



Memorandum Engineering Division

June 26, 2024

To: Planning Commission
From: Zak Ponsen, Assistant City Engineer
Ryan Kim, Senior Civil Engineer-Traffic
Subject: **Establishment of Citywide Posted Speed Limits**
Copies: James Christenson, OCSD- Administrative Sergeant

ISSUE:

Recommendation to the City Council to approve the establishment of citywide speed limits based on required engineering and traffic surveys

BACKGROUND:

The California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (CA MUTCD) govern the criteria for establishment of speed limits in local municipalities. For speed limits to be valid and enforceable, the CVC requires that an Engineering and Traffic Survey (E&TS) be conducted every five years in order to justify posted speed limits for non-statutory streets.

CVC provisions allow an E&TS to remain valid for seven or ten years in certain cases related to citing officer radar/lidar certification, timely radar calibration, and an engineering determination that underlying roadway or traffic conditions have remained unchanged. Since there have been several changes implemented on the City's transportation infrastructure within the last five years, the decision was made to conduct a new E&TS in order to certify speed limits on a citywide basis.

Current speed limit procedures require an agency to establish speed limits at or near the surveyed 85th percentile speed. The 85th percentile speed is defined as the speed at which 85% of vehicles documented in the E&TS travel at or below. Typically, the 85th percentile speed is rounded to the nearest five (5) mile per hour (mph) increment to establish the speed limit.

The CVC allows an agency to round the surveyed 85th percentile speed down to the lower 5 mph increment to establish the speed limit even when mathematical rounding would otherwise require rounding up to the nearest 5 mph. However, in these instances, an additional 5 mph reduction is not permitted beyond the rounding down.

A speed survey that is rounded to the nearest 5 mph increment or that lands on an even 5 mph increment may be reduced an additional 5 mph to establish the speed limit when conditions and justification are documented in the E&TS and approved by a registered Civil and/or Traffic Engineer.

When finding the speed limit exceeds safe or reasonable levels after conducting an E&TS, the agency has the authority to retain the current speed limit or restore the immediately prior one by ordinance if the previous speed limit was established by an E&TS, and a registered engineer has verified that the highway section has not expanded with additional general-purpose lanes since the last traffic survey. This procedure complies with California Assembly Bill No. 43 - Section 22358.8, as outlined in Attachment 1.

Staff has conducted speed surveys for City streets that require a current E&TS to justify posted speed limits. Attachment 2 summarizes the speed survey results and the recommended speed for each roadway. Based on these findings, it is advised to retain the existing speed limits.

ENVIRONMENTAL REVIEW/ANALYSIS:

Staff is recommending that the Planning Commission forward a recommendation to the City Council determining this action to be categorically exempt from the California Environmental Quality Act (CEQA) under Class 1 (Existing Facilities, 14 CCR section 15301.c), Class 6 (Information Collection, 14 CCR section 15306), and Class 21 (Enforcement Actions by Regulatory Agencies, 14 CCR section 15321) of the State CEQA Guidelines.

RECOMMENDATION:

STAFF RECOMMENDS THAT the Planning Commission:

1. Forward to the City Council a recommendation to approve the establishment of citywide speed limits based on required engineering and traffic surveys, as summarized in Attachment 2; and
2. Consider the project as categorically exempt from CEQA pursuant to State CEQA Guidelines 14 CCR §15301 Class 1: Existing Facilities, §15306 Class 6: Information Collection, and §15321 Class 21: Enforcement Actions by Regulatory Agencies.

Attachments:

1. California Assembly Bill No. 43
2. Summary of Engineering and Traffic Survey

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Date Published: 10/11/2021 02:00 PM

Assembly Bill No. 43

CHAPTER 690

An act to amend Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the Vehicle Code, relating to traffic safety.

[Approved by Governor October 08, 2021. Filed with Secretary of State October 08, 2021.]

LEGISLATIVE COUNSEL'S DIGEST

AB 43, Friedman. Traffic safety.

(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety.

This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

(2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

(3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified.

This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

(4) Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law

limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.

This bill would similarly authorize a lowered speed limit on a section of highway contiguous to a business activity district, as defined, and would require that certain violations be subject to a warning citation, for the first 30 days of implementation.

