44	X	0 1	1
43	X X X	1 2	3
42	X X	1 1	2
41	X X X X	2 2	4
40	X X	2 0	2
39	X X X X	3 1	4
38	X X X X X X X X X X	5 8	13
37	X X X X X X X X X X	6 9	15
36	X X X X X X X X X X	5 8	13
35	X X X X X X X X X X	7 4	11
34	X X X X X X X X X X	5 8	13
33	X X X X X X X X X X	4 10	14
32	X X X X X X X X X X	8 6	14
31	X X X X X X X X X X X X X X	11 11	22
30	X X X X X X X X X X	9 4	13
29	X X X X X X X X X X	6 6	12
28	X X X X X X X X X X	8 6	14
27	X X X X X X X X X X	5 7	12
26	X X X X X X X X X X	7 3	10
25	X X X X X	3 2	5
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN): PACIFIC ST AND HIGHLAND AVE

OBSERVATION POINT: NORTH OF RAINBOW LANE

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %: 38 38 38 M.P.H.

50TH %: 32 33 32 M.P.H.

15TH %: 27 28 28 M.P.H.

10 MPH PACE: 26 - 35 29 - 38 28 - 37 M.P.H.

% IN PACE: 70% 74% 71%

% OVER PACE: 27% 8% 16%

% UNDER PACE: 3% 18% 14%

ARITHMETIC MEAN: 33 33 33 M.P.H.

SAMPLE VARIANCE: 26 24 25

STANDARD DEVIATION: 5 5 5 M.P.H.

VARIANCE OF THE MEAN: 0.26 0.24 0.12

STD. ERROR OF THE MEAN: 0.51 0.49 0.35 M.P.H.

100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: ORANGE STREET

DATE: 08/16/24 DAY: Friday TIME PERIOD: 10:30AM TO 11:22AM

LIMITS (BTN):

OBSERVATION POINT: 2535 ORANGE ST

POSTED SPEED LIMIT: 35 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61	X	0 1	1
60	X	1 0	1
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54	X	0 1	1
53		0 0	0
52	X	0 1	1
51	X	1 0	1
50	X	1 0	1
49	X	3 0	3
48	X	2 1	3
47	X	1 0	1
46	X	3 1	4
45	X	2 2	4
44	X	3 4	7
43	X	2 2	4
42	X	1 4	5
41	X	6 4	10
40	X	9 8	17
39	X	11 5	16
38	X	4 9	13
37	X	8 8	16
36	X	7 9	16
35	X	6 8	14
34	X	5 6	11
33	X	7 7	14
32	X	5 4	9
31	X	4 5	9
30	X	2 3	5
29	X	2 2	4
28	X	2 1	3
27	X	2 2	4
26	X	0 1	1
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20	X	0 1	1
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

85TH %:

44 42 43

M.P.H.

50TH %:

37 37

M.P.H.

15TH %:

32 31

M.P.H.

10 MPH PACE:

32 - 41 31 - 40

M.P.H.

% IN PACE:

68% 69%

% OVER PACE:

20% 21%

% UNDER PACE:

12% 10%

ARITHMETIC MEAN:

38 37

M.P.H.

SAMPLE VARIANCE:

35 34

STANDARD DEVIATION:

6 6

VARIANCE OF THE MEAN:

0.35 0.34

STD. ERROR OF THE MEAN:

0.59 0.59

6 6

M.P.H.

0.17 0.42

M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: PALM AVENUE

DATE: 08/15/24 DAY: Thursday TIME PERIOD: 9:01AM TO 9:24AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	NORTHBOUND+SOUTHBOUND		NB	SB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54	X		1	0
53			0	0
52	X		1	1
51			0	0
50	X		1	0
49	X		1	1
48	X		2	0
47	X		0	2
46	X		2	0
45	X		5	2
44	X		3	4
43	X		3	2
42	X		5	9
41	X		6	8
40	X		8	13
39	X		13	12
38	X		9	10
37	X		6	9
36	X		5	7
35	X		7	6
34	X		2	5
33	X		7	4
32	X		3	2
31	X		3	1
30	X		4	1
29	X		2	0
28	X		0	1
27	X		1	0
26			0	0
25			0	0
24			0	0
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

KENDALL DR AND BELMONT AVE

NORTH OF WASHINGTON ST

45 MPH

OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
[85TH %:	44	42	43
50TH %:	39	39	39
15TH %:	33	35	34
10 MPH PACE:	33 - 42	33 - 42	33 - 42
% IN PACE:	68%	83%	76%
% OVER PACE:	19%	12%	16%
% UNDER PACE:	13%	5%	9%
ARITHMETIC MEAN:	38	39	39
SAMPLE VARIANCE:	28	16	22
STANDARD DEVIATION:	5	4	5
VARIANCE OF THE MEAN:	0.28	0.16	0.11
STD. ERROR OF THE MEAN:	0.52	0.40	0.33

100

100

200

CITY OF SAN BERNARDINO

FOR ROADWAY: PALM AVENUE

DATE: 08/15/24 DAY: Thursday TIME PERIOD: 9:28AM TO 10:41AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55	X	1 0	1
54		0 0	0
53		0 0	0
52	X	0 1	1
51		0 0	0
50		0 0	0
49	X	0 1	1
48	X X	1 1	2
47		0 0	0
46	X	1 0	1
45		0 0	0
44	X X	1 1	2
43		0 0	0
42	X	0 1	1
41	X	1 0	1
40	X X	1 1	2
39	X	0 1	1
38	X	0 1	1
37	X X X	2 2	3
36	X X X X	2 1	3
35	X X X X X X X X	5 5	10
34	X X X X X	3 1	4
33	X X X X X X X	6 2	8
32	X X X X X X X X X X	10 7	17
31	X X X X X X X X X	7 4	11
30	X X X X X X X X X	4 10	14
29	X X X X X X X X X X	6 7	13
28	X X X X X X X X X X X	11 9	20
27	X X X X X X X X X X X	9 6	15
26	X X X X X X X X X	4 5	9
25	X X X X X X X	3 4	7
24	X X X X X X X X X X	5 8	13
23	X X X X X X X X	3 6	9
22	X X X X X X X X	5 4	9
21	X X X X X	3 3	6
20	X X X X	2 2	4
19	X X X	1 2	3
18	X X X X X X	3 4	7
17	X	1 0	1
16		0 0	0
15		0 0	0

LIMITS (BTN): BELMONT AVE AND MELVIN AVE

OBSERVATION POINT: NORTH OF MEYERS RD

POSTED SPEED LIMIT: 25 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

85TH %: 34 35 34 M.P.H.

50TH %: 28 28 28 M.P.H.

15TH %: 22 22 22 M.P.H.

10 MPH PACE: 26 - 35 23 - 32 23 - 32 M.P.H.

% IN PACE: 65% 66% 64%

% OVER PACE: 9% 19% 21%

% UNDER PACE: 26% 15% 15%

ARITHMETIC MEAN: 29 29 29 M.P.H.

SAMPLE VARIANCE: 41 43 42

STANDARD DEVIATION: 6 7 6 M.P.H.

VARIANCE OF THE MEAN: 0.41 0.43 0.21

STD. ERROR OF THE MEAN: 0.64 0.66 0.46 M.P.H.

100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: PALM AVENUE (EAST)

DATE: 08/16/24 DAY: Friday TIME PERIOD: 1:31PM TO 1:45PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50	X	1 0	1
49		0 0	0
48		0 0	0
47		0 0	0
46		0 0	0
45		0 0	0
44	X	0 1	1
43	X	2 2	4
42	X	0 0	0
41	X	0 1	1
40	X	1 2	3
39	X	2 2	4
38	X	1 1	2
37	X	4 3	7
36	X	3 4	7
35	X	5 8	13
34	X	9 10	19
33	X	9 17	26
32	X	12 9	21
31	X	12 9	21
30	X	9 8	17
29	X	7 11	18
28	X	5 7	12
27	X	9 2	11
26	X	4 0	4
25	X	0 0	0
24	X	3 1	4
23	X	0 0	0
22	X	0 1	1
21	X	0 0	0
20	X	1 0	1
19	X	0 1	1
18		0 0	0
17	X	1 0	1
16		0 0	0
15		0 0	0

LIMITS (BTN): ATLANTIC AVE AND PIEDMONT DR

OBSERVATION POINT: 1978 PALM AVE (EAST)

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %: 35 36 35 M.P.H.

50TH %: 31 33 32 M.P.H.

15TH %: 27 29 28 M.P.H.

10 MPH PACE: 26 - 35 28 - 37 27 - 36 M.P.H.

% IN PACE: 81% 86% 83%

% OVER PACE: 14% 9% 12%

% UNDER PACE: 5% 5% 6%

ARITHMETIC MEAN: 31 32 32 M.P.H.

SAMPLE VARIANCE: 22 16 19

STANDARD DEVIATION: 5 4 4 M.P.H.

VARIANCE OF THE MEAN: 0.22 0.16 0.10

STD. ERROR OF THE MEAN: 0.47 0.41 0.31 M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: PARKDALE DRIVE

DATE: 08/23/24 DAY: Friday TIME PERIOD: 11:52AM TO 12:58PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49	X	1 0	1
48		0 0	0
47	X	1 0	1
46	X X	1 1	2
45		0 0	0
44	X	1 0	1
43		0 0	0
42	X X X	1 2	3
41	X X X X	1 3	4
40	X X	1 1	2
39	X X X	0 3	3
38	X X X	2 1	3
37	X X X X X X X X	5 5	10
36	X X X X	2 2	4
35	X X X X X X X X	3 6	9
34	X X X X X X X X X X	5 7	12
33	X X X X X X X X X X X X	8 8	16
32	X X X X X X X X X X	8 2	10
31	X X X X X X X X X X	6 5	11
30	X X X X X X X X X X X X	10 9	19
29	X X X X X X X X X X X X	5 8	13
28	X X X X X X X X X X X X X X	14 9	23
27	X X X X X X X X X X X X	7 7	14
26	X X X X X X X X X X X X X X	8 8	16
25	X X X X X X X X	5 4	9
24	X X X X X X	1 4	5
23	X X X X X X	2 4	6
22	X	0 1	1
21	X	1 0	1
20	X	1 0	1
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
		100 100	200

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

MOUNTAIN VIEW AVE AND VALENCIA AVE

353 PARKDALE DR

35 MPH

OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
[85TH %:	36	37	36
50TH %:	30	30	30
15TH %:	26	26	26
10 MPH PACE:	25 - 34	26 - 35	26 - 35
% IN PACE:	76%	69%	72%
% OVER PACE:	19%	18%	17%
% UNDER PACE:	5%	13%	12%
ARITHMETIC MEAN:	31	31	31
SAMPLE VARIANCE:	28	26	27
STANDARD DEVIATION:	5	5	5
VARIANCE OF THE MEAN:	0.28	0.26	0.14
STD. ERROR OF THE MEAN:	0.53	0.51	0.37
			M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: PEPPER AVENUE

DATE:	08/08/24	DAY:	Thursday	TIME PERIOD:	9:41AM	TO	9:56AM
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[illegible]

