



# CITY OF EASTVALE

## REGULAR CITY COUNCIL MEETING AGENDA

**Eastvale City Hall Council Chambers  
12363 Limonite Avenue, Suite 900, Eastvale, CA 91752**

**Closed Session Meeting: 5:30 PM**

**Regular City Council Meeting: 6:30 PM**

**Wednesday, March 11, 2026**

### **City Councilmembers**

Jocelyn Yow, Mayor

Clint Lorimore, Mayor Pro Tem

Christian Dinco, Councilmember

Michael McMinn, Councilmember

Todd Rigby, Councilmember

Mark Orme, City Manager

Erica Vega, City Attorney

Marc Donohue, Government Services Director/City Clerk

This Agenda contains a brief general description of each item to be considered. Except as otherwise provided by law, no action or direction shall be taken on any item not appearing on the following Agenda. Unless legally privileged, all supporting documents, including staff reports, and any writings or documents provided to a majority of the City Council after the posting of this agenda are available for review at Eastvale City Hall, 12363 Limonite Avenue, Eastvale, CA 91752 or you may contact the City Clerk's Office, at (951) 361-0900 Monday through Thursday from 7:30 a.m. to 5:30 p.m. and available online at [www.eastvaleca.gov](http://www.eastvaleca.gov).

Members of the public can observe the meeting by viewing the live-stream at [www.eastvaleca.gov](http://www.eastvaleca.gov) and may provide public comment by sending comments to the City Clerk's Office by email at [cityclerk@eastvaleca.gov](mailto:cityclerk@eastvaleca.gov). Staff will monitor emails to the extent possible during the meeting and provide comments as possible. All comments will be made part of the record. Comments will then be read into the record, with a maximum allowance of 3 minutes per individual comment, subject to the Mayor's discretion to reduce time on public comment. All comments should be a maximum of 500 words, which corresponds to approximately 3 minutes of speaking time. If a comment is received before the agenda item is heard but before the close of the meeting, the comment will all be included as a part of the record of the meeting but will not be read into the record.

If you are a person with a disability and need an accommodation to participate in the City of Eastvale programs, services, activities, and meetings, contact Maricela Mejia at [mmejia@eastvaleca.gov](mailto:mmejia@eastvaleca.gov) or (951)703-4433 at least 72 business hours in advance to request an auxiliary aid or accommodation.

Regular meetings are recorded and made available on the City's website at [www.eastvaleca.gov](http://www.eastvaleca.gov). Meeting recordings are uploaded to the City's website within 24 hours (unless otherwise noted) after the completion of the meeting.

**1. CALL TO ORDER**

**2. ROLL CALL**

**3. CLOSED SESSION PUBLIC COMMENT**

*Any member of the public may address the Council on items within the Council's subject matter jurisdiction, but which are not listed on this agenda during PUBLIC COMMENTS. However, no action may be taken on matters that are not part of the posted agenda. We request comments made on the agenda be made at the time the item is considered and that comments be limited to three minutes per person with a maximum of six minutes (time may be donated by one person). Please address your comments to the Council and do not engaged in dialogue with individual Council Members, City staff, or members of the audience. Blue speaker forms are available at the front table to the entrance of Council Chambers.*

**4. CLOSED SESSION ITEM(S)**

- 4.1. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2), (e)(3): written communication from Quatterra Multifamily Communities, LLC to City Attorney and Community Development Director regarding development impact fees**

**5. INVOCATION**

**6. PLEDGE OF ALLEGIANCE**

**7. ADDITIONS/REVISIONS**

*The City Council may only add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the agency subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Council. If there is less than 2/3 of the Council members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of each section unless otherwise noted.*

**8. PRESENTATIONS/ANNOUNCEMENTS**

- 8.1. Introduction of Code Enforcement Officer - Andrew Asencio**

**9. AGENCY PARTNER UPDATES**

## 10. PUBLIC COMMENT

*Any member of the public may address the Council on items within the Council's subject matter jurisdiction, but which are not listed on this agenda during PUBLIC COMMENTS. However, no action may be taken on matters that are not part of the posted agenda. We request comments made on the agenda be made at the time the item is considered and that comments be limited to three minutes per person with a maximum of six minutes (time may be donated by one person). Please address your comments to the Council and do not engaged in dialogue with individual Councilmembers, City staff, or members of the audience. Blue speaker forms are available at the front table to the entrance of Council Chambers.*

## 11. CONSENT CALENDAR

*Consent Calendar items are normally enacted in one motion. The Mayor or City Council may remove a Consent Calendar item for separate action. If a member of the public would like to speak on a Consent Calendar item, please complete a blue "Public Comment Form" and submit to the City Clerk prior to the item.*

### 11.1. City Council Meeting Minutes

Submitted by: Marc A. Donohue, Government Services Director/City Clerk

#### RECOMMENDED ACTION(S):

Staff recommends that the City Council approve the meeting minutes from the regular meeting on February 11, 2026.

### 11.2. Approval of Agreement for Demolition Services

Submitted by: Jimmy Chung, Director of Public Works/City Engineer

#### RECOMMENDED ACTION(S):

Staff recommends that the City Council:

1. Approve the proposed Agreement with Precision Works, Inc. dba Precision Environmental, the lowest responsive, responsible bidder, in a total not-to-exceed amount of \$125,300 for the Demolition Services at the Public Works Yard; and
2. Authorize the City Manager to execute all necessary documents, as necessary for the project. The City Manager may revise the agreement prior to execution, in consultation with the City Attorney, as requested by the vendor or recommended by the City Attorney, provided such revisions do not substantially modify the terms of the agreements.

### 11.3. Amend Chapter 4.06 of Title 4 to the Municipal Code to Update Guidelines for Purchasing Goods and Services; Disposition of Surplus Supplies and Equipment

Submitted by: Karla Lopez, Purchasing Manager

#### RECOMMENDED ACTION(S):

Staff recommends that the City Council introduce a proposed ordinances entitled, "An Ordinance of the City Council of the City of Eastvale, California, Amending Chapter 4.06 of the Eastvale Municipal Code Pertaining to Purchasing Goods and Services."

**11.4. Amend Chapter 10.02 of Title 10 to the Eastvale Municipal Code Establishing the Speed Limits on Certain Streets**

Submitted by: Jimmy Chung, Public Works Director/City Engineer

RECOMMENDED ACTION(S):

Staff recommends that the City Council approve the second reading and adopt the Ordinance entitled: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING IN ITS ENTIRETY CHAPTER 10.02 OF TITLE 10 OF THE EASTVALE MUNICIPAL CODE ESTABLISHING SPEED LIMITS ON CERTAIN STREETS

**12. PUBLIC HEARINGS**

*The public is encouraged to express your views on any matter set for public hearing. It is our procedure to first receive the staff report, then to ask for public testimony, first from those in favor of the project followed by testimony from those in opposition to it, and if there is opposition, to allow those in favor, rebuttal testimony only as to the points brought up in opposition. To testify on the matter, you need to simply come forward to the speaker's podium at the appropriate time, give your name and address and make your statement. After a hearing is closed, you may not further speak on the matter unless requested to do so or are asked questions by the Mayor or a Councilmember. Public comment is limited to three (3) minutes each with a maximum of six (6) minutes (time may be donated by one speaker.)*

**13. CITY COUNCIL BUSINESS**

**13.1. Modification to Authorized Position List**

Submitted by: Maricela Mejia, Assistant HR & Risk Management Director

RECOMMENDED ACTION(S):

Staff recommends that the City Council adopt a Resolution Amending the Adopted Authorized Positions for the Fiscal Year 2025-2026, Effective March 12, 2026.

**14. CITY MANAGER/CITY STAFF REPORT**

**15. CITY COUNCIL COMMUNICATIONS/COMMITTEE REPORTS**

**16. ADJOURNMENT**

The next regular meeting of the Eastvale City Council is scheduled for Wednesday, March 25, 2026, at 6:30 p.m. at Eastvale City Hall Council Chambers, 12363 Limonite Avenue, Suite 900, Eastvale, CA 91752.

**17. AFFIDAVIT OF POSTING**

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing Agenda was posted at the following locations: City Hall, 12363 Limonite Avenue, Suite 910 and website of the City of Eastvale ([www.eastvaleca.gov](http://www.eastvaleca.gov)), not less than 72 hours prior to the meeting.

---

Marc A. Donohue, MMC  
City Clerk



## AGENDA STAFF REPORT

City Council Meeting

CLOSED SESSION ITEM(S)

Agenda Item No. 4.1

March 11, 2026

### CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2), (e)(3): written communication from Quarterra Multifamily Communities, LLC to City Attorney and Community Development Director regarding development impact fees

---

**Prepared By:**

**Recommended Action(s)**

Not Applicable.

**Summary**

Not Applicable.

**Background**

Not Applicable.

**Environmental**

Not Applicable.

**Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A**

Not Applicable.

**Fiscal Impact**

Not Applicable.

**Prior City Council/Commission Action**

Not Applicable.

**Attachment(s)**

[Attachment - Protest Letter](#)

December 18, 2025

**SENT VIA EMAIL (EVEGA@BWSLAW.COM; GGONZALEZ@EASTVALECA.GOV)**Erica L. Vega, City Attorney  
Gustavo Gonzalez, Community Development Director  
12363 Limonite Avenue, Suite 910  
Eastvale, CA 91752

Re: Eastvale Gardens -- Building Permit Fees (Mitigation Fee Act)

Dear Erica and Gustavo:

We are writing on behalf of Quarterra Multifamily Communities, LLC (“Quarterra”), the developer of Eastvale Gardens (the “Project”), to notify the City that Quarterra objects to the payment of *incremental* development impact fees (Fire, City Hall, Library, and Police) tendered this afternoon (December 18) which the City imposed in connection with Building Permit Nos. PMT25-10816, 10835, 10813, 10838, 10819, 10839, 10840, 10820, 10441, 10821, 10822 (i.e., Buildings 1–2 and 4–12 of the project) (“Subject Buildings”). Those fees total **\$952,680.03** and are being paid under protest pursuant to the Mitigation Fee Act (Government Code § 66000, *et seq.*, or the “MFA”).

The incremental development fees for the Subject Buildings are attributed solely to delays by the City in the issuance of Building Permits *after* October 13, 2025, as discussed below. The City’s demand for higher fees also violates the City’s obligations under the Leal Development Agreement (“DA”), which requires the City to work in good faith with respect to the project, including the processing of permits. Here, Quarterra diligently pursued its permits and, but for the City’s error, the permits would have been issued *before* the adopted a new development fee schedule on October 13. The law does not permit an agency to demand higher fees accruing from the agency’s error or inaction (whether intentional or unintentional). The higher fees are simply inapplicable to Quarterra.

To be clear, Quarterra does not object to the City’s imposition of fees previously imposed in connection with Permit Nos. PMT25-10842 or PMT25-10837, nor does it protest the development impact fees previously paid in connection with the Subject Buildings (\$440,700.00), which reflect the amount due and payable prior to October 13, 2025.

//

### **Protest Under The Mitigation Fee Act**

Pursuant to the MFA, any party may protest the imposition of impact or mitigation fees or similar exactions by meeting the following two requirements:

1. Tendering any required payment in full (or providing alternative arrangements to ensure performance of the required conditions); and
2. Serving written notice on the governing body of the entity, which notice shall contain the following information:

“(A) A statement that the required payment is tendered or will be tendered when due, or that any conditions which have been imposed are provided for or satisfied, under protest.

(B) A statement informing the governing body of the factual elements of the dispute and the legal theory forming the basis for the protest.”

(Gov’t Code § 66020(a).)

Quarterra has complied with the MFA by tendering the disputed fees in full and by providing the explanation, below, informing the City of the factual elements of the dispute. By alerting the City to the fee protest, and complying with Section 66020(a), Quarterra is entitled to be issued its building permits without delay. (*See* Section 66020(b) “Compliance by any party with subdivision (a) shall not be the basis for a local agency to withhold approval of any map, plan, permit, zone change, license, or other form of permission, or concurrence, whether discretionary, ministerial, or otherwise, incident to, or necessary for, the development project.”) Accordingly, the City should issue building permits for the Subject Buildings immediately, pending the outcome of discussions between the City and Quarterra on this matter.

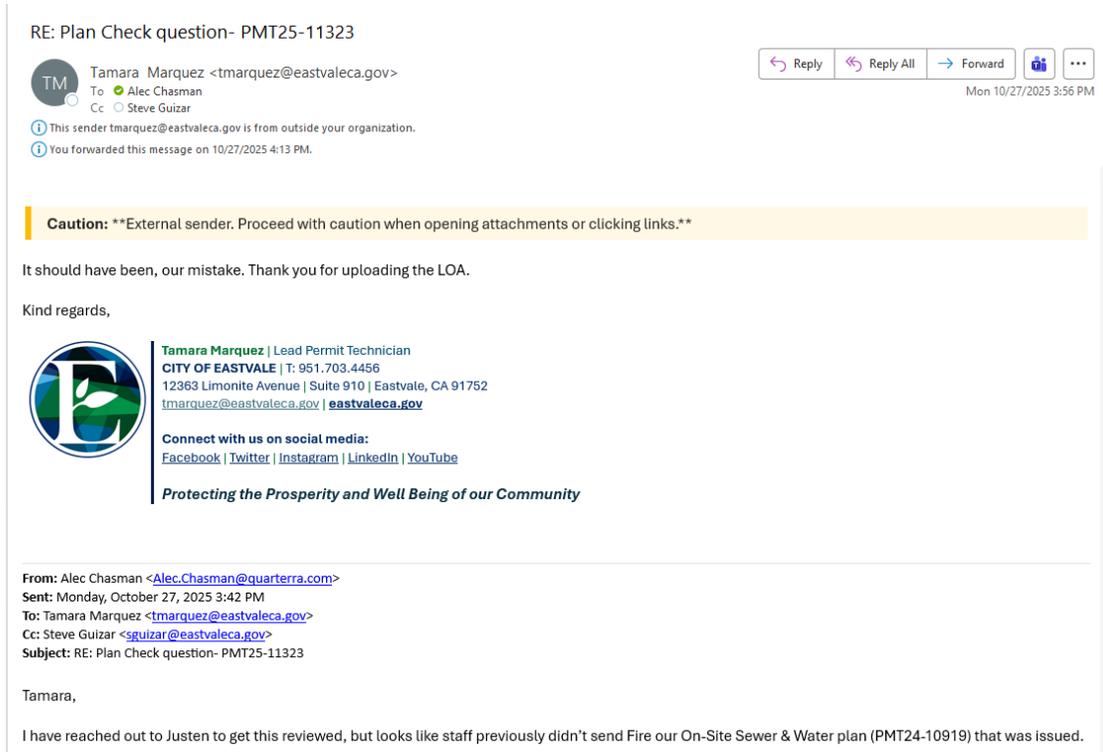
### **Explanation of Disputed Fees**

On October 8, 2025, the City provided Quarterra with a written affirmation that its permits for the Subject Buildings were subject to higher development impact fees based on an updated (October 13) fee schedule.

The City seeks to impose higher fees not because of any action of the applicant, Quarterra, but because of its own inaction/error. In 2024, Quarterra submitted plans for on-site utility improvements, including the fire system. The City issued the required permit to Quarterra in October 2024. Quarterra subsequently commenced construction in June 2025 in reliance on those permits and intended to complete the fire system installation no later than August 22, 2025. That would have allowed it to pull building permits for the Subject Buildings before the fee increase went into effect on October 13, 2025. However, while construction was ongoing, in July 2025, the

Erica L. Vega, City Attorney:  
December 18, 2025  
Page 3

City informed Quarterra that the fire system could not be completed consistent with the City-issued permit because the City failed to send permit materials to Riverside County Fire Department (RCFD) for review prior to issuance of the on-site sewer and water permit. The responsibility to send those materials to RCFD was solely the City's, a fact acknowledged by the City's Building Inspector and confirmed by the City's Lead Permit Technician:



After sending those materials to RCFD, Quarterra was advised that a Fire Underground Permit was required to complete the work. The additional permit resulted in a delay of Riverside County Fire's sign off on the fire system work, which then delayed issuance of building permits for the Subject Buildings until *after* October 13, 2025. The additional delay in obtaining RCFD approval translated to approximately \$1 million in carrying costs and rendered Quarterra unable to pull permits for the Subject Buildings before October 13, 2025, resulting in the imposition of substantially higher fees based on the City's updated schedule.

Without this delay the project would have proceeded as scheduled and the Subject Buildings would have only been subject to development impact fees of \$440,700 (previously paid). Indeed, permits *were* issued for other buildings within the Project prior to October 13, making them subject to the City's then-existing fee schedule. The City's delay in issuing permits for the Subject Buildings *after* October 13 cannot be the basis for imposing additional development impact fees.

Erica L. Vega, City Attorney:  
December 18, 2025  
Page 4

Accordingly, Quatterra objects to the increase in development impact fees for the Subject Buildings—\$952,680.32—and requests the City return that sum forthwith. Quatterra reserves the right to file a formal claim within 180 days of the delivery of this notice, seeking full recovery of its fees. (*See* Gov't Code § 66020(d)(2)). If the City is found to have imposed these fees in error, it will face greater liability than the compromise proposed above. Specifically, the City would be required to return the \$952,680.32 paid under protest, as well as interest at the rate of 8% per annum. (*Id.* at (e)).

We look forward to discussing this matter with the City and hope it can be resolved without legal action.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Gorczyca', with a long horizontal flourish extending to the right.

Daniel Gorczyca

Cc: Chris Burt  
Alec Chasman

# MINUTES

## CITY OF EASTVALE

CITY COUNCIL MEETING  
Wednesday, February 25, 2026  
Regular Meeting: 6:30 PM

City Hall Council Chambers  
12363 Limonite Avenue, Suite 900  
Eastvale, CA 91752

---

### 1. CALL TO ORDER

The regular meeting of the Eastvale City Council Meeting was called to order at 6:30 p.m. by Mayor Pro Tem Lorimore.

### 2. ROLL CALL

**Present:** Councilmembers Christian Dinco, Mike McMinn, and Mayor Pro Tem Clint Lorimore.

**Absent:** Councilmember Todd Rigby and Mayor Yow.

#### City Staff

**Present:** City Manager Mark Orme, City Attorney Erica Vega, and Government Services Director/City Clerk Marc Donohue were present at Roll Call. Other staff members were present.

### 3. CLOSED SESSION PUBLIC COMMENT – None

### 4. CLOSED SESSION ITEMS – None

### 5. INVOCATION

Gary Davider from Church of Jesus Christ of Latter-day Saints offered the invocation.

### 6. PLEDGE OF ALLEGIANCE

Councilmember Dinco led the Pledge of Allegiance.

### 7. ADDITIONS/REVISIONS – None

### 8. PRESENTATIONS/ANNOUNCEMENTS

#### 8.1 Introduction of Lt. Adam Ball

Lt. Adam Ball was introduced, and Captain Ernie Esquibel was recognized.

**8.2 Black History Month Proclamation**

The Black History Month Proclamation was presented to the Nigerians in Corona and Eastvale group.

**8.3 Eagle Scout Recognitions**

Certificates were presented to the Eagle Scouts.

**9. AGENCY PARTNER UPDATES**

**9.1 YMCA Update**

Ryan Serna from the Corona-Norco Family YMCA provided an update.

**9.2 Eastvale Library Update**

Eastvale Library Branch Manager Mia Becerra provided an update.

**9.3 Youth Council Update**

Samantha Preciado from the Youth Council provided an update.

**10. PUBLIC COMMENT – None**

**11. CONSENT CALENDAR**

On motion of Councilmember McMinn and second by Councilmember Dinco, the City Council voted unanimously by those present to approve the Consent Calendar.

**11.1 City Council Meeting Minutes**

The City Council approved the meeting minutes from the regular meeting on February 11, 2026.

**11.2 Planning Division Update**

The City Council received and filed the Planning Division Update.

**11.3 Public Works Department Update**

The City Council received and filed the Public Works Department Update.

**11.4 Treasurer’s Report: January 2026**

The City Council received and filed the City Treasurer's Report.

**11.5 City of Eastvale Crime Statistics – December 2025**

The City Council received and filed the Eastvale Crime Statistics for December 2025.

**11.6 Approval of Letters of Support for the City of Eastvale’s FY 2026-2027 Congressional Community Project Funding Requests**

The City Council approved letters supporting the submittal of three FY 2026-2027 Congressional Community Project Funding Requests.

**11.7 First Amendment to Contract with Geocon West, Inc. for the Eastvale Civic Center Project**

The City Council:

1. Approved the First Amendment to the Professional Services Agreement with Geocon West, Inc. for providing geotechnical observation and testing services for the Eastvale Civic Center project, increasing the total contract amount by \$136,390 and amending the total compensation not-to-exceed amount to \$268,160; and
2. Authorized the City Manager to execute all necessary documents.

**12. PUBLIC HEARINGS – None**

**13. CITY COUNCIL BUSINESS**

**13.1 Amend Chapter 10.02 of Title 10 to the Eastvale Municipal Code Establishing the Speed Limits on Certain Streets**

Management Analyst Troy Cook presented the item and answered related questions.

Mayor Pro Tem Lorimore opened the public comment period. Hearing no response, Mayor Pro Tem Lorimore closed the public comment period.

On motion of Councilmember Dinco and second by Councilmember McMinn, the City Council voted unanimously to introduce Ordinance 26-03 entitled: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING IN ITS ENTIRETY CHAPTER 10.02 OF TITLE 10 OF THE EASTVALE MUNICIPAL CODE ESTABLISHING SPEED LIMITS ON CERTAIN STREETS.

**14. CITY MANAGER/CITY STAFF REPORT**

City Manager Orme provided an update on upcoming City events.

**15. CITY COUNCIL COMMUNICATIONS/COMMITTEE REPORTS**

**15.1 League of California Cities**

No report was provided.

**15.2 Southern California Association of Governments**

No report was provided.

**15.3 Western Riverside Council of Governments**

No report was provided.

**15.4 Riverside Transit Agency**

No report was provided.

**15.5 Northwest Mosquito and Vector Control District**

No report was provided.

**15.6 Riverside County Transportation Commission**

Mayor Pro Tem Lorimore provided a report.

**15.7 Western Riverside County Regional Conservation Authority**

No report was provided.

**15.8 Finance Committee**

Mayor Pro Tem Lorimore provided a report.

**15.9 Eastvale Schools Committee**

No report was provided.

**15.10 Business and Development Success Ad-Hoc Committee**

No report was provided.

**15.11 Eastvale Legislative Ad-Hoc Committee**

No report was provided.

**15.12 Eastvale Community Services Ad-Hoc Committee**

No report was provided.

**15.13 City Council Communications**

The City Council provided comments.

**ADJOURNMENT** – Mayor McMinn adjourned the regular meeting at 7:32 P.M. The next regular meeting of the Eastvale City Council is scheduled for Wednesday, March 11, 2026, at 6:30 P.M.

---

Marc A. Donohue, MMC  
City Clerk

## AGENDA STAFF REPORT

City Council Meeting

CONSENT CALENDAR

Agenda Item No. 11.2

March 11, 2026

### Approval of Agreement for Demolition Services

---

**Prepared By:**

Jimmy Chung, Director of Public Works/City Engineer

**Recommended Action(s)**

Staff recommends that the City Council:

1. Approve the proposed Agreement with Precision Works, Inc. dba Precision Environmental, the lowest responsive, responsible bidder, in a total not-to-exceed amount of \$125,300 for the Demolition Services at the Public Works Yard; and
2. Authorize the City Manager to execute all necessary documents, as necessary for the project. The City Manager may revise the agreement prior to execution, in consultation with the City Attorney, as requested by the vendor or recommended by the City Attorney, provided such revisions do not substantially modify the terms of the agreements.

**Summary**

In October 2024, City Council approved the purchase of two parcels totaling 4.12 acres at 14821 and 14835 Chandler Street to establish a permanent Public Works Yard. This acquisition supports the City's expansion by providing essential space for staff, vehicles, and storage of materials and equipment. The property at 14821 Chandler Street contains existing structures and site constraints that must be cleared to create a safe, developable parcel suitable for municipal operations.

The Invitation to Bid (ITB) for this project was advertised on the City's website and through the City of Eastvale Vendor Portal via PlanetBids. In accordance with the Public Contract Code, the ITB was also published in the local newspaper. Eleven (11) bids were received on February 11, 2026. Following the competitive bidding process and a subsequent review of a bid protest, City staff

determined that Precision Works, Inc. dba Precision Environmental (Precision Environmental) submitted the lowest responsive and responsible bid.

As a result, staff recommends that the City Council approve the proposed Agreement with Precision Environmental for the demolition and disposal of structures at 14821 Chandler Street (CIP Project #95017). Following the competitive bidding process (ITB No. 26-104EG), Precision Environmental was identified as the qualified contractor to complete site clearing, debris disposal, and cleanup. The contract award is for a base amount of \$96,300, with the option for the City to authorize alternative bid items for site security, including temporary fencing and monitoring, bringing the total not-to-exceed amount to \$125,300.

## Background

The Invitation to Bid (ITB) for this project was advertised on the City’s website, the City of Eastvale Vendor Portal via PlanetBids, and published in the local newspaper in accordance with the Public Contract Code. On February 11, 2026, the City received eleven (11) bids ranging from \$85,000.00 to \$267,148.04. Bid results are as follows:

Name of Bidder	Base Bid Amount	Alternate Bid Amount	Grand Total (Base + Alternate)
Alfredo Balandra dba Balandra Demolition	\$85,000.00	\$13,000.00	\$98,000.00
Interio Demolition, Inc.	\$107,520.00	\$1,000.00	\$108,520.00
Precision Works Inc.	\$96,300.00	\$29,000.00	\$125,300.00
NH Environmental Inc.	\$124,396.00	\$6,700.00	\$131,096.00
Jeremy Harris Construction Inc.	\$112,272.00	\$19,500.00	\$131,772.00
Sierra Excavating, LLC	\$116,100.00	\$18,700.00	\$134,800.00
Matcon General Engineering, Inc.	\$124,753.10	\$24,882.00	\$149,635.10
Sierra Demolition Services	\$117,950.00	\$37,800.00	\$155,750.00
Resource Environmental, Inc.	\$117,000.00	\$40,000.00	\$157,000.00
UBD Inc.	\$157,777.00	\$7,700.00	\$165,477.00
AVA Builders, Inc.	\$267,148.04	\$45,360.00	\$312,508.04

In accordance with Section B-15 of the instructions to bidders, the award shall be made to the lowest responsive and responsible bidder. While a lower bid was initially recorded, a subsequent bid protest regarding the submissions from Alfredo Balandra dba Balandra Demolition and Interior Demolition, Inc. triggered a formal review.

Upon careful evaluation, City staff determined that the bid from Alfredo Balandra dba Balandra

Demolition was deemed non-responsive. While the bid protest review found Interior Demolition, Inc. to be a responsive and responsible bidder; however, their base bid exceeded that of the next lowest bidder. As a result, staff determined that Precision Environmental was the lowest responsive and responsible bidder with a total base bid amount of \$96,300.

Precision Environmental holds valid Class B (General Building) and C-21 (Building Moving/Demolition) licenses, complemented by specialized C-2 (Insulation and Acoustical) and C-22 (Asbestos Abatement) classifications. With 43 years of contracting expertise, the company continues to deliver high-value abatement and restoration projects, delivering successful projects to various agencies such as Los Angeles County (LACDA), San Bernardino County, and the Ventura County Office of Education. Therefore, Precision Environmental qualifies as the lowest responsible bidder. Upon Council approval, the proposed Agreement will be executed by the City Manager and Precision Environmental for the Demolition Services at the Public Works Yard.

## **Environmental**

Approval of this agreement is categorically exempt from California Environmental Quality Act (CEQA) review under CEQA Guidelines Section 15301, which exempts the demolition and removal of individual small structures, including but not limited to up to three single-family residences and any accessory structures, such as garages, carports, patios, pools and fences.

## **Strategic Plan Action - Priority Level: 1 | Target #: A | Goal #: A**

This supports the City's expansion by providing essential space for staff, vehicles, and storage of materials and equipment.

## **Fiscal Impact**

The total fiscal impact for the demolition of structures at 14821 Chandler Street is a base contract amount of \$96,300, with the option for the City to authorize alternative bid items for site security, including temporary fencing and monitoring, bringing the total not-to-exceed amount to \$125,300.

Funding for this project is available within the General Fund under account 600-500-6650-95017, utilizing available budget from the Public Works Yard Capital Improvement Project.

## **Prior City Council/Commission Action**

None.

## **Attachment(s)**

[Attachment 1 - Agreement for Demolition Services](#)

[Attachment 2 - Project Plans.pdf](#)

# CONTRACT AGREEMENT FOR DEMOLITION SERVICES

BETWEEN  
THE CITY OF EASTVALE  
AND  
PRECISION WORKS, INC. DBA PRECISION ENVIRONMENTAL

This Agreement for Construction Services (“Agreement”), is made and entered into this \_\_\_ day of \_\_\_\_\_, 2026, by and between the City of Eastvale, a California general municipal corporation organized under the laws of the State of California with its principal place of business at 12363 Limonite Ave., Suite 910, Eastvale, California (“City”) and Precision Works, Inc., a California corporation dba Precision Environmental (“Contractor”).

## SECTION 1. RECITALS

A. City is a municipal corporation organized under the laws of the State of California, with power to contract for services necessary to achieve its purpose.

B. Contractor is a professional contractor, experienced in providing pavement rehabilitation and overlay services and is familiar with the plans of the City.

C. City desires to engage Contractor to construct public improvements associated with the **Project #95017 Demolition and Disposal of Structures Located at 14821 Chandler St. (ITB No. 26-104EG)**, as set forth herein.

D. Contractor has obtained, and delivers concurrently herewith, **PERFORMANCE BOND, PAYMENT BOND, INSURANCE DOCUMENTS AND OTHER CERTIFICATIONS** as required by the Contract.

## SECTION 2. INCORPORATION OF DOCUMENTS

This Contract includes and hereby incorporates in full by reference the following documents, including all exhibits, drawings, specifications and documents therein, and attachments and addenda thereto: **Bid Documents (No. 26-104EG) for the Demolition and Disposal of Structures Located at 14821 Chandler Street (CIP Project #95017)**.

## SECTION 3. SCOPE OF WORK

A. Contractor’s Basic Obligation; Scope of Work. Contractor promises and agrees, at its own cost and expense, to furnish to the Owner all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately complete the **Demolition and Disposal of Structures Located at 14821 Chandler Street**, including all structures and facilities necessary for the Project or described in the Contract (hereinafter the "Work" or "Project"), for a Total Contract Price as specified pursuant to this Contract. All Work shall be subject to, and performed in accordance with the above referenced documents, as well as the exhibits attached hereto and incorporated herein by reference. The plans and specifications for the Work are further described in the Exhibits attached hereto and incorporated herein by this reference. Special

conditions, if any, relating to the Work are described in the Exhibits attached hereto and incorporated herein by this reference.

B. Change in Scope of Work Any change in the scope of the Work, method of performance, nature of materials or price thereof, or any other matter materially affecting the performance or nature of the Work shall not be paid for or accepted unless such change, addition or deletion is approved in advance and in writing by a valid change order executed by the City.

#### **SECTION 4. PERIOD OF PERFORMANCE AND LIQUIDATED DAMAGES**

Contractor shall perform and complete all Work under this Contract within 40 **working days**, beginning the effective date of the Notice to Proceed ("Contract Time"). Contractor shall perform its Work in strict accordance with any completion schedule, construction schedule or project milestones developed by the City. Contractor agrees that if such Work is not completed within the aforementioned Contract Time and/or pursuant to any such completion schedule, construction schedule or project milestones developed pursuant to provisions of the Contract, it is understood, acknowledged and agreed that the City will suffer damage. Since it is impractical and infeasible to determine the amount of actual damage, it is agreed that the Contractor shall pay to the City as fixed and liquidated damages, and not as a penalty, the sum of **One Thousand Five Hundred Dollars (\$1,500) per day** for each and every calendar day of delay beyond the Contract Time or beyond any completion schedule, construction schedule or Project milestones established pursuant to the Contract.