(5) Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey. Existing law requires the Judicial Council to create and implement an online tool by June 30, 2024, for the adjudication of traffic infractions, among other things.

This bill would authorize a local authority to further reduce the speed limit, as specified, and require that certain violations be subject to a warning citation, for the first 30 days of implementation. The bill would, in some circumstances, authorize the reduction of a speed limit beginning June 30, 2024, or when the Judicial Council has developed an online tool for adjudicating traffic infraction violations, whichever is sooner. The bill would require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.

(6) Existing law defines a speed trap and prohibits evidence of a driver's speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap.

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

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

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

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

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

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

- (1) Prevailing speeds as determined by traffic engineering measurements.
- (2) Accident records.
- (3) Highway, traffic, and roadside conditions not readily apparent to the driver.

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

- (1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
 - (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
 - (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) 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.

SEC. 2. Section 21400 of the Vehicle Code is amended to read:

21400. (a) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.

(b) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.

(c) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.

(d) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.

SEC. 3. Section 22352 of the Vehicle Code is amended to read:

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 the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson 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, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

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

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

SEC. 4. Section 22354 of the Vehicle Code is amended to read:

22354. (a) Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of a state highway where the limit of 65 miles is applicable, the department may determine and declare a prima facie speed limit of 60, 55, 50, 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 speed limit shall be effective when appropriate signs giving notice thereof are erected upon the highway.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 5. Section 22358 of the Vehicle Code is amended to read:

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 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.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

SEC. 6. Section 22358.6 is added to the Vehicle Code, to read:

22358.6. The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8.

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

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

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

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

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

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

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

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

SEC. 8. Section 22358.8 is added to the Vehicle Code, to read:

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 current speed limit or restore the immediately prior 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 the prior speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current 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.

SEC. 9. Section 22358.9 is added to the Vehicle Code, to read:

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 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 or 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 Sections 22358.7 and 22358.8.

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

SEC. 10. Section 40802 of the Vehicle Code is amended to read:

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 paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, or business activity district.

(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 or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

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

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

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

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

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

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic 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 the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