	100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: PEPPER AVENUE

DATE: 08/08/24 DAY: Thursday TIME PERIOD: 9:08AM TO 9:33AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60	X	0 0	0
59	X	0 1	1
58	X	1 0	1
57		0 0	0
56		0 0	0
55	X	0 0	0
54	X	0 1	1
53	X	0 1	1
52		0 0	0
51	X X	1 1	2
50	X X X X	4 0	4
49	X X X	2 1	3
48	X X X X X X	5 1	6
47	X X X X X	3 2	5
46	X X X X X X X X	5 4	9
45	X X X X X X X X X X X X	7 8	15
44	X X X X X X X X X X X X	6 4	10
43	X X X X X X X X	4 8	12
42	X X X X X X X X X X X	5 8	13
41	X X X X X X X X X X X X	10 7	17
40	X X X X X X X X X X X X	7 8	15
39	X X X X X X X X X X X X	3 7	10
38	X X X X X X X X X X X X	4 5	9
37	X X X X X X X X X X X X	9 6	15
36	X X X X X X X X X X X X	1 5	6
35	X X X X X X X X X X X X	3 2	5
34	X X X X X X X X X X X X	1 1	2
33	X X X X X X X X X X X X	0 1	1
32	X X X X X X X X X X X X	1 1	2
31	X X X X X X X X X X X X	0 1	1
30	X X X X X X X X X X X X	1 1	2
29	X X X X X X X X X X X X	0 1	1
28	X X X X X X X X X X X X	1 0	1
27	X X X X X X X X X X X X	0 0	0
26	X X X X X X X X X X X X	0 0	0
25	X X X X X X X X X X X X	0 0	0
24	X X X X X X X X X X X X	0 0	0
23	X X X X X X X X X X X X	0 0	0
22	X X X X X X X X X X X X	0 0	0
21	X X X X X X X X X X X X	0 0	0
20	X X X X X X X X X X X X	0 0	0
19	X X X X X X X X X X X X	0 0	0
18	X X X X X X X X X X X X	0 0	0
17	X X X X X X X X X X X X	0 0	0
16	X X X X X X X X X X X X	0 0	0
15	X X X X X X X X X X X X	0 0	0
			100 100 200

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

MILL ST AND NORTH CITY LIMITS

NORTH OF 2ND ST

45 MPH

45 MPH

OBSERVER:

WEATHER:

ROAD SURFACE:

ROAD CONDITION:

DATA COLLECTION METHOD:

CARLOS

SUNNY

DRY

FAIR

RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+ SOUTHBOUND
[85TH %:	47	45	46
50TH %:	41	40	41
15TH %:	35	35	35
10 MPH PACE:	35 - 44	36 - 45	37 - 46
% IN PACE:	65%	71%	67%
% OVER PACE:	28%	12%	12%
% UNDER PACE:	7%	17%	21%
ARITHMETIC MEAN:	41	40	41
SAMPLE VARIANCE:	27	26	27
STANDARD DEVIATION:	5	5	5
VARIANCE OF THE MEAN:	0.27	0.26	0.13
STD. ERROR OF THE MEAN:	0.52	0.51	0.37

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: PIEDMONT DRIVE

DATE: 08/16/24 DAY: Friday TIME PERIOD: 11:25AM TO 1:25PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49	X	0	1
48		0	0
47		0	0
46		0	0
45	X	0	1
44		0	0
43	X	1	2
42		0	0
41	X	0	1
40	X	0	1
39	X	1	2
38	X	1	4
37	X	2	3
36	X	2	6
35	X	4	9
34	X	6	7
33	X	9	9
32	X	15	12
31	X	9	8
30	X	13	12
29	X	7	9
28	X	11	7
27	X	7	5
26	X	1	1
25	X	2	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN): YUMA DR AND ORANGE ST

OBSERVATION POINT: EAST OF BANGOR AVE

POSTED SPEED LIMIT: 35 MPH

OBSERVER: CARLOS

COMMENTS: SUNNY

WEATHER: DRY

ROAD SURFACE: FAIR

ROAD CONDITION: RADAR

DATA COLLECTION METHOD:

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
[85TH %:	34	36	35
50TH %:	31	32	32
15TH %:	28	29	28
10 MPH PACE:	27 - 36	27 - 36	27 - 36
% IN PACE:	91%	84%	87%
% OVER PACE:	5%	15%	10%
% UNDER PACE:	3%	1%	2%
ARITHMETIC MEAN:	31	33	32
SAMPLE VARIANCE:	10	17	14
STANDARD DEVIATION:	3	4	4
VARIANCE OF THE MEAN:	0.11	0.17	0.08
STD. ERROR OF THE MEAN:	0.33	0.42	0.28

85TH %:

50TH %:

15TH %:

10 MPH PACE:

% IN PACE:

% OVER PACE:

% UNDER PACE:

ARITHMETIC MEAN:

SAMPLE VARIANCE:

STANDARD DEVIATION:

VARIANCE OF THE MEAN:

STD. ERROR OF THE MEAN:

91	100	191
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CITY OF SAN BERNARDINO

FOR ROADWAY: PINE AVENUE

DATE: 08/15/24 DAY: Thursday TIME PERIOD: 12:50PM TO 2:05PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED										TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND										
65											0
64	X	X									0
63											2
62	X										0
61											0
60											1
59											0
58	X										0
57											0
56	X	X	X								4
55	X	X									2
54	X	X									1
53	X	X	X								2
52	X	X	X								1
51	X	X	X								3
50	X	X	X	X							4
49	X	X	X	X	X	X	X	X	X	X	7
48	X	X	X	X	X	X	X	X	X	X	10
47	X	X	X	X	X	X	X	X	X	X	3
46	X	X	X	X	X	X	X	X	X	X	5
45	X	X	X	X	X	X	X	X	X	X	13
44	X	X	X	X	X	X	X	X	X	X	7
43	X	X	X	X	X	X	X	X	X	X	6
42	X	X	X	X	X	X	X	X	X	X	8
41	X	X	X	X	X	X	X	X	X	X	11
40	X	X	X	X	X	X	X	X	X	X	5
39	X	X	X	X	X	X	X	X	X	X	4
38	X	X	X	X	X	X	X	X	X	X	4
37	X	X	X	X	X	X	X	X	X	X	8
36	X	X	X	X	X	X	X	X	X	X	2
35	X	X	X	X	X	X	X	X	X	X	3
34	X	X	X	X	X	X	X	X	X	X	1
33	X	X	X	X	X	X	X	X	X	X	2
32	X										3
31											0
30	X	X	X								0
29	X	X									3
28	X	X									0
27	X										2
26											1
25											0
24											0
23											0
22											0
21											0
20											0
19											0
18											0
17											0
16											0
15											0

LIMITS (BTN):

KENDALL DR AND BELMONT AVE

OBSERVATION POINT:

SOUTH OF POPPY DR

POSTED SPEED LIMIT:

50 MPH

OBSERVER:

CARLOS

COMMENTS:

WEATHER: SUNNY

ROAD SURFACE:

DRY

ROAD CONDITION:

FAIR

DATA COLLECTION METHOD:

RADAR

NORTHBOUND

49

SOUTHBOUND

50

NORTHBOUND+ SOUTHBOUND

49

85TH %:

44

44

44

50TH %:

36

38

37

15TH %:

42 - 51

40 - 49

40 - 49

10 MPH PACE:

57%

61%

59%

% IN PACE:

8%

16%

15%

% OVER PACE:

35%

23%

26%

ARITHMETIC MEAN:

43

44

44

SAMPLE VARIANCE:

45

45

45

STANDARD DEVIATION:

7

7

7

VARIANCE OF THE MEAN:

0.45

0.45

0.22

STD. ERROR OF THE MEAN:

0.67

0.67

0.47

M.P.H.

M.P.H.

M.P.H.

100

100

200

CITY OF SAN BERNARDINO

FOR ROADWAY: RIALTO AVENUE

DATE: 08/13/24 DAY: Tuesday TIME PERIOD: 10:20AM TO 10:49AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49	X	0	1
48	XX	0	2
47	XX	1	2
46	XX	1	2
45	XX	0	1
44	XX	0	2
43	XXXX	2	4
42	XXXXXX	2	11
41	XXXXXX	1	4
40	XXXXXX	8	7
39	XXXXXX	9	7
38	XXXXXX	8	7
37	XXXXXX	8	6
36	XXXXXX	9	5
35	XXXXXX	11	10
34	XXXXXX	10	9
33	XXXXXX	12	7
32	XXXXXX	6	7
31	XXXXX	2	3
30	XXXXXX	5	2
29	XX	1	0
28	XXXXXX	4	2
27	XX	1	2
26	X	0	1
25		0	0
24		0	0
23		0	0
22	X	0	1
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN): EUCALYPTUS AVE AND MT VERNON AVE

OBSERVATION POINT: EAST OF TAMARISK AVE

POSTED SPEED LIMIT: 45 MPH

OBSERVER: CARLOS

COMMENTS: SUNNY

WEATHER: DRY

ROAD SURFACE: FAIR

ROAD CONDITION: RADAR

DATA COLLECTION METHOD:

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
[85TH %:	39	42	40
50TH %:	35	37	36
15TH %:	32	32	32
10 MPH PACE:	31 - 40	33 - 42	33 - 42
% IN PACE:	83%	73%	76%
% OVER PACE:	6%	9%	6%
% UNDER PACE:	11%	18%	19%
ARITHMETIC MEAN:	35	37	36
SAMPLE VARIANCE:	14	25	20
STANDARD DEVIATION:	4	5	4
VARIANCE OF THE MEAN:	0.14	0.25	0.10
STD. ERROR OF THE MEAN:	0.37	0.50	0.31

100

100

200

* * * * *
P A C E

CITY OF SAN BERNARDINO

FOR ROADWAY: RIALTO AVENUE

DATE: 11/01/23 DAY: Wednesday TIME PERIOD: 10:48AM TO 11:18AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55	X	0	1
54		0	0
53	X	0	0
52	X	0	2
51	X	0	1
50		0	0
49	X	1	0
48	X	1	1
47	X	1	2
46		0	0
45	X	0	1
44	X	1	2
43	X	1	3
42	X	2	1
41	X	2	3
40	X	5	8
39	X	7	6
38	X	6	12
37	X	5	3
36	X	7	6
35	X	8	9
34	X	2	10
33	X	8	4
32	X	8	8
31	X	6	9
30	X	5	3
29	X	7	2
28	X	2	0
27	X	7	2
26	X	3	1
25	X	5	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN):	MT VERNON AVE AND G ST
OBSERVATION POINT:	1253 RIALTO AVE
POSTED SPEED LIMIT:	35 MPH
COMMENTS:	
OBSERVER:	CARLOS
WEATHER:	CLEAR
ROAD SURFACE:	DRY
ROAD CONDITION:	FAIR
DATA COLLECTION METHOD:	RADAR

85TH %:	39	41	40	M.P.H.
50TH %:	33	36	35	M.P.H.
15TH %:	27	31	30	M.P.H.
10 MPH PACE:	31 - 40	31 - 40	31 - 40	M.P.H.
% IN PACE:	62%	75%	69%	
% OVER PACE:	9%	17%	13%	
% UNDER PACE:	29%	8%	19%	
ARITHMETIC MEAN:	34	37	35	M.P.H.
SAMPLE VARIANCE:	29	31	32	
STANDARD DEVIATION:	5	6	6	M.P.H.
VARIANCE OF THE MEAN:	0.29	0.31	0.16	
STD. ERROR OF THE MEAN:	0.54	0.55	0.40	M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: RIALTO AVENUE

DATE: 11/01/23 DAY: Wednesday TIME PERIOD: 11:25AM TO 11:47AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0 0	0
64		0 0 0	0
63		0 0 0	0
62		0 0 0	0
61		0 0 0	0
60		0 0 0	0
59		0 0 0	0
58		0 0 0	0
57		0 0 0	0
56		0 0 0	0
55		0 0 0	0
54		0 0 0	0
53		0 0 0	0
52		0 0 0	0
51		0 0 0	0
50		0 0 0	0
49		0 0 0	0
48		0 0 0	0
47	X	1 0 1	1
46		0 0 0	0
45	X X	2 0 2	2
44	X	1 0 1	1
43	X X X	2 1 3	3
42	X	1 0 1	1
41	X X	2 2 4	4
40	X X X X	0 0 0	0
39		0 0 0	0
38	X X X X X	3 3 6	6
37	X X X X X	3 3 6	6
36	X X X X X	4 2 6	6
35	X X X X X X	7 7 14	14
34	X X X X X X X	9 5 14	14
33	X X X X X X X	6 5 11	11
32	X X X X X X X X	9 10 19	19
31	X X X X X X X X X	12 6 18	18
30	X X X X X X X X X	7 8 15	15
29	X X X X X X X X X	4 11 15	15
28	X X X X X X X X X X	9 13 22	22
27	X X X X X X X X X X	5 10 15	15
26	X X X X X X X X X X	6 4 10	10
25	X X X X X X X X X	3 6 9	9
24	X X X X	2 2 4	4
23	X X	1 1 2	2
22		0 0 0	0
21		0 0 0	0
20		0 0 0	0
19		0 0 0	0
18		0 0 0	0
17		0 0 0	0
16		0 0 0	0
15		0 0 0	0