#### **SECTION 5. STANDARD OF PERFORMANCE**

Contractor shall perform all Work under this Contract in a skillful and workmanlike manner, and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Contractor represents and maintains that it is skilled in the professional calling necessary to perform the Work. Contractor warrants that all employees and subcontractors shall have sufficient skill and experience to perform the Work assigned to them. Finally, Contractor represents that it, its employees and its subcontractors have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Work, and that such licenses and approvals shall be maintained throughout the term of this Contract. Any employee who is determined by the City to be uncooperative, incompetent, a threat to the safety of persons or the Work, or any employee who fails or refuses to perform the Work in a manner acceptable to the City, shall be promptly removed from the Project by the Contractor and shall not be re-employed on the Work.

#### **SECTION 6. CONTROL AND PAYMENT OF SUBORDINATES; CONTRACTUAL RELATIONSHIP**

City retains Contractor on an independent contractor basis and Contractor is not an employee of City. Any additional personnel performing the work governed by this Contract on behalf of Contractor shall at all times be under Contractor's exclusive direction and control. Contractor shall pay all wages, salaries, and other amounts due such personnel in connection with their performance under this Contract and as required by law. Contractor shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, and workers' compensation insurance.

## SECTION 7. CITY'S BASIC OBLIGATION

City agrees to engage and does hereby engage Contractor as an independent contractor to furnish all materials and to perform all Work according to the terms and conditions herein contained for the sum set forth above. Except as otherwise provided in the Contract, the City shall pay to Contractor, as full consideration for the satisfactory performance by the Contractor of the services and obligations required by this Contract, the above referenced compensation in accordance with compensation provisions set forth in the Contract.

## SECTION 8. COMPENSATION AND PAYMENT

A. Amount of Compensation. As consideration for performance of the Work required herein, City agrees to pay Contractor the Total Contract Price of **NINETY-SIX THOUSAND THREE HUNDRED DOLLARS AND ZERO CENTS (\$96,300.00)** ("Total Contract Price"). This amount represents the **Toal Base Bid** for items 1 through 4 of the Bid Schedule. Any additional expenditures must be approved by the City Manager in writing before they are incurred.

B. Alternative Bid Items. It is agreed that the City, at its sole discretion, may elect to include **Alternative Bid Items 1 and 2** (Temporary Fencing/Security Monitoring) as described in the Bid Proposal. In the event the City authorizes these alternative items in writing, the Total Contract Price shall be increased by the stipulated unit prices for such work, up to a maximum adjusted Total Contract Price of **ONE HUNDRED TWENTY-FIVE THOUSAND THREE HUNDRED DOLLARS AND ZERO CENTS (\$125,300.00)**. Any additional expenditures must be approved by the City Manager in writing before they are incurred.

C. Payment of Compensation. If the Work is scheduled for completion in thirty (30) or less calendar days, City will arrange for payment of the Total Contract Price upon completion and approval by City of the Work. If the Work is scheduled for completion in more than thirty (30) calendar days, City will pay Contractor on a monthly basis as provided for herein. On or before the fifth (5th) day of each month, Contractor shall submit to the City an itemized application for payment in the format supplied by the City indicating the amount of Work completed since commencement of the Work or since the last progress payment. These applications shall be supported by evidence which is required by this Contract and such other documentation as the City may require. The Contractor shall certify that the Work for which payment is requested has been done and that the materials listed are stored where indicated. Contractor may be required to furnish a detailed schedule of values upon request of the City and in such detail and form as the City shall request, showing the quantities, unit prices, overhead, profit, and all other expenses involved in order to provide a basis for determining the amount of progress payments.

City shall review and pay all progress payment requests in accordance with the provisions set forth in Section 20104.50 of the California Public Contract Code. No progress payments will be made for Work not completed in accordance with this Contract.

## SECTION 9. CONTRACT RETENTIONS

From each approved progress estimate, five percent (5%) will be deducted and retained by the City, and the remainder will be paid to Contractor. All Contract retainage shall be released and paid to the Contractor and subcontractors pursuant to California Public Contract Code Section 7107.

## **SECTION 10. OTHER RETENTIONS**

In addition to Contract retentions, the City may deduct from each progress payment an amount necessary to protect City from loss because of: (1) liquidated damages which have accrued as of the date of the application for payment; (2) any sums expended by the City in performing any of Contractor's obligations under the Contract which Contractor has failed to perform or has performed inadequately; (3) defective Work not remedied; (4) stop notices as allowed by state law; (5) reasonable doubt that the Work can be completed for the unpaid balance of the Total Contract Price or within the scheduled completion date; (6) unsatisfactory prosecution of the Work by Contractor; (7) unauthorized deviations from the Contract; (8) failure of the Contractor to maintain or submit on a timely basis, proper and sufficient documentation as required by the Contract or by City during the prosecution of the Work; (9) erroneous or false estimates by the Contractor of the value of the Work performed; (10) any sums representing expenses, losses, or damages as determined by the City, incurred by the City for which Contractor is liable under the Contract; and (11) any other sums which the City is entitled to recover from Contractor under the terms of the Contract or pursuant to state law, including Section 1727 of the California Labor Code. The failure by the City to deduct any of these sums from a progress payment shall not constitute a waiver of the City's right to such sums.

## **SECTION 11. SUBSTITUTIONS FOR CONTRACT RETENTIONS**

In accordance with California Public Contract Code Section 22300, the City will permit the substitution of securities for any monies withheld by the City to ensure performance under the Contract. At the request and expense of the Contractor, securities equivalent to the amount withheld shall be deposited with the City, or with a state or federally chartered bank in California as the escrow agent, and thereafter the City shall then pay such monies to the Contractor as they come due. Upon satisfactory completion of the Contract, the securities shall be returned to the Contractor. For purposes of this Section and Section 22300 of the Public Contract Code, the term "satisfactory completion of the contract" shall mean the time the City has issued written final acceptance of the Work and filed a Notice of Completion as required by law and provisions of this Contract. The Contractor shall be the beneficial owner of any securities substituted for monies withheld and shall receive any interest thereon. The escrow agreement used for the purposes of this Section shall be in the form provided by the City.

## **SECTION 12. PAYMENT TO SUBCONTRACTORS**

Contractor shall pay all subcontractors for and on account of work performed by such subcontractors in accordance with the terms of their respective subcontracts and as provided for in Section 10262 of the California Public Contract Code. Such payments to subcontractors shall be based on the measurements and estimates made and progress payments provided to Contractor pursuant to this Contract.

## **SECTION 13. TITLE TO WORK**

As security for partial, progress, or other payments, title to Work for which such payments are made shall pass to the City at the time of payment. To the extent that title has not previously been vested in the City by reason of payments, full title shall pass to the City at delivery of the Work at the destination and time specified in this Contract. Such transferred title shall in each case be good, and free and clear from any and all security interests, liens, or other encumbrances. Contractor promises and agrees that it will not pledge, hypothecate, or otherwise encumber the items in any manner that would result in any lien, security interest, charge, or claim upon or against said items. Such transfer of title shall not imply acceptance by the City, nor relieve

Contractor from the responsibility to strictly comply with the Contract, and shall not relieve Contractor of responsibility for any loss of or damage to items.

#### **SECTION 14. DISPUTE RESOLUTION**

Any separate demand by Contractor for the payment of money or damages shall be resolved in accordance with Public Contract Code Sections 20104 et seq., if applicable.

#### **SECTION 15. TERMINATION**

This Contract may be terminated by City at any time by giving Contractor three (3) days advance written notice. In the event of termination by City for any reason other than the fault of Contractor, City shall pay Contractor for all Work performed up to that time as provided herein. In the event of breach of the Contract by Contractor, City may terminate the Contract immediately without notice, may reduce payment to the Contractor in the amount necessary to offset City's resulting damages, and may pursue any other available recourse against Contractor. Contractor may not terminate this Contract except for cause.

In the event this Contract is terminated in whole or in part as provided, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated. Further, if this Contract is terminated as provided, City may require Contractor to provide all finished or unfinished documents, data, diagrams, drawings, materials or other matter prepared or built by Contractor in connection with its performance of this Contract.

#### **SECTION 16. COMPLETION OF WORK**

When the Contractor determines that it has completed the Work required herein, Contractor shall so notify City in writing and shall furnish all labor and material releases required by this Contract. City shall thereupon inspect the Work. If the Work is not acceptable to the City, the City shall indicate to Contractor in writing the specific portions or items of Work which are unsatisfactory or incomplete. Once Contractor determines that it has completed the incomplete or unsatisfactory Work, Contractor may request a re-inspection by the City. Once the Work is acceptable to City, City shall pay to Contractor the Total Contract Price remaining to be paid, less any amount which City may be authorized or directed by law to retain. Payment of retention proceeds due to Contractor shall be made in accordance with Section 7107 of the California Public Contract Code.

#### **SECTION 17. CITY'S REPRESENTATIVE**

The City hereby designates the **City Engineer**, or their designee, to act as its representative for the performance of this Contract ("City's Representative"). City's Representative shall have the power to act on behalf of the City for all purposes under this Contract. Contractor shall not accept direction or orders from any person other than the City's Representative or his or her designee.

#### **SECTION 18. CONTRACTOR'S REPRESENTATIVE**

Before starting the Work, Contractor shall submit in writing the name, qualifications and experience of its proposed representative who shall be subject to the review and approval of the City ("Contractor's Representative"). Following approval by the City, the Contractor's Representative shall have full authority to represent and act on behalf of the Contractor for all purposes under this Contract. The Contractor's Representative shall supervise and direct the Work, using his best skill and attention, and shall be responsible for all construction means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Work under this Contract. Contractor's Representative shall devote full time to

the Project and either he or his designee, who shall be acceptable to the City, shall be present at the Work site at all times that any Work is in progress and at any time that any employee or subcontractor of Contractor is present at the Work site. Arrangements for responsible supervision, acceptable to the City, shall be made for emergency Work which may be required. Should Contractor desire to change its Contractor's Representative, Contractor shall provide the information specified above and obtain the City's written approval.

## **SECTION 19. CONTRACT INTERPRETATION**

Should any question arise regarding the meaning or import of any of the provisions of this Contract or written or oral instructions from City, the matter shall be referred to City's Representative, whose decision shall be binding upon Contractor.

## **SECTION 20. LOSS AND DAMAGE**

Contractor shall be responsible for all loss and damage which may arise out of the nature of the Work agreed to herein, or from the action of the elements, or from any unforeseen difficulties which may arise or be encountered in the prosecution of the Work until the same is fully completed and accepted by City. However, Contractor shall be responsible for damage proximately caused by Acts of God, within the meaning of Section 4150 of the Government Code, only to the extent of five percent (5%) of the Total Contract Price as specified herein. In the event of damage proximately caused by "Acts of God," the City may terminate this Contract upon three (3) days advanced written notice.

## **SECTION 21. INDEMNIFICATION**

A. Indemnification. Contractor shall defend, indemnify and hold the City, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any alleged acts, omissions or willful misconduct of Contractor, its officials, officers, employees, agents, consultants and contractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of all consequential damages and attorneys fees and other related costs and expenses. Contractor shall defend, at Contractor's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, agents or volunteers. Contractor shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents or volunteers, in any such suit, action or other legal proceeding. Contractor shall reimburse City and its directors, officials, officers, employees, agents and/or volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Contractor's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by the City, its directors, officials officers, employees, agents or volunteers.

B. General Indemnification. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subcontractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others are required here, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes

no additional obligations on City and will in no way act as a waiver of any rights hereunder. This obligation to indemnify and defend City as set forth here is binding on the successors, assigns or heirs of Contractor and shall survive the termination of this Agreement or this section.

## **SECTION 22. INSURANCE**

Prior to the beginning of and throughout the duration of the Work, Contractor will maintain insurance in conformance with the requirements set forth below. Contractor will use existing coverage to comply with these requirements. If that existing coverage does not meet the requirements set forth here, Contractor agrees to amend, supplement or endorse the existing coverage to do so. Contractor acknowledges that the insurance coverage and policy limits set forth in this section constitute the minimum amount of coverage required. Any insurance proceeds in excess of the limits and coverage required in this Agreement and which are applicable to a given loss, will be available to the City. Contractor shall provide the following types and amounts of insurance:

A. Commercial General Liability Insurance using Insurance Services Office “Commercial General Liability” policy form CG 00 01 or the exact equivalent. Defense costs must be paid in addition to limits. There shall be no cross liability exclusion for claims or suits by one insured against another. Limits are subject to review but in no event less than \$2,000,000 per occurrence for all covered losses and no less than \$4,000,000 general aggregate.

B. Business Auto Coverage on ISO Business Auto Coverage form CA 00 01 including symbol 1 (Any Auto) or the exact equivalent. Limits are subject to review, but in no event to be less than \$1,000,000 per accident. If Contractor owns no vehicles, this requirement may be satisfied by a non-owned auto endorsement to the general liability policy described above. If Contractor or Contractor’s employees will use personal autos in any way on this project, Contractor shall provide evidence of personal auto liability coverage for each such person.

C. Workers Compensation on a state-approved policy form providing statutory benefits as required by law with employer’s liability limits no less than \$1,000,000 per accident or disease.

D. Excess or Umbrella Liability Insurance (Over Primary) if used to meet limit requirements, shall provide coverage at least as broad as specified for the underlying coverages. Any such coverage provided under an umbrella liability policy shall include a drop down provision providing primary coverage above a maximum \$25,000 self-insured retention for liability not covered by primary but covered by the umbrella. Coverage shall be provided on a “pay on behalf” basis, with defense costs payable in addition to policy limits. Policy shall contain a provision obligating insurer at the time insured’s liability is determined, not requiring actual payment by the insured first. There shall be no cross liability exclusion precluding coverage for claims or suits by one insured against another. Coverage shall be applicable to City for injury to employees of Contractor, subcontractors or others involved in the Work. The scope of coverage provided is subject to approval of City following receipt of proof of insurance as required herein. Insurance procured pursuant to these requirements shall be written by insurers that are admitted carriers in the State of California and with an A.M. Best rating of A or better and a minimum financial size VII.

E. Contractors Pollution Liability applicable to the work being performed, with a limit no less than \$2,000,000 per claim or occurrence and \$2,000,000 aggregate per policy period of one year. If coverage is written on a claims-made form:

(1) The retroactive date must be shown and must be before the date of the contract or the beginning of contract work.

(2) Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

(3) If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date prior to the contract effective date, the Contractor must purchase an extended period coverage for a minimum of five (5) years after completion of contract work.

(4) A copy of the claims reporting requirements must be submitted to the Entity for review.

(5) If the services involve lead-based paint or asbestos identification / remediation, the Contractors Pollution Liability shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification / remediation, the Contractors Pollution Liability shall not contain a mold exclusion and the definition of "Pollution" shall include microbial matter including mold.

F. General conditions pertaining to provision of insurance coverage by Contractor. Contractor and City agree to the following with respect to insurance provided by Contractor:

(1) Contractor agrees to have its insurer endorse the third party general liability coverage required herein to include as additional insureds City, its officials, employees and agents, using standard ISO endorsement No. CG 2010 with an edition prior to 1992. Contractor also agrees to require all contractors, and subcontractors to do so likewise.

(2) No liability insurance coverage provided to comply with this Agreement shall prohibit Contractor, or Consultant's employees, or agents, from waiving the right of subrogation prior to a loss. Contractor agrees to waive subrogation rights against City regardless of the applicability of any insurance proceeds, and to require all contractors and subcontractors to do likewise.

(3) All insurance coverage and limits provided by Contractor and available or applicable to this Agreement are intended to apply to the full extent of the policies. Nothing contained in this Agreement or any other agreement relating to the City or its operations limits the application of such insurance coverage.

(4) None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved in writing.

(5) No liability policy shall contain any provision or definition that would serve to eliminate so-called “third party action over” claims, including any exclusion for bodily injury to an employee of the insured or any contractor or subcontractor.

(6) All coverage types and limits required are subject to approval, modification and additional requirements by the City, as the need arises. Contractor shall not make any reductions in scope of coverage (e.g. elimination of contractual liability or reduction of discovery period) that may affect City’s protection without City’s prior written consent.

(7) Proof of compliance with these insurance requirements, consisting of certificates of insurance evidencing all of the coverages required and an additional insured endorsement to Contractor’s general liability policy, shall be delivered to City at or prior to the execution of this Agreement. In the event such proof of any insurance is not delivered as required, or in the event such insurance is canceled at any time and no replacement coverage is provided, City has the right, but not the duty, to obtain any insurance it deems necessary to protect its interests under this or any other agreement and to pay the premium. Any premium so paid by City shall be charged to and promptly paid by Contractor or deducted from sums due Contractor, at City option.

(8) Certificate(s) are to reflect that the insurer will provide 30 days notice to City of any cancellation of coverage. Contractor agrees to require its insurer to modify such certificates to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, or that any party will “endeavor” (as opposed to being required) to comply with the requirements of the certificate.

(9) It is acknowledged by the parties of this Agreement that all insurance coverage required to be provided by Contractor or any subcontractor, is intended to apply first and on a primary, non-contributing basis in relation to any other insurance or self insurance available to City.

(10) Contractor agrees to ensure that subcontractors, and any other party involved with the project that is brought onto or involved in the project by Contractor, provide the same minimum insurance coverage required of Contractor. Contractor agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Contractor agrees that upon request, all agreements with subcontractors and others engaged in the project will be submitted to City for review.

(11) Contractor agrees not to self-insure or to use any self-insured retention’s or deductibles on any portion of the insurance required herein except as disclosed to and approved by the City and further agrees that it will not allow any contractor, subcontractor, Architect, Engineer or other entity or person in any way involved in the performance of work on the project contemplated by this Agreement to self-insure its obligations to City. City expressly approves maintenance by the Contractor of a \$100,000 deductible on its current Professional Liability insurance policy.

(12) The City reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Contractor ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the

Contractor, the City will negotiate additional compensation proportional to the increased benefit to City.

(13) For purposes of applying insurance coverage only, this Agreement will be deemed to have been executed immediately upon any party hereto taking any steps that can be deemed to be in furtherance of or towards performance of this Agreement.

(14) Contractor acknowledges and agrees that any actual or alleged failure on the part of City to inform Contractor of non-compliance with any insurance requirement in no way imposes any additional obligations on City nor does it waive any rights hereunder in this or any other regard.

(15) Contractor will renew the required coverage annually as long as City, or its employees or agents face an exposure from operations of any type pursuant to this Agreement. This obligation applies whether or not the Agreement is canceled or terminated for any reason. Termination of this obligation is not effective until City executes a written statement to that effect.

(16) Contractor shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Proof that such coverage has been ordered shall be submitted prior to expiration. A coverage binder or letter from Contractor's insurance agent to this effect is acceptable. A certificate of insurance and/or additional insured endorsement as required in these specifications applicable to the renewing or new coverage must be provided to City within five days of the expiration of the coverages.

(17). The provisions of any workers' compensation or similar act will not limit the obligations of Contractor under this Agreement. Contractor expressly agrees not to use any statutory immunity defenses under such laws with respect to City, its employees, officials and agents.

(18) Requirements of specific coverage features or limits contained in this section are not intended as limitations on coverage, limits or other requirements nor as a waiver of any coverage normally provided by any given policy. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue, and is not intended by any party or insured to be limiting or all-inclusive.

(19) These insurance requirements are intended to be separate and distinct from any other provision in this Agreement and are intended by the parties here to be interpreted as such.

(20). The requirements in this Section supersede all other sections and provisions of this Agreement, except Exhibit "D" "Modifications to Contract Documents", to the extent that any other section or provision conflicts with or impairs the provisions of this Section.

(21) Contractor agrees to be responsible for ensuring that no contract used by any party involved in any way with the project reserves the right to charge City or Contractor for the cost of additional insurance coverage required by this Agreement. Any such provisions are to be deleted with reference to City. It is not the intent of City to reimburse any third party for the cost of complying with these requirements. There shall be no recourse against City for payment of premiums or other amounts with respect thereto.

(22) Contractor agrees to provide immediate notice to City of any claim or loss against Contractor arising out of the work performed under this Agreement. City assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve City.

## **SECTION 23. BONDS**

A. Performance Bond. If specifically requested by City in the Bidding Documents, attached hereto and incorporated herein by reference, Contractor shall execute and provide to City concurrently with this Agreement a Performance Bond in the amount of the total, not-to-exceed compensation indicated in this Agreement, and in a form provided or approved by the City. If such bond is required, no payment will be made to Contractor until it has been received and approved by the City.

B. Payment Bond. If required by law or otherwise specifically requested by City in the Bidding Documents, attached hereto and incorporated herein by reference, Contractor shall execute and provide to City concurrently with this Agreement a Payment Bond in the amount of the total, not-to-exceed compensation indicated in this Agreement, and in a form provided or approved by the City. If such bond is required, no payment will be made to Contractor until it has been received and approved by the City.

C. Bond Provisions. Should, in City's sole opinion, any bond become insufficient or any surety be found to be unsatisfactory, Contractor shall renew or replace the affected bond within 10 days of receiving notice from City. In the event the surety or Contractor intends to reduce or cancel any required bond, at least thirty (30) days prior written notice shall be given to the City, and Contractor shall post acceptable replacement bonds at least ten (10) days prior to expiration of the original bonds. No further payments shall be deemed due or will be made under this Agreement until any replacement bonds required by this Section are accepted by the City. To the extent, if any, that the total compensation is increased in accordance with the Agreement, the Contractor shall, upon request of the City, cause the amount of the bonds to be increased accordingly and shall promptly deliver satisfactory evidence of such increase to the City. To the extent available, the bonds shall further provide that no change or alteration of the Agreement (including, without limitation, an increase in the total compensation, as referred to above), extensions of time, or modifications of the time, terms, or conditions of payment to the Contractor, will release the surety. If the Contractor fails to furnish any required bond, the City may terminate this Agreement for cause.

D. Surety Qualifications. Only bonds executed by an admitted surety insurer, as defined in Code of Civil Procedure Section 995.120, shall be accepted. The surety must be a California-admitted surety with a current A.M. Best's rating no less than A:VIII and satisfactory to the City. If a California-admitted surety insurer issuing bonds does not meet these requirements, the insurer will be considered qualified if it is in conformance with Section 995.660 of the California Code of Civil Procedure, and proof of such is provided to the City.

## **SECTION 24. SAFETY**

Contractor shall execute and maintain its work so as to avoid injury or damage to any person or property. Contractor shall comply with the requirements of the specifications relating to safety measures applicable in particular operations or kinds of work. In carrying out its Work, the Contractor shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees

appropriate to the nature of the Work and the conditions under which the Work is to be performed. Safety precautions as applicable shall include, but shall not be limited to, adequate life protection and life saving equipment; adequate illumination for underground and night operations; instructions in accident prevention for all employees, such as machinery guards, safe walkways, scaffolds, ladders, bridges, gang planks, confined space procedures, trenching and shoring, fall protection and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and adequate facilities for the proper inspection and maintenance of all safety measures. Furthermore, Contractor shall prominently display the names and telephone numbers of at least two medical doctors practicing in the vicinity of the Project, as well as the telephone number of the local ambulance service, adjacent to all telephones at the Project site.

## **SECTION 25. WARRANTY**

Contractor warrants all Work under the Contract (which for purposes of this Section shall be deemed to include unauthorized work which has not been removed and any non-conforming materials incorporated into the Work) to be of good quality and free from any defective or faulty material and workmanship. Contractor agrees that for a period of one year (or the period of time specified elsewhere in the Contract or in any guarantee or warranty provided by any manufacturer or supplier of equipment or materials incorporated into the Work, whichever is later) after the date of final acceptance, Contractor shall within ten (10) Days after being notified in writing by the City of any defect in the Work or non-conformance of the Work to the Contract, commence and prosecute with due diligence all Work necessary to fulfill the terms of the warranty at his sole cost and expense. Contractor shall act sooner as requested by the City in response to an emergency. In addition, Contractor shall, at its sole cost and expense, repair and replace any portions of the Work (or work of other contractors) damaged by its defective Work or which becomes damaged in the course of repairing or replacing defective Work. For any Work so corrected, Contractor's obligation hereunder to correct defective Work shall be reinstated for an additional one year period, commencing with the date of acceptance of such corrected Work. Contractor shall perform such tests as the City may require verifying that any corrective actions, including, without limitation, redesign, repairs, and replacements comply with the requirements of the Contract. All costs associated with such corrective actions and testing, including the removal, replacement, and reinstatement of equipment and materials necessary to gain access, shall be the sole responsibility of the Contractor. All warranties and guarantees of subcontractors, suppliers and manufacturers with respect to any portion of the Work, whether express or implied, are deemed to be obtained by Contractor for the benefit of the City, regardless of whether or not such warranties and guarantees have been transferred or assigned to the City by separate agreement and Contractor agrees to enforce such warranties and guarantees, if necessary, on behalf of the City. In the event that Contractor fails to perform its obligations under this Section, or under any other warranty or guaranty under this Contract, to the reasonable satisfaction of the City, the City shall have the right to correct and replace any defective or non-conforming Work and any work damaged by such work or the replacement or correction thereof at Contractor's sole expense. Contractor shall be obligated to fully reimburse the City for any expenses incurred hereunder upon demand.

## **SECTION 26. LAWS AND REGULATIONS**

Contractor shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Contract or the Work, including all Cal/OSHA requirements, and shall give all notices required by law. Contractor shall

be liable for all violations of such laws and regulations in connection with Work. If the Contractor observes that the drawings or specifications are at variance with any law, rule or regulation, it shall promptly notify the City in writing. Any necessary changes shall be made by written change order. If the Contractor performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the City, the Contractor shall be solely responsible for all costs arising there from. Contractor shall defend, indemnify and hold City, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Contract, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

#### **SECTION 27. PERMITS AND LICENSES**

Contractor shall be responsible for securing, at its own expense, and paying for all permits and licenses necessary to perform the Work described herein.

#### **SECTION 28. TRENCHING WORK**

If the Total Contract Price exceeds \$25,000 and if the Work governed by this Contract entails excavation of any trench or trenches five (5) feet or more in depth, Contractor shall comply with all applicable provisions of the Labor Code, including Section 6705. To this end, Contractor shall submit for City's review and approval a detailed plan showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection from the hazard of caving ground during the excavation of such trench or trenches. If such plan varies from the shoring system standards, the plan shall be prepared by a registered civil or structural engineer.

#### **SECTION 29. HAZARDOUS MATERIALS AND DIFFERING CONDITIONS**

As required by Public Contract Code Section 7104, if this Contract involves digging trenches or other excavations that extend deeper than four (4) feet below the surface, Contractor shall promptly, and prior to disturbance of any conditions, notify City of: (1) any material discovered in excavation that Contractor believes to be a hazardous waste that is required to be removed to a Class I, Class II or Class III disposal site; (2) subsurface or latent physical conditions at the site differing from those indicated by City; and (3) unknown physical conditions of an unusual nature at the site, significantly different from those ordinarily encountered in such contract work. Upon notification, City shall promptly investigate the conditions to determine whether a change order is appropriate. In the event of a dispute, Contractor shall not be excused from any scheduled completion date and shall proceed with all Work to be performed under the Contract, but shall retain all rights provided by the Contract or by law for making protests and resolving the dispute.

#### **SECTION 30. UNDERGROUND UTILITY FACILITIES**

To the extent required by Section 4215 of the Government Code, City shall compensate Contractor for the costs of: (1) locating and repairing damage to underground utility facilities not caused by the failure of Contractor to exercise reasonable care; (2) removing or relocating underground utility facilities not indicated in the construction drawings; and (3) equipment necessarily idled during such work. Contractor shall not be assessed liquidated damages for delay caused by failure of City to provide for removal or relocation of such utility facilities.

#### **SECTION 31. PREVAILING WAGES**

Contractor is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 1600, et seq., ("Prevailing Wage Laws"), the Davis-Bacon Act of 1931 and 23 USC 113, which require the payment of

prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. Contractor agrees to fully comply with such Prevailing Wage Laws.

Contractor shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Contractor's principal place of business and at the project site. Contractor shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

### **SECTION 32. APPRENTICEABLE CRAFTS**

When Contractor employs workmen in an apprenticed craft or trade, Contractor shall comply with the provisions of Section 1777.5 of the Labor Code with respect to the employment of properly registered apprentices upon public works. The primary responsibility for compliance with said section for all apprenticed occupations shall be with Contractor.

### **SECTION 33. HOURS OF WORK**

Contractor is advised that eight (8) hours labor constitutes a legal day's work. Pursuant to Section 1813 of the Labor Code, Contractor shall forfeit a penalty of \$25.00 per worker for each day that each worker is permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any one calendar week, except when payment for overtime is made at not less than one and one-half (1-1/2) times the basic rate for that worker.

### **SECTION 34. PAYROLL RECORDS**

In accordance with the requirements of Labor Code Section 1776, Contractor shall keep accurate payroll records which are either on forms provided by the Division of Labor Standards Enforcement or which contain the same information required by such forms. Responsibility for compliance with Labor Code Section 1776 shall rest solely with Contractor, and Contractor shall make all such records available for inspection at all reasonable hours.

### **SECTION 35. CONTRACTOR'S LABOR CERTIFICATION**

By its signature hereunder, Contractor certifies that he is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Work. A certification form for this purpose, which is attached to this Contract as Exhibit "C" and incorporated herein by reference, shall be executed simultaneously with this Contract.

### **SECTION 36. LABOR AND MATERIAL RELEASES**

Contractor shall furnish City with labor and material releases from all subcontractors performing work on, or furnishing materials for, the work governed by this Contract prior to final payment by City.

### **SECTION 37. EQUAL OPPORTUNITY EMPLOYMENT**

Contractor represents that it is an equal opportunity employer and that it shall not discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, sex, age or other interests protected by the state or Federal Constitutions. Such non-discrimination shall include, but not be limited to, all activities related to initial employment,

upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination.

**SECTION 38. ANTI-TRUST CLAIMS**

This provision shall be operative if this Contract is applicable to California Public Contract Code Section 7103.5. In entering into this Contract to supply goods, services or materials, the Contractor hereby offers and agrees to assign to the City all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Section 15) or under the Cartwright Act (Chapter 2, commencing with Section 16700, of Part 2 of Division 7 of the Business and Professions Code) arising from purchases of goods, services, or materials pursuant to the Contract. This assignment shall be made and become effective at the time the City tender final payment to the Contractor, without further acknowledgment by the parties.

**SECTION 39. NOTICES**

All notices hereunder and communications regarding interpretation of the terms of the Contract or changes thereto shall be provided by the mailing thereof by registered or certified mail, return receipt requested, postage prepaid and addressed as follows:

**CITY**

City of Eastvale  
Attn: Jimmy Chung, City Engineer  
12363 Limonite Ave., Suite 910  
Eastvale, CA 91752

**CONTRACTOR**

Precision Works, Inc. dba Precision Environmental  
Attn: Robert Ruiz, CEO/Owner  
4350 Transport St, Suite #109  
Ventura, CA 93003

Any notice so given shall be considered received by the other party three (3) days after deposit in the U.S. Mail as stated above and addressed to the party at the above address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

**SECTION 40. ENTIRE CONTRACT; MODIFICATION**

This Agreement, including the attached Exhibits “A” through “F”, the advertised bid documents, associated addenda, is the entire, complete, final and exclusive expression of the parties with respect to the matters addressed therein and supersedes all other agreement or understandings, whether oral or written, or entered into between Contractor and City prior to the execution of the agreement. No prior statements, representations or other agreements, whether oral or written, made by any parties which are not embodied herein shall be valid and binding. No amendment to this Agreement shall be valid and binding unless in writing duly executed by the parties or their authorized representatives.

**SECTION 41. TIME IS OF THE ESSENCE**

Time is of the essence in the performance of this Contract.