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

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

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

CITY OF SAN CLEMENTE
CITYWIDE SPEED LIMITS

SUMMARY OF ENGINEERING AND TRAFFIC SURVEY
Updated June 2024

E&Ts Page No.	Location	ADT	Street Classification	Accident Rate ¹	Expected Accident Rate ²	Posted Speed Limit	Date of Survey	Average Speed	85th Percentile Speed	Recommended Speed Limit	Change
1	Acapulco, Avenida Avenida San Pablo to Avenida San Pablo	758	Collector	1.14	1.11	35 mph	4/3/24	33 mph	38 mph	35 mph	No
2	Aguila, Calle Avenida Vista Montana to Calle Pastadero	1,790	Collector	0	1.11	30 mph	2/8/24	30 mph	33 mph	30 mph	No
3	Altea, Calle Camino La Pedriza to Terminus	1,393	Collector	1.07	1.11	35 mph	2/28/24	34 mph	39 mph	35 mph	No
4	Amanecer, Calle Avenida Pico to Avenida La Pata	11	Collector	0.24	1.11	35 mph	2/28/24	39 mph	42 mph	35 mph	No
5	Calafia, Avenida Avenida Del Presidente to terminus	4,047	Collector	1.59	1.11	25 mph	2/22/24	25 mph	27 mph	25 mph	No
6	Capistrano, Camino El Camino Real (Pacific Coast Highway) to North City Limit	8,141	Collector	0.19	1.11	30 mph	2/28/24	30 mph	33 mph	30 mph	No
7	Cerro, Del Calle Avenida Pico to Avenida Vista Montana (west)	11,575	Collector	0.18	1.04	35 mph	6/15/24	39 mph	43 mph	35 mph	No
8	Cerro, Del Calle Avenida Vista Montana (west) to Avenida La Pata	6,855	Collector	0.49	1.11	35 mph	2/28/24	36 mph	39 mph	35 mph	No
9	Del Rio, Camino Camino De Los Mares to Legendario	6,225	Divided Collector	0	1.11	40 mph	2/8/24	42 mph	46 mph	40 mph	No
10	Legendario to Precipicio	6,689		0.24	1.11		2/8/24	43 mph	47 mph		
11	Precipicio to Avenida La Pata	7,152		0.33	1.11		2/8/24	43 mph	47 mph		
12	El Camino Real (Pacific Coast Highway) Camino Capistrano to Avenida Estacion	13,093	Divided Collector	0.53	1.11	45 mph	2/14/24	43 mph	47 mph	45 mph	No
13	El Camino Real Avenida Estacion to Calle De Los Molinos	14,377	Secondary Arterial	2.33	1.04	35 mph	2/14/24	33 mph	37 mph	35 mph	No
14	Calle De Los Molinos to El Portal	16,609		0.98			2/14/24	34 mph	38 mph		
15	El Camino Real El Portal to Avenida Palizada	16,272	Secondary Arterial	1.15	1.04	30 mph	2/14/24	32 mph	35 mph	30 mph	No
16	Avenida Palizada to Avenida Presidio	15,161		2.41			2/14/24	29 mph	32 mph		
17	Avenida Presidio to Avenida Valencia	14,000		1.2			2/14/24	33 mph	36 mph		
18	El Camino Real Avenida Valencia to Del Comercio	10,785	Secondary Arterial	2.16	1.04	35 mph	2/14/24	37 mph	40 mph	35 mph	No
19	Del Comercio to South City Limit	5,216		0.66			2/14/24	38 mph	41 mph		
20	El Portal, East El Camino Real to Avenida de La Estrella	2,823	Collector	0	1.11	25 mph	2/22/24	27 mph	30 mph	25 mph	No
21	Estrella, Avenida De La Calle De Los Molinos to East El Portal	6,377	Collector	0.72	1.11	25 mph	2/22/24	29 mph	33 mph	25 mph	No
22	East El Portal to Avenida Presidio	4,829		2.78			4/2/24	28 mph	32 mph		
23	Estrella, Camino de Interstate 5 to West City Limit	10,600	Primary Arterial	0.58	1.04	35 mph	11/30/18	35 mph	40 mph	35 mph	No
24	Faro, Camino Calle Frontera to Avenida Vista Hermosa	1,256	Collector	0	1.11	25 mph	2/21/24	26 mph	29 mph	25 mph	No
25	Fresas, Avenida (CVC Private Street) Calle Saluda to Calle Gaulteria	2,572	Private/Collector	0.74	1.11	35 mph	2/8/24	32 mph	35 mph	35 mph	No
26	Frontera, Calle Avenida Pico to 600' s/o Cuadra	1,792	Collector	2.41	1.11	30 mph	2/21/24	34 mph	37 mph	30 mph	No