LIMITS (BTN):		G ST AND SIERRA WAY	
OBSERVATION POINT:		EAST OF F ST	
POSTED SPEED LIMIT:		35 MPH	OBSERVER: CARLOS
COMMENTS:			WEATHER: CLEAR
			ROAD SURFACE: DRY
			ROAD CONDITION: FAIR
			DATA COLLECTION METHOD: RADAR

85TH %:	37	35	36	M.P.H.
50TH %:	32	30	31	M.P.H.
15TH %:	27	27	27	M.P.H.
10 MPH PACE:	26 - 35	26 - 35	26 - 35	M.P.H.
% IN PACE:	74%	79%	77%	
% OVER PACE:	20%	12%	16%	
% UNDER PACE:	6%	9%	8%	
ARITHMETIC MEAN:	32	31	31	M.P.H.
SAMPLE VARIANCE:	25	17	22	
STANDARD DEVIATION:	5	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.25	0.17	0.11	
STD. ERROR OF THE MEAN:	0.50	0.41	0.33	M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: RIALTO AVENUE

DATE: 11/01/23 DAY: Wednesday TIME PERIOD: 11:52AM TO 12:17PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
	EASTBOUND-WESTBOUND		EB	WB
65			0	0
64			0	0
63			0	0
62			0	0
61			0	0
60			0	0
59			0	0
58			0	0
57			0	0
56			0	0
55			0	0
54			0	0
53	X		1	0
52			0	0
51			0	0
50			2	0
49			0	0
48			0	0
47			0	0
46			0	0
45			0	0
44	X		0	0
43	X		1	2
42	X		0	1
41	X		2	0
40	X		3	2
39	X		2	4
38	X		3	3
37	X		6	2
36	X		7	6
35	X		3	5
34	X		6	9
33	X		7	10
32	X		8	8
31	X		5	9
30	X		13	11
29	X		5	11
28	X		10	9
27	X		4	4
26	X		5	2
25	X		3	0
24	X		4	1
23			0	0
22			0	0
21			0	0
20			0	0
19			0	0
18			0	0
17			0	0
16			0	0
15			0	0

LIMITS (BTN):		SIERRA WAY AND WATERMAN AVE	
OBSERVATION POINT:		174 RIALTO AVE	
POSTED SPEED LIMIT:	35 MPH	OBSERVER:	CARLOS
COMMENTS:		WEATHER:	CLEAR
		ROAD SURFACE:	DRY
		ROAD CONDITION:	FAIR
		DATA COLLECTION METHOD:	RADAR

85TH %:	37	36	37	M.P.H.
50TH %:	32	32	32	M.P.H.
15TH %:	27	28	28	M.P.H.
10 MPH PACE:	28 - 37	27 - 36	28 - 37	M.P.H.
% IN PACE:	70%	82%	75%	
% OVER PACE:	14%	15%	14%	
% UNDER PACE:	16%	3%	12%	
ARITHMETIC MEAN:	32	32	32	M.P.H.
SAMPLE VARIANCE:	31	17	24	
STANDARD DEVIATION:	6	4	5	M.P.H.
VARIANCE OF THE MEAN:	0.31	0.17	0.12	
STD. ERROR OF THE MEAN:	0.55	0.41	0.34	M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: RIALTO AVENUE

DATE: 11/01/23 DAY: Wednesday TIME PERIOD: 12:27PM TO 1:03PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND-WESTBOUND	EB WB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56	X	0 1	1
55		0 0	0
54		0 0	0
53	X	1 0	1
52		0 0	0
51	X	1 0	1
50	X	4 0	4
49	X	1 1	2
48	X	2 1	3
47	X	2 2	4
46	X	5 4	9
45	X	5 3	8
44	X	3 5	8
43	X	11 4	15
42	X	3 5	8
41	X	8 5	13
40	X	6 6	12
39	X	4 9	13
38	X	8 7	15
37	X	6 6	12
36	X	6 6	12
35	X	5 4	9
34	X	4 10	14
33	X	7 4	11
32	X	2 1	3
31	X	1 4	5
30	X	2 2	4
29	X	0 1	1
28	X	3 3	6
27	X	0 1	1
26	X	0 5	5
25	X	0 0	0
24	X	0 0	0
23	X	0 0	0
22	X	0 0	0
21	X	0 0	0
20	X	0 0	0
19	X	0 0	0
18	X	0 0	0
17	X	0 0	0
16	X	0 0	0
15	X	0 0	0

LIMITS (BTN):	WATERMAN AVE AND LENA RD	
OBSERVATION POINT:	777 RIALTO AVE	
POSTED SPEED LIMIT:	40 MPH	OBSERVER: CARLOS
COMMENTS:		WEATHER: CLEAR
		ROAD SURFACE: DRY
		ROAD CONDITION: FAIR
		DATA COLLECTION METHOD: RADAR

85TH %:	46	44	45	M.P.H.
50TH %:	40	38		39 M.P.H.
15TH %:	33	31		33 M.P.H.
10 MPH PACE:	34 - 43	34 - 43		34 - 43 M.P.H.
% IN PACE:	61%	62%		62%
% OVER PACE:	24%	17%		21%
% UNDER PACE:	15%	21%		18%
ARITHMETIC MEAN:	40	38		39 M.P.H.
SAMPLE VARIANCE:	31	35		34
STANDARD DEVIATION:	6	6		6 M.P.H.
VARIANCE OF THE MEAN:	0.31	0.35		0.17
STD. ERROR OF THE MEAN:	0.56	0.59		0.41 M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: RIALTO AVENUE

DATE: 11/01/23 DAY: Wednesday TIME PERIOD: 1:07PM TO 1:53PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EASTBOUND+WESTBOUND	EB WB	
65		0 0 0	0
64		0 0 0	0
63		0 0 0	0
62		0 0 0	0
61		0 0 0	0
60		0 0 0	0
59		0 0 0	0
58		0 0 0	0
57		0 0 0	0
56		0 0 0	0
55		0 0 0	0
54		0 0 0	0
53		0 0 0	0
52		0 0 0	0
51		0 0 0	0
50	X	0 1 1	1
49		0 0 0	0
48	X	0 1 1	1
47		0 0 0	0
46		0 0 0	0
45	X	1 0 1	1
44	X	1 0 1	1
43	X	0 1 1	1
42	X	0 1 1	1
41	X	2 2 4	4
40	X	1 2 3	3
39	X	1 3 4	4
38	X	3 1 4	4
37	X	5 6 11	11
36	X	2 4 6	6
35	X	5 9 14	14
34	X	8 5 13	13
33	X	10 12 22	22
32	X	5 4 9	9
31	X	8 9 17	17
30	X	7 7 14	14
29	X	5 3 8	8
28	X	9 7 16	16
27	X	5 10 15	15
26	X	8 3 11	11
25	X	3 3 6	6
24	X	4 4 8	8
23	X	3 0 3	3
22	X	2 0 2	2
21	X	0 2 2	2
20		0 0 0	0
19	X	2 0 2	2
18		0 0 0	0
17		0 0 0	0
16		0 0 0	0
15		0 0 0	0

85TH %:	36	37	37	M.P.H.
50TH %:	31	32	31	M.P.H.
15TH %:	26	27	26	M.P.H.
10 MPH PACE:	26 - 35	27 - 36	26 - 35	M.P.H.
% IN PACE:	70%	70%	70%	
% OVER PACE:	16%	18%	19%	
% UNDER PACE:	14%	12%	12%	
ARITHMETIC MEAN:	31	32	31	M.P.H.
SAMPLE VARIANCE:	26	28	28	
STANDARD DEVIATION:	5	5	5	M.P.H.
VARIANCE OF THE MEAN:	0.26	0.28	0.14	
STD. ERROR OF THE MEAN:	0.51	0.53	0.37	M.P.H.

100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: SIERRA WAY

DATE: 08/13/24 DAY: Tuesday TIME PERIOD: 12:31PM TO 12:55PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51	X	0 1	1
50	X X	1 1	2
49	X X X	1 2	3
48	X	0 1	1
47	X X	0 2	2
46	X	0 1	1
45	X	1 0	1
44	X X	2 0	2
43	X X X	2 2	4
42	X X X X	1 5	6
41	X X X X X	3 3	6
40	X X X X X X X	1 8	9
39	X X X X X X X X	4 7	11
38	X X X X X X X X X	3 11	14
37	X X X X X X X X X X	6 7	13
36	X X X X X X X X X X X	9 8	17
35	X X X X X X X X X X X X	8 10	18
34	X X X X X X X X X X X X X	12 5	17
33	X X X X X X X X X X X X X X	6 7	13
32	X X X X X X X X X X X X X X X	16 6	22
31	X X X X X X X X X X X X X X X X	9 2	11
30	X X X X X X X X X X X X X X X X	6 4	10
29	X X X X X X X X X X X X X X X X	4 2	6
28	X X X X X X X X X X X X X X X X	2 2	4
27	X X X X X X X X X X X X X X X X	3 3	6
26		0 0	0
25		0 0	0
24		0 0	0
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
			100 100 200

LIMITS (BTN): 5TH ST AND 30TH ST

OBSERVATION POINT: 1044 SIERRA WAY

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

[85TH %: 39 41 40 M.P.H.]

50TH %: 34 37 35 M.P.H.

15TH %: 30 32 31 M.P.H.

10 MPH PACE: 30 - 39 32 - 41 30 - 39 M.P.H.

% IN PACE: 79% 72% 73%

% OVER PACE: 12% 15% 19%

% UNDER PACE: 9% 13% 8%

ARITHMETIC MEAN: 34 37 36 M.P.H.

SAMPLE VARIANCE: 20 26 25

STANDARD DEVIATION: 4 5 5 M.P.H.

VARIANCE OF THE MEAN: 0.20 0.26 0.12

STD. ERROR OF THE MEAN: 0.45 0.51 0.35 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: STATE STREET

DATE: 08/08/24 DAY: Thursday TIME PERIOD: 12:06PM TO 12:40PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+Southbound	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53		0 0	0
52		0 0	0
51		0 0	0
50		0 0	0
49		0 0	0
48		0 0	0
47		0 0	0
46		0 0	0
45		0 0	0
44		0 0	0
43		0 0	0
42		0 0	0
41		0 0	0
40		0 0	0
39		0 0	0
38	X	0 1	1
37	X	0 1	1
36	X	1 4	5
35	X	2 3	5
34	X	8 8	16
33	X	5 5	10
32	X	10 11	21
31	X	13 11	24
30	X	9 9	18
29	X	11 13	24
28	X	15 11	26
27	X	9 7	16
26	X	10 9	19
25	X	4 6	10
24	X	2 1	3
23	X	1 0	1
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

100	100	200
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LIMITS (BTN): UNIVERSITY PKWY AND SHERIDAN RD

OBSERVATION POINT: SOUTH OF WINDSOR ST

POSTED SPEED LIMIT: 30 MPH

OBSERVER: CARLOS

COMMENTS: WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

85TH %:	33	34	33	M.P.H.
50TH %:	29	30	30	M.P.H.
15TH %:	26	26	26	M.P.H.
10 MPH PACE:	25 - 34	25 - 34	25 - 34	M.P.H.
% IN PACE:	94%	90%	92%	
% OVER PACE:	3%	9%	6%	
% UNDER PACE:	3%	1%	2%	
ARITHMETIC MEAN:	29	30	30	M.P.H.
SAMPLE VARIANCE:	8	10	9	
STANDARD DEVIATION:	3	3	3	M.P.H.
VARIANCE OF THE MEAN:	0.08	0.10	0.05	
STD. ERROR OF THE MEAN:	0.29	0.32	0.22	M.P.H.