**SECTION 42. ASSIGNMENT FORBIDDEN**

Contractor shall not, either voluntarily or by action of law, assign or transfer this Contract or any obligation, right, title or interest assumed by Contractor herein without the prior written consent of City. If Contractor attempts an assignment or transfer of this Contract or any obligation, right, title or interest herein, City may, at its option, terminate and revoke the Contract and shall

thereupon be relieved from any and all obligations to Contractor or its assignee or transferee.

**SECTION 43. GOVERNING LAW**

This Contract shall be governed by the laws of the State of California.

**SECTION 44. COUNTERPARTS**

This Contract may be executed in counterparts, each of which shall constitute an original.

**SECTION 45. SUCCESSORS**

The parties do for themselves, their heirs, executors, administrators, successors, and assigns agree to the full performance of all of the provisions contained in this Contract.

**SECTION 46. ATTORNEYS' FEES**

If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Contract, the prevailing party in such action shall be entitled to have and recover from the losing party reasonable attorneys' fees and all other costs of such action.

**SECTION 47. CLAIMS OF \$375,000 OR LESS**

Notwithstanding any other provision herein, claims of \$375,000 or less shall be resolved pursuant to the alternative dispute resolution procedures set forth in Public Contracts Code 20104, et seq.

**SECTION 48. PROHIBITED INTERESTS**

A. Solicitation. Contractor maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Contractor, to solicit or secure this Contract. Further, Contractor warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Contractor, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Contract. For breach or violation of this warranty, City shall have the right to terminate this Contract without liability.

B. Conflict of Interest. For the term of this Contract, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Contract, or obtain any present or anticipated material benefit arising there from.

**SECTION 49. CERTIFICATION OF LICENSE**

Contractor certifies that as of the date of execution of this Contract, Contractor has a current contractor's license of the classification indicated below under Contractor's signature.

IN WITNESS WHEREOF, each of the parties has caused this Contract to be executed on the day and year first above written.

**CITY OF EASTVALE**

**PRECISION WORKS DBA  
PRECISION ENVIRONMENTAL**

By: \_\_\_\_\_  
Signature

By: \_\_\_\_\_  
Signature

\_\_\_\_\_  
Name

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

Attest: \_\_\_\_\_

City Clerk

\_\_\_\_\_  
Classification of Contractor's License

\_\_\_\_\_  
Contractor's License Number

## **EXHIBIT "A" PLANS AND SPECIFICATIONS**

The following plans and specifications are incorporated into this Contract herein by this reference:

The work for which this proposal is submitted is for construction in conformance with the project plans described below, including any addenda thereto, the contract annexed hereto, and also in conformance with the City of Eastvale Standard Plan and Specifications, (herein referred to as the Standard Construction Specifications), California Department of Transportation Standard Plans, dated 2023, the Standard Specifications, dated 2025 (herein referred to as the State Standard Specifications), and the Labor Surcharge and Equipment Rental Rates in effect on the date the work is accomplished.

The Plans and Specifications for the work are as follows:

- **Advertised bid documents (ITB #26-104EG) and associated Addenda for: Demolition and Disposal of Structures Located at 14821 Chandler St**

## **EXHIBIT "B" BID PROPOSAL**

The following Bid Proposal from PRECISION ENVIRONMENTAL is incorporated into this Contract.

## SECTION C. **BIDDER'S PROPOSAL**

BIDDER SHALL SUBMIT ALL FORMS UNDER SECTION C. BIDDER'S PROPOSAL AS PART OF THE BID. FAILURE TO DO SO WILL RESULT IN A NON-RESPONSIVE BID.

For the: **Demolition and Disposal of Structures Located at 14821 Chandler St, Project# 95017**

From:

**BIDDER'S COMPANY NAME** Precision Works, Inc. DBA Precision Environmental

**BUSINESS P.O. BOX** N/A

**CITY, STATE, ZIP** N/A

**BUSINESS STREET ADDRESS** 4350 Transport Street, Suite #109  
(Please include even if P.O. Box used)

**CITY, STATE, ZIP** Ventura, California, 93003

**TELEPHONE NO: AREA CODE ( )** 800-375-7786

**EMAIL:** bids@precisionenv.com

**DEPARTMENT OF INDUSTRIAL RELATIONS (DIR) No.** 1000046051

Proposal To: The Honorable Mayor and City Council

City of Eastvale

Eastvale, California

The undersigned, as bidder, declares that he has carefully examined the location of the proposed work as described, examined the Plans, Specifications, Special Provisions, and other contract documents, together with all Addenda issued by the City of Eastvale, read the Instructions to Bidders, and is familiar with all proposal requirements, and hereby proposed and agrees, if the proposal is accepted, to complete the said construction in accordance with the Contract Documents, in the time stated herein, for the unit price or lump sum given on the following pages of this proposal, amounting to a base bid total of:

ninety-six thousand three hundred

Words

\$ 96,300.00

Figures

Said amount to include and cover all taxes, the furnishing of all materials, the performing of all the labor requisite or proper and the providing of all necessary machinery, tools, apparatus, and other means of construction; also, the performance and completion of all the work in the manner set forth, described and shown in the Specifications or the drawings for the work.

If the contract is awarded, the undersigned agrees to enter into a contract with the City of Eastvale and to commence work within ten (10) calendar days from the date of issuance of the Notice to Proceed and to diligently prosecute the work to completion in a total of forty (40) Working Days from the date specified in the Notice to Proceed.

All bids are to be computed on the basis of the given Estimated Quantities of Work, as indicated in this proposal, times the unit prices as submitted by the bidders. In case of discrepancy between words and figures, the words shall prevail. In case of discrepancy between unit prices and the extension thereof, the unit price shall prevail and bids will be computed as indicated above and compared on the basis of corrected totals, given solely as a basis for comparison of bids. It is understood that the City does not expressly, nor by implication, agree that the actual amount of work will correspond therewith, but reserves the right to increase or decrease the amount of any item or portion of the work or to omit portions of the work as may be deemed expedient by the Engineer.

It is also understood by Bidder that the City of Eastvale has the right to reject this proposal or to award a contract to the undersigned at the prices stipulated. If the proposal is rejected, then any check or cashier's check shall be returned to the undersigned within thirty (30) days. No bid bonds will be returned. If the proposal is accepted and the undersigned fails to enter into a contract within fifteen (15) days after the agreement is delivered to him for signature, or within such further time as may be granted by the Members of the City Council, then said check shall be cashed or said bond declared forfeit and an amount equal to the difference between the lowest bid and the next lowest bid who will execute a contract shall be paid into the treasury of the City of City of Eastvale as liquidated damages for the failure of the undersigned to comply with the terms of this proposal.

Accompanying this proposal is Bidders Bond form *(Insert "\$ 10% cash," cashier's check, certified check or bidder's bond forms included in these Contract Documents, as the case may be)*, in an amount equal to at least ten percent (10%) of the total bid.

The following is the name and place of business of the surety company which will furnish the required bonds as surety if the work is awarded to the undersigned:

Mary Hanks, USI Insurance Services LLC. .....

**NOTICE** - If bidder or other interested person is a corporation, state legal name of corporation, also names of the president, secretary, treasurer, and manager thereof; if a copartnership, state true name of firm, also names of all individual copartners composing firm; if bidder or other interested person is an individual, state first and last names in full.

Corporation, Precision Works, Inc. dba Precision Environmentla, Robert Ruiz, CEO/Owner

Licensed in accordance with an act providing for the registration of contractors:

License No. 480595 Classification(s) B, C-2, C-22, C-21

**ADDENDA** - This Proposal is submitted with respect to the changes to the contract included in addenda number/s: 1

*(Fill in addenda numbers if addenda have been received and insert, in this Proposal, any Engineer's Estimate sheets that were received as part of the addenda.)*

By my signature on this proposal I certify, under penalty of perjury under the laws of the State of California, that the foregoing questionnaire and statements of Public Contract Code Sections 10162, 10232 and 10285.1 are true and correct and that the bidder has complied with the requirements of Section 8103 of the Fair Employment and Housing Commission Regulations (Chapter 5, Title 2 of the California Administrative Code). By my signature on this proposal I further certify, under penalty of perjury under the laws of the State of California and the United States of America, that the Noncollusion Affidavit required by Title 23 United States Code, Section 112 and Public Contract Code Section 7106; are true and correct.

Date: 2/10/2020



*Robert Ruiz*  
Robert Ruiz - CEO  
Signature and Title of Bidder

*Signatures shall be notarized*

Business Address 4350 Transport Street, Suite #109

Place of Business Ventura, California, 93003

Place of Residence N/A

*see attached CA Acknowledgment  
-Notary Public*

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

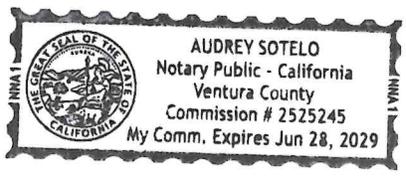
A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }  
County of Ventura }

On February 10<sup>th</sup>, 2026, before me, Audrey Sotelo, Notary Public,  
personally appeared Robert Ruiz

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.



WITNESS my hand and official seal.  
SIGNATURE *Audrey Sotelo*

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

**Description of attached document**

Title or type of document: Bidder's Bond

Document Date: \_\_\_\_\_ Number of Pages: \_\_\_\_\_

Signer(s) Other than Named Above: \_\_\_\_\_

**BID SCHEDULE (REVISED)**

The following quantities are approximate only and are given for the purpose of comparing proposals. The City does not expressly or by implication agree that the actual amount of work will correspond with quantities given herein but reserves the right to increase or decrease the amount of any class or portion as deemed necessary or advisable by the City Engineer. Payment will be based upon the actual quantities installed or constructed, unless otherwise specified. Basis of award shall be in accordance with Base Bid pricing.

<b>Demolition and Disposal of Structures Located at 14821 Chandler St, Project #95017 (Base Bid)</b>					
<b>Item No.</b>	<b>Description</b>	<b>Units</b>	<b>Est. Quantity</b>	<b>Unit Price</b>	<b>Total Price</b>
1	Mobilization and demobilization. (This amount shall not exceed 5% of the total contract)	LS	1	\$4,550	\$4,550
2	Pre-Demolition Haz-Mat Abatement, including all necessary relevant work, and notices and processing through AQMD and other required Agencies.  For abatement scope of work and requirements, see Exhibit B. HAZ- MAT REPORTS.	LS	1	\$23,500	\$23,500
3	Demo existing structures.  For additional information and scope see Exhibit A. PROJECT PLANS	LS	1	\$67,500	\$67,500
4	Remove existing trees. Work shall include the stumps and roots. <u>NOTE:</u> The number of trees to be removed is not yet determined. Provide bid pricing per tree.	EA	1	\$750	\$750
<b>TOTAL BASE BID:</b>					<b>\$96,300.00</b>

ninety-six thousand three hundred

\$ 96,300.00

**BASE BID TOTAL (Words)**

**(Figures)**

The following alternative bid items are not guaranteed. Bidders should provide pricing if able to provide one or all of the items listed below. Reference Exhibit C for additional specifications.

<b>Demolition and Disposal of Structures Located at 14821 Chandler St, Project #95017 (Alternative Bid)</b>					
Item No.	Description	Units	Est. Quantity	Unit Price	Total Price
1	Install temporary 6' high chain link fence with privacy screen around the perimeter of the work site throughout construction until the project is accepted by the City. <b>Installation must be completed within 72 hours of the Notice to Proceed (refer to Section D-10).</b> The work shall include installing and maintaining the sandbags on all posts.	LS	1	\$24,000	\$24,000
2	Provide, install, and maintain mobile security camera trailers equipped with motion-activated video monitoring, lighting, and remote access capabilities to secure the Public Works Yard during demolition activities. Units shall be fully operational 24/7, including cellular connectivity and backup power. Contractor shall be responsible for delivery, setup, monitoring access coordination, maintenance, and removal upon completion of demolition.	LS	1	\$5,000	\$5,000
<b>TOTAL ALTERNATIVE BID:</b>					<b>\$29,000.00</b>

**Please Note:**

Alternate bid items are for bidding purposes only. Those items and quantities may or may not be used, at the discretion of the City Engineer. The City Engineer shall determine the exact locations and quantities, if any, where the above quantities will be needed. Items shown in the Alternate bid will not be used in the determination of the lowest base bid for the project and shall not be used to determine the lowest responsible bidder. **The award of contract shall be made to the lowest, responsible bidder submitting the lowest, responsive bid for the total of base bid items.**

one hundred twenty-five thousand three hundred	\$ 125,300.00
<b>BASE + ALTERNATIVE BID TOTAL (Words)</b>	<b>(Figures)</b>

**BID BOND**

We, Precision Works, Inc. dba Precision Environmental as Principal,  
and Philadelphia Indemnity Insurance Company as Surety are bound  
unto the City/County of Eastvale, State of California, hereafter referred to as "Obligee", in the penal sum of  
ten percent (10%) of the total amount of the bid of the Principal submitted to the Obligee for the work described  
below, for the payment of which sum we bind ourselves, jointly and severally,

THE CONDITION OF THIS OBLIGATION IS SUCH, THAT:

WHEREAS, the Principal is submitted to the Obligee, for Demolition and Disposal of Structures  
Located at 14821 Chandler St (REBID) Invitation # 26-104EG

*(Copy here the exact description of work, including location as it appears on the proposal)*

Demolition and Disposal of Structures located at 14821 Chandler St – The work to be performed shall include, but not be limited to: demolition,  
site cleanup, environmental and regulatory compliance, site restoration, utility shut-off, coordination, and other items not mentioned here,  
but required by the IFB documents.

for which bids are to be opened at City of Eastvale  
Finance Department on February 11, 2026  
*(Insert place where bids will be opened)* *(Insert date of bid opening)*

NOW, THEREFORE, if the Principal is awarded the contract and, within the time and manner required under  
the specifications, after the prescribed forms are presented to him for signature, enters into a written contract,  
in the prescribed form, in conformance with the bid, and files two bonds with the Obligee, one to guarantee  
faithful performance of the contract and the other to guarantee payment for labor and materials as provided by  
law, then this obligation shall be null and void; otherwise, it shall remain in full force.

In the event suit is brought upon this bond by the Obligee and judgment is recovered, the Surety shall pay all  
costs incurred by the Obligee in such suit, including a reasonable attorney's fee to be fixed by the court.

Dated: February 2, 2026

Precision Works, Inc. dba Precision Environmental

Robert Ruiz - CEO - R R  
*Principal*

Philadelphia Indemnity Insurance Company

*Surety*

By Kristin L. Salazar  
*Attorney-in-fact*



**All Signatures above needs to be NOTARIZED and submitted with Bid Bond**

**CERTIFICATE OF ACKNOWLEDGEMENT**

State of California  
City/County of Denver SS

On this 2nd day of February in the year 2026 before me

Mary E. Hanks, personally appeared Kristin L. Salazar  
*Attorney-in-fact*

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument  
and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their  
signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument. I certify  
under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

(SEAL)

Mary E. Hanks  
*Notary Public*



### ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California Ventura  
County of \_\_\_\_\_ )

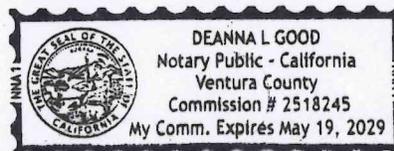
On February 9, 2026 before me, Deanna L Good, Notary Public  
(insert name and title of the officer)

personally appeared Robert Ruiz,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Deanna L Good (Seal)



\* Bid BOND form

Surety Bond Number: Bid Bond

Principal: Precision Works, Inc. dba Precision Environmental

Obligee: City of Commerce

PHILADELPHIA INDEMNITY INSURANCE COMPANY

One Bala Plaza, Suite 100  
Bala Cynwyd, PA 19004-0950

Power of Attorney

KNOW ALL PERSONS BY THESE PRESENTS: That PHILADELPHIA INDEMNITY INSURANCE COMPANY (the Company), a corporation organized and existing under the laws of the Commonwealth of Pennsylvania, does hereby constitute and appoint Kristin L. Salazar its true and lawful Attorney-in-fact with full authority to execute on its behalf bonds, undertakings, recognizances, consents of surety and other contracts of indemnity and writings obligatory in the nature thereof, issued in the course of its business and to bind the Company thereby, in an amount not to exceed \$ 75,000,000.00.

This Power of Attorney is granted and is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of PHILADELPHIA INDEMNITY INSURANCE COMPANY on the 14<sup>th</sup> of November 2016.

**RESOLVED:** That the Board of Directors hereby authorizes the President or any Vice President of the Company: (1) Appoint Attorney(s) in Fact and authorize the Attorney(s) in Fact to execute on behalf of the Company bonds and undertakings, contracts of indemnity and other writings obligatory in t

he nature thereof and to attach the seal of the Company thereto; and (2) to remove, at any time, any such Attorney-in-Fact and revoke the authority given. And, be it

**FURTHER RESOLVED:** That the signatures of such officers and the seal of the Company may be affixed to any such Power of Attorney or certificate relating thereto by facsimile, and any such Power of Attorney so executed and certified by facsimile signatures and facsimile seal shall be valid and binding upon the Company in the future with respect to any bond or undertaking to which it is attached.

IN TESTIMONY WHEREOF, PHILADELPHIA INDEMNITY INSURANCE COMPANY HAS CAUSED THIS INSTRUMENT TO BE SIGNED AND ITS CORPORATE SEAL TO BE AFFIXED BY ITS AUTHORIZED OFFICE THIS 21<sup>ST</sup> DAY OF AUGUST 2025.



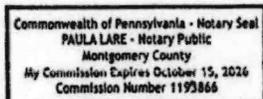
(Seal)

John Glomb, President & CEO

Philadelphia Indemnity Insurance Company

On this 21<sup>st</sup> day of August, 2025, before me came the individual who executed the preceding instrument, to me personally known, and being by me duly sworn said that he is the therein described and authorized officer of the PHILADELPHIA INDEMNITY INSURANCE COMPANY; that the seal affixed to said instrument is the Corporate seal of said Company; that the said Corporate Seal and his signature were duly affixed.

Notary Public:



residing at: Bala Cynwyd

My commission expires: October 15, 2026

I, Angelique Cooper, Corporate Secretary of PHILADELPHIA INDEMNITY INSURANCE COMPANY, do hereby certify that the foregoing resolution of the Board of Directors and the Power of Attorney issued pursuant thereto on the 21<sup>st</sup> day of August, 2025 are true and correct and are still in full force and effect. I do further certify that John Glomb, who executed the Power of Attorney as President, was on the date of execution of the attached Power of Attorney the duly elected President of PHILADELPHIA INDEMNITY INSURANCE COMPANY.

In Testimony Whereof I have subscribed my name and affixed the facsimile seal of each Company this 4th day of February, 2026.



Angelique Cooper, Corporate Secretary  
PHILADELPHIA INDEMNITY INSURANCE COMPANY

**NON-COLLUSION AFFIDAVIT**  
**To the CITY OF EASTVALE**

In conformance with Title 23 United States Code Section 112 and Public Contract Code 7106 the bidder declares that the bid is not made in the interest of, or on behalf of, any undisclosed person, partnership, company, association, organization, or corporation. The bid is genuine and not collusive or sham; that the bidder has not directly or indirectly induced or solicited any other bidder to put in a false or sham bid. The bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price, or of that of any other bidder. All statements contained in the bid are true. The bidder has not, directly or indirectly, submitted his or her bid price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any corporation, partnership, company association, organization, bid depository, or to any member or agent thereof to effectuate a collusive or sham bid, and has not paid, and will not pay, any person or entity for such purpose.

Note: The above Noncollusion Affidavit is part of the Proposal. Signing this Proposal on the signature portion thereof shall also constitute signature of this Noncollusion Affidavit.

Bidders are cautioned that making a false certification may subject the certifier to criminal prosecution.

### EXPERIENCE/QUALIFICATIONS STATEMENT

The bidder has been engaged in the contracting business, under the present business name for 43 years. Experience in work of a nature similar to that covered in the proposal extends over a period of 43 years.

The bidder, as a Contractor, has never failed to satisfactorily complete a Contract awarded to him, except as follows:

The following contracts have been satisfactorily completed in the last three (3) years for the persons, firm or authority indicated, and to whom reference is made:

Year	Type of Work	Contract Amount	Owner/Agency for Whom Work was Performed
2025	Abatement, Restoration, and Demolition Services Various awarded jobs	\$1,000,000.00	Los Angeles County Development Authority (LACDA)
2023	Abatement, Restoration, and Demolition Services Various awarded jobs	\$1,400,000.00	San Bernardino County
2021	Abatement, Restoration, and Demolition Services Various awarded jobs	\$2,300,000.00	Ventura County Office of Education
2023	Abatement, Restoration, and Demolition Services Various awarded jobs	\$1,000,000.00	Santa Ana Unified School District
2023	Abatement, Restoration, and Demolition Services Various awarded jobs	\$1,000,000.00	Azusa Unified School District

The following is a list of plant and equipment owned by the bidder, which is definitely available for use on the proposed work as required.

Quantity	Name, Type and Capacity	Condition	Location
	N/A		

### DESIGNATION OF SUBCONTRACTORS

The Bidder shall list the name, address and license number of each subcontractor to whom the Bidder proposes to subcontract portions of the work. It is understood and agreed that all those portions of the work called for in the contract documents for which a sub-contractor is not listed will be performed by the undersigned through his forces. If no sub-contractors are listed, all bonds and insurance will be written in the name of the general contractor only.

Subcontractor Name: SOCAL FENCE/So Cal Industry

Address: 163 Sixth Ave. City of Industry, CA 91746

License No. and Class: 951632 License Type: C-13 FENCING

DIR No. 1000002412

Dollar Value and Percent of Total Contract: \$24,000 19%

Specific Items of Work: Construction fence

Subcontractor Name: \_\_\_\_\_

Address: \_\_\_\_\_

License No. and Class: \_\_\_\_\_

DIR No. \_\_\_\_\_

Dollar Value and Percent of Total Contract: \_\_\_\_\_

Specific Items of Work: \_\_\_\_\_

Subcontractor Name: \_\_\_\_\_

Address: \_\_\_\_\_

License No. and Class: \_\_\_\_\_

DIR No. \_\_\_\_\_

Dollar Value and Percent of Total Contract: \_\_\_\_\_

Specific Items of Work: \_\_\_\_\_

## PUBLIC CONTRACT CODE

### PUBLIC CONTRACT CODE SECTION 10285.1 STATEMENT

In conformance with Public Contract Code Section 10285.1 (Chapter 376, Stats. 1985), the bidder hereby declares under penalty of perjury under the laws of the State of California that the bidder has    , has not ✓ been convicted within the preceding three years of any offenses referred to in that section, including any charge of fraud, bribery, collusion, conspiracy, or any other act in violation of any state or Federal antitrust law in connection with the bidding upon, award of, or performance of, any public works contract, as defined in Public Contract Code Section 1101, with any public entity, as defined in Public Contract Code Section 1100, including the Regents of the University of California or the Trustees of the California State University. The term "bidder" is understood to include any partner, member, officer, director, responsible managing officer, or responsible managing employee thereof, as referred to in Section 10285.1.

Note: The bidder must place a checkmark after "has" or "has not" in one of the blank spaces provided. The above Statement is part of the Proposal. Signing this Proposal on the signature portion thereof shall also constitute signature of this Statement. Bidders are cautioned that making a false certification may subject the certifier to criminal prosecution.

---

### PUBLIC CONTRACT CODE SECTION 10162 QUESTIONNAIRE

In conformance with Public Contract Code Section 10162, the Bidder shall complete, under penalty of perjury, the following questionnaire:

Has the bidder, any officer of the bidder, or any employee of the bidder who has a proprietary interest in the bidder, ever been disqualified, removed, or otherwise prevented from bidding on, or completing a federal, state, or local government project because of a violation of law or a safety regulation?

Yes     No ✓

If the answer is yes, explain the circumstances in the following space.

**PUBLIC CONTRACT CODE 10232 STATEMENT**

In conformance with Public Contract Code Section 10232, the Contractor, hereby states under penalty of perjury, that no more than one final unappealable finding of contempt of court by a federal court has been issued against the Contractor within the immediately preceding two-year period because of the Contractor's failure to comply with an order of a federal court which orders the Contractor to comply with an order of the National Labor Relations Board.

Note: The above Statement and Questionnaire are part of the Proposal. Signing this Proposal on the signature portion thereof shall also constitute signature of this Statement and Questionnaire.  
Bidders are cautioned that making a false certification may subject the certifier to criminal prosecution.

---

## EXHIBIT "C" SPECIAL CONDITIONS

### **Standard Erosion and Sediment Control Plan Notes:**

1. Dust control shall conform to Section 10, "Dust Control", Section 7-1.01F, "Air Pollution Control", Section 17, "Watering", and Section 18 "Dust Palliative" of the State Standard Specifications, Rules no. 401, 402, 403 and 403.1 of the South Coast Air Quality Management District (AQMD), Riverside County Code, Chapter 8.52, "Fugitive Dust Reduction Program For Coachella Valley", all other applicable Federal and State laws, and the requirements set forth herein.
2. The Contractor is cautioned that failure to control fugitive dust may result in fines being levied by the South Coast Air Quality Management District to both the Contractor and the City of Eastvale, as owner. The Contractor shall be fully responsible for payment of all fines pertaining to air pollution control violations, resulting from Contractor's operations related to the construction contract, which may be levied against both the Contractor and the City of Eastvale by the AQMD or other regulatory agencies. The Contractor's attention is directed to Section 7-1.01, "Laws to be Observed" of the State Standard Specifications. The cost of all fines levied against the City of Eastvale will be deducted from any moneys due or which may become due to the Contractor, unless other payment arrangements are made by the Contractor.
3. Dust control of all of the contractor's operations is required 24 hours per day, 7 days a week for the duration of the contract, and until the disturbed soil is permanently stabilized. The Contractor shall take every precaution to prevent emissions of fugitive dust from the project site, from locations of stockpiled materials, from unpaved driving surfaces, from haul vehicles, from inactive construction areas, and from all other operations of the Contractor. The Contractor shall plan for and carry out proper and efficient measures to prevent his operations from producing dust in amounts damaging to property or which constitute a public nuisance, or which cause harm to person living or working in the vicinity of the work. Of particular concern are emissions of PM10 particles, which are fine particulate matter of 10 microns or less and which are associated with sickness and death from respiratory disease.
4. The Contractor shall respond to complaints by mobilizing equipment and personnel at the construction site within 2 hours of each complaint to control fugitive dust.
5. Attention is directed to AQMD Rule 403.1, which applies to all contracts within the City of Eastvale. That AQMD Rule requires the Contractor to take specified dust control actions when prevailing wind speeds exceed 25 miles per hour. Wind forecasts, AQMD Rules and other related information are provided by AQMD at 1-800-CUT-SMOG and at [www.aqmd.gov](http://www.aqmd.gov).
6. The Contractor shall utilize the "Best Available Control Measures" of controlling fugitive dust, as prepared by the AQMD. However, if fugitive dust crosses the project boundary, more effective control measures, including the "Best Available Control Measures" shall be implemented.
7. A site specific fugitive dust control plan shall be submitted to the City Engineer for review and approval at least 10 days prior to the start of construction.
8. The fugitive dust control plan shall include the "Reasonably Available Control Measures" and "Best Available Control Measures" of controlling fugitive dust, as may be appropriate

and necessary, including by not limited to watering, application of chemical dust suppressants, wind fencing, covering of haul vehicles, haul vehicle bed-liners, grading, planting of vegetation, the use of a 24 hour environmental observer, and track-out controls at locations where unpaved construction accesses intersect with paved roads. The use of chemical stabilizers, which are approved by all environmental regulatory agencies, and the use of reclaimed water is encouraged. If water is intended as a primary dust control tool, the dust control plan shall provide for at least one 2,000 gallon water truck for every 4 acres of disturbed soil, unless otherwise approved by the City Engineer.

9. If the Project Inspector determines that the project scope and the forecasted weather conditions are such that the Contractor's work is unlikely to be a source of dust emissions, the Construction Engineer has the authority to waive the requirements for submittal of a dust control plan and for placement of the dust control signs described herein. However, the Contractor's responsibilities for the control of fugitive dust and the other requirements of this section may not be waived.
10. A completion notice will not be filled, and the final payment will not be made to the Contractor until the areas of disturbed soil on the construction site, including roadway shoulders, are suitable stabilized for long term control of fugitive dust.
11. This signature of the Contractor on the Proposal constitutes acknowledgement by the Contractor of the dust control enforceability of those requirements.
12. Full compensation for conformance with these dust abatement requirements, including lab equipment and materials, developing water supply and incidentals, shall be considered as included in items of work, and no additional compensation will be allowed therefore.
13. The successful Contractor shall attend an AQMD PM10 Dust Control Program training session, and furnish evidence of attendance to the City Engineer. Attendance at AQMD training seminars can be scheduled the AQMD at 1-866-861-DUST or by email to [dustcontrol@agmd.gov](mailto:dustcontrol@agmd.gov). Current AQMD certification of previous attendance will be accepted. At that training session, the successful Contractor will be furnished with the AQMD prepared Rule 403 and Rule 403.1 implementation handbooks, which include the "Best Available Control Measures" and "Reasonably Available Control Measures", and other associated information, including a listing of suggested dust control related to devices, material and chemicals.
14. Any days on which the Contractor is prevented from working, due to the requirements of AQMD Rules, will be considered as non-working days, in accordance with Section 8-1.06, "Time of Completion" of the State Standard Specification.

**EXHIBIT "D" CERTIFICATION LABOR CODE-SECTION 1861**

I, the undersigned Contractor, am aware of the provisions of Section 3700 et seq. of the Labor Code which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of the Code, and I, the undersigned Contractor, agree to and will comply with such provisions before commencing the performance of the Work on this Contract.

**Precision Works, Inc. dba Precision Environmental**

By: \_\_\_\_\_  
Robert Ruiz  
Owner/CEO

## **EXHIBIT “E” CONTRACT MODIFICATIONS**

Contractor shall be solely responsible for the protection of all existing improvements that are to remain, including but not limited to the existing perimeter fencing at the Public Works Yard. Contractor shall, at its own expense, repair or replace any such improvements damaged during the performance of the Work to a condition equal to or better than that existing prior to the damage, to the satisfaction of the City.

## **EXHIBIT “F” SUPPLEMENTAL REQUIREMENTS**

None.

**FAITHFUL PERFORMANCE BOND**

**KNOW ALL MEN BY THESE PRESENTS:**

**THAT, WHEREAS, THE CITY OF EASTVALE**, hereinafter designated as the “City”, entered into a Contract dated \_\_\_\_\_, 20\_\_, with \_\_\_\_\_ hereinafter designated as the “Contractor” for the work described as follows:

\_\_\_\_\_ Project

**WHEREAS**, the said Contractor is required under terms of said Contract to furnish a bond for the faithful performance of said Contract;

**WHEREAS**, the Contract is by reference made a part hereof;

**NOW, THEREFORE**, we, \_\_\_\_\_ the undersigned Contractor, as Principal, and \_\_\_\_\_ (corporate surety), a corporation organized and existing under the laws of the State of \_\_\_\_\_, and duly authorized to transact business under the laws of the State of California, as Surety, are held and firmly bound unto the City in the penal sum of \_\_\_\_\_ dollars (\$ \_\_\_\_\_), lawful money of the United States, said sum being not less than one hundred (100) percent of the total Contract amount, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, executors, administrators, and successors, jointly and severally, firmly by these presents.

**THE CONDITION OF THIS OBLIGATION IS SUCH, THAT**, if the above bounded Contractor, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions, and agreements in the said Contract and any alterations thereof made as therein provided, on his or their part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers and agents, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and virtue.

As a condition precedent to the satisfactory completion of the said Contract, the above obligation in said amount shall hold good for a period of one (1) year after the completion and acceptance of the said work, during which time if the above bounded Contractor, his or its heirs, executors, administrators, successors or assigns shall fail to make full, complete, and satisfactory repair and replacements or totally protect the City from loss or damage made evident during said period of one year from the date of acceptance of said work, and resulting from or caused by defective materials or faulty workmanship in the prosecution of the work done, the above obligation in the said sum shall remain in full force and effect. However, anything in this paragraph to the contrary notwithstanding, the obligation of the Surety hereunder shall continue so long as any obligation of the Contractor remains.