CITY OF SAN CLEMENTE
CITYWIDE SPEED LIMITS

SUMMARY OF ENGINEERING AND TRAFFIC SURVEY
Updated June 2024

E&Ts Page No.	Location	ADT	Street Classification	Accident Rate ¹	Expected Accident Rate ²	Posted Speed Limit	Date of Survey	Average Speed	85th Percentile Speed	Recommended Speed Limit	Change
27	Frontera, Calle ~600' S. of Calle Cuadra to Calle Vallarta	3,606	Collector	0.49	1.11	25 mph	2/21/24	28 mph	31 mph	25 mph	No
28 29	Fuerte, Camino Viento (CVC Private Street) Avenida Talega west to Via Agradar Via Agradar to Avenida Talega east	3,600 1,108	Private/Collector	0 0	1.11 1.11	35 mph	2/8/24 4/2/24	37 mph 37 mph	41 mph 42 mph	35 mph	No
30 31	Grande, Camino Tierra (CVC Private Street) Avenida Talega to Via Timon Via Timon to Camino Viento Fuerte	2,983 1,366	Private/Collector	0 0	1.11 1.11	35 mph	2/8/24 4/3/24	30 mph 32 mph	34 mph 37 mph	35 mph	No
32	Guadalajara, Calle Calle Nuevo to Avenida Vaquero	1,717	Collector	0	1.11	25 mph	4/3/24	30	34 mph	25 mph	No
33 34	Hermosa West, Avenida Vista Avenida Costa Azul to Avenida Pico (west) I-5 Southbound Off-ramp to Avenida Costa Azul	9,500 29,615	Primary Arterial	0.7 0.21	1.04	40 mph	2/8/24 2/8/24	40 mph 39 mph	44 mph 42 mph	40 mph	No
35 36	Hermosa, Avenida Vista I-5 Southbound Off-ramp to Via Turqueza Via Turqueza to Camino Vera Cruz	27,005 22,358	Primary Arterial	0.38 0.35	1.04	40 mph	2/13/24 2/13/24	41 mph 45 mph	44 mph 49 mph	40 mph	No
37 38	Hermosa, Avenida Vista Camino Vera Cruz to Avenida La Pata Avenida La Pata to Avenida Pico	17,223 24,500	Primary Arterial	0.5 0.5	1.04	45 mph 45 mph	2/13/24 2/20/24	47 mph 45 mph	51 mph 49 mph	45 mph	No
39	La Pata, Avenida Camino Del Rio to County of Orange Limit Line	16,278	Primary Arterial	0.4	1.04	55 mph	2/8/24	55 mph	60 mph	55 mph	No
40 41 42 43 44	La Pata, Avenida Camino Del Rio to Calle Saluda Calle Saluda to Avenida Vista Hermosa Avenida Vista Hermosa to Avenida Pico Avenida Pico to Calle Del Cerro Calle Del Cerro to South City Limit	24,400 32,500 24,756 11,300 5,426	Primary Arterial Major Arterial	1.14 0.51 0.44 0.36 0.47	1.04	45 mph	2/13/24 6/11/24 2/13/24 2/15/24 2/13/24	45 mph 46 mph 47 mph 46 mph 47 mph	50 mph 51 mph 52 mph 50 mph 51 mph	45 mph	No
45 46	La Pedriza, Camino Avenida Vista Hermosa to Via Amor Via Amor to Avenida Pico	7,470 4,000	Collector	0.62 0.55	1.11	40 mph	2/8/24 2/14/24	39 mph 40 mph	41 mph 44 mph	40 mph	No
47	Mares, Camino De Los Interstate 5 to Avenida Vaquero	31,739	Major Arterial	0.59	1.04	35 mph	2/13/24	35 mph	39 mph	35 mph	No
48 49	Mares, Camino De Los Avenida Vaquero to Camino Vera Cruz Camino Vera Cruz to East City Limit	19,000 4,586	Secondary Arterial Devided Collector	0.25 0.51	1.04	45 mph	2/13/24 2/13/24	47 mph 43 mph	51 mph 47 mph	45 mph	No
50	Mira Costa, Camino Camino Capistrano to Camino De Estrella	6,591	Collector	0.40	1.04	35 mph	2/13/24	40 mph	43 mph	35 mph	No
51	Montana, Avenida Vista Calle Del Cerro to Calle Del Cerro	4,273	Collector	0.25	1.11	35 mph	2/28/24	36 mph	40 mph	35 mph	No
52	Negocio, Calle Calle Amanecer to its terminus	3,973	Collector	0.73	1.11	35 mph	2/28/24	34 mph	39 mph	35 mph	No
53 54	Ola Vista, South Avenida Del Mar to Avenida Valencia Avenida Valencia to Avenida Calafia	3,500 2,550	Collector	1.57 0.9	1.11	25 mph	2/20/24 2/20/24	25 mph 28 mph	28 mph 31 mph	25 mph	No
55	Pastadero, Calle Avenida Vista Montana to its terminus	700	Collector	2.30	1.11	30 mph	2/20/24	30 mph	36 mph	30 mph	No
56 57	Pico, Avenida El Camino Real to Calle De Los Molinos Calle De Los Molinos to Cale Frontera / Avenida Presidio	12,628 31,915	Primary Arterial Major Arterial	0.87 1.73	1.04	35 mph	2/14/24 2/14/24	37 mph 35 mph	40 mph 39 mph	35 mph	No