100	100	200
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CITY OF SAN BERNARDINO

FOR ROADWAY: TIPPECANOE AVENUE

DATE: 08/09/24 DAY: Friday TIME PERIOD: 10:44AM TO 10:59AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56	X	0	1
55	X	0	1
54		0	0
53		0	0
52		0	0
51		0	0
50	XX	0	2
49	X	1	1
48		0	0
47	XX	2	2
46	XXX	3	3
45	XX	0	2
44	X	1	1
43	XXX	3	4
42	XXXXXXXXX	5	8
41	XXXXXXXXX	7	7
40	XXXXXXXXX	5	9
39	XXXXXXXXX	5	4
38	XXXXXXXXX	10	6
37	XXXXXXXXX	2	10
36	XXXXXXXXX	7	6
35	XXXXXXXXX	10	3
34	XXXXXXXXX	6	7
33	XXXXXXXXX	9	12
32	XXXXXXXXX	7	9
31	XXXXXXXXX	7	5
30	XXXXXXXXX	2	6
29	XXXXXXXXX	1	4
28	XXXXXXXXX	0	8
27	XXXXXXXXX	2	3
26	XXXXXXXXX	2	5
25	X	1	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN): HARRIMAN PL AND SAN BERNARDINO AVE

OBSERVATION POINT: 1445 TIPPECANOE AVE

POSTED SPEED LIMIT: 40 MPH

OBSERVER: CARLOS

COMMENTS: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

NORTHBOUND

SOUTHBOUND

NORTHBOUND+ SOUTHBOUND

[85TH %: 42 39 41 M.P.H.]

50TH %: 36 33 35 M.P.H.

15TH %: 31 28 30 M.P.H.

10 MPH PACE: 32 - 41 28 - 37 31 - 40 M.P.H.

% IN PACE: 68% 70% 67%

% OVER PACE: 17% 22% 16%

% UNDER PACE: 15% 8% 17%

ARITHMETIC MEAN: 37 34 35 M.P.H.

SAMPLE VARIANCE: 28 30 30

STANDARD DEVIATION: 5 5 6 M.P.H.

VARIANCE OF THE MEAN: 0.28 0.30 0.15

STD. ERROR OF THE MEAN: 0.53 0.54 0.39 M.P.H.

100 100 200

CITY OF SAN BERNARDINO

FOR ROADWAY: TIPPECANOE AVENUE

DATE: 08/09/24 DAY: Friday TIME PERIOD: 11:07AM TO 11:23AM

LIMITS (BTN):

OBSERVATION POINT: 598 TIPPECANOE AVE

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

OBSERVER: CARLOS

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: FAIR

DATA COLLECTION METHOD: RADAR

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59	X	0	0
58		0	0
57		0	0
56		0	0
55	X	0	0
54		0	0
53	X	0	0
52	X	0	0
51	X	0	0
50	X	0	0
49	X	0	0
48	X	0	0
47	X	0	0
46	X	0	0
45	X	0	0
44	X	0	0
43	X	0	0
42	X	0	0
41	X	0	0
40	X	0	0
39	X	0	0
38	X	0	0
37	X	0	0
36	X	0	0
35	X	0	0
34	X	0	0
33	X	0	0
32	X	0	0
31	X	0	0
30	X	0	0
29	X	0	0
28	X	0	0
27	X	0	0
26	X	0	0
25	X	0	0
24	X	0	0
23	X	0	0
22	X	0	0
21	X	0	0
20	X	0	0
19	X	0	0
18	X	0	0
17	X	0	0
16	X	0	0
15	X	0	0

85TH %:

50TH %:

15TH %:

10 MPH PACE:

% IN PACE:

% OVER PACE:

% UNDER PACE:

ARITHMETIC MEAN:

SAMPLE VARIANCE:

STANDARD DEVIATION:

VARIANCE OF THE MEAN:

STD. ERROR OF THE MEAN:

NORTHBOUND

SOUTHBOUND

NORTHBOUND+SOUTHBOUND

44

45

45

M.P.H.

M.P.H.

M.P.H.

39

39

39

35

33

34

33 - 42

33 - 42

33 - 42

75%

64%

70%

22%

28%

25%

3%

8%

6%

39

40

39

21

36

28

5

6

5

0.21

0.36

0.14

0.46

0.60

0.38

M.P.H.

M.P.H.

M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: UNIVERSITY PARKWAY

DATE: 08/08/24 DAY: Thursday TIME PERIOD: 2:19PM TO 2:41PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65		0	0
64		0	0
63		0	0
62		0	0
61	X	1	1
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51	X	0	0
50		0	1
49		0	0
48		0	0
47	X	0	1
46	X	0	1
45	X	0	3
44		0	0
43	X	2	3
42	X	0	2
41	X	0	5
40	X	2	5
39	X	1	6
38	X	4	8
37	X	7	9
36	X	6	11
35	X	8	9
34	X	4	7
33	X	11	10
32	X	4	5
31	X	8	3
30	X	7	1
29	X	13	2
28	X	3	6
27	X	5	0
26	X	8	0
25	X	3	1
24	X	3	0
23		0	0
22	X	0	1
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0
100			200

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

OBSERVER:

WEATHER:

ROAD SURFACE:

ROAD CONDITION:

DATA COLLECTION METHOD:

NORTHBOUND

SOUTHBOUND

NORTHBOUND+SOUTHBOUND

[85TH %:

50TH %:

15TH %:

10 MPH PACE:

% IN PACE:

% OVER PACE:

% UNDER PACE:

ARITHMETIC MEAN:

SAMPLE VARIANCE:

STANDARD DEVIATION:

VARIANCE OF THE MEAN:

STD. ERROR OF THE MEAN:

37

41

39

M.P.H.

34

M.P.H.

28

M.P.H.

29 - 38

M.P.H.

69%

17%

15%

34

M.P.H.

29

5

M.P.H.

0.15

0.38

M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: UNIVERSITY PARKWAY

DATE: 08/08/24 **DAY:** Thursday **TIME PERIOD:** 11:40AM TO 11:57AM

LIMITS (BTN):		CAJON BLVD AND NORTHPARK BLVD	
OBSERVATION POINT:		SOUTH OF KENDALL DR	
POSTED SPEED LIMIT:		50	MPH
OBSERVER:		CARLOS	
COMMENTS:		SUNNY	
		DRY	
		FAIR	
		RADAR	
		DATA COLLECTION METHOD:	

TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	
NORTHBOUND-SOUTHBOUND		NB	SB
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55	X	1	0
54		0	0
53	X	1	0
52		0	0
51	X	0	1
50	X	3	2
49	X	1	3
48	X	5	6
47	X	3	8
46	X	5	11
45	X	9	6
44	X	5	7
43	X	10	4
42	X	5	8
41	X	5	4
40	X	4	7
39	X	9	3
38	X	8	5
37	X	5	8
36	X	11	2
35	X	5	3
34	X	3	4
33	X	1	3
32	X	0	2
31	X	1	1
30	X	0	2
29		0	0
28		0	0
27		0	0
26		0	0
25		0	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

NORTHBOUND		SOUTHBOUND		NORTHBOUND+ SOUTHBOUND	
95TH %:	46	47	47	47	M.P.H.
50TH %:	41	42		42	M.P.H.
15TH %:	36	35		36	M.P.H.
10 MPH PACE:	36 - 45	40 - 49		37 - 46	M.P.H.
% IN PACE:	71%	64%		64%	
% OVER PACE:	19%	3%		17%	
% UNDER PACE:	10%	33%		19%	
ARITHMETIC MEAN:	41	42		41	M.P.H.
SAMPLE VARIANCE:	23	27		25	
STANDARD DEVIATION:	5	5		5	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.27		0.13	
STD. ERROR OF THE MEAN:	0.48	0.52		0.35	M.P.H.

	100	100	200

CITY OF SAN BERNARDINO

FOR ROADWAY: VALENCIA AVENUE

DATE: 08/23/24 DAY: Friday TIME PERIOD: 1:01PM TO 1:31PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+ SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58	X	0 1	1
57	X	1 0	1
56		0 0	0
55		0 0	0
54		0 0	0
53	X	0 1	1
52	X	1 0	1
51		0 0	0
50		0 0	0
49	X	1 0	1
48	X X	1 1	2
47	X X X X X	2 5	7
46	X X X X X	2 4	6
45	X X	1 1	2
44	X X X X	3 1	4
43	X X X X X X X	6 2	8
42	X X X X X X X X X X	4 7	11
41	X X X X X X X X X X X	8 8	16
40	X X X X X X X X X X	7 4	11
39	X X X X X X X X	3 3	6
38	X X X X X X X X X	6 8	14
37	X X X X X X X X X X X	10 9	19
36	X X X X X X X X X X X	7 5	12
35	X X X X X X X X X X X X	8 9	17
34	X X X X X X X X	5 4	9
33	X X X X X X X X	4 4	8
32	X X X X X X X X	3 5	8
31	X X X X X X X X	5 3	8
30	X X X X X X X X	3 5	8
29	X X X X	1 2	3
28	X X X X X X X X X	3 6	9
27	X X X X	2 1	3
26	X X	2 0	2
25		0 0	0
24	X	0 1	1
23		0 0	0
22		1 0	1
21	X	0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0
100 100 200			

LIMITS (BTN): 21ST ST AND 30TH ST

OBSERVATION POINT: 2874 VALENCIA AVE

POSTED SPEED LIMIT: 40 MPH

COMMENTS: OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

85TH %: 43 43 43 M.P.H.

50TH %: 37 37 37 M.P.H.

15TH %: 31 30 31 M.P.H.

10 MPH PACE: 34 - 43 33 - 42 34 - 43 M.P.H.

% IN PACE: 64% 61% 62% M.P.H.

% OVER PACE: 12% 16% 13% M.P.H.

% UNDER PACE: 24% 23% 26% M.P.H.

ARITHMETIC MEAN: 37 37 37 M.P.H.

SAMPLE VARIANCE: 36 37 36 M.P.H.

STANDARD DEVIATION: 6 6 6 M.P.H.

VARIANCE OF THE MEAN: 0.36 0.37 0.18 M.P.H.

STD. ERROR OF THE MEAN: 0.60 0.61 0.43 M.P.H.