And the Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Contract or to the work to be performed thereunder or the specifications accompanying the same shall, in any way, affect its obligations on this bond and it does hereby waive notice of any such change, extension of time, alteration, or addition to the terms of the Contract or to the work or the specifications. Said Surety hereby waives the provisions of Sections 2819 and 2845 of the Civil Code of the State of California.

In the event suit is brought upon this bond by the City and judgment is recovered, the Surety shall pay all costs incurred by the City in such suit, including reasonable attorney's fees to be fixed by the Court.

**IN WITNESS WHEREOF**, we have hereunto set our hands and seals this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Name of Surety

\_\_\_\_\_  
Contractor

By: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Mailing Address of Surety

and

\_\_\_\_\_  
Telephone No. of Surety

By: \_\_\_\_\_  
Title: \_\_\_\_\_

By: \_\_\_\_\_  
Attorney in Fact

**NOTE:** If Contractor is Partnership, all parties must execute Bond.

**IMPORTANT:** Surety companies executing Bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in California.

**NOTICE:** The signature of the Surety on this bond must be acknowledged before a notary public, and this bond must be accompanied by evidence of the signatory's appointment as attorney in fact and authority to bind the Surety.

**MANDATORY:** The Surety shall be authorized and licensed by the California Insurance Commissioner as an "admitted surety insurer." (See Cal. Code Civ. Proc. § § 995.310, 995.311, 995.320)

**APPROVAL:** Bonds must be approved by the City. In order to verify the status of the Surety as an admitted surety, the Surety shall provide the City with at least one of the following: (1) a print-out of information from the web-site of the Department of Insurance confirming the Surety is an admitted surety insurer and attaching it to the bond; or (2) a certificate from the Riverside County Clerk that the certificate of authority of the Surety has not been surrendered, revoked, cancelled, annulled or suspended and confirming that the Surety is an admitted surety and attaching the certificate to the bond. (See Cal. Code Civ. Proc. Code § 995.311).

**PAYMENT BOND**

**KNOW ALL MEN BY THESE PRESENTS:**

**THAT, WHEREAS, THE CITY OF EASTVALE**, hereinafter designated as the “City”, has awarded to \_\_\_\_\_, hereinafter designated as the “Contractor” a Contract for the work described as follows:

\_\_\_\_\_ Project

**WHEREAS**, the Contractor is required by the Contract and by the provisions of Division Third, Part 4, Title 15, Chapter 7 of the Civil Code to furnish a bond in connection with the Contract, as hereinafter set forth.

**NOW, THEREFORE**, we, \_\_\_\_\_, the undersigned Contractor, as Principal, and \_\_\_\_\_, a corporation organized and existing under the laws of the State of \_\_\_\_\_ duly authorized to transact business under the laws of the State of California, as Surety, are held and firmly bound unto the \_\_\_\_\_ in the sum of \_\_\_\_\_ dollars (\$ \_\_\_\_\_) said sum being not less than one hundred (100) percent of the total Contract amount payable by the city, under the terms of the Contract, for which payment well and truly to be made, we bind ourselves, our heirs, executors and administrators, successors and assigns, jointly and severally, firmly by these presents.

**THE CONDITION OF THIS OBLIGATION IS SUCH, THAT**, if the Contractor, his or its heirs, executors, administrators, successors and assigns or subcontractors shall fail to pay for any materials, provisions, provender or other supplies or teams, implements or machinery used in, upon, for or about the performance of the work contracted to be done, or shall fail to pay for any work or labor thereon of any kind, or shall fail to pay any persons named in Civil Code section 3181, or shall fail to pay for amounts due under the Unemployment Insurance Code with respect to such work or labor as required by the provisions of Division Third, Part 4, Title 15, Chapter 7 of the Civil Code, or shall fail to pay for any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of the Contractor and subcontractors pursuant to Section 13020 of the Unemployment Insurance Code with respect to such work or labor, and provided that the claimant shall have complied with the provisions of that Code, the Surety or Sureties hereon will pay for the same in amount not exceeding the sum specified in the Contract, otherwise the above obligation shall be void. In case suit is brought upon this bond, the Surety will pay all court costs, expenses and reasonable attorney’s fee to the prevailing party to be fixed by the court.

This bond shall inure to the benefit of any and all persons, companies and corporations entitled to file claims under Section 3181 of the Civil Code, so as to give a right of action to them or to their assigns in any suit brought upon this bond.

And the Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Contract or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligation on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the Contractor to the work or to the specifications.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this \_\_\_\_\_ day  
of \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
Name of Surety

\_\_\_\_\_  
Contractor

By: \_\_\_\_\_

Title: \_\_\_\_\_

\_\_\_\_\_  
Mailing Address of Surety

and

By: \_\_\_\_\_

\_\_\_\_\_  
Telephone No. of Surety

Title: \_\_\_\_\_

By: \_\_\_\_\_  
Attorney in Fact

**NOTE:** If Contractor is Partnership, all parties must execute Bond.

**IMPORTANT:** Surety companies executing Bonds must appear on the Treasury Department's most current list (Circular 570 as amended) and be authorized to transact business in California.

**NOTICE:** The signature of the Surety on this bond must be acknowledged before a notary public, and this bond must be accompanied by evidence of the signatory's appointment as attorney in fact and authority to bind the Surety.

**MANDATORY:** The Surety shall be authorized and licensed by the California Insurance Commissioner as an "admitted surety insurer." (See Cal. Code Civ. Proc. § 995.311)

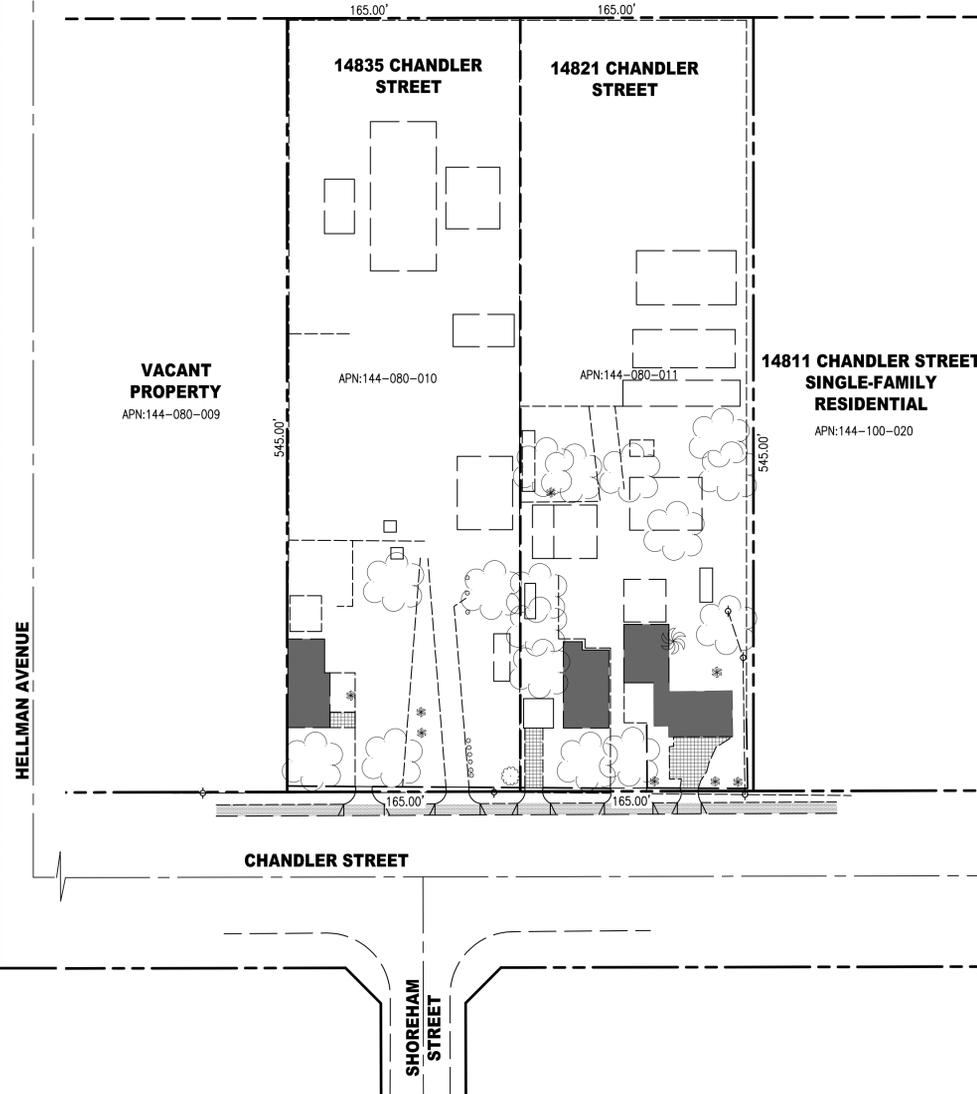
**APPROVAL:** Bonds must be approved by the City. In order to verify the status of the Surety as an admitted surety, the Surety shall provide the City with at least one of the following: (1) a print-out of information from the web-site of the Department of Insurance confirming the Surety is an admitted surety insurer and attaching it to the bond; or (2) a certificate from the Riverside County Clerk that the certificate of authority of the Surety has not been surrendered, revoked, cancelled, annulled or suspended and confirming that the Surety is an admitted surety and attaching the certificate to the bond. (See Cal. Code Civ. Proc. Code § 995.311).

# CITY OF EASTVALE DEMOLITION PLAN FOR 14835 AND 14821 CHANDLER STREET CIP#XXXXXXXXXX



**VICINITY MAP**  
NOT TO SCALE

**CHANDLER STREET CHANNEL  
RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION  
DISTRICT**



**CITY OF EASTVALE NOTES:**

1. CITY APPROVAL MUST BE OBTAINED FOR ANY MODIFICATIONS OR REVISIONS TO THESE PLANS. DEVIATIONS NOT IDENTIFIED ON THESE PLANS MAY NOT BE APPROVED BY THE CITY.
2. ALL GRADING AND DRAINAGE SHALL BE DESIGNED IN ACCORDANCE WITH THE CONDITIONS OF APPROVAL FOR THIS PROJECT.
3. ALL GRADING SHALL CONFORM TO THE CALIFORNIA 2022 BUILDING CODE, ORDINANCE 457, AND ALL OTHER RELEVANT LAWS, RULES, AND REGULATIONS GOVERNING GRADING IN THE CITY OF EASTVALE. PRIOR TO COMMENCING ANY GRADING WHICH INCLUDES 50 OR MORE CUBIC YARDS, THE APPLICANT SHALL OBTAIN A GRADING PERMIT FROM THE PUBLIC WORKS DEPARTMENT.
4. ALL NECESSARY MEASURES TO CONTROL DUST SHALL BE IMPLEMENTED DURING GRADING TO THE SATISFACTION OF THE CITY ENGINEER.
5. ALL NECESSARY MEASURES TO CONTROL STORM WATER AND NON-STORM WATER DISCHARGES FROM THE PROJECT SITE SHALL BE IMPLEMENTED DURING GRADING AND CONSTRUCTION ACTIVITIES TO THE SATISFACTION OF THE CITY ENGINEER.
6. GRADING AND DRAINAGE DETAILS MUST BE SUBMITTED WITH THESE PLANS AND MUST RECEIVE CITY APPROVAL PRIOR TO CONSTRUCTION.
7. ALL SLOPE SETBACKS ARE PER CHAPTER 18 AND APPENDIX CHAPTER 33 OF THE UBC.

**GENERAL NOTES:**

1. IT SHALL BE THE RESPONSIBILITY OF THE OWNER OR CONTRACTOR TO APPLY TO THE CITY OF EASTVALE, PUBLIC WORKS, PERMIT SECTION, FOR AN ENCROACHMENT PERMIT FOR ALL WORK PERFORMED WITHIN PUBLIC RIGHT-OF-WAY, DEDICATED AND ACCEPTED FOR PUBLIC USE; AND TO BE RESPONSIBLE FOR SATISFACTORY COMPLIANCE FOR ALL CURRENT ENVIRONMENTAL REGULATIONS DURING THE LIFE OF CONSTRUCTION ACTIVITIES FOR THIS PROJECT. ADDITIONAL STUDIES AND/OR PERMITS MAY BE REQUIRED.
2. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF EASTVALE PUBLIC WORKS IMPROVEMENT STANDARDS SPECIFICATIONS, THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "GREENBOOK", CURRENT EDITION); ORDINANCE NO. 461 AND SUBSEQUENT AMENDMENTS; CALTRANS STANDARD PLANS 2018 EDITION.
3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL AND MAINTAIN ALL CONSTRUCTION, REGULATORY, GUIDE AND WARNING SIGNS WITHIN THE PROJECT LIMITS AND ITS SURROUNDINGS TO PROVIDE SAFE PASSAGE FOR THE TRAVELING PUBLIC AND WORKERS UNTIL THE FINAL COMPLETION AND ACCEPTANCE OF THE PROJECT BY THE CITY OF EASTVALE. A TRAFFIC CONTROL PLAN MUST BE SUBMITTED FOR REVIEW TO THE PERMITS SECTION OR INSPECTION SECTION PRIOR TO OBTAINING AN ENCROACHMENT PERMIT.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ADDITIONAL SIGNS AND MARKINGS NOT INCLUDED IN THE SIGNING AND STRIPING PLAN WITHIN THE PROJECT AREAS, OR ON ROADWAYS ADJACENT TO THE PROJECT BOUNDARIES, UPON REQUEST OF THE CHY ENGINEER OR HIS DESIGNEE TO IMPROVE TRAFFIC SAFETY ON THE ROADS UNDER THE JURISDICTION OF THE CONTRACTOR.
5. EXISTING STORM DRAIN PIPES / CULVERTS (WHETHER TO BE CONNECTED TO, EXTENDED, ADJUSTED, DRAINED TO, OR JUST IN THE PROJECT VICINITY) MUST BE REPAIRED, AND /OR CLEANED TO MAKE THEM FUNCTIONAL AND ACCEPTABLE AS DIRECTED BY THE CITY ENGINEER OR HIS DESIGNEE.
6. ALL REVISIONS TO IMPROVEMENT PLANS, OR MATERIAL SUBSTITUTION REQUESTS, PROPOSED DURING CONSTRUCTION SHALL BE SUBMITTED IN WRITING TO THE CHY PUBLIC WORKS DEPARTMENT BY THE ENGINEER OF RECORD AND SHALL FOLLOW THE PROCEDURES AS APPROVED BY THE CITY ENGINEER.
7. LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION AND VERIFY CONDITIONS ON THE JOB SITE PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR DAMAGES OCCURRED DUE TO FAILURE TO LOCATE AND PRESERVE UNDERGROUND UTILITIES. HAND DIG AS NEEDED UNTIL CLEAR OF OBSTRUCTIONS.
8. NOTIFY UNDERGROUND SERVICE ALERT, 1-800-422-4133, AND ALL CONCERNED UTILITY COMPANIES AT LEAST TWO WORKING DAYS IN ADVANCE OF EXCAVATION.
9. A PRE-CONSTRUCTION MEETING WITH THE PUBLIC WORKS INSPECTOR IS REQUIRED PRIOR TO THE START OF WORK.
10. RIGHT OF ENTRY FOR ANY WORK PERFORMED ON ADJACENT PROPERTIES IS REQUIRED. PERMISSION FOR RIGHT OF ENTRY SHALL BE OBTAINED IN WRITING.
11. APPROVAL OF PLANS AND/OR PERMIT ISSUANCE DOES NOT RELIEVE THE PERMITTED OF THEIR RESPONSIBILITY TO MAINTAIN WORK WITHIN DEDICATED CITY RIGHT-OF-WAY. TRESPASSING ON PRIVATE PROPERTY IS AGAINST THE LAW AND CAUSE FOR CANCELLATION OF PERMIT AND ISSUANCE OF STOP WORK NOTICE.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY CLEAN UP OF CITY RIGHT-OF-WAY AFFECTED BY CONTRACTOR'S WORK. THE CONTRACTOR SHALL KEEP CITY RIGHT-OF-WAY CLEAN OF DEBRIS, WITH DUST AND OTHER NUISANCES BEING CONTROLLED AT ALL TIMES. METHOD OF STREET CLEANING SHALL BE WET SWEEPING OF ALL PAVED AREAS.

**NOTES:**

- IN ACCORDANCE WITH CPC SEC. 722.2, SEPTIC TANKS SHALL HAVE THE SEWAGE REMOVED THEREFROM AND BE COMPLETELY FILLED WITH EARTH, SAND, GRAVEL, CONCRETE, OR OTHER APPROVED MATERIAL. THE TOP COVER OR ARCH OVER THE CESSPOOL, SEPTIC TANK, OR SEEPAGE PIT SHALL BE REMOVED BEFORE FILLING AND THE FILLING SHALL NOT EXTEND ABOVE THE TOP OF THE VERTICAL PORTIONS OF THE SIDEWALLS OR ABOVE THE LEVEL OF THE OUTLET PIPE UNTIL INSPECTION HAS BEEN CALLED AND THE CESSPOOL SEPTIC TANK OR SEEPAGE PIT HAS BEEN INSPECTED. PUMP TICKET SHALL BE PROVIDED TO BUILDING INSPECTOR PRIOR TO FILL. AFTER SUCH INSPECTION, THE SEPTIC TANK, OR SEEPAGE PIT SHALL BE FILLED TO THE LEVEL OF THE TOP OF THE GROUND.
- INFORMATION SHOWN ON THIS PLAN IS PER GOOGLE IMAGING. (AUGUST 2025) FURTHER INVESTIGATION IS NEEDED FOR ACCURACY
- SQUARE FOOTAGE PROVIDED IS AN APPROXIMATION
- FENCE AROUND THE PROPERTY LINE TO BE PROTECTED

**BASIS OF BEARINGS**  
NOT APPLICABLE

**BENCHMARK DATA**  
NOT APPLICABLE

**GENERAL DEMOLITION NOTES:**

1. CONTRACTOR TO NOTIFY OWNER IF MATERIALS SCHEDULED FOR REMOVAL CONTAIN HAZARDOUS MATERIALS.
2. CONTRACTOR SHALL CONFORM TO ALL APPLICABLE REGULATORY PROCEDURES WHEN DISCOVERY OF HAZARDOUS OR CONTAMINATED MATERIALS.
3. CONFORM TO APPLICABLE CODE FOR DEMOLITION AND REMOVAL OF STRUCTURES AND SITE FEATURES AS SHOWN ON THE PLANS.
4. NOTIFY AFFECTED UTILITY COMPANIES BEFORE STARTING WORK AND COMPLY WITH THEIR REQUIREMENTS TO DEENERGIZE UTILITY SERVICES TO THE PROPERTIES AS APPROVED BY THE OWNER.
5. DEMOLITION AND REMOVE WORK AND STRUCTURES IN AN ORDERLY AND CAREFUL MANNER AS REQUIRED OR DIRECTED BY OWNER. PROTECT SITE FEATURES NOTED FOR PROTECTION. PROVIDE BRACING, SHORING, OR BARRIERS AS REQUIRED TO MAINTAIN SAFETY.
6. COORDINATE ALL DEMOLITION WORK WITH OWNER AS NECESSARY.
7. CONTRACTOR TO COORDINATE WITH OWNER FOR SCHEDULE AND TIMING OF DEMOLITION WORK. CONTRACTOR TO MAINTAIN INGRESS AND EGRESS FROM SITE TO CHANDLER STREET. GATES AND FENCING SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR TO CONTROL ALL SITE ACCESS.
8. CONTRACTOR TO PROVIDE AND MAINTAIN FIRE SAFETY EQUIPMENT DURING REMOVAL OPERATIONS IN ACCORDANCE WITH LOCAL FIRE DEPARTMENT REQUIREMENTS.
9. WOOD FRAMED STRUCTURES SHALL BE REMOVED COMPLETELY TO LIMITS OF CONCRETE FOUNDATIONS. EXISTING CONCRETE FOOTINGS AND FLOORING MAY REMAIN AS DIRECTED BY THE OWNER.
10. EXISTING UTILITY LINES EMITTING FROM THE FOUNDATIONS OF FLOORING AREAS SHALL BE CUT FLUSH WITH FLOOR ELEVATION OR GROUND SURFACE AND CAPPED OR SEALED WITH APPROVED FITTINGS OR SEALANT MATERIALS AS APPROVED BY OWNER.
11. STRUCTURES REMOVED SHALL INCLUDE ALL FLOORING MATERIALS, WALLS, WINDOWS, DOORS AND INCIDENTAL MATERIALS AND EQUIPMENT LOCATED WITHIN THE STRUCTURE REMOVAL AREAS.
12. ALL MECHANICAL, PLUMBING, AND ELECTRICAL EQUIPMENT AND OR DEVICES SCHEDULED FOR REMOVAL SHALL BE DISCONNECTED AT THE SERVICE SOURCE UNLESS OTHERWISE DIRECTED BY THE OWNER.
13. CITY HAS COMPLETED PRELIMINARY MATERIAL TESTING TO DETERMINE PRESENCE OF HAZARDOUS MATERIALS WITHIN ON-SITE STRUCTURES AND OUT BUILDINGS SCHEDULED FOR DEMOLITION AND REMOVAL. CONTRACTOR SHALL REVIEW AVAILABLE CITY TEST RESULTS PRIOR TO SUBMITTAL OF CONTRACTOR BIDS. CONTRACTOR MAY PERFORM ADDITIONAL TESTING ON MATERIALS LOCATED AND EXPOSED DURING SITE DEMOLITION ACTIVITIES TO DETERMINE PRESENCE OF HAZARDOUS MATERIAL FOR MATERIALS NOT NOTED IN CITY HAZARDOUS MATERIAL TEST REPORTS. ANY ADDITIONAL HAZARDOUS MATERIAL TESTING WILL BE AT CONTRACTORS COST. RESULTS OF ADDITIONAL TESTING TO BE PROVIDED TO CITY FOR REVIEW PRIOR TO ANY REMOVALS.
14. CONTRACTOR SHALL MAINTAIN ALL TRAFFIC LANES ON CHANDLER STREET OPEN TO MAIN LINE VEHICLE TRAFFIC AT ALL TIMES, UNLESS OTHERWISE APPROVED BY THE CITY OF EASTVALE.
15. EXISTING PROPERTY LINE FENCING SHALL BE PROTECTED IN PLACE. DAMAGE TO PROPERTY FENCING SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE OWNER.
16. CONTRACTOR SHALL PROVIDE AND MAINTAIN A SOURCE OF WATER DURING ALL REMOVAL AND CLEARING OPERATIONS FOR CONTROL OF DUST AND DEBRIS FROM LEAVING THE SITE.
17. EXISTING SITE TREES AND VEGETATION ARE TO REMAIN DURING DEMOLITION OPERATIONS. CONTRACTOR MAY TRIM OR REMOVE LIMBS, BRANCHES AND VEGETATION ITEMS TO FACILITATE STRUCTURE REMOVALS.
18. ALL TRUCKS CARRYING DEMOLITION AND REMOVED MATERIALS SHALL BE COVERED WITH TARPS OR PROTECTIVE COVERINGS.

**OWNER/APPLICANT**

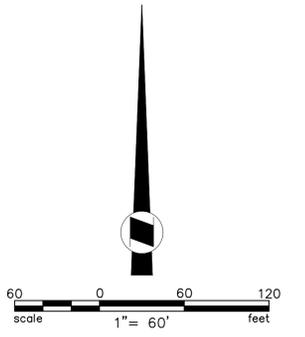
CITY OF EASTVALE  
12363 LIMONITE AVENUE, SUITE 910  
EASTVALE, CA 91752  
ATTN: BRIAN SADONA  
TEL: 951-703-4410

**SOILS ENGINEER**

GEOCON WEST, INC.  
41571 CORING PLACE, SUITE 100  
MURRIETA CALIFORNIA 92562  
ATTN: ADRIAN RENE ESCOBAR

**CIVIL ENGINEER**

WESTLAND GROUP INC.  
8885 HAVEN AVE., SUITE 100  
RANCHO CUCAMONGA, CA 91730  
ATTN: DAVID STUETZEL  
TEL (909)-403-5656



**NOTE:**  
WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.  
THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER CITY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE COUNTY.

MARK	BY	DATE	REVISIONS	APPR. DATE
	ENGINEER			CITY

CITY OF EASTVALE

GUSTAVO GONZALEZ, PLANNING MANAGER DATE \_\_\_\_\_

JIMMY CHUNG, CITY ENGINEER DATE \_\_\_\_\_



**WestLAND Group, Inc.** Engineering • Geospatial • Land Planning • Utility Locating  
8885 HAVEN AVE. SUITE 100, RANCHO CUCAMONGA, CA 91730  
PHONE: (909) 989-9789 FAX: (909) 989-9660  
PREPARED UNDER THE SUPERVISION OF:  
*David A. Stuetzel* 47886 11/06/2025  
SIGNATURE: DAVID A. STUETZEL R.C.E. NO. DATE

BENCHMARK: NOT APPLICABLE

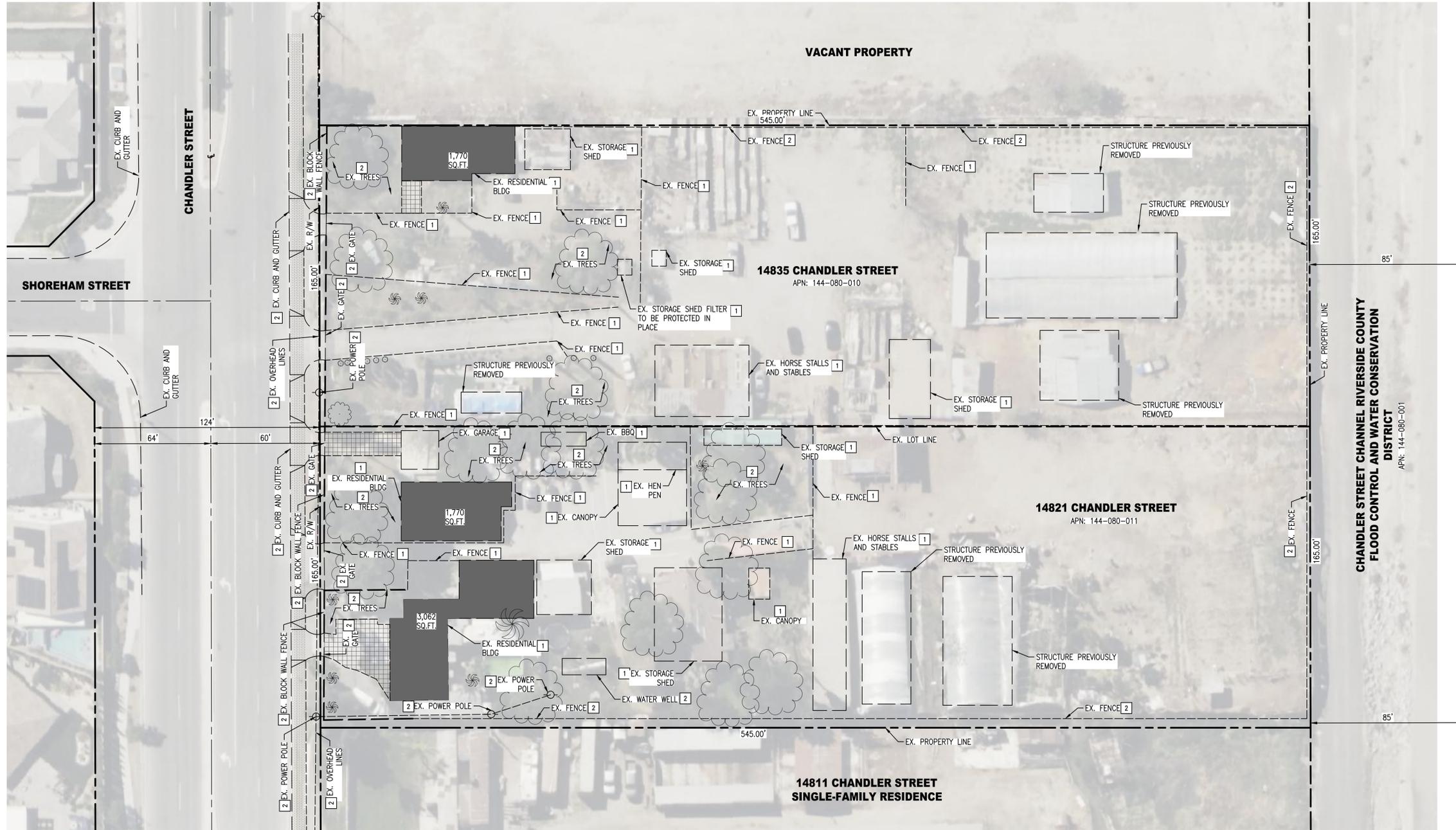
SCALE: H: \_\_\_\_\_

FOR: XXXXXX

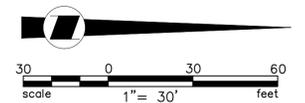
**CITY OF EASTVALE  
DEMOLITION PLAN  
14835 AND 14821 CHANDLER STREET**

W.O. XX-XXXX  
CITY FILE NO. XX

SHEET NO. **1**  
OF **2** SHEETS



- DEMOLITION NOTES**
- 1 TO BE REMOVED AS NOTED ON PLAN
  - 2 PROTECTED IN PLACE
- LEGEND**
- CL OR ☉ CENTERLINE EXISTING
  - EX R/W RIGHT OF WAY
  - ASPHALT TO PROTECT IN PLACE
  - CONCRETE TO PROTECT IN PLACE
  - STRUCTURE TO BE REMOVED
  - TREES TO PROTECT IN PLACE
  - POWER POLE TO PROTECT IN PLACE



**NOTE:**  
 WORK CONTAINED WITHIN THESE PLANS SHALL NOT COMMENCE UNTIL AN ENCROACHMENT PERMIT AND/OR A GRADING PERMIT HAS BEEN ISSUED.  
 THE PRIVATE ENGINEER SIGNING THESE PLANS IS RESPONSIBLE FOR ASSURING THE ACCURACY AND ACCEPTABILITY OF THE DESIGN HEREON. IN THE EVENT OF DISCREPANCIES ARISING AFTER CITY APPROVAL OR DURING CONSTRUCTION, THE PRIVATE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION AND REVISING THE PLANS FOR APPROVAL BY THE COUNTY.

MARK	BY	DATE	REVISIONS	APPR. DATE
	ENGINEER			CITY

CITY OF EASTVALE  
 GUSTAVO GONZALEZ, PLANNING MANAGER DATE  
 JIMMY CHUNG, CITY ENGINEER DATE



**WestLAND Group, Inc.** Engineering • Geospatial • Land Planning • Utility Locating  
 8885 HAVEN AVE. SUITE 100, RANCHO CUCAMONGA, CA 91730  
 PHONE: (909) 989-9789 FAX: (909) 989-9660  
 PREPARED UNDER THE SUPERVISION OF:  
 Signature: David A. Stuetzel No. 47886 11/06/2025  
 R.C.E. NO. DATE

BENCHMARK: NOT APPLICABLE  
 SCALE: H: \_\_\_\_\_  
 FOR: XXXXXX  
 W.O. XX-XXXX  
 CITY FILE NO. XX

CITY OF EASTVALE  
**DEMOLITION PLAN**  
**14835 AND 14821 CHANDLER STREET**  
 SHEET NO. **2**  
 OF **2** SHEETS



## AGENDA STAFF REPORT

City Council Meeting

CONSENT CALENDAR

Agenda Item No. 11.3

March 11, 2026

### Amend Chapter 4.06 of Title 4 to the Municipal Code to Update Guidelines for Purchasing Goods and Services; Disposition of Surplus Supplies and Equipment

---

#### Prepared By:

Karla Lopez, Purchasing Manager

#### Recommended Action(s)

Staff recommends that the City Council introduce a proposed ordinance entitled, " An Ordinance of the City Council of the City of Eastvale, California, Amending Chapter 4.06 of the Eastvale Municipal Code Pertaining to Purchasing Goods and Services."