CITY OF SAN CLEMENTE
CITYWIDE SPEED LIMITS

SUMMARY OF ENGINEERING AND TRAFFIC SURVEY
Updated June 2024

E&Ts Page No.	Location	ADT	Street Classification	Accident Rate ¹	Expected Accident Rate ²	Posted Speed Limit	Date of Survey	Average Speed	85th Percentile Speed	Recommended Speed Limit	Change
58 59	Pico, Avenida Calle Frontera/Avenida Presidio to Amanecer Calle Amanecer to Avenida La Pata	43,300 29,000	Major Arterial	0.35 0.33	1.04	45 mph	2/20/19 2/20/19	47 mph 44 mph	51 mph 47 mph	45 mph	No
60 61	Pico, Avenida Avenida La Pata to Avenida Vista Hermosa Avenida Vista Hermosa to East City Limit	14,061 11,230	Major Arterial	0.6 1	1.04	50 mph	2/14/24 2/14/24	47 mph 48 mph	51 mph 52 mph	50 mph	No
62	Portico Del Sur / Norte Camino de Los Mares to Camino de Los Mares	3,848	Collector	0	1.11	35 mph	2/21/24	37 mph	41 mph	35 mph	No
63 64	Presidente, Avenida Del Avenida Valencia to Avenida Calafia Avenida Calafia to Cristianitos Road	2,344 4,742	Collector	2.06 1.11	1.11	30 mph	2/22/24 2/22/24	33 mph 32 mph	36 mph 35 mph	30 mph	No
65 66	Presidio, Avenida El Camino Real to Calle Escuela Calle Escuela to Avenida Pico	1,847 8,418	Collector	1.65 0.98	1.11	25 mph	2/20/24 6/13/24	30 mph 30 mph	33 mph 32 mph	25 mph	No
67	Puerta del Sol / Hermosa, Avenida Vista Avenida Pico to Avenida Pico	3,026	Collector	0	1.11	30 mph	2/15/24	30 mph	33 mph	30 mph	No
68 69	Saluda, Calle Avenida La Pata to Avenida Fresas Avenida Fresas to Avenida Talega	7,688 4,907	Collector	0.36 0.56	1.11	35 mph	2/15/24 2/15/24	40 mph 40 mph	43 mph 44 mph	35 mph	No
70	Salvador, Avenida Avenida Presidio to Avenida San Pablo	1,951	Collector	1.44	1.11	25 mph	2/22/24	29 mph	33 mph	25 mph	No
71	San Pablo, Avenida San Gabriel to Avenida Acapulco	3,566	Collector	0.97	1.11	25 mph	2/14/24	26 mph	29 mph	25 mph	No
72	San Pablo, Avenida Avenida Acapulco to northerly terminus	2,311	Collector	0	1.11	35 mph	4/3/24	38 mph	43 mph	35 mph	No
73	Sarmentoso, Calle Camino Vera Cruz to Camino Del Rio	3,248	Collector	0.67	1.11	30 mph	6/11/24	35 mph	37 mph	30 mph	No
74	Talega, Avenida Avenida Vista Hermosa to Calle Saluda	7,830	Primary Arterial	0.2	1.04	35 mph	6/11/24	38 mph	42 mph	35 mph	No
75	Talega, Avenida Calle Saluda to East City Limit	6,252	Primary Arterial	0.36	1.04	40 mph	6/11/24	41 mph	46 mph	40 mph	No
76 77 78	Vaquero, Avenida Camino De Los Mares to Calle Guadalajara Calle Guadalajara to Calle Vista Torito Calle Vista Torito to Camino Capistrano	6,596 4,500 10,600	Collector	1.76 0.67 0.47	1.11	30 mph	2/13/24 6/10/24 6/12/24	34 mph 32 mph 32 mph	36 mph 35 mph 35 mph	30 mph	No
79 80	Vera Cruz, Camino Avenida Pico to Avenida Vista Hermosa Avenida Vista Hermosa to Via Blanco	11,250 8,253	Primary Arterial	0.62 0.54	1.04	40 mph	2/13/24 2/13/24	41 mph 42 mph	44 mph 45 mph	40 mph	No
81	Vera Cruz, Camino Via Blanco to Camino De Los Mares	7,050	Divided Collector	0.16	1.04	35 mph	2/13/24	41 mph	44 mph	35 mph	No

¹ Accident Rate -Orange County Sheriff Data & Transportation Injury Mapping System (TIMS) from 1/1/2019 to 12/31/2021

² Expected Accident Rate - 2021 Caltrans Crash Data