CITY OF SAN BERNARDINO

FOR ROADWAY: VALENCIA AVENUE

DATE: 08/20/24 DAY: Tuesday TIME PERIOD: 2:49PM TO 3:51PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED			TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND			
	NB	SB		
65		0	0	0
64		0	0	0
63		0	0	0
62		0	0	0
61	X	1	0	1
60		0	0	0
59		0	0	0
58		0	0	0
57		0	0	0
56		0	0	0
55		0	0	0
54		0	0	0
53	XX	1	1	2
52	XX	2	0	2
51	XXXXX	3	2	5
50	XXXXXX	3	3	6
49	XXXXX	3	2	5
48	XX	1	1	2
47	XXXXXX	4	2	6
46	XXXX	2	1	3
45	XXXXXX	4	4	8
44	XXXXXX	13	3	16
43	XXXXXX	8	5	13
42	XXXXXX	11	11	22
41	XXXXXX	8	13	21
40	XXXXXX	4	5	9
39	XXXXXX	6	8	14
38	XXXXXX	4	9	13
37	XXXXXX	7	5	12
36	XXXXXX	9	7	16
35	XXXXXX	4	7	11
34	XX	0	2	2
33	XXX	1	2	3
32	XXX	1	2	3
31	X	0	1	1
30	XX	0	2	2
29	X	0	1	1
28	X	0	1	1
27		0	0	0
26		0	0	0
25		0	0	0
24		0	0	0
23		0	0	0
22		0	0	0
21		0	0	0
20		0	0	0
19		0	0	0
18		0	0	0
17		0	0	0
16		0	0	0
15		0	0	0

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

30TH ST AND 40TH ST

3888 VALENCIA AVE

45 MPH

OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
[85TH %:	47	45	46
50TH %:	42	40	41
15TH %:	36	35	36
10 MPH PACE:	36 - 45	35 - 44	35 - 44
% IN PACE:	74%	73%	74%
% OVER PACE:	20%	16%	20%
% UNDER PACE:	6%	11%	7%
ARITHMETIC MEAN:	42	40	41
SAMPLE VARIANCE:	26	26	27
STANDARD DEVIATION:	5	5	5
VARIANCE OF THE MEAN:	0.28	0.26	0.13
STD. ERROR OF THE MEAN:	0.51	0.51	0.37

100

100

200

CITY OF SAN BERNARDINO

FOR ROADWAY: VICTORIA AVENUE

DATE:	08/16/24	DAY:	Friday	TIME PERIOD:	1:58PM	TO	2:10PM
-------	----------	------	--------	--------------	--------	----	--------

SPEED (MPH)	TOTAL VEHICLES SURVEYED												TOTAL VEHICLES		
	NORTHBOUND+SouthBOUND												NB	SB	
65													0	0	0
64													0	0	0
63													0	0	0
62													0	0	0
61													0	0	0
60													0	0	0
59													0	0	0
58													0	0	0
57													0	0	0
56													0	0	0
55													0	1	1
54													0	0	0
53													0	0	1
52													0	0	0
51													1	0	1
50													1	2	3
49													1	1	2
48													3	3	6
47													1	2	3
46													6	5	11
45													4	6	10
44													3	4	7
43													2	3	5
42													8	7	15
41													7	9	16
40													7	5	12
39													10	6	16
38													5	5	10
37													7	4	11
36													4	8	12
35													4	7	11
34													9	5	14
33													6	3	9
32													2	5	7
31													5	4	9
30													3	4	7
29													1	0	1
28													0	0	0
27													0	0	0
26													0	0	0
25													0	0	0
24													0	0	0
23													0	0	0
22													0	0	0
21													0	0	0
20													0	0	0
19													0	0	0
18													0	0	0
17													0	0	0
16													0	0	0
15													0	0	0

LIMITS (BTN):													HIGHLAND AVE AND LYNWOOD DR												
OBSERVATION POINT:													SOUTH OF 28TH ST												
POSTED SPEED LIMIT:													45 MPH												
OBSERVER:													CARLOS												
COMMENTS:													SUNNY												
WEATHER:													DRY												
ROAD SURFACE:													FAIR												
ROAD CONDITION:													RADAR												
DATA COLLECTION METHOD:																									

NORTHBOUND													SOUTHBOUND													NORTHBOUND+SouthBOUND																																						
85TH %:													45													45													45													M.P.H.												
50TH %:													39													39													39													M.P.H.												
15TH %:													33													33													33													M.P.H.												
10 MPH PACE:													33 - 42													34 - 43													33 - 42													M.P.H.												
% IN PACE:													67%													59%													63%																									
% OVER PACE:													22%													25%													25%																									
% UNDER PACE:													11%													16%													12%																									
ARITHMETIC MEAN:													39													39													39													M.P.H.												
SAMPLE VARIANCE:													27													32													29																									
STANDARD DEVIATION:													5													6													5													M.P.H.												
VARIANCE OF THE MEAN:													0.27													0.32													0.15																									
STD. ERROR OF THE MEAN:													0.52													0.56													0.38													M.P.H.												

CITY OF SAN BERNARDINO

FOR ROADWAY: W LITTLE LEAGUE DRIVE

DATE: 08/15/24 DAY: Thursday TIME PERIOD: 2:12PM TO 3:10PM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65		0	0
64		0	0
63		0	0
62		0	0
61		0	0
60		0	0
59		0	0
58		0	0
57		0	0
56		0	0
55		0	0
54		0	0
53		0	0
52		0	0
51		0	0
50		0	0
49		0	0
48	X	1	1
47	X	1	1
46	X	2	2
45	X	1	1
44	X	0	1
43	X	2	4
42	X	5	7
41	X	12	16
40	X	9	17
39	X	6	13
38	X	17	30
37	X	8	16
36	X	13	22
35	X	9	19
34	X	6	14
33	X	3	14
32	X	1	8
31	X	1	5
30	X	2	5
29	X	1	3
28	X	0	1
27	X	0	0
26		0	0
25		0	0
24		0	0
23		0	0
22		0	0
21		0	0
20		0	0
19		0	0
18		0	0
17		0	0
16		0	0
15		0	0

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

N LITTLE LEAGUE DR AND PALM AVE

WEST OF RANCHO PALMA WAY

40 MPH

OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
[85TH %:	41	40	41
50TH %:	38	36	37
15TH %:	35	32	33
10 MPH PACE:	33 - 42	32 - 41	32 - 41
% IN PACE:	88%	85%	85%
% OVER PACE:	7%	5%	9%
% UNDER PACE:	5%	10%	7%
ARITHMETIC MEAN:	38	36	37
SAMPLE VARIANCE:	13	12	13
STANDARD DEVIATION:	4	3	4
VARIANCE OF THE MEAN:	0.13	0.12	0.07
STD. ERROR OF THE MEAN:	0.35	0.35	0.26

100

100

200

CITY OF SAN BERNARDINO

FOR ROADWAY: WATERMAN AVENUE

DATE: 08/09/24 DAY: Friday TIME PERIOD: 9:45AM TO 10:04AM

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NORTHBOUND+SOUTHBOUND	NB SB	
65		0 0	0
64		0 0	0
63		0 0	0
62		0 0	0
61		0 0	0
60		0 0	0
59		0 0	0
58		0 0	0
57		0 0	0
56		0 0	0
55		0 0	0
54		0 0	0
53	X	0 1	1
52		0 0	0
51		0 0	0
50	X X X X	2 2	4
49	X	0 1	1
48	X X	2 0	2
47	X X X X	3 1	4
46	X X X X	3 1	4
45	X X X X X	1 4	5
44	X X X X	2 2	4
43	X X X X X X X X	5 4	9
42	X X X X	2 2	4
41	X X X X X X X X X X X X	1 4 5	10
40	X X X X X X X X X X X X	7 7	14
39	X X X X X X X X X X X X	4 4	8
38	X X X X X X X X X X X X	9 9	18
37	X X X X X X X X X X X X	7 12	19
36	X X X X X X X X X X X X	10 10	20
35	X X X X X X X X X X X X	5 9	14
34	X X X X X X X X X X X X	7 4	11
33	X X X X X X X X X X X X	10 6	16
32	X X X X X X X X X X X X	8 2	10
31	X X X X X X X X X X X X	4 4	8
30	X X X X X X X X X X X X	4 8	12
29	X X X X	2 1	3
28		2 1	3
27		0 0	0
26		0 0	0
25		0 0	0
24	X	0 1	1
23		0 0	0
22		0 0	0
21		0 0	0
20		0 0	0
19		0 0	0
18		0 0	0
17		0 0	0
16		0 0	0
15		0 0	0

LIMITS (BTN):

OBSERVATION POINT:

POSTED SPEED LIMIT:

COMMENTS:

BARTON RD AND CENTRAL AVE

SOUTH OF PARK CENTER DR

50 MPH

OBSERVER: CARLOS
WEATHER: SUNNY
ROAD SURFACE: DRY
ROAD CONDITION: FAIR
DATA COLLECTION METHOD: RADAR

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
[85TH %:	43	43	43
50TH %:	36	37	37
15TH %:	32	31	32
10 MPH PACE:	31 - 40	30 - 39	31 - 40
% IN PACE:	71%	68%	69%
% OVER PACE:	21%	29%	22%
% UNDER PACE:	8%	3%	10%
ARITHMETIC MEAN:	37	37	37
SAMPLE VARIANCE:	27	27	27
STANDARD DEVIATION:	5	5	5
VARIANCE OF THE MEAN:	0.27	0.27	0.14
STD. ERROR OF THE MEAN:	0.52	0.52	0.37

100

100

200

APPENDIX C

Survey Equipment

Survey Equipment Used

The radar equipment used by City Traffic Counters to collect speed measurements for this survey was a Stalker-II SDR Model Hand-Held Traffic Radar and a Stalker-ATR Model Hand-Held Traffic Radar both manufactured by Applied Concepts of Plano, Texas. The calibration of each unit was checked before each series of measurements were taken. Tests of the units were conducted in accordance with the manufacturer's specifications. The Stalker-II SDR Hand-Held Traffic Radar and Stalker-ATR Model Hand-Held Traffic Radar were last calibrated on January 16, 2023 by Southern California Radar/Laser Certification Laboratory.

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 1177
Pine Valley, CA 91962

I certify that the Stalker ATR Radar, Serial Number 71888 was tested on January 16, 2023, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the NHTSA/IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency 120341 & 227227	-.5%	+.5%	4166 Hz	Yes
Radar Device Tuning Fork	-1MPH	+1MPH	N/A	Yes
Microwave Frequency - Ka-Band	-100MHz	+100MHz	34.735GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.01	Yes
Antenna Horizontal Bandwidth Ka-Band	-	10°	10°	Yes
Low Voltage Supply	5.7	7.3V	6.1	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	N/A	-
Target Channel Sensitivity	<10dB (35- 90 MPH)		2.8dB	Yes
Antenna Near Field Maximum Power Density		1 dBm/cm ²	-28.26/cm ²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The Original of this document has an embossed seal over the signature

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By:  Date: January 16, 2023
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995
www.SoCalRadar-laserCertificationLab.com

SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 1177
Pine Valley, CA 91962

I certify that the Stalker ATR Radar, Serial Number 71888 was tested on January 16, 2023, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

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- Unit is listed on the NHTSA/IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency 120341 & 227227	-.5%	+.5%	4166 Hz	Yes
Radar Device Tuning Fork	-1MPH	+1MPH	N/A	Yes
Microwave Frequency - Ka-Band	-100MHz	+100MHz	34.735GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.1	Yes
Antenna Horizontal Bandwidth Ka-Band	-	10°	10°	Yes
Low Voltage Supply	5.7	7.3V	6.1	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	N/A	-
Target Channel Sensitivity	<10dB (35- 90 MPH)		2.8dB	Yes
Antenna Near Field Maximum Power Density		1 dBm/cm ²	-28.26/cm ²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

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SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 1177
Pine Valley, CA 91962

I certify that the Stalker SDR Radar, Serial Number AS002077 was tested on January 16, 2023, and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00 & .00	Yes
Radar Tuning Fork 303112	-1MPH	+1MPH	0	Yes
Microwave Frequency - Ka-Band	-100MHz	+100MHz	34.734 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.01	Yes
Antenna Horizontal Bandwidth Ka-Band	-	14°	10°	Yes
Low Voltage Supply	-	10.8V	10.8	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.4dB	Yes
Antenna Near Field Maximum Power Density	-	0dBm/cm ²	-21.35dBm/cm ²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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P.O. Box 1177
Pine Valley, CA 91962

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- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+.5%	+.00 & .00	Yes
Radar Tuning Fork 303112	-1MPH	+1MPH	0	Yes
Microwave Frequency - Ka-Band	-100MHz	+100MHz	34.734 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.01	Yes
Antenna Horizontal Bandwidth Ka-Band	-	14°	10°	Yes
Low Voltage Supply	-	10.8V	10.8	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.4dB	Yes
Antenna Near Field Maximum Power Density	-	0dBm/cm ²	-21.35dBm/cm ²	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

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By:  Date: January 16, 2023
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

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www.SoCalRadar-laserCertificationLab.com

APPENDIX D

Citywide Safety Corridor Table & Map

Safety Corridor Factor Weights	
Fatal & Serious Injury Crashes	2 Each
Ped or Bike Crashes	5 Each
School Proximity?	1 if yes
Speed Related F& SI Crashes	10 Each
DUI Crahses	-1 Each
Disadvantaged Community	1 if CalEnviroScreen 4.0 Percentile > 75%
Vulnerable Populations	0.5 if Population 65 and older > 16% and/or if Population 15 and younger >23%
Collisions Near Schools & During School Hours	10 Each
*Crashes observed in last 5-years 4/1/2019-3/31/2024	