#### Summary

Staff recommends minor updates to Ordinance No. 2025-12 due to scrivener's errors. This ordinance was adopted by City Council on November 12, 2025. However, the version of the ordinance approved did not include certain amendments that staff intended to include in the ordinance, as shown in the redlined document showing the desired changes.

#### Background

The code was originally adopted in 2011 and had not been comprehensively updated until the most recent adoption dated November 12, 2025. Staff's intent continues to be the achievement of overall efficiencies and increasing effectiveness of existing systems and available resources, including emergency situations.

There are three proposed changes to the adopted ordinance. All three changes were within the scope of staff's original intent in drafting the ordinance updates adopted in November 2025, however the language was not included in the final adopted version.

Below is an outline of the updates to Chapters 4.06:

A. Chapter 4.06 (Attachment 1)

1. Amend Section 4.06.010. Adoption of purchasing system; purpose and applicability.
  - a. Remove language that excludes public works projects from the applicability of the entire chapter. Instead, only those sections related to bidding practices (Sec. 4.06.060, 4.06.070, & 4.06.080) are not applicable to public projects subject to compliance with the Local Agency Public Construction Act (Public Contract Code Sec. 20100).
  
2. Amend Section 4.06.050. Authority to enter into contracts.
  - a. Add The City Manager "or their designee" to allow for greater administrative efficiencies in the delegation of approval of small dollar purchases and approval of invoices and purchase order requisitions.
  
3. Amend Section 4.06.060. Competitive informal bidding procedures – goods and services.
  - a. Remove requirement for informal bidding of professional service contracts between \$10,000.01 to \$199,999.99. Staff's intent was to add a formal bidding requirement for professional service contracts valued at \$200,000 or more only. Agreements for professional services below \$200,000 can be procured by any means.

If the amendment to Chapters 4.06 is approved by City Council, the Ordinance would return to the City Council again for a second reading at the March 25, 2026 meeting.

### **Environmental**

Adoption and amendments to the Purchasing of Goods and Services and Disaster Operation and Relief municipal code is categorically exempt from California Environment Quality Act (CEQA) review under the CEQA Guidelines Section 15303.

### **Strategic Plan Action - Priority Level: N/A | Target #: F | Goal #: C**

Target F: Innovation & Technology, Goal C: Empower staff to innovate for efficiencies; create a culture of innovation

Target B: Economic Development, Goal D: Develop strategies for business retention, business support, and business reward

### **Fiscal Impact**

The adoption of the amended purchasing ordinance for the City's municipal code should have little to zero impact on the city's operating and capital improvement budget.

### **Prior City Council/Commission Action**

City Council:

- January 12, 2011: the current authorization limits were first established with the approval of Chapter 3.12, entitled "Purchasing; Professional Services; Disposition of Surplus Supplies and Equipment" through Ordinance No. 2010-11;

- December 12, 2011: Chapter 2.10 "Administration of Disaster Operating and Relief" was established by City Council by adopting Ordinance No. 2011-14;
- June 27, 2018: Chapter 13.2 was subsequently amended by the City Council by the adoption of Ordinance No. 2018-06, adding a new section entitled "Federally Funded Procurements" and renumbered Chapter 3.12 to Chapter 4.06;
- June 26, 2019: Ordinance No. 2019-06 was adopted to remedy ambiguities, improve efficiencies, and increase transparency at the direction of City Council;
- February 9, 2022: Ordinance No. 2022-02 was adopted to implement Senate Bill No. 1383 compliance which required the addition of a section for mandatory organic waste recycling requirements.
- November 12, 2025: Ordinance No. 2025-12 was adopted to amend Chapter 4.06 of Title 4 and Chapter 2.100 of Title 2 to the Municipal Code, updating purchasing guidelines and administration of disaster operations and relief.

Finance Committee:

- February 18, 2025: Finance committee received a presentation on the changes outlined in this report on February 18, 2025. Feedback from the Committee was incorporated into the municipal code updates presented herein, including City Manager authority of \$50,000 and professional services request for proposal limit of \$200,000.

**Attachment(s)**

[Attachment 1 - Purchasing Ordinance Ch 4.06\\_2026 Update.pdf](#)

[Attachment 2 - Purchasing Ordinance Redline](#)

**ORDINANCE NO. 26-\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE,  
CALIFORNIA, AMENDING CHAPTER 4.06 OF THE EASTVALE MUNICIPAL  
CODE PERTAINING TO PURCHASING GOODS AND SERVICES**

**WHEREAS**, the City Council has established by ordinance a purchasing system utilized by City staff to procure goods and services necessary and desirable for the administration of the City's affairs at competitive pricing; and

**WHEREAS**, the City Council last amended the purchasing ordinance on November 12, 2025 through the adoption of Ordinance No. 25-12; and **WHEREAS**, a clerical error occurred during the adoption of Ordinance No. 25-12 that resulted in a different version of the ordinance being adopted than what was introduced at the first reading of the ordinance on October 22, 2025; and

**WHEREAS**, it is the purpose of this Ordinance to correct that clerical error as well as incorporate two new changes clarifying the applicability of the purchasing ordinance to public projects subject to compliance with Public Contract Code requirements, and allowing professional services agreements valued up to \$199,999.99 to be procured by any means.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE DOES ORDAIN AS  
FOLLOWS:**

**SECTION 1. Amendment of Chapter 4.06.** Chapter 4.06 of the Eastvale Municipal Code is amended in its entirety to read as shown in Exhibit A hereto.

**SECTION 2. Severability.** If any chapter, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each Chapter, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more Sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

**SECTION 3. Effective Date.** This ordinance shall take effect thirty (30) days after its adoption.

**SECTION 4. City Clerk Action.** The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Chapter 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and pasting procedure authorized under Government Code Chapter 39633(c).

**PASSED, APPROVED AND ORDAINED** this \_\_ day of \_\_\_\_\_, 2026.

---

Jocelyn Yow  
Mayor

APPROVED AS TO FORM:

ATTEST:

---

Erica L. Vega  
City Attorney

---

Marc A. Donohue, MMC  
City Clerk/Communications Director

STATE OF CALIFORNIA)  
COUNTY OF RIVERSIDE        ) §  
CITY OF EASTVALE        )

I, Marc A. Donohue, City Clerk/Communications Director of the City of Eastvale, California, do hereby certify that the foregoing Ordinance No. 26-\_\_, was introduced at a regular meeting of the City Council of the City of Eastvale held on the \_\_ day of \_\_\_\_\_, 2026, and was passed by the City Council of the City of Eastvale at a regular meeting held on the \_\_ day of \_\_\_\_\_, 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Marc A. Donohue, MMC  
City Clerk/Communications Director

## EXHIBIT "A"

### **CHAPTER 4.06 PURCHASING GOODS AND SERVICES; DISPOSITION OF SURPLUS SUPPLIES AND EQUIPMENT**

#### **Sec. 4.06.010. Adoption of purchasing system; purpose and applicability.**

A centralized purchasing system is hereby adopted for the following purposes:

- (a) To establish efficient procedures for the purchase of supplies, equipment, labor and services (goods and services) required by the City at the lowest possible cost commensurate with quality needed;
- (b) To exercise responsible financial control over purchases;
- (c) To clearly define authority for the purchasing function through the use of purchase orders, contracts and other authorized procedures;
- (d) To establish the necessary procedures for the selection of vendors of all ranges of goods and services so as to avoid favor or prejudice;
- (e) To provide for identification of capital assets acquired for the City; and
- (f) To establish policy and procedures for the disposition of surplus goods.

This chapter applies to contracts for public projects, as defined herein, that are subject to compliance with the Local Agency Public Construction Act (Public Contract Code section 20100 et seq.) and other applicable State laws pertaining to the procurement of contracts for public projects, but only to the extent this chapter is not in conflict with State laws applicable to the public project. For the purpose of clarity, the informal and formal procurement procedures and exceptions thereto contained in Sections 4.06.060 through 4.06.090 of this chapter shall not apply to public projects.

This chapter does not apply to contracts that do not involve the payment of public money to a third party in exchange for goods or services, including but not limited to franchise agreements and agreements related to the acquisition or disposition of rights to real property.

#### **Sec. 4.06.020. Definitions.**

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Contract* means a mutually agreed upon, legally binding agreement between the city and the vendor, contractor, or consultant.

*Department head* means the person who is designated by the city manager as being responsible for each particular city department, including, but not limited to, city manager, city

clerk, finance, planning, community services, law enforcement services, fire protection services, and engineering/public works.

*Economy and efficiency* refers to cases where, in the case of sound judgment, the need for goods or services is best met by methods which do not comply with the strict procedures of this division, due to time constraints, economy of scale or other considerations.

*Emergency* means a condition of disaster or of extreme peril to the safety of persons and property within the state caused by such conditions as air pollution, fire, flood, hazardous material incident, storm, epidemic, riot, drought, sudden and severe energy shortage, plant or animal infestations or disease, the Governor's warning of an earthquake or volcanic prediction, or an earthquake or other conditions, other than conditions resulting from a labor controversy.

*Finance director* means the city's finance director, or in the absence of a finance director, the city manager or a person designated by the city manager to carry out the duties of the finance director under this division of the Code.

*Goods* means supplies, equipment, materials, and any other items for sale or use, but not including real property.

*Invitation for bids* means a formal solicitation for sealed bids, including invitations for proposals or statement of qualifications, for which a public notice is advertised in accordance with administrative policies or applicable state law for public work projects

*Nonprofessional services* means all services other than professional services, including but not limited to maintenance, repair, landscaping, janitorial, clerical, and other services that do not require advanced or specialized knowledge, expertise, training or skill. For the purposes of this division, nonprofessional services does not include any services that are performed on a public project and required to be procured and awarded in compliance with California Public Contracts Code.

*Proclaimed emergency or disaster* means the President or Governor has declared or proclaimed a State of Emergency for an area that includes the geographic territory of the city; or a local emergency has been proclaimed and is currently in effect.

*Professional services* means services that involve the exercise of professional discretion and independent judgment based on advanced or specialized knowledge, expertise or training gained by formal study or experience. Professional services include, but are not limited to, services provided by accountants, appraisers, attorneys, economists, finance, insurance advisors, medical professionals, planning, those professions listed in Government Code Section 4526, and other specialized consultants.

*Public project* shall have the same meaning as defined in Public Contract Code Section 20161.

*Purchase order* means a legal document issued by the city to the selected vendor that authorizes the purchase and payment of goods or services.

*Purchasing Officer* means the person(s) appointed by the finance director and functioning under his or her general direction and control to assist with the carrying out of the finance director's duties.

*Services* means the furnishing of labor, time or effort by an independent contractor.

*Simplified acquisition threshold* means the dollar amount below which a non-Federal entity may purchase property or services using small purchase methods, as set forth in Title 2 of the Code of Federal Regulations, Part 200, as it may be amended from time to time.

*Sole source* means when goods or services may be obtained from only one source.

*Vendor* means the supplier, company, consultant, contractor, firm, and/or organization selected by the city to provide goods and services.

**Sec. 4.06.030. Authority and responsibility.**

- (a) *The finance director*, at the direction of the city manager, has the authority and responsibility to designate a purchasing officer, establish a centralized purchasing system, and establish purchasing policy and procedures for the purchase of goods and services and disposition of surplus supplies and equipment in accordance with this chapter, as it may be amended from time to time by the city council.
- (b) *Purchasing officer*. The finance director shall designate a purchasing officer whose duties shall include but not be limited to the following.
  - (1) May promulgate administrative policies necessary or desirable to carry out the responsibilities of this chapter.
  - (2) Keep informed of current developments in market conditions and new products and maintain a bidder's list, and other records needed for the efficient purchase of supplies and equipment.
  - (3) Cause goods delivered to the city to be inspected to determine their conformance with specifications.
  - (4) Evaluate contract services performed to determine conformance with the specifications set forth in the contract and for compliance with applicable policies, laws and regulations.
  - (5) Consider and encourage the purchase and use of environmentally friendly, "green" and recyclable materials and products, whenever practicable.
  - (6) When a contract for a purchase of goods or services is not expressly required herein, determine, in consultation with the city attorney, when it is appropriate for a contract to be executed in conjunction with the purchase of goods or services.
  - (7) Making determinations as to whether a particular service to be procured qualifies as a professional or nonprofessional service for the purposes of determining the relevant procurement procedures to be followed.

- (c) *Department heads.* The head of each city department is responsible for administering and implementing for that department the purchasing policy and procedures set forth in this chapter and those established by the finance director. Each department head or his/her designee shall ensure that sufficient documentation is submitted to the purchasing officer with a request for purchase to demonstrate compliance with this chapter and any applicable administrative policies.
- (d) *Ethics Statement.* It is essential for taxpayers, residents, and businesses in the city to have complete confidence in the integrity of their public servants, particularly in the procurement of goods, services, and public projects. City employees, elected and appointed officials must uphold high standards of integrity in their conduct and ensure that their procurement activities align with administrative policies and any applicable federal, state, and local laws and procure without prejudice, seeking to obtain the maximum value for each dollar expended and avoid unfair practices. At a minimum, city employees are required to adhere to the standards outlined in the Political Reform Act, Government Code Section 8100 et seq.; Fair Political Practices Commission (FPPC), Government Code Section 1090, 87100, and 87103, and Anti-Kickback Enforcement Act of 1986 regulations

**Sec. 4.06.040. Determination of purchasing requirements.**

The adopted budget for each department for each fiscal year shall include funding for the necessary goods and services for that department during the fiscal year. Unless there is a proclaimed emergency or disaster, a purchase order for goods or services shall not be approved unless there exists an unencumbered appropriation in the department account against which such purchase is to be charged.

**Sec. 4.06.050. Authority to enter into contracts**

- (a) *Initial approval.* The City Manager or their designee is authorized to approve and execute contracts for goods and services provided that the amount of the contract does not exceed fifty thousand dollars (\$50,000.00). Contracts for goods and services greater than fifty thousand dollars (\$50,000.00) shall be approved by the City Council and executed by the City Manager after City Council approval.
- (b) *Change orders and amendments.*
  - (i) *Council approved contracts.* Change orders and amendments to a contract approved by the City Council may be approved by the City Manager, provided the aggregate amount of all change orders and amendments to a particular contract, including the change order under consideration, do not exceed ten percent of the original contract amount. Any change order or amendment to a contract approved by the City Council that exceeds ten percent of the original contract cost, when considered with the aggregate amount of all other changes to the contract, shall be approved by the City Council.

(ii) *City Manager approved contracts.* Change orders and amendments to a contract approved by the City Manager may be approved by the City Manager, provided that the aggregate amount of all change orders and amendments to a particular contract, including the change order under consideration, does not cause the total cost of the contract to exceed \$55,000. Any change order or amendment to a contract approved by the City Manager that results in the total cost of the contract exceeding \$55,000 shall be approved by the City Council.

(iii) Any proposed changes to a contract that does not increase the purchase price may be approved by the city manager in accordance with any applicable terms and conditions of the original contract related to change orders or amendments.

(c) The finance director shall provide a report to the city council, or a finance subcommittee established by the city council if one exists, on a recurring basis informing the council or its finance subcommittee of purchases approved administratively.

**Sec. 4.06.060. Competitive informal procedures – good and services.**

(a) For purchases of goods and nonprofessional services not exceeding ten thousand dollars (\$10,000.00), purchases can be made without conducting informal or formal bidding. For purchases of professional services not exceeding \$199,999.99, purchases can be made without conducting informal or formal bidding.

(b) For purchases of goods or nonprofessional services with a value of \$10,000.01 to \$49,999.99, at least three informal written bids, quotes or proposals must be obtained in accordance with the procedures established by the finance director, unless exempt pursuant to section 4.06.090. The purchase order or contract for such purchases shall be awarded to the lowest responsive, responsible vendor, consistent with the quality, quantity and delivery requirements.

The lowest responsive, responsible vendor shall be determined by such factors as price, ability, references, quality of supplies and equipment. Bids, quotes or proposals shall be submitted to the purchasing officer. The department head shall make a good faith effort to notify all businesses engaged in providing such goods or services located within the boundaries of the city of the opportunity to bid.

**Sec. 4.06.070. Competitive formal procedures - goods.**

Unless exempt pursuant to section 4.06.090, all purchases of goods of \$50,000.00 or more shall be let by the formal procedures set forth herein.

(a) The purchasing officer shall advertise a public notice inviting formal bids.

(1) The public notices shall be transmitted by means established by the administrative code but not recited over the telephone or in person, to all qualified vendors on the city's bid list or who have requested their name to be added thereto. Any interested bidder may obtain an invitation for bid. (2) The public notices shall describe the goods or services in general terms, how to

obtain more detailed information, and state the time and place for submission of responses.

- (3) Public notices shall be transmitted by way of electronic bidding system for the purpose of receiving sealed electronic bids or proposed contracts no later than ten calendar days before the opening date of the bids.
  - (4) Public notice shall be published at least ten calendar days before the date of opening of the bids.
- (b) All bids shall be submitted sealed and electronically in accordance with the instructions contained in the invitation for bid.
- (c) The bids shall be opened in public, at the time and place stated on the invitation for bid. All bids shall be publicly declared.
- (d) Contracts shall be awarded in accordance with invitation for bid instructions.
- (e) If two or more bids received are the same price and are the lowest price, the city may accept the one it chooses or accept the lowest bid made by negotiation with the bidders at the time of the bid opening.
- (g) If no bids are received, the purchase may be let in the open market or by the informal procedures set forth in section 4.06.060.
- (g) The purchasing officer shall have the right to waive any defect or informality in the bidding or in the procedures set forth in this section. A waiver of any defect or informality shall not void any contract subsequently entered into.
- (h) Formal bidding may require bidder's security as determined by the purchasing officer. Bidder's security shall be in an amount equal to at least 10 percent of the amount bid and shall be in one of the following forms:
  - (1) Cashier's check made payable to the City.
  - (2) A certified check made payable to the City.
  - (3) A bidder's bond executed by an admitted surety insurer which meets the rating requirements established by the City Clerk, made payable to the City.
- (j) A bid for which bidder's security is required shall not be considered unless one of the forms of bidder's security is enclosed with it. If the successful bidder fails to execute the contract, the amount of the bidder's security shall be forfeited to the City as set forth below.
- (k) The City Council may on refusal or failure of the successful bidder to execute the contract, award it to the next lowest responsive bidder. If the City awards the contract to the second lowest responsible bidder, the amount of the lowest bidder security shall be applied by the City to the difference between the low bid and the second lowest bid and the surplus if any shall be returned to the lowest bidder if a check is used or to the surety on the bidder's bond if a bond is used.

- (l) In its discretion, the City may abandon the project or cause to have the project re-advertised for bids by the formal procedures set forth in this section.

**Sec. 4.06.080. Competitive formal procedures - services.**

- (a) Contracts for professional services of an estimated value of \$200,000 or more shall be awarded upon completion of a competitive solicitation process which emphasizes value over price and permits the evaluation of criteria such as qualifications, experience, and performance data to determine the best overall value (“Best Value”) to the city as determined by the purchasing officer, or may be exempted in accordance with Section 4.06.090.
- (b) Contracts for non-professional services of an estimated value of \$50,000 or more shall be awarded by a competitive solicitation process as described in paragraph a of this section or through formal bidding procedures as described in Section 4.06.070. The purchasing officer shall have the authority to determine the appropriate procedure to use for a purchase of non-professional services based on the nature of the services involved.
- (c) Notwithstanding section 4.06.050, all contracts for the performance of the annual audit of the city's financial statements shall be approved by the city council.

**Sec. 4.06.090. Exemption from procedures upon determination of purchasing officer or city council.**

The procurement procedures set forth in sections 4.06.060, 4.06.070 and 4.06.080 may be waived, at the discretion of the purchasing officer or city council, when any of the following are applicable:

- (a) After a reasonable attempt has been made to obtain bids, quotes, proposals or other submissions, and it has been determined by the purchasing officer that three responsive submissions cannot be obtained from responsible vendors.
- (b) The purchasing officer determines that due to the nature of the goods or services formal bidding or solicitation is not likely to result in the lowest price or Best Value.
- (c) The purchase of goods or services is made directly from a vendor at a price established by competitive procedures by another federal, state, county, other public agency or cooperative purchasing programs (also known as “piggybacking”) , even if the agency has not established a cooperative purchase program or the city has not entered into a cooperative purchase agreement with the agency.
- (d) The goods or services are unique or proprietary, including, but not limited to, acquisition of data processing, telecommunications and word processing equipment, goods and services.
- (e) The goods or services can only be obtained from a sole source.

- (f) The purchase of a specific brand name, make or model is necessary to match existing city equipment or aesthetic or facilitate effective maintenance and support.
- (g) The purchasing officer determines that to further economy and efficiency it is in the city's best interest to waive strict compliance with the formal or informal solicitation procedures required herein.
- (h) The purchasing of advertising in print or other media formats where legal requirements exist regarding the manner and method of advertising, or where the advertising is aimed at reaching a specific target audience.
- (i) The purchasing officer finds that emergency conditions exist that require the immediate purchase of goods or services.

For purchases made from an emergency situation, in accordance with purchasing policy and procedures, the director of any department, with the approval of the city manager, may purchase supplies, equipment, or services directly subject to parameters set forth in City Council resolution(s) or administrative guidelines. The director will submit a report of the circumstances of the emergency to the purchasing officer within three business days. If the contract is one that in a non-emergency situation would have needed to be presented to city council for approval, then the report will be filed with the city council and will be entered in the minutes of the city council at its next regular meeting.

**Sec. 4.06.100. Local preference.**

The city council has encouraged all residents and businesses located within the City of Eastvale to shop locally at businesses located in the city. In keeping with this policy except for those contracts funded through programs or partners which prohibit the use of a local preference or as may be prohibited by state or federal law, the purchasing officer shall make every attempt to purchase goods from Eastvale businesses by giving preference to local vendors in the purchase of goods pursuant to the formal or informal competitive procedures. The city must inform prospective bidders that the city will be giving preference to local bidders at the time the bids for goods are solicited.

- (a) A vendor shall be considered a local vendor if it meets the following criteria:
  - (1) It has fixed facilities with employees located within the City limits; and
  - (2) All sales tax returns for the goods purchased must be reported to the state through a business within the geographic boundaries of the City.; and
  - (3) It has a City business registration
- (b) A purchase of goods where local vendor preference is being given shall be awarded as follows:
  - (1) If a local vendor submitted the lowest priced submission, then the contract shall be awarded to such qualifying local vendor.

- (2) If one or more qualifying local vendors have made a responsive submission but a qualifying local vendor did not submit the lowest priced submission, the submission price of each qualifying local vendor shall be reduced by ten percent for the purposes of comparison when evaluating bids. The reduced price of each qualifying local vendor will then be compared to the other submissions received by the City. If with this ten percent reduction a local vendor would be awarded the contract, the contract shall be awarded to the qualifying local vendor.

**Sec. 4.06.110. Disposal of surplus supplies or equipment.**

The head of any city department may declare supplies or equipment (collectively "personal property") held by such department surplus. Such declaration shall be in writing and the written declaration shall be delivered to the finance director who shall maintain a written inventory of surplus supplies and equipment for circulation to and review by each department. If any department has use for such personal property, the department head may request reassignment of such personal property from the finance director. The finance director shall have the authority to assign the personal property to the department best able to make use of such personal property. If no department head makes a request for use of such personal property after the inventory report has been circulated for one month, the personal property shall be deemed surplus.

- (a) The finance director shall have the authority to dispose of surplus supplies, vehicles, capital assets, equipment and other materials which cannot be used by any city agency or which have become unsuitable for city use by one or more of the following methods:
  - (1) *Sale on the open market.* The finance director shall cause to be published at least three days before the sale, in a locally adjudicated newspaper or newspaper circulated in the city, or by posting on any city website, a notice of sale setting forth a general description of the personal property to be sold, and the day, time and location of the sale. The terms of all such sales shall be cash in the amount of the full purchase price.
  - (2) *Sale by sealed bid or public auction.* As an alternative to the sale on the open market, the finance director may, when in his/her judgment it is in the best interest of the city, sell surplus personal property by means of sealed bid or public auction.

In the case of sale by sealed bid or public auction, the finance director shall cause to be published at least three days before the sale, in a locally adjudicated newspaper, or by posting on any city website, a notice setting forth a general description of the surplus personal property to be sold, and the day, time and location of the sale. The terms of all such sales shall be cash in the amount of the full purchase price.

In conducting an auction, the finance director may contract with a professional auctioneer and allow a flat fee, hourly fee or percentage of the amount of the

sale to be paid based upon that which is common and customary method and rate for such auctioneering services.

- (3) *Trade-in*, only when the finance director determines that the trade-in value is expected to exceed the value estimated to be obtained through the sale or other disposition of such surplus property.
- (4) *Scrap*. Surplus property may be sold as scrap if the finance director deems that the value of its parts exceeds the value of the surplus property as a whole.
- (5) *Low Value Item*. Where the finance director determines that surplus property is of minimal value to the City due to spoilage, obsolescence or other cause or where the City determines that the cost of disposal of such property would exceed the recovery value, the City shall dispose of the same in such a manner as they deem appropriate and in the best interest of the City, including but not limited to donation to any other governmental organization (including those outside the United States) or a non-profit group or corporation exempt from federal taxes pursuant to Internal Revenue Code Section 501(c)(3) located within or serving the City of Eastvale.
- (6) Other procedures permitted by law, as directed by the city council.

#### **Sec. 4.06.120. Federally funded procurements.**

- (a) *Purpose and applicability*. This section pertains to federally-funded projects and purchases. The purpose of this section is to ensure compliance with all applicable federal requirements when federal money is being expended by the city. To the extent that any provisions of this section are inconsistent with any other provisions of this chapter, the provisions of this section shall prevail with respect to federally-funded procurements. If any provision of this section becomes inconsistent with federal requirements, whether due to a change in federal law or regulations, through judicial precedent, or for any other reason, then the city shall not be required to comply with the inconsistent provision.
- (b) *Code of conduct*. As representatives of the City of Eastvale, all employees are expected to conduct themselves in a professional and ethical manner, maintaining high standards of integrity and the use of good judgement. Employees are expected to be principled in their business interactions and act in good faith with individuals both inside and outside the city. The following code of conduct shall govern the performance, behavior and actions of the city, including employees, directors, appointed or elected officials, volunteers, or agents who are engaged in any aspect of procurement, including, but not limited to, purchasing goods and services, awarding contracts and grants, and the administration and supervision of contracts:
  - (1) No employee, director, appointed or elected official, volunteer, or agent of the city shall participate in the selection, award, or administration of contracts supported by a federal award if a conflict of interest is real or apparent to a reasonable person.

- (2) Conflicts of interest may arise when any employee, officer, or agent of the city, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a real or apparent financial or other interest in or a tangible personal benefit from a firm considered for the contract.
- (3) The city's employees, directors, appointed or elected officials, volunteers, or agents shall neither solicit nor accept gratuities, favors, gifts, consulting fees, trips, or anything having a monetary value in excess of the gift limitation amount established by the fair political practices commission from a vendor, potential vendor, family or employees of a vendor, contractor or parties to subcontractors.
- (4) Disciplinary measures for violations of the code of conduct by employees, directors, appointed or elected officials, volunteers, or agents who are engaged in any aspect of procurement, including, but not limited to, purchasing goods and services, awarding contracts and grants, and the administration and supervision of contracts could lead to disciplinary measures, up to and including possible termination of employment.

(c) *Solicitation procedures.*

- (1) Acquisition of unnecessary or duplicative items must be avoided. Consideration should be given to consolidating or dividing procurements to obtain a more economical purchase. When appropriate, an analysis will be made of lease versus purchase alternatives, and any other appropriate analysis to determine the most economical approach.
- (2) To foster greater economy and efficiency, and in accordance with efforts to promote cost-effective use of shared services, the city shall enter into state and local intergovernmental agreements or inter-entity agreements where appropriate for procurement or use of common or shared goods and services.
- (3) Federal excess and surplus property shall be utilized in lieu of purchasing new equipment and property whenever such use is feasible and reduces project costs.
- (4) Value engineering clauses may be used in contracts for construction projects of sufficient size to offer reasonable opportunities for cost reductions. Value engineering is a systematic and creative analysis of each contract item or task to ensure that its essential function is provided at the overall lower cost.
- (5) Contracts shall only be awarded to responsible contractors possessing the ability to perform successfully under the terms and conditions of a proposed procurement. Consideration will be given to such matters as contractor integrity, compliance with public policy, record of past performance, and financial and technical resources.
- (6) Records will be maintained to sufficiently detail the history of procurement. These records will include, but are not necessarily limited to the following: rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price. The city clerk will be the repository for said

records and shall be maintained in accordance with the city's adopted records retention schedule.

- (7) Time and material type contracts (open-ended) may be used only after a determination that no other contract is suitable. Time and material type contract means a contract where the cost to the city is the sum of the actual cost of materials and direct labor hours charged at fixed hourly rates that reflect wages, general and administrative expense, and profit. Each time and material contract will set a ceiling price that the contractor exceeds at its own risk. A higher degree of oversight is required in order to obtain reasonable assurance that the contractor is using efficient methods and effective cost controls.
- (8) The city alone will be responsible, in accordance with good administrative practice and sound business judgment, for the settlement of all contractual and administrative issues arising out of procurements. These issues include, but are not limited to, source evaluation, protests, disputes, and claims. These standards do not relieve the city of any contractual responsibilities under its contracts. The federal awarding agency will not substitute its judgment for that of the city unless the matter is primarily a federal concern. Violations of law will be referred to the local, state, or federal authority having proper jurisdiction.

(d) *Competition.*

- (1) All procurement transactions must be conducted in a manner providing full and open competition. In order to ensure objective contractor performance and eliminate unfair competitive advantage, contractors that develop or draft specifications, requirements, statements of work, and invitations for bids or requests for proposals will be excluded from competing for such procurements. Some of the situations considered to be restrictive of competition include, but are not limited to:
  - a. Placing unreasonable requirements on firms in order for them to qualify to do business;
  - b. Requiring unnecessary experience and excessive bonding;
  - c. Noncompetitive pricing practices between firms or between affiliated companies;
  - d. Noncompetitive contracts to consultants that are on retainer contracts;
  - e. Organizational conflicts of interest;
  - f. Specifying only a brand name product instead of allowing an equal product to be offered and describing the performance or other relevant requirements of the procurement; and
  - g. Any arbitrary action in the procurement process.
- (2) Procurements shall be conducted in a manner that prohibits the use of statutorily or administratively imposed state or local geographical preferences in the evaluation of bids or proposals, except in those cases where applicable federal statutes expressly

mandate or encourage geographic preference. Nothing in this section preempts state licensing laws. When contracting for architectural and engineering (A/E) services, geographic location may be a selection criterion provided its application leaves an appropriate number of qualified firms, given the nature and size of the project, to compete for the contract.