Safety Corridor Thresholds	
Total Roadway Network	616.4 mi
Safety Corridor Maximum Length	123.28 mi (cannot exceed 1/5 of the total roadway network)
Safety Corridor Length	120.6 mi
Total F+SI Crashes in City	218
Safety Corridor minimum F+SI	54.5
Safety Corridor F+SI	93 must include at least 25% of Fatal and Severe Injury Crashes
Safety Corridor Factor Threshold	1.6 Factors per mi
Safety Corridor Within Thresholds	YES

No	Street	Segment	Length	DUI F+SI Crashes	F+SI Crashes Speed-Related	P+B F+SI Crashes	Total F+SI Crashes	F+SI During School Hours	Disadvantaged Community	Vulnerable Population	School Zone	Factors per mi.	Safety Corridor
1	2nd Street	Mt. Vernon Ave to Waterman Ave	2.01	0	0	0	0	0	YES	NO	YES	2.00	YES
2	3rd Street	Sierra Way to Waterman St	0.36	0	0	0	0	0	YES	NO	NO	1.00	NO
3	3rd Street	Waterman Ave to Lena Rd	0.61	0	0	0	0	0	YES	NO	YES	2.00	YES
4	3rd Street	Lena Rd to Leland Norton Way	1.14	0	0	0	0	0	YES	NO	YES	2.00	YES
5	3rd Street	Leland Norton Way to Victoria Ave	1.26	0	1	0	2	0	YES	NO	NO	12.11	YES
6	5th Street	H St to Sierra Way	0.89	0	0	0	0	0	YES	NO	YES	2.00	YES
7	5th Street	Sierra Way to Pedley Rd	1	0	0	1	1	0	YES	NO	YES	9.00	YES
8	6th Street	Del Rosa Dr to 200' E/O Victoria Ave	1.42	0	0	0	0	0	YES	NO	YES	2.00	YES
9	16th Street	University Pkwy to Medical Center Dr	0.74	0	0	0	0	0	YES	NO	NO	1.00	NO
10	21st Street	Waterman Ave to Perris Hill Park Rd	0.55	0	1	0	1	0	YES	NO	YES	23.82	YES
11	28th Street	H St to Waterman Ave	1.26	0	0	0	0	0	YES	NO	YES	2.00	YES
12	40th Street	Waterman Ave to Golden Ave	1	0	0	0	0	0	YES	NO	NO	1.00	NO
13	Arden Avenue	Pacific St to Highland Ave	0.49	0	0	0	0	0	YES	YES	YES	2.50	YES
14	Arrowhead Ave	Highland Ave to Kendall Dr	1.73	1	0	0	1	1	YES	NO	NO	7.36	YES
15	Auto Center Drive	Showcase Dr S to E St	0.49	0	0	0	0	0	YES	NO	YES	2.00	YES
16	Baseline Street	Meridian Ave to California St	1	1	1	1	4	0	YES	NO	NO	23.00	YES
17	Baseline Street	California St to Medical Center Dr	0.47	0	0	0	0	0	YES	NO	NO	1.00	NO
18	Baseline Street	H St to Sierra Way	0.89	0	0	2	2	0	YES	YES	YES	18.23	YES
19	Cajon Boulevard	California St to 23rd St	1.4	1	0	0	1	0	YES	YES	NO	2.21	YES

No	Street	Segment	Length	DUI F+SI Crashes	F+SI Crashes Speed-Related	P+B F+SI Crashes	Total F+SI Crashes	F+SI During School Hours	Disadvantaged Community	Vulnerable Population	School Zone	Factors per mi.	Safety Corridor
20	California Street	Baseline St to Cajon Blvd	2.15	1	0	0	1	0	YES	NO	YES	2.47	YES
21	Campus Pkwy	Kendall Dr to Devils Canyon Rd	0.71	0	0	0	0	0	NO	NO	NO	0.00	NO
22	Central Avenue	100' E/O Valley View Ave to Mountain View Ave	1.56	0	0	0	2	1	YES	NO	YES	10.97	YES
23	Commercial Rd	Hunts Ln to Waterman Ave	0.55	0	0	0	0	0	YES	NO	NO	1.00	NO
24	Commercial Rd	Waterman Ave to Steele Rd	0.25	0	0	0	0	0	YES	NO	NO	1.00	NO
25	D Street	6th St to 28th St	2.22	0	0	1	1	0	YES	NO	YES	5.15	YES
26	Del Rosa Avenue	6th St to Baseline St	0.76	1	0	0	1	0	YES	NO	YES	3.32	YES
27	Del Rosa Avenue	Del Rosa Dr to Marshall Blvd	1.18	0	0	2	2	0	YES	NO	YES	13.86	YES
28	Del Rosa Avenue	Marshall Blvd to 39th St	0.81	0	0	0	0	0	YES	NO	YES	2.00	YES
29	E Street	Hunts Ln to Century Ave	1	0	0	0	0	0	YES	NO	NO	1.00	NO
30	E Street	Century Ave to Mill St	1.15	0	0	0	0	0	YES	NO	YES	2.00	YES
31	E Street	Mill St to Rialto Ave	0.59	0	0	1	1	0	YES	YES	YES	14.36	YES
32	E Street	Rialto Ave to 8th St	0.89	0	0	0	0	0	YES	NO	YES	2.00	YES
33	E Street	8th St to Baseline St	0.5	0	0	0	0	0	YES	NO	YES	2.00	YES
34	E Street	Baseline St to Highland Ave	1	0	0	1	2	0	YES	NO	YES	11.00	YES
35	E Street	Highland Ave 30th St	0.69	0	0	0	0	0	YES	NO	YES	2.00	YES
36	E Street	30th St to Kendall Dr	0.78	1	0	0	1	0	YES	NO	YES	3.28	YES
37	Electric Ave	Mountain View Ave to Northpark Blvd	0.99	0	0	0	0	0	YES	NO	YES	2.00	YES
38	Eucalyptus Ave	Mill St to Rialto Ave	0.5	0	0	0	0	0	YES	NO	YES	2.00	YES
39	G Street	Inland Center Dr to Mill St	0.22	0	0	0	0	0	YES	NO	NO	1.00	NO
40	G Street	Mill St to 3rd St	0.94	0	0	0	0	0	YES	YES	YES	2.50	YES
41	H Street	3rd St to 6th St	0.35	0	0	0	1	0	YES	YES	YES	8.21	YES

No	Street	Segment	Length	DUI F+SI Crashes	F+SI Crashes Speed-Related	P+B F+SI Crashes	Total F+SI Crashes	F+SI During School Hours	Disadvantaged Community	Vulnerable Population	School Zone	Factors per mi.	Safety Corridor
42	Harrison St	35th St to 40th St	0.72	0	0	0	0	0	YES	NO	NO	1.00	NO
43	Highland Avenue	West Boundary (~2664' West of Macy St) to Macy St	0.51	0	0	0	1	0	YES	YES	NO	5.42	YES
44	Highland Avenue	Macy St to Medical Center Dr	0.98	0	0	4	4	0	YES	YES	YES	31.07	YES
45	Highland Avenue	Medical Center Dr to Muscupiabe Ave	0.84	0	0	0	1	0	YES	YES	NO	3.88	YES
46	Highland Avenue	Muscupiabe Ave to E St	0.77	0	1	0	2	0	YES	YES	YES	20.68	YES
47	Highland Avenue	E St to Sierra Way	0.51	0	0	1	1	1	YES	YES	YES	35.83	YES
48	Highland Avenue	Arden Ave to Victoria Ave	0.49	0	0	3	3	0	YES	YES	YES	45.36	YES
49	Highland Avenue	Victoria Ave to Bradford Ave	1.21	0	0	1	1	1	NO	YES	YES	15.55	YES
50	Hill Drive	Magnolia Dr to H St	0.62	0	0	0	0	0	NO	NO	YES	1.00	NO
51	Hospitality Ln	E St To Waterman Ave	0.83	0	0	1	1	0	YES	NO	NO	9.43	YES
52	Hospitality Lane	Waterman Ave to Tippecanoe Ave	1.11	0	0	0	0	0	YES	NO	NO	1.00	NO
53	Hunts Lane	Washington St to Commercial Rd	0.52	0	0	0	0	0	YES	NO	YES	2.00	YES
54	Hunts Lane	Commercial Rd to Hospitality Ln	0.52	0	0	0	0	0	YES	NO	NO	1.00	NO
55	Kendall Drive	E St to 40th St	1	0	0	1	3	0	YES	NO	NO	12.00	YES
56	Kendall Drive	40th St to University Pkwy	1.64	1	0	3	5	0	YES	NO	YES	16.63	YES
57	Kendall Drive	University Pkwy to Palm Ave	2	0	1	1	2	0	YES	NO	YES	11.50	YES
58	Lena Road	Orange Show Rd to Central Ave	0.42	0	0	0	0	0	YES	NO	YES	2.00	YES
59	Lena Road	Mill St to 3rd St	0.87	0	0	0	0	0	YES	NO	YES	2.00	YES

No	Street	Segment	Length	DUI F+SI Crashes	F+SI Crashes Speed-Related	P+B F+SI Crashes	Total F+SI Crashes	F+SI During School Hours	Disadvantaged Community	Vulnerable Population	School Zone	Factors per mi.	Safety Corridor
60	Little Mountain Drive	27th St to Edgehill Rd	0.96	0	0	0	0	0	YES	NO	YES	2.00	YES
61	Little Mountain Drive	Edgehill Rd to 1300' S/O Sheridan Rd	1	0	0	0	2	1	YES	NO	NO	15.00	YES
62	Little Mountain Drive	1300' S/O Sheridan Rd to Northpark Blvd	1	0	0	0	0	0	YES	NO	YES	2.00	YES
63	Lynwood Drive	Valencia Ave to Del Rosa Ave	1.14	0	0	3	3	0	YES	NO	YES	20.42	YES
64	Macy Street	Highland Ave to North City Limits	0.19	0	0	1	1	0	YES	YES	NO	38.34	YES
65	Marshall Boulevard	Ladera Rd to Waterman Ave	1.54	0	1	0	1	0	YES	NO	YES	9.79	YES
66	Massachusetts Ave	Baseline St to Highland Ave	1	0	0	0	0	0	YES	YES	YES	2.50	YES
67	Medical Center Drive	5th St to Baseline St	0.89	0	0	0	0	0	YES	YES	YES	2.50	YES
68	Medical Center Drive	Baseline St to Cajon Blvd	1	0	0	0	0	0	YES	YES	YES	2.50	YES
69	Mill Street	Eucalyptus Ave to Macy St	0.99	0	0	0	0	0	YES	YES	YES	2.50	YES
70	Mill Street	Waterman Ave to Tippecanoe Ave	1.1	1	0	0	1	0	YES	NO	NO	1.91	YES
71	Morgan Road	Melbourne Rd to Yardley St	0.65	0	0	0	0	0	YES	NO	YES	2.00	YES
72	Mt. Vernon Avenue	Rialto Ave to 7th St	0.76	0	0	0	0	0	YES	YES	YES	2.50	YES
73	Mt. Vernon Avenue	Grant Ave to Rialto Ave	1.1	1	1	1	2	1	YES	YES	YES	27.95	YES
74	Mt. Vernon Avenue	7th St to 21st St	1.56	0	0	0	0	0	YES	YES	YES	2.50	YES
75	Mt. Vernon Avenue	21st St to 27th St	0.53	0	0	0	0	0	YES	YES	NO	1.50	NO