- (3) All solicitations will incorporate a clear and accurate description of the technical requirements for the material, product, or service to be procured. Such description must not, in competitive procurements, contain features which unduly restrict competition. The description may include a statement of the qualitative nature of the material, product or service to be procured and, when necessary, must set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications should be avoided if at all possible. When it is impractical or uneconomical to make a clear and accurate description of the technical requirements, a brand name or equivalent description may be used as a means to define the performance or other relevant requirements of procurement. The specific features of the named brand which must be met by offers must be clearly stated.
- (4) Bids and proposals shall identify all the requirements which the offerors must fulfill and all other factors to be used in evaluation bids or proposals

(e) *Methods of procurement.*

- (1) Micro-purchase: Micro-purchases may be made on the open market. Micro-purchases are purchases where the aggregate dollar amount does not exceed \$15,000.00, or \$2,000 for acquisitions of construction subject to 40 U.S.C. chapter 31, or \$2,500 for acquisitions of services subject to 41 U.S.C. chapter 67, or the current micro-purchase limitation set by the Federal Acquisition Regulation at 48 CFR Subpart 2.1. where this threshold is periodically adjusted.
- (2) Small purchases: Purchases up to the simplified acquisition threshold may be made by following informal purchasing procedures (§ 4.06.050). The simplified acquisition threshold is set by the Federal Acquisition Regulation at 48 CFR Subpart 2.1. and adjusted periodically. As of the date of this ordinance, the simplified acquisition threshold is \$350,000.00.
- (3) Large purchases: Purchases over the simplified acquisition threshold must be made by any of the following competitive processes:
  - a. Sealed bids. The fixed price (lump sum or unit price) is awarded to the responsible bidder who conformed to all material terms and is the lowest in price.
    - i. This method is the preferred procurement method for construction contracts, if the following conditions apply:
      - (a) A complete, adequate, and realistic specification or purchase description is available;

- (b) Two or more responsible bidders are willing and able to compete effectively for the business, and,
  - (c) The procurement lends itself to a firm fixed price contract and the selection of the successful bidder can be made principally based on price.
- ii. If sealed bids are used, the following requirements shall apply:
  - (a) The invitation for bids will be publicly advertised and bids must be solicited from an adequate number of known vendors, providing them sufficient response time prior to the date for opening the bids;
  - (b) The invitation for bids, which will include any specifications and pertinent attachments, must define the terms or services in order for the bidder to properly respond;
  - (c) All bids will be publicly opened at the time and place prescribed in the invitation for bids;
  - (d) A firm fixed price contract award will be made in writing to the lowest responsive and responsible bidder. Where specified in bidding documents, factors such as discounts will only be used in determining which bid is lowest. Payment discounts will only be used to determine the low bid when prior experience indicates that such discounts are usually taken advantage of; and
  - (e) Any or all bids may be rejected if there is a sound documented reason.
- b. Competitive proposals: This procurement method requires formal solicitation, fixed-price or cost-reimbursement contracts, and is used when sealed bids are not appropriate. The contract should be awarded to the responsible firm whose proposal is most advantageous to the project, with price being one of the various factors. If this method is used, the following requirements apply:
  - i. Requests for proposals must be publicized and identify all evaluation factors and their relative importance. Any response to publicized requests for proposals must be considered to the maximum extent practical;
  - ii. Proposals must be solicited from an adequate number of qualified sources;
  - iii. The methods for conducting technical evaluations of the proposals received and for selecting recipients may include, but not limited to: oral interviews, references, past performance, availability to perform work, and certifications as determined by project scope.
  - iv. Any response that takes exception to any mandatory items in this proposal process may be rejected and not considered;

- v. Contracts must be awarded to the responsible firm whose proposal is most advantageous to the project, with price and other factors considered; and,
  - vi. Competitive proposal procedures may be used for qualifications-based procurement of architectural/engineering (A/E) professional services whereby competitors' qualifications are evaluated and the most qualified competitor is selected, subject to negotiation of fair and reasonable compensation. The method, where price is not used as a selection factor, can only be used in procurement of A/E professional services. It cannot be used to purchase other types of services, though A/E firms are a potential source to perform the proposed effort.
- (4) Noncompetitive proposals: Also known as sole-source procurement, this may be appropriate only when one or more of the following criteria are met:
- a. The item is available only from a single source;
  - b. The public emergency for the requirement will not permit a delay resulting from competitive solicitation;
  - c. The federal awarding agency or pass-through entity expressly authorizes noncompetitive proposals in response to a written request from the non-federal entity; or
  - d. After solicitation of a number of sources, competition is determined inadequate.
- (f) *Contract cost and price.* A cost or price analysis shall be performed in connection with every procurement action in excess of the simplified acquisition threshold, including contract modifications. The method and degree of analysis is dependent on the facts surrounding the particular procurement situation, but as a starting point, independent estimates shall be made prior to receiving bids and proposals.
1. Profit shall be negotiated as a separate element of the price for each contract in which there is a no price competition and in all cases where cost analysis is performed. To establish a fair and reasonable profit, consideration must be given to the complexity of the work to be performed, the risk borne by the contractor, the contractor's investment, the amount of subcontracting, the quality of its record of past performance, and industry profit rates in the surrounding geographical area for similar work.
  2. Costs or prices based on estimated costs for contracts under the federal award are allowable only to the extent that costs incurred or cost estimates included in negotiated prices would be allowable for the city under Subpart E - Cost Principles of Part 200 - Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
  3. The cost plus a percentage of cost and percentage of construction cost methods of contracting shall not be used.
- (g) *Federal awarding agency or pass-through entity review.*

1. The city shall make available, upon request of the federal awarding agency or pass-through entity, technical specifications on proposed procurements where the federal awarding agency or pass-through entity believes such review is needed to ensure that the item or service specified is the one being proposed for acquisition. This review generally will take place prior to the time the specification is incorporated into a solicitation document. However, if the city desires to have the review accomplished after a solicitation has been developed, the federal awarding agency or pass-through entity may still review the specifications, with such review usually limited to the technical aspects of the proposed purchase.
  2. The city will make available upon request, for the federal awarding agency or pass-through entity pre-procurement review, procurement documents, such as requests for proposals or invitations for bids, or independent cost estimates, when:
    - a. Procurement procedures or operations fails to comply with the procurement standards in this part;
    - b. The procurement is expected to exceed the simplified acquisition threshold and is to be awarded without competition or only one bid or offer is received in response to a solicitation;
    - c. The procurement, which is expected to exceed the simplified acquisition threshold, specifies a "brand name" product;
    - d. The proposed contract is more than the simplified acquisition threshold and is to be awarded to other than the apparent low bidder under a sealed bid procurement; or
    - e. A proposed contract modification changes the scope of a contract or increases the contract amount by more than the simplified acquisition threshold.
  3. The city is exempt from the pre-procurement review in subsection 2 of this section if the federal awarding agency or pass-through entity determines that its procurement systems comply with the standards of this part.
  4. The city may request that its procurement system be reviewed by the federal awarding agency or pass-through entity to determine whether its system meets these standards in order for its system to be certified. Generally, these reviews must occur where there is continuous high-dollar funding, and third-party contracts are awarded on a regular basis;
  5. The city may self-certify its procurement system. Such self-certification must not limit the federal awarding agency's right to survey the system. Under a self-certification procedure, the federal awarding agency may rely on written assurances from the city that it is complying with these standards. The city must cite specific policies, procedures, regulations, or standards as being in compliance with these requirements and have its system available for review.
- (h) *Bonding requirements.* For construction or facility improvement contracts or subcontracts exceeding the simplified acquisition threshold, the federal awarding or pass-through entity

may accept the bonding policy and requirements of the city provided that the federal awarding agency or pass-through entity has made a determination that the federal interest is adequately protected. If such a determination has not been made, the minimum requirements must be as follows:

1. A bid guarantee from each bidder equivalent to five percent of the bid price. The bid guarantee must consist of a firm commitment such as a bid bond, certified check, or other negotiable instrument accompanying a bid as assurance that the bidder will, upon acceptance of the bid, execute such contractual documents as may be required within the time specified;
  2. A performance bond on the part of the contractor for 100 percent of the contract price. A performance bond is one executed in connection with a contract to secure fulfillment of all the contractor's obligations under such contract; and,
  3. A payment bond on the part of the contractor for 100 percent of the contract price. A payment bond is one executed in connection with a contract to assure payment as required by law of all persons supplying labor and material in the execution of the work provided for in the contract.
- (i) *Contract provisions.* Contracts where federal funding is utilized shall include the following contract clauses, the specific language of which shall be determined by the city attorney:
1. Equal employment opportunity - All contracts, when funded in whole or partly by monies derived from the federal government (either directly or indirectly), shall contain a provision requiring compliance with equal employment opportunity.
  2. Davis-Bacon Act - Applies to construction contracts in excess of \$2,000.00. It requires contracts to pay laborers and mechanics wages not less than the prevailing wage as determined by the Secretary of Labor and must be required to pay wages not less than once a week. Each bid solicitation published by the city must contain the current prevailing wage determination. Any award of the contract must be conditioned on contractor's acceptance of that wage determination and suspected or reported violations of this act shall be immediately reported to the federal awarding agency.
  3. Copeland "Anti-Kickback" Act - Applies to construction contracts in excess of \$2,000.00. It prohibits kickbacks in construction contracts funded with federal monies. Contractors and subcontractors or sub recipients shall be prohibited from inducing any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled and suspected or reported violations shall be immediately reported to the federal awarding agency.
  4. Contract Work Hours and Safety Standards Act - Applies to contracts in excess of \$150,000.00 that involve the employment of mechanics or laborers funded with federal money. Such contracts must include a provision for compliance with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5).

5. Clean Air Act & Federal Water Pollution Control Act - Applies to contracts and sub grants in excess of \$150,000.00. Contractor shall be required to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act and the Federal Water Pollution Control Act. Suspected or reported violations must be reported to the federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).
  6. Debarment and suspension - Contracts funded with federal grant monies may not be awarded to contractors that have been debarred or suspended from receiving federal monies pursuant to the System for Award Management (SAM).
  7. Byrd Anti-Lobbying Amendment - Contractors that apply or bid for an award of \$100,000.00 must certify that they will not and have not used federal funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant or any other award.
- (j) *Contracting with small and minority business, women's business enterprises, and labor surplus area firms.* All necessary affirmative steps will be taken to assure that minority business, women's business enterprises, and labor surplus area firms are used when possible. Affirmative steps include:
1. Placing qualified small and minority businesses and women's business enterprises on solicitation lists;
  2. Assuring that small and minority businesses and women's business enterprises are solicited whenever they are potential sources;
  3. Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses and women's business enterprises;
  4. Establishing delivery schedules, where the requirement permits, which encourage participation by small and minority businesses and women's business enterprises;
  5. Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce; and,
  6. Requiring the prime contractor, if subcontracts are to be let, to take the affirmative steps listed in subsections (1) through (5) of this section.
- (k) *Proclaimed Emergencies or Disasters.* Notwithstanding any other provision in this section, the city shall follow the then-current applicable procurement procedures promulgated by the Federal Emergency Management Agency (FEMA) necessary to be eligible for FEMA funding or reimbursement for purchases during a proclaimed emergency or disaster.

**Sec. 4.06.130. Recovered organic material product procurement and recycled-content paper procurement.**

- (a) All city departments, and direct service providers to the city, as applicable, must comply with the city's recovered organic material produce and recycled-content paper procurement policy, as amended.
- (b) All vendors providing paper products and printing and writing paper shall:
  - (1) If fitness and quality are equal, provide recycled-content paper products and recycled-content printing and writing paper that consists of at least 30 percent, by fiber weight, postconsumer fiber instead of non-recycled products whenever recycled paper products and printing and writing paper are available at the same or lesser total cost than non-recycled items or at a total cost of no more than one percent of the total cost for non-recycled items.
  - (2) Provide paper products and printing and writing paper that meet Federal Trade Commission recyclability standard as defined in 16 Code of Federal Regulations (CFR) Section 260.12.
  - (3) Certify in writing, under penalty of perjury, the minimum percentage of postconsumer material in the paper products and printing and writing paper offered or sold to the city. This certification requirement may be waived if the percentage of postconsumer material in the paper products, printing and writing paper, or both can be verified by a product label, catalog, invoice, or a manufacturer or vendor internet website.
  - (4) Certify in writing, on invoices or receipts provided, that the paper products and printing and writing paper offered or sold to the city is eligible to be labeled with an unqualified recyclable label as defined in 16 Code of Federal Regulations (CFR) Section 260.12 (2013).
  - (5) Provide records to the city's recordkeeping designee, of all paper products and printing and writing paper purchases (both recycled-content and non-recycled content, if any is purchased). Records shall include a copy (electronic or paper) of the invoice or other documentation of purchase, written certifications as required in this Section, quantity purchased, date purchased, and recycled content (including products that contain none), and if non-recycled content paper products or printing and writing papers are provided, include a description of why recycled-content paper products or printing and writing papers were not provided.

## **CHAPTER 4.06 PURCHASING GOODS AND SERVICES; DISPOSITION OF SURPLUS SUPPLIES AND EQUIPMENT**

### **Sec. 4.06.010. Adoption of purchasing system; purpose and applicability.**

A centralized purchasing system is hereby adopted for the following purposes:

- (a) To establish efficient procedures for the purchase of supplies, equipment, labor and services (goods and services) required by the City at the lowest possible cost commensurate with quality needed;
- (b) To exercise responsible financial control over purchases;
- (c) To clearly define authority for the purchasing function through the use of purchase orders, contracts and other authorized procedures;
- (d) To establish the necessary procedures for the selection of vendors of all ranges of goods and services so as to avoid favor or prejudice;
- (e) To provide for identification of capital assets acquired for the City; and
- (f) To establish policy and procedures for the disposition of surplus goods.

This chapter ~~does not apply~~ applies to contracts for “public projects”, as defined herein, that are subject to compliance with the Local Agency Public Construction Act (Public Contract Code section 20100 et seq.) and other applicable State laws pertaining to the procurement of contracts for public projects, but only to the extent this chapter is not in conflict with State laws applicable to the public project. -For the purpose of clarity, the informal and formal procurement procedures and exceptions thereto contained in Sections 4.06.060 through 4.06.090 of this chapter shall not apply to public projects.

This chapter does not apply to contracts that do not involve the payment of public money to a third party in exchange for goods or services, including but not limited to franchise agreements and agreements related to the acquisition or disposition of rights to real property.

### **Sec. 4.06.020. Definitions.**

The following words, terms and phrases, when used in this division, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Contract* means a mutually agreed upon, legally binding agreement between the city and the vendor, contractor, or consultant.

*Department head* means the person who is designated by the city manager as being responsible for each particular city department, including, but not limited to, city manager, city clerk, finance, planning, community services, law enforcement services, fire protection services, and engineering/public works.

*Economy and efficiency* refers to cases where, in the case of sound judgment, the need for goods or services is best met by methods which do not comply with the strict procedures of this division, due to time constraints, economy of scale or other considerations.

*Emergency* means a condition of disaster or of extreme peril to the safety of persons and property within the state caused by such conditions as air pollution, fire, flood, hazardous material incident, storm, epidemic, riot, drought, sudden and severe energy shortage, plant or animal infestations or disease, the Governor's warning of an earthquake or volcanic prediction, or an earthquake or other conditions, other than conditions resulting from a labor controversy.

*Finance director* means the city's finance director, or in the absence of a finance director, the city manager or a person designated by the city manager to carry out the duties of the finance director under this division of the Code.

*Goods* means supplies, equipment, materials, and any other items for sale or use, but not including real property.

*Invitation for bids* means a formal solicitation for sealed bids, including invitations for proposals or statement of qualifications, for which a public notice is advertised in accordance with administrative policies or applicable state law for public work projects

*Nonprofessional services* means all services other than professional services, including but not limited to maintenance, repair, landscaping, janitorial, clerical, and other services that do not require advanced or specialized knowledge, expertise, training or skill. For the purposes of this division, nonprofessional services does not include any services that are performed on a public project and required to be procured and awarded in compliance with California Public Contracts Code.

*Proclaimed emergency or disaster* means the President or Governor has declared or proclaimed a State of Emergency for an area that includes the geographic territory of the city; or a local emergency has been proclaimed and is currently in effect.

*Professional services* means services that involve the exercise of professional discretion and independent judgment based on advanced or specialized knowledge, expertise or training gained by formal study or experience. Professional services include, but are not limited to, services provided by accountants, appraisers, attorneys, economists, finance, insurance advisors, medical professionals, planning, those professions listed in Government Code Section 4526, and other specialized consultants.

[Public project shall have the same meaning as defined in Public Contract Code Section 20161.](#)

*Purchase order* means a legal document issued by the city to the selected vendor that authorizes the purchase and payment of goods or services.

*Purchasing Officer* means the person(s) appointed by the finance director and functioning under his or her general direction and control to assist with the carrying out of the finance director's duties.

*Services* means the furnishing of labor, time or effort by an independent contractor.

*Simplified acquisition threshold* means the dollar amount below which a non-Federal entity may purchase property or services using small purchase methods, as set forth in Title 2 of the Code of Federal Regulations, Part 200, as it may be amended from time to time.

*Sole source* means when goods or services may be obtained from only one source.

*Vendor* means the supplier, company, consultant, contractor, firm, and/or organization selected by the city to provide goods and services.

**Sec. 4.06.030. Authority and responsibility.**

- (a) *The finance director*, at the direction of the city manager, has the authority and responsibility to designate a purchasing officer, establish a centralized purchasing system, and establish purchasing policy and procedures for the purchase of goods and services and disposition of surplus supplies and equipment in accordance with this chapter, as it may be amended from time to time by the city council.
- (b) *Purchasing officer*. The finance director shall designate a purchasing officer whose duties shall include but not be limited to the following.
  - (1) May promulgate administrative policies necessary or desirable to carry out the responsibilities of this chapter.
  - (2) Keep informed of current developments in market conditions and new products and maintain a bidder's list, and other records needed for the efficient purchase of supplies and equipment.
  - (3) Cause goods delivered to the city to be inspected to determine their conformance with specifications.
  - (4) Evaluate contract services performed to determine conformance with the specifications set forth in the contract and for compliance with applicable policies, laws and regulations.
  - (5) Consider and encourage the purchase and use of environmentally friendly, "green" and recyclable materials and products, whenever practicable.
  - (6) When a contract for a purchase of goods or services is not expressly required herein, determine, in consultation with the city attorney, when it is appropriate for a contract to be executed in conjunction with the purchase of goods or services.
  - (7) Making determinations as to whether a particular service to be procured qualifies as a professional or nonprofessional service for the purposes of determining the relevant procurement procedures to be followed.
- (c) *Department heads*. The head of each city department is responsible for administering and implementing for that department the purchasing policy and procedures set forth in this chapter and those established by the finance director. Each department head or his/her designee shall ensure that sufficient documentation is submitted to the purchasing officer with a request for purchase to demonstrate compliance with this chapter and any applicable administrative policies.

- (d) *Ethics Statement.* It is essential for taxpayers, residents, and businesses in the city to have complete confidence in the integrity of their public servants, particularly in the procurement of goods, services, and public projects. City employees, elected and appointed officials must uphold high standards of integrity in their conduct and ensure that their procurement activities align with administrative policies and any applicable federal, state, and local laws and procure without prejudice, seeking to obtain the maximum value for each dollar expended and avoid unfair practices. At a minimum, city employees are required to adhere to the standards outlined in the Political Reform Act, Government Code Section 8100 et seq.; Fair Political Practices Commission (FPPC), Government Code Section 1090, 87100, and 87103, and Anti-Kickback Enforcement Act of 1986 regulations

**Sec. 4.06.040. Determination of purchasing requirements.**

The adopted budget for each department for each fiscal year shall include funding for the necessary goods and services for that department during the fiscal year. Unless there is a proclaimed emergency or disaster, a purchase order for goods or services shall not be approved unless there exists an unencumbered appropriation in the department account against which such purchase is to be charged.

**Sec. 4.06.050. Authority to enter into contracts**

- (a) *Initial approval.* The City Manager [or their designee](#) is authorized to approve and execute contracts for goods and services provided that the amount of the contract does not exceed fifty thousand dollars (\$50,000.00). Contracts for goods and services greater than fifty thousand dollars (\$50,000.00) shall be approved by the City Council and executed by the City Manager after City Council approval.
- (b) *Change orders and amendments.*
- (i) *Council approved contracts.* Change orders and amendments to a contract approved by the City Council may be approved by the City Manager, provided the aggregate amount of all change orders and amendments to a particular contract, including the change order under consideration, do not exceed ten percent of the original contract amount. Any change order or amendment to a contract approved by the City Council that exceeds ten percent of the original contract cost, when considered with the aggregate amount of all other changes to the contract, shall be approved by the City Council.
- (ii) *City Manager approved contracts.* Change orders and amendments to a contract approved by the City Manager may be approved by the City Manager, provided that the aggregate amount of all change orders and amendments to a particular contract, including the change order under consideration, does not cause the total cost of the contract to exceed \$55,000. Any change order or amendment to a contract approved by the City Manager that results in the total cost of the contract exceeding \$55,000 shall be approved by the City Council.

(iii) Any proposed changes to a contract that does not increase the purchase price may be approved by the city manager in accordance with any applicable terms and conditions of the original contract related to change orders or amendments.

(c) The finance director shall provide a report to the city council, or a finance subcommittee established by the city council if one exists, on a recurring basis informing the council or its finance subcommittee of purchases approved administratively.

**Sec. 4.06.060. Competitive informal procedures – good and services.**

- (a) For purchases of goods and nonprofessional services not exceeding ten thousand dollars (\$10,000.00), purchases can be made without conducting informal or formal bidding. For purchases of professional services not exceeding \$199,999.99, purchases can be made without conducting informal or formal bidding.
- (b) For purchases of goods or nonprofessional services with a value of \$10,000.01 to \$49,999.99, ~~and for purchases of professional services with a value of \$10,000.01 to \$199,999.99,~~ at least three informal written bids, quotes or proposals must be obtained in accordance with the procedures established by the finance director, unless exempt pursuant to section 4.06.090. The purchase order or contract for such purchases shall be awarded to the lowest responsive, responsible vendor, consistent with the quality, quantity and delivery requirements.

The lowest responsive, responsible vendor shall be determined by such factors as price, ability, references, quality of supplies and equipment. Bids, quotes or proposals shall be submitted to the purchasing officer. The department head shall make a good faith effort to notify all businesses engaged in providing such goods or services located within the boundaries of the city of the opportunity to bid.

**Sec. 4.06.070. Competitive formal procedures - goods.**

Unless exempt pursuant to section 4.06.090, all purchases of goods of \$50,000.00 or more shall be let by the formal procedures set forth herein.

- (a) The purchasing officer shall advertise a public notice inviting formal bids.
  - (1) The public notices shall be transmitted by means established by the administrative code but not recited over the telephone or in person, to all qualified vendors on the city's bid list or who have requested their name to be added thereto. Any interested bidder may obtain an invitation for bid. (2) The public notices shall describe the goods or services in general terms, how to obtain more detailed information, and state the time and place for submission of responses.
  - (3) Public notices shall be transmitted by way of electronic bidding system for the purpose of receiving sealed electronic bids or proposed contracts no later than ten calendar days before the opening date of the bids.

- (4) Public notice shall be published at least ten calendar days before the date of opening of the bids.
- (b) All bids shall be submitted sealed and electronically in accordance with the instructions contained in the invitation for bid.
- (c) The bids shall be opened in public, at the time and place stated on the invitation for bid. All bids shall be publicly declared.
- (d) Contracts shall be awarded in accordance with invitation for bid instructions.
- (e) If two or more bids received are the same price and are the lowest price, the city may accept the one it chooses or accept the lowest bid made by negotiation with the bidders at the time of the bid opening.
- (g) If no bids are received, the purchase may be let in the open market or by the informal procedures set forth in section 4.06.060.
- (g) The purchasing officer shall have the right to waive any defect or informality in the bidding or in the procedures set forth in this section. A waiver of any defect or informality shall not void any contract subsequently entered into.
- (h) Formal bidding may require bidder's security as determined by the purchasing officer. Bidder's security shall be in an amount equal to at least 10 percent of the amount bid and shall be in one of the following forms:
  - (1) Cashier's check made payable to the City.
  - (2) A certified check made payable to the City.
  - (3) A bidder's bond executed by an admitted surety insurer which meets the rating requirements established by the City Clerk, made payable to the City.
- (j) A bid for which bidder's security is required shall not be considered unless one of the forms of bidder's security is enclosed with it. If the successful bidder fails to execute the contract, the amount of the bidder's security shall be forfeited to the City as set forth below.
- (k) The City Council may on refusal or failure of the successful bidder to execute the contract, award it to the next lowest responsive bidder. If the City awards the contract to the second lowest responsible bidder, the amount of the lowest bidder security shall be applied by the City to the difference between the low bid and the second lowest bid and the surplus if any shall be returned to the lowest bidder if a check is used or to the surety on the bidder's bond if a bond is used.
- (l) In its discretion, the City may abandon the project or cause to have the project re-advertised for bids by the formal procedures set forth in this section.

**Sec. 4.06.080. Competitive formal procedures - services.**

- (a) Contracts for professional services of an estimated value of \$200,000 or more shall be awarded upon completion of a competitive solicitation process which emphasizes value over price and permits the evaluation of criteria such as qualifications,

experience, and performance data to determine the best overall value (“Best Value”) to the city as determined by the purchasing officer, or may be exempted in accordance with Section 4.06.090.

- (b) Contracts for non-professional services of an estimated value of \$50,000 or more shall be awarded by a competitive solicitation process as described in paragraph a of this section or through formal bidding procedures as described in Section 4.06.070. The purchasing officer shall have the authority to determine the appropriate procedure to use for a purchase of non-professional services based on the nature of the services involved.
- (c) Notwithstanding section 4.06.050, all contracts for the performance of the annual audit of the city's financial statements shall be approved by the city council.

**Sec. 4.06.090. Exemption from procedures upon determination of purchasing officer or city council.**

The procurement procedures set forth in sections 4.06.060, 4.06.070 and 4.06.080 may be waived, at the discretion of the purchasing officer or city council, when any of the following are applicable:

- (a) After a reasonable attempt has been made to obtain bids, quotes, proposals or other submissions, and it has been determined by the purchasing officer that three responsive submissions cannot be obtained from responsible vendors.
- (b) The purchasing officer determines that due to the nature of the goods or services formal bidding or solicitation is not likely to result in the lowest price or Best Value.
- (c) The purchase of goods or services is made directly from a vendor at a price established by competitive procedures by another federal, state, county, other public agency or cooperative purchasing programs (also known as “piggybacking”) , even if the agency has not established a cooperative purchase program or the city has not entered into a cooperative purchase agreement with the agency.
- (d) The goods or services are unique or proprietary, including, but not limited to, acquisition of data processing, telecommunications and word processing equipment, goods and services.
- (e) The goods or services can only be obtained from a sole source.
- (f) The purchase of a specific brand name, make or model is necessary to match existing city equipment or aesthetic or facilitate effective maintenance and support.
- (g) The purchasing officer determines that to further economy and efficiency it is in the city’s best interest to waive strict compliance with the formal or informal solicitation procedures required herein.
- (h) The purchasing of advertising in print or other media formats where legal requirements exist regarding the manner and method of advertising, or where the advertising is aimed at reaching a specific target audience.

- (i) The purchasing officer finds that emergency conditions exist that require the immediate purchase of goods or services.

For purchases made from an emergency situation, in accordance with purchasing policy and procedures, the director of any department, with the approval of the city manager, may purchase supplies, equipment, or services directly subject to parameters set forth in City Council resolution(s) or administrative guidelines. The director will submit a report of the circumstances of the emergency to the purchasing officer within three business days. If the contract is one that in a non-emergency situation would have needed to be presented to city council for approval, then the report will be filed with the city council and will be entered in the minutes of the city council at its next regular meeting.

**Sec. 4.06.100. Local preference.**

The city council has encouraged all residents and businesses located within the City of Eastvale to shop locally at businesses located in the city. In keeping with this policy except for those contracts funded through programs or partners which prohibit the use of a local preference or as may be prohibited by state or federal law, the purchasing officer shall make every attempt to purchase goods from Eastvale businesses by giving preference to local vendors in the purchase of goods pursuant to the formal or informal competitive procedures. The city must inform prospective bidders that the city will be giving preference to local bidders at the time the bids for goods are solicited.

- (a) A vendor shall be considered a local vendor if it meets the following criteria:
  - (1) It has fixed facilities with employees located within the City limits; and
  - (2) All sales tax returns for the goods purchased must be reported to the state through a business within the geographic boundaries of the City.; and
  - (3) It has a City business registration
- (b) A purchase of goods where local vendor preference is being given shall be awarded as follows:
  - (1) If a local vendor submitted the lowest priced submission, then the contract shall be awarded to such qualifying local vendor.
  - (2) If one or more qualifying local vendors have made a responsive submission but a qualifying local vendor did not submit the lowest priced submission, the submission price of each qualifying local vendor shall be reduced by ten percent for the purposes of comparison when evaluating bids. The reduced price of each qualifying local vendor will then be compared to the other submissions received by the City. If with this ten percent reduction a local vendor would be awarded the contract, the contract shall be awarded to the qualifying local vendor.

#### **Sec. 4.06.110. Disposal of surplus supplies or equipment.**

The head of any city department may declare supplies or equipment (collectively "personal property") held by such department surplus. Such declaration shall be in writing and the written declaration shall be delivered to the finance director who shall maintain a written inventory of surplus supplies and equipment for circulation to and review by each department. If any department has use for such personal property, the department head may request reassignment of such personal property from the finance director. The finance director shall have the authority to assign the personal property to the department best able to make use of such personal property. If no department head makes a request for use of such personal property after the inventory report has been circulated for one month, the personal property shall be deemed surplus.

- (a) The finance director shall have the authority to dispose of surplus supplies, vehicles, capital assets, equipment and other materials which cannot be used by any city agency or which have become unsuitable for city use by one or more of the following methods:
- (1) *Sale on the open market.* The finance director shall cause to be published at least three days before the sale, in a locally adjudicated newspaper or newspaper circulated in the city, or by posting on any city website, a notice of sale setting forth a general description of the personal property to be sold, and the day, time and location of the sale. The terms of all such sales shall be cash in the amount of the full purchase price.
  - (2) *Sale by sealed bid or public auction.* As an alternative to the sale on the open market, the finance director may, when in his/her judgment it is in the best interest of the city, sell surplus personal property by means of sealed bid or public auction.

In the case of sale by sealed bid or public auction, the finance director shall cause to be published at least three days before the sale, in a locally adjudicated newspaper, or by posting on any city website, a notice setting forth a general description of the surplus personal property to be sold, and the day, time and location of the sale. The terms of all such sales shall be cash in the amount of the full purchase price.

In conducting an auction, the finance director may contract with a professional auctioneer and allow a flat fee, hourly fee or percentage of the amount of the sale to be paid based upon that which is common and customary method and rate for such auctioneering services.

- (3) *Trade-in,* only when the finance director determines that the trade-in value is expected to exceed the value estimated to be obtained through the sale or other disposition of such surplus property.
- (4) *Scrap.* Surplus property may be sold as scrap if the finance director deems that the value of its parts exceeds the value of the surplus property as a whole.

- (5) *Low Value Item.* Where the finance director determines that surplus property is of minimal value to the City due to spoilage, obsolescence or other cause or where the City determines that the cost of disposal of such property would exceed the recovery value, the City shall dispose of the same in such a manner as they deem appropriate and in the best interest of the City, including but not limited to donation to any other governmental organization (including those outside the United States) or a non-profit group or corporation exempt from federal taxes pursuant to Internal Revenue Code Section 501(c)(3) located within or serving the City of Eastvale.
- (6) Other procedures permitted by law, as directed by the city council.

**Sec. 4.06.120. Federally funded procurements.**

- (a) *Purpose and applicability.* This section pertains to federally-funded projects and purchases. The purpose of this section is to ensure compliance with all applicable federal requirements when federal money is being expended by the city. To the extent that any provisions of this section are inconsistent with any other provisions of this chapter, the provisions of this section shall prevail with respect to federally-funded procurements. If any provision of this section becomes inconsistent with federal requirements, whether due to a change in federal law or regulations, through judicial precedent, or for any other reason, then the city shall not be required to comply with the inconsistent provision.
- (b) *Code of conduct.* As representatives of the City of Eastvale, all employees are expected to conduct themselves in a professional and ethical manner, maintaining high standards of integrity and the use of good judgement. Employees are expected to be principled in their business interactions and act in good faith with individuals both inside and outside the city. The following code of conduct shall govern the performance, behavior and actions of the city, including employees, directors, appointed or elected officials, volunteers, or agents who are engaged in any aspect of procurement, including, but not limited to, purchasing goods and services, awarding contracts and grants, and the administration and supervision of contracts:
  - (1) No employee, director, appointed or elected official, volunteer, or agent of the city shall participate in the selection, award, or administration of contracts supported by a federal award if a conflict of interest is real or apparent to a reasonable person.
  - (2) Conflicts of interest may arise when any employee, officer, or agent of the city, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a real or apparent financial or other interest in or a tangible personal benefit from a firm considered for the contract.
  - (3) The city's employees, directors, appointed or elected officials, volunteers, or agents shall neither solicit nor accept gratuities, favors, gifts, consulting fees, trips, or anything having a monetary value in excess of the gift limitation amount established

by the fair political practices commission from a vendor, potential vendor, family or employees of a vendor, contractor or parties to subcontractors.

- (4) Disciplinary measures for violations of the code of conduct by employees, directors, appointed or elected officials, volunteers, or agents who are engaged in any aspect of procurement, including, but not limited to, purchasing goods and services, awarding contracts and grants, and the administration and supervision of contracts could lead to disciplinary measures, up to and including possible termination of employment.

(c) *Solicitation procedures.*

- (1) Acquisition of unnecessary or duplicative items must be avoided. Consideration should be given to consolidating or dividing procurements to obtain a more economical purchase. When appropriate, an analysis will be made of lease versus purchase alternatives, and any other appropriate analysis to determine the most economical approach.
- (2) To foster greater economy and efficiency, and in accordance with efforts to promote cost-effective use of shared services, the city shall enter into state and local intergovernmental agreements or inter-entity agreements where appropriate for procurement or use of common or shared goods and services.
- (3) Federal excess and surplus property shall be utilized in lieu of purchasing new equipment and property whenever such use is feasible and reduces project costs.
- (4) Value engineering clauses may be used in contracts for construction projects of sufficient size to offer reasonable opportunities for cost reductions. Value engineering is a systematic and creative analysis of each contract item or task to ensure that its essential function is provided at the overall lower cost.
- (5) Contracts shall only be awarded to responsible contractors possessing the ability to perform successfully under the terms and conditions of a proposed procurement. Consideration will be given to such matters as contractor integrity, compliance with public policy, record of past performance, and financial and technical resources.
- (6) Records will be maintained to sufficiently detail the history of procurement. These records will include, but are not necessarily limited to the following: rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price. The city clerk will be the repository for said records and shall be maintained in accordance with the city's adopted records retention schedule.
- (7) Time and material type contracts (open-ended) may be used only after a determination that no other contract is suitable. Time and material type contract means a contract where the cost to the city is the sum of the actual cost of materials and direct labor hours charged at fixed hourly rates that reflect wages, general and administrative expense, and profit. Each time and material contract will set a ceiling price that the contractor exceeds at its own risk. A higher degree of oversight is

required in order to obtain reasonable assurance that the contractor is using efficient methods and effective cost controls.

- (8) The city alone will be responsible, in accordance with good administrative practice and sound business judgment, for the settlement of all contractual and administrative issues arising out of procurements. These issues include, but are not limited to, source evaluation, protests, disputes, and claims. These standards do not relieve the city of any contractual responsibilities under its contracts. The federal awarding agency will not substitute its judgment for that of the city unless the matter is primarily a federal concern. Violations of law will be referred to the local, state, or federal authority having proper jurisdiction.

(d) *Competition.*

- (1) All procurement transactions must be conducted in a manner providing full and open competition. In order to ensure objective contractor performance and eliminate unfair competitive advantage, contractors that develop or draft specifications, requirements, statements of work, and invitations for bids or requests for proposals will be excluded from competing for such procurements. Some of the situations considered to be restrictive of competition include, but are not limited to:
  - a. Placing unreasonable requirements on firms in order for them to qualify to do business;
  - b. Requiring unnecessary experience and excessive bonding;
  - c. Noncompetitive pricing practices between firms or between affiliated companies;
  - d. Noncompetitive contracts to consultants that are on retainer contracts;
  - e. Organizational conflicts of interest;
  - f. Specifying only a brand name product instead of allowing an equal product to be offered and describing the performance or other relevant requirements of the procurement; and
  - g. Any arbitrary action in the procurement process.
- (2) Procurements shall be conducted in a manner that prohibits the use of statutorily or administratively imposed state or local geographical preferences in the evaluation of bids or proposals, except in those cases where applicable federal statutes expressly mandate or encourage geographic preference. Nothing in this section preempts state licensing laws. When contracting for architectural and engineering (A/E) services, geographic location may be a selection criterion provided its application leaves an appropriate number of qualified firms, given the nature and size of the project, to compete for the contract.
- (3) All solicitations will incorporate a clear and accurate description of the technical requirements for the material, product, or service to be procured. Such description must not, in competitive procurements, contain features which unduly restrict

competition. The description may include a statement of the qualitative nature of the material, product or service to be procured and, when necessary, must set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications should be avoided if at all possible. When it is impractical or uneconomical to make a clear and accurate description of the technical requirements, a brand name or equivalent description may be used as a means to define the performance or other relevant requirements of procurement. The specific features of the named brand which must be met by offers must be clearly stated.

- (4) Bids and proposals shall identify all the requirements which the offerors must fulfill and all other factors to be used in evaluation bids or proposals

(e) *Methods of procurement.*

- (1) Micro-purchase: Micro-purchases may be made on the open market. Micro-purchases are purchases where the aggregate dollar amount does not exceed \$15,000.00, or \$2,000 for acquisitions of construction subject to 40 U.S.C. chapter 31, or \$2,500 for acquisitions of services subject to 41 U.S.C. chapter 67, or the current micro-purchase limitation set by the Federal Acquisition Regulation at 48 CFR Subpart 2.1. where this threshold is periodically adjusted.
- (2) Small purchases: Purchases up to the simplified acquisition threshold may be made by following informal purchasing procedures (§ 4.06.050). The simplified acquisition threshold is set by the Federal Acquisition Regulation at 48 CFR Subpart 2.1. and adjusted periodically. As of the date of this ordinance, the simplified acquisition threshold is \$350,000.00.
- (3) Large purchases: Purchases over the simplified acquisition threshold must be made by any of the following competitive processes:
  - a. Sealed bids. The fixed price (lump sum or unit price) is awarded to the responsible bidder who conformed to all material terms and is the lowest in price.
    - i. This method is the preferred procurement method for construction contracts, if the following conditions apply:
      - (a) A complete, adequate, and realistic specification or purchase description is available;
      - (b) Two or more responsible bidders are willing and able to compete effectively for the business, and,
      - (c) The procurement lends itself to a firm fixed price contract and the selection of the successful bidder can be made principally based on price.
    - ii. If sealed bids are used, the following requirements shall apply:

- (a) The invitation for bids will be publicly advertised and bids must be solicited from an adequate number of known vendors, providing them sufficient response time prior to the date for opening the bids;
  - (b) The invitation for bids, which will include any specifications and pertinent attachments, must define the terms or services in order for the bidder to properly respond;
  - (c) All bids will be publicly opened at the time and place prescribed in the invitation for bids;
  - (d) A firm fixed price contract award will be made in writing to the lowest responsive and responsible bidder. Where specified in bidding documents, factors such as discounts will only be used in determining which bid is lowest. Payment discounts will only be used to determine the low bid when prior experience indicates that such discounts are usually taken advantage of; and
  - (e) Any or all bids may be rejected if there is a sound documented reason.
- b. Competitive proposals: This procurement method requires formal solicitation, fixed-price or cost-reimbursement contracts, and is used when sealed bids are not appropriate. The contract should be awarded to the responsible firm whose proposal is most advantageous to the project, with price being one of the various factors. If this method is used, the following requirements apply:
  - i. Requests for proposals must be publicized and identify all evaluation factors and their relative importance. Any response to publicized requests for proposals must be considered to the maximum extent practical;
  - ii. Proposals must be solicited from an adequate number of qualified sources;
  - iii. The methods for conducting technical evaluations of the proposals received and for selecting recipients may include, but not limited to: oral interviews, references, past performance, availability to perform work, and certifications as determined by project scope.
  - iv. Any response that takes exception to any mandatory items in this proposal process may be rejected and not considered;
  - v. Contracts must be awarded to the responsible firm whose proposal is most advantageous to the project, with price and other factors considered; and,
  - vi. Competitive proposal procedures may be used for qualifications-based procurement of architectural/engineering (A/E) professional services whereby competitors' qualifications are evaluated and the most qualified competitor is selected, subject to negotiation of fair and reasonable compensation. The method, where price is not used as a selection factor,

can only be used in procurement of A/E professional services. It cannot be used to purchase other types of services, though A/E firms are a potential source to perform the proposed effort.

- (4) Noncompetitive proposals: Also known as sole-source procurement, this may be appropriate only when one or more of the following criteria are met:
- a. The item is available only from a single source;
  - b. The public emergency for the requirement will not permit a delay resulting from competitive solicitation;
  - c. The federal awarding agency or pass-through entity expressly authorizes noncompetitive proposals in response to a written request from the non-federal entity; or
  - d. After solicitation of a number of sources, competition is determined inadequate.
- (f) *Contract cost and price.* A cost or price analysis shall be performed in connection with every procurement action in excess of the simplified acquisition threshold, including contract modifications. The method and degree of analysis is dependent on the facts surrounding the particular procurement situation, but as a starting point, independent estimates shall be made prior to receiving bids and proposals.
1. Profit shall be negotiated as a separate element of the price for each contract in which there is a no price competition and in all cases where cost analysis is performed. To establish a fair and reasonable profit, consideration must be given to the complexity of the work to be performed, the risk borne by the contractor, the contractor's investment, the amount of subcontracting, the quality of its record of past performance, and industry profit rates in the surrounding geographical area for similar work.
  2. Costs or prices based on estimated costs for contracts under the federal award are allowable only to the extent that costs incurred or cost estimates included in negotiated prices would be allowable for the city under Subpart E - Cost Principles of Part 200 - Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
  3. The cost plus a percentage of cost and percentage of construction cost methods of contracting shall not be used.
- (g) *Federal awarding agency or pass-through entity review.*
1. The city shall make available, upon request of the federal awarding agency or pass-through entity, technical specifications on proposed procurements where the federal awarding agency or pass-through entity believes such review is needed to ensure that the item or service specified is the one being proposed for acquisition. This review generally will take place prior to the time the specification is incorporated into a solicitation document. However, if the city desires to have the review accomplished after a solicitation has been developed, the federal awarding agency or pass-through

entity may still review the specifications, with such review usually limited to the technical aspects of the proposed purchase.

2. The city will make available upon request, for the federal awarding agency or pass-through entity pre-procurement review, procurement documents, such as requests for proposals or invitations for bids, or independent cost estimates, when:
    - a. Procurement procedures or operations fails to comply with the procurement standards in this part;
    - b. The procurement is expected to exceed the simplified acquisition threshold and is to be awarded without competition or only one bid or offer is received in response to a solicitation;
    - c. The procurement, which is expected to exceed the simplified acquisition threshold, specifies a "brand name" product;
    - d. The proposed contract is more than the simplified acquisition threshold and is to be awarded to other than the apparent low bidder under a sealed bid procurement; or
    - e. A proposed contract modification changes the scope of a contract or increases the contract amount by more than the simplified acquisition threshold.
  3. The city is exempt from the pre-procurement review in subsection 2 of this section if the federal awarding agency or pass-through entity determines that its procurement systems comply with the standards of this part.
  4. The city may request that its procurement system be reviewed by the federal awarding agency or pass-through entity to determine whether its system meets these standards in order for its system to be certified. Generally, these reviews must occur where there is continuous high-dollar funding, and third-party contracts are awarded on a regular basis;
  5. The city may self-certify its procurement system. Such self-certification must not limit the federal awarding agency's right to survey the system. Under a self-certification procedure, the federal awarding agency may rely on written assurances from the city that it is complying with these standards. The city must cite specific policies, procedures, regulations, or standards as being in compliance with these requirements and have its system available for review.
- (h) *Bonding requirements.* For construction or facility improvement contracts or subcontracts exceeding the simplified acquisition threshold, the federal awarding or pass-through entity may accept the bonding policy and requirements of the city provided that the federal awarding agency or pass-through entity has made a determination that the federal interest is adequately protected. If such a determination has not been made, the minimum requirements must be as follows:
1. A bid guarantee from each bidder equivalent to five percent of the bid price. The bid guarantee must consist of a firm commitment such as a bid bond, certified check, or

other negotiable instrument accompanying a bid as assurance that the bidder will, upon acceptance of the bid, execute such contractual documents as may be required within the time specified;

2. A performance bond on the part of the contractor for 100 percent of the contract price. A performance bond is one executed in connection with a contract to secure fulfillment of all the contractor's obligations under such contract; and,
  3. A payment bond on the part of the contractor for 100 percent of the contract price. A payment bond is one executed in connection with a contract to assure payment as required by law of all persons supplying labor and material in the execution of the work provided for in the contract.
- (i) *Contract provisions.* Contracts where federal funding is utilized shall include the following contract clauses, the specific language of which shall be determined by the city attorney:
1. Equal employment opportunity - All contracts, when funded in whole or partly by monies derived from the federal government (either directly or indirectly), shall contain a provision requiring compliance with equal employment opportunity.
  2. Davis-Bacon Act - Applies to construction contracts in excess of \$2,000.00. It requires contracts to pay laborers and mechanics wages not less than the prevailing wage as determined by the Secretary of Labor and must be required to pay wages not less than once a week. Each bid solicitation published by the city must contain the current prevailing wage determination. Any award of the contract must be conditioned on contractor's acceptance of that wage determination and suspected or reported violations of this act shall be immediately reported to the federal awarding agency.
  3. Copeland "Anti-Kickback" Act - Applies to construction contracts in excess of \$2,000.00. It prohibits kickbacks in construction contracts funded with federal monies. Contractors and subcontractors or sub recipients shall be prohibited from inducing any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled and suspected or reported violations shall be immediately reported to the federal awarding agency.
  4. Contract Work Hours and Safety Standards Act - Applies to contracts in excess of \$150,000.00 that involve the employment of mechanics or laborers funded with federal money. Such contracts must include a provision for compliance with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5).
  5. Clean Air Act & Federal Water Pollution Control Act - Applies to contracts and sub grants in excess of \$150,000.00. Contractor shall be required to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act and the Federal Water Pollution Control Act. Suspected or reported violations must be reported to the federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA).

6. Debarment and suspension - Contracts funded with federal grant monies may not be awarded to contractors that have been debarred or suspended from receiving federal monies pursuant to the System for Award Management (SAM).
  7. Byrd Anti-Lobbying Amendment - Contractors that apply or bid for an award of \$100,000.00 must certify that they will not and have not used federal funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any federal contract, grant or any other award.
- (j) *Contracting with small and minority business, women's business enterprises, and labor surplus area firms.* All necessary affirmative steps will be taken to assure that minority business, women's business enterprises, and labor surplus area firms are used when possible. Affirmative steps include:
1. Placing qualified small and minority businesses and women's business enterprises on solicitation lists;
  2. Assuring that small and minority businesses and women's business enterprises are solicited whenever they are potential sources;
  3. Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses and women's business enterprises;
  4. Establishing delivery schedules, where the requirement permits, which encourage participation by small and minority businesses and women's business enterprises;
  5. Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce; and,
  6. Requiring the prime contractor, if subcontracts are to be let, to take the affirmative steps listed in subsections (1) through (5) of this section.
- (k) *Proclaimed Emergencies or Disasters.* Notwithstanding any other provision in this section, the city shall follow the then-current applicable procurement procedures promulgated by the Federal Emergency Management Agency (FEMA) necessary to be eligible for FEMA funding or reimbursement for purchases during a proclaimed emergency or disaster.

**Sec. 4.06.130. Recovered organic material product procurement and recycled-content paper procurement.**

- (a) All city departments, and direct service providers to the city, as applicable, must comply with the city's recovered organic material produce and recycled-content paper procurement policy, as amended.
- (b) All vendors providing paper products and printing and writing paper shall:
  - (1) If fitness and quality are equal, provide recycled-content paper products and recycled-content printing and writing paper that consists of at least 30 percent, by fiber weight, postconsumer fiber instead of non-recycled products whenever recycled paper products and printing and writing paper are available at the same or lesser total cost than non-recycled items or at a total cost of no more than one percent of the total cost for non-recycled items.
  - (2) Provide paper products and printing and writing paper that meet Federal Trade Commission recyclability standard as defined in 16 Code of Federal Regulations (CFR) Section 260.12.
  - (3) Certify in writing, under penalty of perjury, the minimum percentage of postconsumer material in the paper products and printing and writing paper offered or sold to the city. This certification requirement may be waived if the percentage of postconsumer material in the paper products, printing and writing paper, or both can be verified by a product label, catalog, invoice, or a manufacturer or vendor internet website.
  - (4) Certify in writing, on invoices or receipts provided, that the paper products and printing and writing paper offered or sold to the city is eligible to be labeled with an unqualified recyclable label as defined in 16 Code of Federal Regulations (CFR) Section 260.12 (2013).
  - (5) Provide records to the city's recordkeeping designee, of all paper products and printing and writing paper purchases (both recycled-content and non-recycled content, if any is purchased). Records shall include a copy (electronic or paper) of the invoice or other documentation of purchase, written certifications as required in this Section, quantity purchased, date purchased, and recycled content (including products that contain none), and if non-recycled content paper products or printing and writing papers are provided, include a description of why recycled-content paper products or printing and writing papers were not provided.

## AGENDA STAFF REPORT

City Council Meeting

CONSENT CALENDAR

Agenda Item No. 11.4

March 11, 2026

### Amend Chapter 10.02 of Title 10 to the Eastvale Municipal Code Establishing the Speed Limits on Certain Streets

---

#### Prepared By:

Jimmy Chung, Public Works Director/City Engineer

#### Recommended Action(s)

Staff recommends that the City Council approve the second reading and adopt the Ordinance entitled: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMEN IN ITS ENTIRETY CHAPTER 10.02 OF TITLE 10 OF THE EASTVALE MUNICIPAL CODE ESTABLISHING SPEED LIMITS ON CERTAIN STREETS

#### Summary

On July 24, 2013, City Council approved the establishment and update of speed limits on street segments in Eastvale, followed by amendments approved on February 12, 2014; June 24, 2015; July 11, 2018; January 26, 2022; January 11, 2023, June 25, 2025 and September 10, 2025. Since the September 10, 2025 approval of the speed surveys, the following four (4) street segments have been studied:

- Segment 7: Archibald Ave between River Road and Grapewin Street
- Segment 7A: River Road between Bluff Street and Kendra Lane
- Segment 22: Hamner Avenue between Limonite Ave and Bellegrave Avenue
- Segment 25: Hamner Avenue between Riverside Avenue and Philadelphia Street

#### Background

Posted speed limits are established to inform drivers of appropriate and safe travel speeds, and to protect the general public from the risks posed by reckless or unpredictable driving behavior. Research has shown that most drivers travel at speeds that are safe and reasonable, therefore,

12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752  
951.361.0900 | [eastvaleca.gov](http://eastvaleca.gov)

speed limits are established primarily on the consensus of the majority of those who use the roads. Speed limits are not based on the actions of few.

In California, the California Vehicle Code (CVC) requires that speed limits be set using an Engineering and Traffic Survey (ETS), rather than through arbitrary methods. This approach ensures that speed limits are defensible and appropriate for the roadway conditions. The CVC also includes the Basic Speed Law (Section 22350), which states:

“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.”

Properly posted speed limits assist law enforcement in citing drivers who violate the Basic Speed Law and give drivers a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

The engineering and traffic survey study involves the three major elements of data collection and analysis, as required by California Vehicle Code (CVC) Section 627 and as outlined in the California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014 Edition, rev 9. The three elements of an Engineering and Traffic Survey, as described in the CVC, are:

1. Prevailing speed as determined by a spot speed survey
2. Collision records
3. Highway, traffic, and roadside conditions not readily apparent to the driver

Other factors that may also be considered include:

- Residential Density (as defined in CVC Section 627)
- 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.

The City Council last adopted an Engineering and Traffic Survey on July 24, 2013, followed by amendments approved on February 12, 2014, June 24, 2015, July 11, 2018, January 26, 2022, January 11, 2023, June 25, 2025 and September 10, 2025. Since the September 10, 2025 approval of the speed surveys, the following four (4) street segments have been studied:

- Segment 7: Archibald Ave between River Road and Grapewin Street
- Segment 7A: River Road between Bluff Street and Kendra Lane
- Segment 22: Hamner Avenue between Limonite Ave and Bellegrave Avenue
- Segment 25: Hamner Avenue between Riverside Avenue and Philadelphia Street

These segments were studied for the following reasons:

1. Reevaluation due to change in road characteristics:

- Segment 7: Archibald Ave between River Road and Grapewin Street
- Segment 7A: River Road between Bluff Street and Kendra Lane

- Segment 22: Hamner Avenue between Limonite Ave and Bellegrave Avenue

2. Required a resurvey in order to ensure speed limits are appropriate and enforceable by radar/lidar:

- Segment 25: Hamner Avenue between Riverside Avenue and Philadelphia Street.

Additionally, segment 7 of Archibald Avenue was divided into two segments (Segment 7 and Segment 7A) where Archibald Avenue transitions into River Road south of Kendra Lane.

Based on the ETS results, the recommended speed limit to be established at these four (4) segments is shown below:

Segment No.	Street	Between	Current Speed Limit (mph)	Recommended Speed Limit (mph)
7	Archibald Avenue	River Road and Grapewin Street	55	50
7A	River Road	Bluff Street and River Road	55	55
22	Hamner Ave	Limonite Avenue and Bellegrave Avenue	45	45
25	Hamner Ave	Riverside Drive and Philadelphia	50	45

The recommended speed limits were reviewed and found acceptable by the Riverside County Sheriff's Office, which provides contract law enforcement services to the City of Eastvale.

To ensure enforceability, each speed limit recommendation must be supported by an ETS that can withstand legal scrutiny. This survey includes all required documentation under State law. Once the ordinance is adopted, updates to posted speed limits will be implemented accordingly.

### Environmental

Approval of the agreement is categorically exempt from California Environment Quality Act (CEQA) review under CEQA Guidelines Section 15301 - Existing Facilities.

### Strategic Plan Action - Priority Level: 2 | Target #: 5 | Goal #: 7

Improve traffic mobility and management

### Fiscal Impact

Several additional speed limit signs need to be installed at various locations throughout the City. The total cost to install these speed limit signs is estimated to be \$2,000. Funds are available in the Measure A fund, Capital Improvement Project number 92001, Account Number 210-510-6695-92001-0000.

### Prior City Council/Commission Action

On July 24, 2013, City Council approved the establishment of speed limits on street segments in

Eastvale. Subsequent amendments were approved on February 12, 2014, June 24, 2015, July 11, 2018, January 26, 2022, January 11, 2023, June 25, 2025 and September 10, 2025.

**Attachment(s)**

[Attachment 1 - Ordinance](#)

[Attachment 2 -2026 Speed Survey Amendment Phase 3](#)

**ORDINANCE NO. 26-XX**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING IN ITS ENTIRETY CHAPTER 10.02 OF TITLE 10 TO THE EASTVALE MUNICIPAL CODE ESTABLISHING SPEED LIMITS ON CERTAIN STREETS**

**WHEREAS**, California Vehicle Code Sections 22357 and 22358 provide that local entities may declare prima facie speed limits greater than 25 miles per hour on City streets on the basis of an engineering and traffic survey; and

**WHEREAS**, California Vehicle Code Section 40802 provides for the enforcement of the posted speed limit by the use of radar or other electronic devices which measures the speed of moving vehicles; and

**WHEREAS**, California Vehicle Code Section 627(b) defines an engineering and traffic survey to include consideration of all of the following:

- 1) Prevailing speeds as determined by traffic engineering measurements;
- 2) Collision Records;
- 3) Highway, traffic, and roadside conditions not readily apparent to the driver; and

**WHEREAS**, the City of Eastvale has completed a new engineering and traffic survey required under California Vehicle Code Sections 22357 and 22358.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Chapter 10.02 of Title 10 to the Eastvale Municipal Code is amended in its entirety to read as follows:

"Sec. 10.02.010. - Findings.

(a) The City Council of the City of Eastvale finds that an engineering and traffic survey has been completed in full compliance with the requirements of the California Vehicle Code and the recommendations in the survey should be implemented. Based upon the review of the survey and related information, the City Council finds the prevailing or 85th percentile speeds of the vehicles are:

No.	Street	Between	85th %ile Speed (mph)
1	58th Street	Scholar Way and Hamner Avenue	40
2	65th Street	Archibald Avenue and Sumner Avenue	40
3		Sumner Avenue and Hamner Avenue	47
4		Hamner Avenue and Wells Spring Street / East City Limit	42
5	68th Street	Sumner Avenue and Hamner Avenue	49
6		Hamner Avenue and East City Limit	47

No.	Street	Between	85th %ile Speed (mph)
7	Archibald Avenue	River Road and Wind River/Grapewin Street	52
8		Wind River/Grapewin Street and Schleisman Road	57
9		Schleisman Road and Bellegrave Avenue / North City Limit	55
10	Baron Road	Archibald Avenue and Northernly Terminus	40
11	Bellegrave Avenue	Sumner Avenue and Hamner Avenue	53
12		Hamner Avenue and East City Limit	48
13	Blossom Way	Harrison Avenue and Sumner Avenue	37
14	Cantu-Galleano Ranch Road	Hamner Avenue and I-15 Freeway	48
15	Chandler Street	Hellman Avenue and Harrison Avenue	52
16	Citrus Street	Harrison Avenue and Scholar Way	47
17		Scholar Way and Hamner Avenue	47
18	Fieldmaster Street	Hall Road and Archibald Avenue	43
19	Goodman Way	Cantu-Galleano Ranch Road and Hamner Avenue	45
20	Hamner Avenue	South City Limit and Schleisman Road	52
21		Schleisman Road and Limonite Avenue	51
22		Limonite Avenue and Bellegrave Avenue	49
23		Bellegrave Avenue and Cantu-Galleano Ranch Road	48
24		Cantu-Galleano Ranch Road and Riverside Drive	54
25		Riverside Drive & Philadelphia Street	52
26	Harrison Avenue	Chandler Street and Schleisman Road	50
27		Schleisman Road and Limonite Avenue	47
28		Limonite Avenue and Blossom Way	40
29	Hellman Avenue	River Road and Chandler Street	56
30		Chandler Street and Limonite Avenue	55
31		Limonite Avenue to North City Limit	42
32	Limonite Avenue	Hellman Avenue to Cucamonga Creek Channel	52
33		Cucamonga Creek Channel to Archibald Avenue	52
34		Archibald Avenue and Sumner Avenue	53
35		Sumner Avenue and East City Limit	49
36	Mission Boulevard	S. Milliken Avenue and Ontario Freeway (I-15)	59
37	Orange Street	Sumner Avenue and Scholar Way	45
38	Prairie Smoke Road	Hellman Avenue and Whitewell Road	42
39	River Road	Hellman Avenue and Archibald Avenue	49
7A	River Road	Bluff Street and River Road/Kendra Lane	60
40	Riverboat Drive	Massy Harris Way and Wells Springs Street	44
41	Riverside Drive	Hamner Avenue & East City Limit	48
42	Schleisman Road	Hellman Avenue and Archibald Avenue	57
43		Archibald Avenue and Sumner Avenue	49
44		Sumner Avenue and Scholar Way	48
45		Scholar Way and Hamner Avenue	51
46	Scholar Way	Citrus Street and Schleisman Road	43
47		Schleisman Road and Limonite Avenue	43
48		Limonite Avenue and Bellegrave Avenue	43
49	Sumner Avenue	Citrus Street and 65th Street	51

No.	Street	Between	85th %ile Speed (mph)
50		65th Street and Bellegrave Avenue	51
51	Whitewell Road	Schleisman Road and Prairie Smoke Road	40

(b) Based on the review of the Survey, the City Council finds that the most appropriate speed limits to facilitate the orderly movement of traffic that is reasonable and safe for the above-listed streets are set forth herein.

Sec. 10.02.020. - Established.

The following speed limits are as established:

No.	Street	Between	Speed Limit (mph)
1	58th Street	Scholar Way and Hamner Avenue	35
2	65th Street	Archibald Avenue and Sumner Avenue	40
3		Sumner Avenue and Hamner Avenue	40
4		Hamner Avenue and Wells Spring Street / East City Limit	35
5	68th Street	Sumner Avenue and Hamner Avenue	45
6		Hamner Avenue and East City Limit	45
7	Archibald Avenue	River Road and Wind River/Grapewin Street	50
8		Wind River/Grapewin Street and Schleisman Road	50
9		Schleisman Road and Bellegrave Avenue / North City Limit	50
10	Baron Road	Archibald Avenue and Northernly Terminus	35
11	Bellegrave Avenue	Sumner Avenue and Hamner Avenue	50
12		Hamner Avenue and East City Limit	50
13	Blossom Way	Harrison Avenue and Sumner Avenue	30
14	Cantu-Galleano Ranch Road	Hamner Avenue and I-15 Freeway	50
15	Chandler Street	Hellman Avenue and Harrison Avenue	45
16	Citrus Street	Harrison Avenue and Scholar Way	45
17		Scholar Way and Hamner Avenue	45
18	Fieldmaster Street	Hall Road and Archibald Avenue	40
19	Goodman Way	Cantu-Galleano Ranch Road and Hamner Avenue	35
20	Hamner Avenue	South City Limit and Schleisman Road	45
21		Schleisman Road and Limonite Avenue	45
22		Limonite Avenue and Bellegrave Avenue	45
23		Bellegrave Avenue and Cantu-Galleano Ranch Road	45
24		Cantu-Galleano Ranch Road and Riverside Drive	45
25		Riverside Drive & Philadelphia Street	45
26	Harrison Avenue	Chandler Street and Schleisman Road	45
27		Schleisman Road and Limonite Avenue	45
28		Limonite Avenue and Blossom Way	35

No.	Street	Between	Speed Limit (mph)
29	Hellman Avenue	River Road and Chandler Street	50
30		Chandler Street and Limonite Avenue	50
31		Limonite Avenue to North City Limit	35
32	Limonite Avenue	Hellman Avenue to Cucamonga Creek Channel	45
33		Cucamonga Creek Channel to Archibald Avenue	45
34		Archibald Avenue and Sumner Avenue	50
35		Sumner Avenue and East City Limit	45
36	Mission Boulevard	S. Milliken Avenue and Ontario Freeway (I-15)	55
37	Orange Street	Sumner Avenue and Scholar Way	30
38	Prairie Smoke Road	Hellman Avenue and Whitewell Road	35
39	River Road	Hellman Avenue and Archibald Avenue	40
7A	River Road	Bluff Street and River Road/Kendra Lane	55
40	Riverboat Drive	Massy Harris Way and Wells Springs Street	40
41	Riverside Drive	Hamner Avenue & East City Limit	45
42	Schleisman Road	Hellman Avenue and Archibald Avenue	50
43		Archibald Avenue and Sumner Avenue	45
44		Sumner Avenue and Scholar Way	45
45		Scholar Way and Hamner Avenue	45
46	Scholar Way	Citrus Street and Schleisman Road	35
47		Schleisman Road and Limonite Avenue	40
48		Limonite Avenue and Bellegrave Avenue	40
49	Sumner Avenue	Citrus Street and 65th Street	45
50		65th Street and Bellegrave Avenue	45
51	Whitewell Road	Schleisman Road and Prairie Smoke Road	35

Sec. 10.02.030 - Direction to City Engineer. On or after the effective date of the Ordinance of which this Chapter is derived, the City Engineer is directed to clearly post speed limit signs effectuating Section 10.02.020 above, to give notice that this Chapter is in effect."

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

SECTION 3. The City Clerk shall certify to the adoption of this ordinance and shall cause the same to be published in accordance with the law.