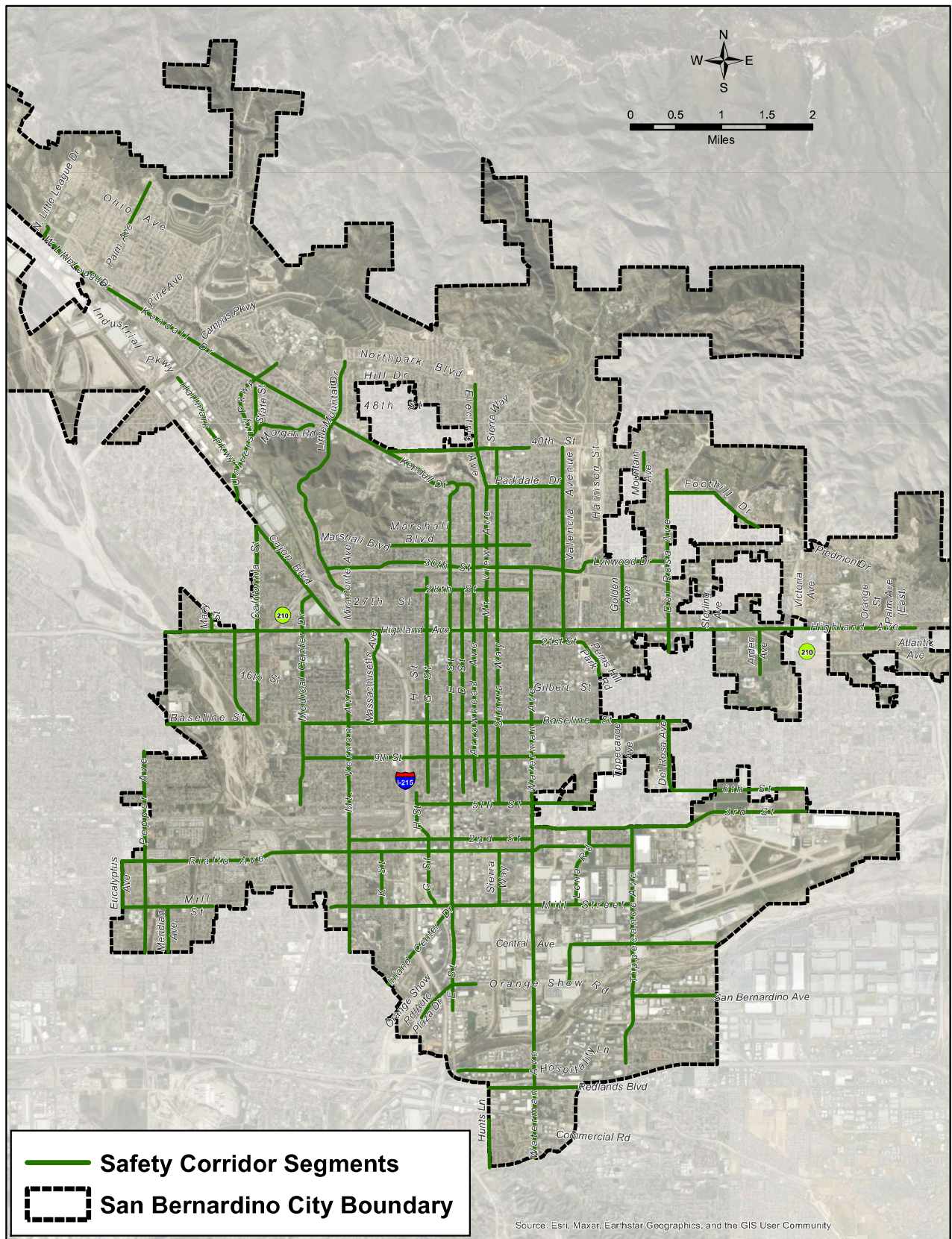
No	Street	Segment	Length	DUI F+SI Crashes	F+SI Crashes Speed-Related	P+B F+SI Crashes	Total F+SI Crashes	F+SI During School Hours	Disadvantaged Community	Vulnerable Population	School Zone	Factors per mi.	Safety Corridor
76	Mt. View Avenue	Victoria St to Highland Ave	1.71	1	0	0	2	1	YES	YES	YES	10.10	YES
77	Mt. View Avenue	Highland Ave to Electric Ave	1.72	0	0	0	0	0	YES	NO	YES	2.00	YES
78	Mt. View Avenue	Electric Ave to Hill Dr/Pinehurst Ct	1.29	0	0	0	0	0	NO	NO	YES	1.00	NO
79	N. Little League Drive	600' S/O W Little League Dr to O'Rourke Ave	0.77	0	0	0	0	0	NO	NO	YES	1.00	NO
80	Ohio Avenue	Magnolia Ave to Pine Ave	1.32	0	0	0	0	0	NO	NO	YES	1.00	NO
81	Orange Show Road	E St to Arrowhead Ave	0.25	0	0	0	0	0	YES	NO	YES	2.00	YES
82	Orange Show Road	Arrowhead Ave to Tippecanoe Ave	1.73	0	0	0	0	0	YES	NO	NO	1.00	NO
83	Orange Street	Pacific St to Highland Ave	0.49	0	0	0	0	0	NO	NO	YES	1.00	NO
84	Orange Street	Highland Ave to Piedmont Dr	0.53	0	0	0	0	0	NO	YES	YES	1.50	NO
85	Palm Avenue	Kendall Dr to Belmont Ave	0.55	0	0	0	0	0	NO	NO	YES	1.00	NO
86	Palm Avenue	Belmont Ave to Melvin Ave	0.64	0	1	0	1	0	NO	NO	YES	19.75	YES
87	Palm Avenue (East)	Atlantic Ave to Piedmont Dr	0.65	0	0	0	0	0	NO	NO	YES	1.00	NO
88	Parkdale Drive	Mountain View Ave to Valencia Ave	0.83	0	0	0	0	0	YES	NO	YES	2.00	YES
89	Pepper Avenue	Randall Dr to Mill St	0.5	0	0	0	0	0	YES	NO	YES	2.00	YES
90	Pepper Avenue	Mill St to North City Limits	1.71	0	0	0	0	0	YES	NO	YES	2.00	YES
91	Piedmont Drive	Indian Canyon Dr to Orange St	0.56	0	0	0	0	0	NO	YES	YES	1.50	NO
92	Pine Avenue	Kendall Dr to Belmont Ave	0.67	0	0	0	0	0	NO	NO	NO	0.00	NO
93	Rialto Avenue	Eucalyptus Ave to Mt. Vernon Ave	2.5	1	2	3	6	0	YES	NO	NO	19.40	YES

No	Street	Segment	Length	DUI F+SI Crashes	F+SI Crashes Speed-Related	P+B F+SI Crashes	Total F+SI Crashes	F+SI During School Hours	Disadvantaged Community	Vulnerable Population	School Zone	Factors per mi.	Safety Corridor
94	Rialto Avenue	Mt. Vernon Ave to G St	0.86	0	0	1	1	0	YES	YES	YES	10.64	YES
95	Rialto Avenue	G St to Sierra Way	0.76	0	0	0	0	0	YES	NO	YES	2.00	YES
96	Rialto Avenue	Sierra Way to Waterman St	0.36	0	0	0	0	0	YES	NO	YES	2.00	YES
97	Rialto Avenue	Waterman St to Lena Rd	0.62	0	0	0	0	0	YES	NO	YES	2.00	YES
98	Rialto Avenue	Lena Rd to Tippecanoe Ave	0.46	0	0	0	0	0	YES	NO	YES	2.00	YES
99	Sierra Way	5th St to 30th St	2.59	0	0	1	1	0	YES	YES	YES	5.20	YES
100	State Street	University Pkwy to Sheridan Rd	0.54	0	0	0	0	0	YES	NO	YES	2.00	YES
101	Tippecanoe Avenue	Harriman Pl to San Bernardino Ave	0.75	0	1	1	2	0	YES	NO	NO	26.33	YES
102	Tippecanoe Avenue	San Bernardino Ave to 3rd St	1.86	1	1	0	2	0	YES	NO	NO	7.99	YES
103	University Parkway	Highland Ave to Baseline St	1.1	0	0	1	1	0	YES	NO	YES	8.36	YES
104	University Parkway	Cajon Blvd to Northpark Blvd	1.76	1	0	1	3	0	YES	NO	YES	7.68	YES
105	Valencia Avenue	21st St to 30th St	0.77	0	0	3	4	0	YES	YES	NO	31.37	YES
106	Valencia Avenue	30th St to 40th St	1.34	0	0	0	0	0	YES	NO	YES	2.00	YES
107	Victoria Avenue	Highland Ave to Lynwood Dr	0.75	0	0	0	0	0	NO	YES	YES	1.50	NO
108	W. Little League Drive	N. Little League Dr to Palm Ave	0.91	0	1	0	1	0	NO	NO	YES	14.19	YES
109	Waterman Avenue	Barton Rd to Central Ave	2.35	0	0	0	0	0	YES	NO	YES	2.00	YES
110	9Th St	Medical Center Dr To H St	1.24	1	0	0	2	0	YES	YES	YES	4.92	YES
111	9Th St	H St To Sierra Way	0.89	0	1	2	2	0	YES	NO	NO	27.97	YES
112	9Th St	Sierra Way To Waterman Ave	0.36	0	1	1	1	0	YES	NO	NO	48.22	YES

No	Street	Segment	Length	DUI F+SI Crashes	F+SI Crashes Speed-Related	P+B F+SI Crashes	Total F+SI Crashes	F+SI During School Hours	Disadvantaged Community	Vulnerable Population	School Zone	Factors per mi.	Safety Corridor
113	9Th St	Waterman Ave To 600' E/O Preston St	0.34	2	0	1	2	0	YES	NO	NO	21.59	YES
114	27Th St	Mt. Vernon Ave To G St	0.98	0	0	0	0	0	YES	NO	NO	1.00	NO
115	30Th St	Little Mountain Dr To Valencia Ave	2.61	0	0	1	2	0	YES	NO	NO	4.45	YES
116	40Th St	Kendall Dr To Electric Ave	0.97	0	1	1	2	0	NO	YES	NO	20.09	YES
117	40Th St	Electric Ave To Waterman Ave	0.57	0	1	1	1	0	NO	YES	NO	30.32	YES
118	40Th St	Golden Ave To Mountain Ave	0.24	0	0	0	0	0	YES	NO	NO	1.00	NO
119	48Th St	Kendall Dr To Electric Ave	1.81	0	0	0	0	0	NO	NO	YES	1.00	NO
120	Arrowhead Ave	Esparanza St To Rialto Ave	0.77	0	0	0	0	0	YES	YES	NO	1.50	NO
121	Arrowhead Ave	7Th St To Highland Ave	1.65	0	0	2	2	1	YES	NO	NO	15.55	YES
122	Atlantic Ave	Palm Ave To Cienega Ct	0.35	0	0	0	0	0	NO	NO	YES	1.00	NO
123	Baseline St	Medical Center Dr To H St	1.23	0	2	1	3	0	YES	NO	YES	27.20	YES
124	Baseline St	Sierra Way To Del Rosa Ave	1.99	3	1	4	9	0	YES	NO	YES	24.61	YES
125	Central Ave	Arrowhead Ave To 100' E/O Valley View Ave	1.1	0	0	0	0	0	YES	NO	NO	1.00	NO
126	Foothill Dr	Del Rosa Ave To Arden Ave	1.12	0	0	0	1	0	YES	NO	NO	2.79	YES
127	G St	6Th St To 140' North Of 29Th St	2.35	0	0	1	1	0	YES	YES	YES	5.48	YES
128	G St	150' South Of 30Th St To Marshall Blvd	0.22	0	0	0	0	0	YES	YES	NO	1.50	NO
129	Gilbert St	Waterman Ave To 207' E/O Cedar Ave	0.67	0	0	0	0	0	YES	NO	NO	1.00	NO
130	Golden Ave	Highland Ave To Lynwood Dr	0.75	0	1	1	1	0	YES	NO	NO	23.67	YES
131	H St	6Th St To Marshall Blvd	2.71	0	0	0	0	0	YES	YES	NO	1.50	NO

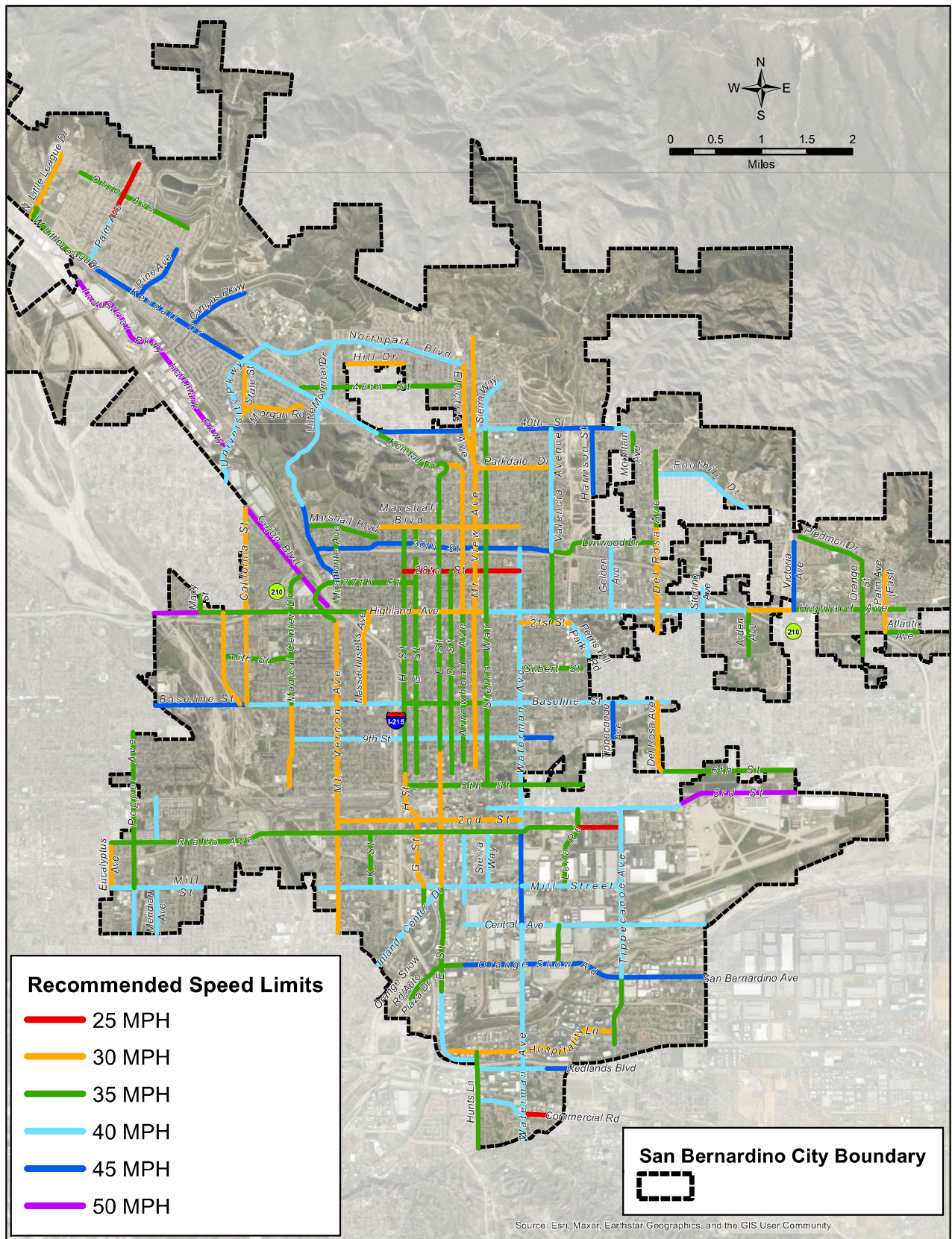
No	Street	Segment	Length	DUI F+SI Crashes	F+SI Crashes Speed-Related	P+B F+SI Crashes	Total F+SI Crashes	F+SI During School Hours	Disadvantaged Community	Vulnerable Population	School Zone	Factors per mi.	Safety Corridor
132	Hallmark Pkwy	University Pkwy To Lexington Pkwy	1.19	0	1	0	1	0	YES	YES	NO	11.58	YES
133	Highland Ave	Sierra Way To Valencia Ave	0.72	0	0	2	2	0	YES	YES	NO	20.94	YES
134	Highland Ave	Valencia Ave To Arden Ave	2.15	2	1	8	10	0	YES	NO	NO	32.63	YES
135	Industrial Pkwy	Lexington Pkwy To Palm Ave	1.39	0	0	0	0	0	YES	YES	NO	1.50	NO
136	Inland Center Dr	E St To 1570' Sw/O I St	1.11	0	1	1	2	0	YES	YES	NO	18.62	YES
137	K St	Mill St To Rialto Ave	0.59	0	0	0	0	0	YES	YES	YES	2.50	YES
138	Marshall Blvd	Little Mountain Dr To Ladera Rd	0.76	0	0	0	0	0	YES	YES	NO	1.50	NO
139	Meridian Ave	Randall Ave To Mill St	0.5	0	0	0	0	0	YES	NO	YES	2.00	YES
140	Meridian Ave	Rialto Ave To Foothill Blvd	0.49	0	0	0	0	0	YES	NO	NO	1.00	NO
141	Mill St	Bordwell Ave To Waterman Ave	2.21	1	1	1	2	0	YES	YES	NO	9.64	YES
142	Miramonte Ave	23Rd St To Marshall Blvd	0.83	0	0	0	0	0	YES	YES	NO	1.50	NO
143	Mountain Ave	39Th St To 40Th St	0.19	0	0	0	1	0	YES	NO	NO	11.53	YES
144	Northpark Blvd	University Pkwy To Little Mountain Dr	0.78	0	0	0	0	0	NO	NO	NO	0.00	NO
145	Northpark Blvd	Little Mountain Dr To Electric Ave	1.46	0	0	0	0	0	NO	NO	YES	1.00	NO
146	Perris Hill Park Rd	Pacific St To 21St St	0.42	0	0	0	1	0	YES	YES	YES	7.26	YES
147	Redlands Blvd	Hunts Ln To Gardena St	0.75	0	0	0	1	0	YES	NO	NO	3.67	YES
148	Redlands Blvd	Gardena St To East City Limits	0.24	0	1	1	1	0	YES	NO	NO	71.83	YES
149	San Bernardino Ave	Tippecanoe Ave To Mt. View Ave	0.92	0	1	0	1	0	YES	NO	NO	14.04	YES
150	Sierra Way	Mill St To Rialto Ave	0.59	0	0	0	1	0	YES	YES	NO	4.89	YES

No	Street	Segment	Length	DUI F+SI Crashes	F+SI Crashes Speed-Related	P+B F+SI Crashes	Total F+SI Crashes	F+SI During School Hours	Disadvantaged Community	Vulnerable Population	School Zone	Factors per mi.	Safety Corridor
151	Sierra Way	30Th St To 40Th St	1.3	1	0	0	1	0	YES	NO	NO	1.77	YES
152	Sierra Way	40Th St To 48Th St	0.57	0	0	0	0	0	NO	NO	NO	0.00	NO
153	Sterling Ave	Highland Ave To Pumalo St	0.24	0	0	0	0	0	YES	YES	NO	1.50	NO
154	Tippecanoe	9Th St To Baseline St	0.38	0	0	0	0	0	YES	YES	NO	1.50	NO
155	Waterman Ave	Central Ave To Rialto Ave	1	0	0	3	3	0	YES	NO	NO	22.00	YES
156	Waterman Ave	Rialto Ave To Highland Ave	2.41	1	0	9	9	0	YES	YES	NO	27.23	YES
157	Waterman Ave	Highland Ave To 30Th St	0.68	0	0	0	3	0	YES	NO	NO	9.82	YES



APPENDIX E

2024 Recommended Speed Limit Map



APPENDIX F

Legislative References

Applicable Sections of California Vehicle Code

The following sections of the CVC are from the most recently published CVC as of August 2023 and contain new sections pertaining to AB 43.

Engineering and Traffic Surveys

Section 627.

- (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.
- (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:
 - (1) Prevailing speeds as determined by traffic engineering measurements.
 - (2) Accident records.
 - (3) Highway, traffic, and roadside conditions not readily apparent to the driver.
- (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
 - (1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses of business structures.
 - (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
 - (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
 - (2) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

Basic Speed Law

Section 22350.

No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

Section 22351.

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

Prima Facie Speed Limits

Section 22352.

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

- (a) Fifteen miles per hour:
 - (1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along such railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.
 - (2) When traversing any intersection of highways, if during the last 100 feet of the driver's approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.
 - (3) On any alley.
- (b) Twenty-five miles per hour:
 - (1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.

Section 22357.1.

Notwithstanding Section 22357, a local authority may, by ordinance or resolution, set a prima facie speed limit of 25 miles per hour on any street, other than a state highway, adjacent to any children's

playground in a public park but only during particular hours or days when children are expected to use the facilities. The 25 mile per hour speed limit shall be effective when signs giving notice of the speed limit are posted.

Section 22358.4

(a)

- (1)** Wherever a local authority determines upon the basis on an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is more than reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.
- (2)** An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected up on the highway.

(b)

- (1)** Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:
 - (A)** A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.
 - (B)** A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.
- (2)** The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:
 - (A)** A maximum of two traffic lanes.
 - (B)** A maximum posted 30 miles per hour prima facie speed limit immediately prior and after the school zone.

- (3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.
- (4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.
- (5)
 - (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.
 - (B) For the purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.
 - (C) For the purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at a distance between 500 and 1,000 feet away from school grounds.

Business Activity Districts

Section 22358.9.

- (a)
 - (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 miles per hour.
 - (2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:
 - (A) A maximum of four traffic lanes.
 - (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.
 - (C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.
- (b) As used in this section, a “business activity district” is that a portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown neighborhood scale and meets at least three of the following requirements in paragraphs (1) to (4), inclusive:
 - (1) No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
 - (2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
 - (3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

- (4) Marked crosswalks not controlled by a traffic control device.
- (c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Section 22358.7, has retained the currently adopted speed limit under Section 22358.8, or has restored the immediately prior adopted speed limit under Section 22358.8.
- (d) A local authority shall issue only warning citation for violation 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.

Minimum and Maximum Prima Facie Speed Limits

Section 22357.

- (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55 or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit, which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

Section 22358.

- (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Section 22358.3.

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

Section 22360.

- (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the speed limit of 65 miles per hour is more than is reasonable or safe upon any portion of a highway other than a state highway for a distance of not exceeding 2,000 feet in length between district, either business or residence, the local authority may determine and declare a reasonable and safe prima facie limit thereon lower than 65 mile per hour, but not less than 25 miles per hour, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street or highway.

Downward Speed Zoning

Section 22358.5.

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

Safety Corridors (Added code from AB 43)

Section 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) A portion of the 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.
 - (3) 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.
 - (4) 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.

Maintaining Posted Speeds (Added code from AB 43)

Section 22358.8.

- (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, retain the currently adopted speed limit or restore the immediately prior adopted speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the

section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.

- (b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.
- (c) 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.

Boundary Line Streets

Section 22359.

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

Speed Trap Prohibition

Section 40801.

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

Speed Trap

Section 40802.

- (a) A "speed trap" is either of the following:
 - (1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
 - (2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving object. This paragraph does not apply to a local street, road, or school zone.
- (b)
 - (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

- (A) Roadway width of not more than 40 feet.
 - (B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
 - (C) Not more than one traffic lane in each direction.
- (2) For purposes of this section “school zone” means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. “School zone” also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard “SCHOOL” warning sign.
- (3) For purposes of this section, “senior zone” means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard “SENIOR” warning sign, pursuant to Section 22352.
- (4) For purposes of this section, “business activity district” means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour of 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.
- (c)
- (1) When all the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:
- (A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.
 - (B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.
- (C)
- (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).
 - (ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.
- (D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the

alleged violation by an independent certified laser or radar repair and testing or calibration facility.

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

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

(B)

(i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under 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 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.

(iii) 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.

Speed Trap Evidence

Section 40803.

- (a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap.
- (b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (a) of Section 40802.

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



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