**PASSED, APPROVED AND ORDAINED** this \_\_\_ day of March, 2026.

---

Jocelyn Yow  
Mayor

APPROVED AS TO FORM:

ATTEST:

---

Erica Vega  
City Attorney

---

Marc A. Donohue, MMC  
City Clerk

STATE OF CALIFORNIA)  
COUNTY OF RIVERSIDE) §  
CITY OF EASTVALE )

I, Marc A. Donohue, City Clerk of the City of Eastvale, California, do hereby certify that the foregoing Ordinance No. 26-XX, was introduced at a regular meeting of the City Council of the City of Eastvale held on the 25th of February, 2026, and was passed by the City Council of the City of Eastvale at a regular meeting held on the XX of March, 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Marc A. Donohue, MMC  
City Clerk



## January 2026 Citywide Speed Zone Survey

Adopted on \_\_\_\_\_ by Ordinance 26-\_\_  
Adopted on September 10, 2025 by Ordinance 25-10  
Adopted on June 25, 2025 by Ordinance 25-06  
Adopted on January 11, 2023 by Ordinance 23-13  
Adopted on January 26, 2022 by Ordinance 22-01  
Adopted on July 11, 2018 by Ordinance 2018-09  
Adopted on June 24, 2015 by Ordinance 15-04  
Adopted on February 12, 2014 by Ordinance 2014-01  
Adopted on July 24, 2013 by Ordinance 2013-10



Approved By:

\_\_\_\_\_  
Jennifer Rosales, TE, PTOE  
City Traffic Engineer\*  
TE 2761

\_\_\_\_\_  
Date

\* Contract services provided by Ardurra Group, Inc.



## TABLE OF CONTENTS

<b><u>SECTION</u></b>	<b><u>PAGE</u></b>
1.0 INTRODUCTION	1
2.0 STUDY METHODOLOGY	3
3.0 SURVEY RESULTS	6
3.1 Spot Speed Radar Survey	6
3.2 Collision Rate Analysis	9
3.3 Roadway Segment Field Review	12
4.0 SURVEY FINDINGS AND RECOMMENDATIONS	13
4.1 Factors That May Be Considered	13
4.2 Recommended Speed Limits	13
4.3 Speed Limit Signing	14
5.0 SUMMARY AND CONCLUSIONS	15
5.1 Summary and Conclusions	
5.2 Speed Limit Ordinance	15

## LIST OF TABLES

<b><u>TABLE</u></b>	<b><u>PAGE</u></b>
1 Segment Spot Speed Survey	7
2 Collision Analysis	10

## APPENDICES

### **APPENDIX**

- A Regulations Governing Speed Limits  
(Excerpts from the California Vehicle Code)
- B Speed Zoning Regulations from the Caltrans California Manual on Uniform  
Traffic Control Devices and Definitions of Terms
- C Engineering and Traffic Survey Summary Sheets
- D Strip Maps
- E Speed Survey Data Sheets
- F Collision Data Table
- G Radar/Lidar Gun and Operator(s) Certifications



## SECTION 1.0

### INTRODUCTION

The purpose of this report is to document the results of an engineering and traffic survey conducted to update and to establish the speed limits for four (4) segments of the City of Eastvale arterial street network. The overall study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within City boundaries.

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

Posted speed limits also provide law enforcement with a clearly understood method of identifying and apprehending violators of the Basic Speed Law (CVC Section 22350), which states: 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 drivers a clear warning of the maximum speed that is reasonable and prudent under typical driving conditions.

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.

This report contains sufficient information to document that the conditions of the latest edition of the California Vehicle Code (CVC) Section 627 have been satisfied, that other conditions not readily apparent to a motorist are properly identified, and that the provisions of AB 43 have been incorporated in the analysis. To legally use radar for speed enforcement, Section 40802(b) of the CVC requires that limits be established per Sections 22357 and 22358 of the CVC, the limits must be justified by an Engineering and Traffic Survey conducted within five years prior to the date of the alleged violation. Section 40802(c) of the CVC allows cities to extend the survey period up to seven or 14 years depending on specific criteria. California Assembly Bill (AB) 43, related to traffic safety, was signed into law on October 8, 2021. AB 43 modifies certain sections and adds new sections to the CVC pertaining to speed limits. Certain sections of AB 43 took effect on January 1, 2022, while other sections went into effect on January 1, 2023. All sections are currently in effect. Details of these CVC criteria and modifications are provided in Appendix A. CVC Section 627 also requires that the Engineering and Traffic Survey be conducted in accordance with the latest edition of the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). Details of these CA MUTCD criteria are provided in Appendix B. AB 43 also modified sections of the CA MUTCD, which took effect on January 1, 2023, when Revision 8 of the CA MUTCD was approved, and on April 1, 2025, when Revision 9 of the CA MUTCD was approved.

On July 24, 2013, City Council approved the establishment and update of speed limits on street segments in Eastvale, followed by amendments approved on February 12, 2014, June 24, 2015, July 11, 2018, January 26, 2022, January 11, 2023, June 25, 2025, and September 10, 2025. Since the September 10, 2025, City Council approval of the speed surveys, the following four (4) street segments have been

studied:

- 7 Archibald Avenue between River Road/Kendra Lane and Wind River/Grapewin Street
- 22 Hamner Avenue between Limonite Avenue and Bellegrave Avenue
- 25 Hamner Avenue between Riverside Drive and Philadelphia Street
- 7A River Road between Bluff Street and River Road/Kendra Lane

A new segment, Number 7A is now River Road between Bluff Street to River Road/Kendra Lane which resulted from the segment split of Archibald Avenue from Bluff Street to Wind River/Grapewin Street into two segments.

The segments below were studied for the following reasons:

1. Roadway segment that required a resurvey in order to ensure speed limits are appropriate and enforceable by radar/lidar and has restriping due to roadway construction:
  - Archibald Avenue between River Road/Kendra Lane and Wind River/Grapewin Street
  - Hamner Avenue between Limonite Avenue and Bellegrave Avenue
  - Hamner Avenue between Riverside Drive and Philadelphia Street
  - River Road between Bluff Street and River Road/Kendra Lane

This survey will either verify, increase, or decrease the existing speed limits for the four (4) selected roadway segments within the City of Eastvale, based on the data and results obtained.

At four (4) locations on the City's network, spot speed surveys were taken in conformance with the State law for conducting engineering and traffic surveys for the purpose of establishing/updating prima facie speed limits. The data was collected in accordance with the latest edition of the CA MUTCD: CA MUTCD 2014, rev 9 (2025). Sections of the CA MUTCD that contain the regulations for conducting the required "Engineering and Traffic Survey" are presented in Appendix B. Also in Appendix B are definitions of terms used in speed zone surveys. As previously noted, excerpts from the CVC regarding regulations governing speed limits are presented in Appendix A. The speed zone radar surveys were conducted by Counts Unlimited, Inc. Certifications for their staff and equipment are provided in Appendix G.

## SECTION 2.0

### STUDY METHODOLOGY

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 the fundamentals conform to the consensus that those who drive the highway determine what speed is reasonable and safe, not on the judgement of one or a few individuals. A radar spot speed survey is usually used to record the prevailing speed of reasonable drivers.

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

Speed limits are also established to advise drivers of conditions which may not be readily apparent to a reasonable driver. For this reason, collision history, roadway conditions, traffic characteristics and land use must also be analyzed before determining speed limits.

The engineering and traffic survey study involved the three major elements of data collection and analysis, as required by California Vehicle Code (CVC) Section 627 and as outlined in the California *Manual on Uniform Traffic Control Devices* (CA MUTCD), 2014 Edition, rev 9. The three elements of an Engineering and Traffic Survey, as described in the CVC, are:

1. Prevailing speed as determined by a spot speed survey
2. Collision records
3. Highway, traffic, and roadside conditions not readily apparent to the driver

Other factors that may also be considered include:

- Residential Density (as defined in CVC Section 627)
- 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.

California Assembly Bill (AB) 43, passed in 2021, introduced concepts from Vision Zero into the determination of speed limits. AB 1938, passed in 2022, made further modifications. The goal of Vision Zero is to reduce traffic-related deaths and serious injuries to zero, based on the Safe System Approach. The basic tenet of Vision Zero is that human beings are vulnerable to traffic collisions, the severity of injuries and death are directly affected by speed, and roadway speeds should be reduced wherever possible, using the Safe System Approach, to achieve Vision Zero. AB 43 maintains the use of the 85th percentile speed as the base for setting speed limits, but makes it easier to reduce speed limits. The effects of AB 43 are discussed below, under Analysis.

Spot Speed Survey. Spot speed surveys, performed by a certified radar technician utilizing a calibrated radar gun, were conducted for five (5) roadway segments to determine existing vehicular travel speeds. A minimum of 100 observations were recorded, 50 for each direction of travel, on all the surveyed street segments. This data was used to calculate statistical information such as the 85th percentile speed, 10 mile per hour pace speed, percent of vehicles within the 10 mile per hour pace, median speed and other pertinent data for analysis. The 85th percentile speed is the speed at or below which 85 percent of the traffic is traveling. This threshold represents what is historically found to be a safe and reasonable speed for most drivers based on common roadway conditions.

Collision Rate. Mid-block traffic collision data for the five (5) roadway segments was tabulated from the City's and County's collision records as reported to the California Crash Reporting System (CCRS) for the period from January 1, 2023 through December 31, 2024 (two years). The collision rate was calculated and considered in recommending the speed limit.

Field Review. The streets were field reviewed to determine/confirm the existing roadway characteristics, condition and placement of signs and markings, adjacent land uses, pedestrian and bicycle activity (with increased consideration of vulnerable pedestrian groups), and to identify roadway characteristics that are not readily apparent to vehicle drivers.

Analysis. The three elements and two other factors described above were used to determine the recommended speed limit. The analysis began with the 85th percentile speed from the spot speed survey and was modified, as appropriate, by the collision rate, pedestrian and bicycle activity, and existing conditions not readily apparent to the driver.

The speed limit is initially established at the nearest 5 mph increment to the 85th percentile speed. It can then be reduced by 5 mph if it meets one of the following two options:

- Option 1. CVC Sections 627 and 22358.5 allow the speed limit to be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup> percentile speed under certain circumstances.
- Option 2. For cases where the nearest 5 mph increment would require rounding up, CVC Section 21400(b) allows the speed limit to be rounded down to the nearest 5 mph increment below the 85th percentile speed, however, no further reduction is allowed.

The following examples explain the use of these speed limit criteria:

- A. Using Option 1, when the 85th percentile speed is rounded down (i.e. the 85th percentile speed is 37 mph, so the speed limit would be established at 35 mph), the speed limit could be reduced another 5 mph, to 30 mph, if the special conditions are met and justification for using the lower speed limit are documented in the engineering and traffic survey.
- B. Using Option 1, when the 85th percentile speed is rounded up (i.e. the 85th percentile speed is 38 mph, so the speed limit would be established at 40 mph), the speed limit could be reduced by 5 mph, to 35 mph, if the special conditions are met and justification for using the lower speed limit are documented in the engineering and traffic survey.
- C. Using Option 2, when the 85th percentile speed is rounded up (i.e. the 85th percentile speed is 38 mph and would normally be rounded up to 40 mph), instead of rounding up, the speed limit can be reduced by 5 mph (established at 35 mph), but no further reduction can be applied.

AB 43 also allows the speed limits as determined above, to be reduced an additional 5 mph or the existing speed limits to be maintained under certain conditions. 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:

- Reduce the speed limit by an additional five miles per hour on a section of highway designated as a Safety Corridor or if 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.
- Retain the currently adopted 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 the completion of the traffic survey that established that speed limit.
- 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.

A greater-than-expected collision rate is one of the special conditions under Option 1, allowing the speed limit to be established 5 mph lower than the rounded speed limit. The collision rate is based on mid-block collisions only. It is determined using the equation shown below and is then compared to the statewide average collision rate for similar roadways, found in *Crash Data on California State Highways (Road Miles, Travel, Crashes, Crash Rates)* published by Caltrans. The latest edition, 2023, was used for this 2025 analysis.

The collision rates are calculated using the following equation:

$$\text{Collision Rate} = \frac{\text{Number of Midblock collisions} \times 10^6}{24\text{-hour volume} \times 365 \times \text{segment length} \times \text{number of years}}$$

Where: Number of midblock collisions based on 2 years (January 1, 2023 through December 31, 2024), 24-hour traffic volume (both directions) in the survey segment and segment length in miles. Rates are shown in Collisions per Million Vehicle Miles (per year) or Col/MVM.

## SECTION 3.0

### SURVEY RESULTS

#### 3.1 Spot Speed Radar Survey

Spot speed radar surveys were conducted at each street segment to establish a reasonable and effective speed limit based on the premise that the speed limit thus established conforms to the actual behavior of the majority of motorists. The speed limit should normally be established at the five mile per hour increment nearest the 85th percentile speed, as recorded for the surveyed segment. However, engineering judgment and other factors such as collision rates (Section 3.2) and Roadway Segment Field Review (Section 3.3) may indicate the need for further reduction in establishing reasonable and effective speed limits. Table 1 shows the existing speed limit and the 85th percentile speed for each studied segment.

The criteria used to conduct the radar survey are listed in Appendices A and B.

Appendix C contains the Engineering and Speed Survey Summary sheets for each of the four (4) segments surveyed as well as those for segments previously studied. The data collected and information calculated for the radar speed survey are as follows:

- Posted speed limit
- Direction of survey
- Date and time of speed survey
- Weather conditions
- Number of vehicles observed in each direction
- Speed of each surveyed vehicle
- 15th percentile speed
- 50th Percentile speed
- 85th Percentile speed
- 10 mph pace speed
- Percent over pace speed
- Percent in pace speed
- Percent under pace speed
- Average speed

The summary contains information about vehicular speed data observed, collision data, street classification, and any unusual conditions at the location.

**Table 1: Segment Spot Speed Summary<sup>1</sup>**  
(Amended December 2025)

No.	Street	Between	Dir.	Posted Speed Limit (mph)	85th %ile Speed (mph)	Recommended Speed Limit (mph)	Comments
1	58th Street	Scholar Way and Hamner Avenue	E/W	35	40	35	No Change - 85th%ile, Option 2
2	65th Street	Archibald Avenue and Sumner Avenue	E/W	40	46	40	No Change - 85th%ile, CVC 22358.6(b)
3		Sumner Avenue and Hamner Avenue	E/W	40	47	40	No Change - 85th%ile, Option 1 – Pedestrian & bicyclist safety, particularly for vulnerable pedestrian groups
4		Hamner Avenue and Wells Spring Street / East City Limit	E/W	35	42	35	No Change - 85th%ile, Option 1 – Pedestrian & bicyclist safety, particularly for vulnerable pedestrian groups
5	68th Street	Sumner Avenue and Hamner Avenue	E/W	45	49	45	No Change - 85th%ile, Option 2
6		Hamner Avenue and East City Limit	E/W	45	47	45	No Change - 85th%ile
7	Archibald Avenue	River Road/ Kendra Ln and Wind River/Grapewin Street	N/S	55	52	50	Decrease - 85th%ile
8		Wind River/Grapewin Street and Schleisman Road	N/S	50	57	50	No Change - 85th%ile, Option 1 – Pedestrian & bicyclist safety, particularly for vulnerable pedestrian groups
9		Schleisman Road and Bellegrave Avenue / North City Limit	N/S	50	55	50	No Change - 85th%ile, Option 1
10	Baron Road	Archibald Avenue and Northernly Terminus	E/W	35	40	35	No Change - 85th%ile, Option 1
11	Bellegrave Avenue	Sumner Avenue and Hamner Avenue	E/W	50	53	50	No Change - 85th%ile, Option 2
12		Hamner Avenue and East City Limit	E/W	50	48	50	No Change - 85th%ile
13	Blossom Way	Harrison Avenue and Sumner Avenue	E/W	30	37	30	No Change - 85th%ile, Option 1 – Pedestrian & bicyclist safety, particularly for vulnerable pedestrian groups
14	Cantu-Galleano Ranch Road	Hamner Avenue and I-15 Freeway	E/W	50	48	50	No Change - 85th%ile
15	Chandler Street	Hellman Avenue and Harrison Avenue	E/W	45	52	45	No Change - 85th%ile, Option 1 – Pedestrian & bicyclist safety, particularly for vulnerable pedestrian groups
16	Citrus Street	Harrison Avenue and Scholar Way	E/W	45	47	45	No Change - 85th%ile
17		Scholar Way and Hamner Avenue	E/W	45	47	45	No Change - 85th%ile
18	Fieldmaster Street	Hall Road and Archibald Avenue	E/W	40	43	40	No Change - 85th%ile, Option 2
19	Goodman Way	Cantu-Galleano Ranch Road and Hamner Avenue	N/S & E/W	35	45	35	No Change – 85th%ile, Option 2 & CVC 22358.7(a)(2). Very heavy truck traffic, many peds & no bike lanes
20	Hamner Avenue	South City Limit and Schleisman Road	N/S	50	52	45	Decreased - 85th%ile, Option 1
21		Schleisman Road and Limonite Avenue	N/S	45	51	45	No Change, - 85th%ile, Option 1 - Reduction of speed due to crash history
22		Limonite Avenue and Bellegrave Avenue	N/S	45	49	45	No Change - 85th%ile, Option 2, Matches segments to the north and south.
23		Bellegrave Avenue and Cantu-Galleano Ranch Road	N/S	50	48	45	Decrease – 85th%ile, Option 2. Matches segments to the south.
24		Cantu-Galleano Ranch Road and Riverside Drive	N/S	50	54	45	Reduced - 85th%ile, Option 2 & CVC 22358.7(a)(2). Matches speed limits to the south.
25		Riverside Drive & Philadelphia Street	N/S	50	52	45	Decrease – 85th%ile, Option 2. Matches segments to the south.
26	Harrison Avenue	Chandler Street and Schleisman Road	N/S	45	50	45	No Change - 85th%ile, Option 1
27		Schleisman Road and Limonite Avenue	N/S	45	47	45	No Change - 85th%ile, Option 1 – Pedestrian & bicyclist safety, particularly for vulnerable pedestrian groups
28		Limonite Avenue and Blossom Way	N/S	45	40	40	Decrease - 85th%ile, CVC 22358.6(b)
29	Hellman Avenue	River Road and Chandler Street	N/S	50	56	50	No Change - 85th%ile, Option 1
30		Chandler Street and Limonite Avenue	N/S	50	55	50	No Change - 85th%ile, Option 1

31		Limonite Avenue to North City Limit	N/S	None	42	35	Established Speed Limit – 85th%ile, Option 1 – Pedestrian & bicyclist safety; very heavy truck traffic
32	Limonite Avenue	Hellman Avenue to Cucamonga Creek Channel	E/W	None	52	50	Established speed limit - 85th%ile, CVC 22358.6(b), segment is "S" curve ending at flood control channel
33		Cucamonga Creek Channel to Archibald Avenue	E/W	None	52	50	Established speed limit - 85th%ile, CVC 22358.6(b), segment is "S" curve ending at flood control channel
34		Archibald Avenue and Sumner Avenue	E/W	45	53	50	Increased - 85th%ile, Option 2
35		Sumner Avenue and East City Limit	E/W	45	49	45	No Change - 85th%ile, Option 2
36	Mission Boulevard	S. Milliken Avenue and Ontario Freeway (I-15)	E/W	None	59	55	Established Speed Limit - 85th%ile, Option 2
37	Orange Street	Sumner Avenue and Scholar Way	E/W	30	45	30	No Change – AB 43 - New CVC Section 22358.8
38	Prairie Smoke Road	Hellman Avenue and Whitewell Road	E/W	35	42	35	No Change - 85th%ile, Option 1
39	River Road	Hellman Avenue and Archibald Avenue	E/W	40	49	40	No Change – AB 43 – New CVC Section 22358.8
7a		Bluff Street and River Road/Kendra Lane	N/S	55	60	55	No Change - 85th%ile, Option 2
40	Riverboat Drive	Massy Harris Way and Wells Springs Street	E/W	40	44	40	No Change - 85th%ile, Option 2
41	Riverside Drive	Hamner Avenue & East City Limit	E/W	45	48	45	No Change - 85th%ile, Option 2.
42	Schleisman Road	Hellman Avenue and Archibald Avenue	E/W	50	57	50	No Change - 85th%ile, Option 1
43		Archibald Avenue and Sumner Avenue	E/W	45	49	45	No Change - 85th%ile, Option 2
44		Sumner Avenue and Scholar Way	E/W	45	48	45	No Change - 85th%ile, Option 2
45		Scholar Way and Hamner Avenue	E/W	45	51	45	No Change - 85th%ile, Option 1
46	Scholar Way	Citrus Street and Schleisman Road	N/S	35	43	35	No Change - 85th%ile, Option 2, CVC 22358.7
47		Schleisman Road and Limonite Avenue	N/S	35	43	40	Increased - 85th%ile, Option 2
48		Limonite Avenue and Bellegrave Avenue	N/S	None	43	40	Established Speed Limit - 85th%ile, Option 2
49	Sumner Avenue	Citrus Street and 65th Street	N/S	45	51	45	No Change - 85th%ile, Option 1
50		65th Street and Bellegrave Avenue	N/S	45	51	45	No Change - 85th%ile, Option 1
51	Whitewell Road	Schleisman Road and Prairie Smoke Road	N/S	35	40	35	No Change - 85th%ile, Option 1 - Reduction of speed due to crash history

<sup>1</sup>Roadway segments studied for 2025 E&TS are highlighted in gray.

<sup>2</sup> Segment of Archibald Avenue between Bluff Street and Wind River/Grapewin Street was split into two segments at River Road/Kendra Lane.

<sup>3</sup>New segment No. 7A from Archibald Avenue split is now River Road from Bluff to River Road/Kendra Lane.

<sup>4</sup>See Appendix A for modifications to CVC by new CA laws, AB 43 & AB 1938. See Appendix B, Line 12a, for explanations of Option 1 and Option 2.

### 3.2 Collision Rate Analysis

The mid-block collision rate for each roadway segment was determined by using the most recent collision records as required by CVC Section 627. Traffic collision data for the five (5) roadway segments being studied was collected from the Statewide Integrated Traffic Records System (SWITRS) collision records for the City of Eastvale from January 1, 2023 to December 31, 2024. Based on this data, the mid-block collision rates were calculated for each roadway segment in terms of “collisions per 1,000,000 vehicle miles of travel.”

It was then determined if any of the collision rates warranted a 5 mph reduction in the rounded 85th percentile speed per Option 1. The collision rates were compared to the statewide average collision rates for similar roadways. If the collision rate is greater than the statewide rate, a 5 mph reduction may be considered. Both of the calculated roadway segment collision rates were less than the statewide average, so neither roadway segment qualified for the 5 mph reduction based on the collision rate.

The results of the collision rate calculations are shown in Table 2 and in the Engineering and Traffic Survey Summary sheets (Appendix C). A sample collision rate calculation is shown below.

**Example:**

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 10^6}{\text{Vehicles/Day} \times 365 \text{ Days/Year} \times \text{Miles} \times \text{Years of Collision Data}}$$

Collision rate on: Hamner Avenue between Cantu-Galleano Ranch Road and Riverside Drive:

$$\begin{aligned} \text{Collision Rate} &= \frac{1 \times 10^6}{17,865 \times 365 \times 1.23 \times 2} \\ &= \mathbf{0.06 \text{ collisions per million vehicle miles (Col/MVM)}} \end{aligned}$$

The comparison collision rates vary from year to year. The 2023 Statewide average rates, which are the most recent rates available, were used for the five (5) segments studied in the October 2025 analysis, and are shown in the table below.

No.	Street	Between	Lane Type	Statewide Collision Rate <sup>1</sup>
7	Archibald Avenue	River Road/ Kendra Ln and Wind River/Grapewin Street	6 lanes, Divided	1.06
22	Hamner Avenue	Limonite Avenue and Bellegrave Avenue	6 lanes, Divided	1.06
25	Hamner Avenue	Riverside Drive and Philadelphia Street	6 lanes, Divided	1.06
7A	River Road	Bluff Street and River Road/Kendra Lane	4 lanes, Divided & 4 lanes, Undivided	1.06

<sup>1</sup> Statewide Collision Rates listed are averages for Suburban (Rural Inside City + Urban Outside City) roads.

## Table 2: Collision Analysis

(Amended December 2025)

No.	Street	Between	Segment Length (miles)	Segment Length (feet)	Average Daily Traffic (ADT) (vehs/day)	Midblock Collisions <sup>2</sup>	Collision Rate (Col/MVM) <sup>3</sup>	Statewide Collision Rate	Segment Rate More Than Statewide Rate?
1	58th Street	Scholar Way and Hamner Avenue	0.49	2,568	1,522	0	0.00	1.60	No
2	65th Street	Archibald Avenue and Sumner Avenue	1.00	5,300	6,155	0	0.00	1.24	No
3		Sumner Avenue and Hamner Avenue	0.87	4,590	3,755	1	0.24	0.93	No
4		Hamner Avenue and Wells Spring Street	0.31	1,642	2,561	0	0.00	1.60	No
5	68th Street	Sumner Avenue and Hamner Avenue	1.00	5,260	5,239	1	0.17	1.32	No
6		Hamner Avenue and East City Limit	0.50	2,650	8,469	1	0.22	0.93	No
7	Archibald Avenue	River Road and Wind River/Grapewin Street	0.62	3,250	15,804	4	0.56	1.06	No
8		Wind River/Grapewin Street and Schleisman Road	1.63	8,580	20,934	7	0.19	1.29	No
9		Schleisman Road and Bellegrave/North City Limit	1.14	6,010	22,487	3	0.11	0.98	No
10	Baron Road	Archibald Avenue and Northerly Terminus	0.38	2,030	369	0	0.00	1.60	No
11	Bellegrave Avenue	Sumner Avenue and Hamner Avenue	1.07	5,650	10,629	2	0.16	0.78	No
12		Hamner Avenue and East City Limit	1.03	5,450	10,308	0	0.00	0.93	No
13	Blossom Way	Harrison Avenue and Sumner Avenue	0.50	2,650	2,497	0	0.00	1.60	No
14	Cantu-Galleano Ranch Rd	Hamner Ave and I-15 Freeway	0.44	2,320	31,187	1	0.10	1.06	No
15	Chandler Street	Hellman Avenue and Harrison Avenue	1.53	8,075	3,828	1	0.16	0.91	No
16	Citrus Street	Harrison Avenue and Scholar Way	0.99	5,247	11,140	3	0.25	1.14	No
17		Scholar Way and Hamner Avenue	0.50	2,626	7,787	2	0.47	1.39	No
18	Fieldmaster Street	Hall Road and Archibald Avenue	0.99	5,215	1,616	0	0.00	1.32	No
19	Goodman Way	Cantu-Galleano Ranch Road & Hamner Avenue	0.68	3,600	6,365	9	2.84	1.11	Yes
20	Hamner Avenue	South City Limit and Schleisman Road	0.62	3,295	18,287	1	0.08	0.98	No
21		Schleisman Road and Limonite Avenue	1.00	5,275	18,890	11	0.53	0.41	Yes
22		Limonite Avenue and Bellegrave Avenue	0.88	4,640	22,223	7	0.49	1.06	No
23		Bellegrave Avenue & Cantu-Galleano Ranch Road	0.83	4,400	25,139	3	0.20	1.17	No
24		Cantu-Galleano Ranch Road & Riverside Drive	1.23	6,500	17,865	1	0.06	1.33	No
25		Riverside Drive & Philadelphia Street	0.88	4,640	24,070	0	0.00	1.06	No
26	Harrison Avenue	Chandler Street and Schleisman Road	1.00	5,266	5,333	1	0.17	0.93	No
27		Schleisman Road and Limonite Avenue	0.99	5,250	8,461	2	0.16	0.93	No
28		Limonite Avenue and Blossom Way	0.21	1,100	3,015	0	0.00	1.24	No
29	Hellman Avenue	River Road and Chandler Street	0.97	5,100	6,324	2	0.30	1.32	No

30		Chandler Street and Limonite Avenue	1.54	8,120	10,594	3	0.27	0.93	No
31		Limonite Avenue and North City Limit	0.20	1,070	7,317	0	0.00	0.91	No
32	Limonite Avenue	Hellman Avenue to Cucamonga Creek Channel	0.60	3,150	14,735	1	0.16	1.17	No
33		Cucamonga Creek Channel to Archibald Avenue	0.56	2,950	15,549	0	0.00	1.17	No
34		Archibald Avenue & Sumner Avenue	1.00	5,300	22,300	8	0.49	1.17	No
35		Sumner Avenue & East City Limit	1.53	8,100	38,582	12	0.28	1.06	No
36	Mission Boulevard	S Milliken Avenue and Ontario Freeway (I-15)	0.50	2,620	19,234	0	0.00	0.86	No
37	Orange Street	Sumner Avenue and Scholar Way	0.50	2,630	1,027	1	1.78	1.60	Yes
38	Prairie Smoke Road	Hellman Avenue and Whitewell Road	0.26	1,380	1,129	0	0.00	1.60	No
39	River Road	Hellman Avenue and Archibald Avenue	0.75	3,970	7,806	4	0.62	1.32	No
7a		Bluff Street and River Road	0.82	4,340	24,689	3	0.20	1.06	No
40	Riverboat Drive	Massy Harris Way and Wells Springs Street	0.66	3,500	735	0	0.00	1.32	No
41	Riverside Drive	Hamner Avenue & East City Limit	0.44	2,300	20,231	3	0.47	1.33	No
42	Schleisman Road	Hellman Avenue and Archibald Avenue	1.00	5,300	34,671	11	0.29	0.98	No
43		Archibald Avenue and Sumner Avenue	0.99	5,238	14,855	2	0.12	0.93	No
44		Sumner Avenue and Scholar Way	0.50	2,650	7,737	1	0.24	1.32	No
45		Scholar Way and Hamner Avenue	0.58	3,040	7,682	0	0.00	0.91	No
46	Scholar Way	Citrus Street & Schleisman Road	0.63	3,300	6,389	0	0.00	1.24	No
47		Schleisman Road and Limonite Avenue	0.99	5,250	4,721	0	0.00	0.91	No
48		Limonite Avenue and Bellegrave Avenue	0.70	3,700	6,678	1	0.20	1.60	No
49	Sumner Avenue	Citrus Street and 65th Street	1.12	5,935	4,028	0	0.00	0.93	No
50		65th Street and Bellegrave Avenue	1.03	5,422	7,857	2	0.23	0.93	No
51	Whitewell Road	Schleisman Road and Prairie Smoke Road	0.29	1,542	2,056	2	3.06	1.60	Yes

<sup>1</sup> Newly-surveyed roadway segments are highlighted in gray.

<sup>2</sup> Number of speed-related mid-block traffic collisions during most recently available 2-year period for newly surveyed segments and 3-year period for prior segments.

<sup>3</sup> Col/MVM = Collisions per Million Vehicle Miles per year; An actual rate greater than state average rate indicates condition that may allow a lower speed limit.

<sup>4</sup> Segment of Archibald Avenue between Bluff Street and Wind River/Grapewin Street was split into two segments at River Road/Kendra Lane. New segment No. 7A from Archibald Avenue split is now River Road from Bluff to River Road/Kendra Lane.

### 3.3 Roadway Segment Field Review

Section 2B.13 of the CA MUTCD 2014, “Speed Limit Signs” states that the speed limit should be established at the nearest five mile per hour increment to the 85th percentile speed recorded during the spot speed survey. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction in speed, as allowed under Option 1. Whenever such factors are considered to establish the speed limit, they should be documented on the speed survey or in the accompanying engineering report.

The roadway segments were driven and videorecorded by Mr. Alan Perkins, Senior Engineering Technician, and reviewed by Ruth Smith, Senior Traffic Engineer (contracted through Ardurra Group). The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver (lack of sidewalks/bike lanes, driveways with limited sight distance, clustered driveways, heavy truck activity, etc.), type of land use adjoining the street (commercial, residential, school zone, parks, etc.) and type of roadway (divided, undivided, number of lanes, on-street parking etc.) were noted in the study on the Strip Maps, found in Appendix D. The roadway characteristics recorded were used to determine if any physical conditions warranted consideration of an *additional* five mile per hour reduction of the recommended speed in accordance with CVC Section 627 and Section 22358.6(b).

The results of the roadway segment field review for each segment are indicated on the Engineering and Speed Survey Summary sheets in Appendix C.

- Collision History
- Collision Rate
- Average Daily Traffic Volume
- Road Description, including on-street parking and unusual lane configurations
- Factors Indicating Land or Facility that generates high concentrations of bicyclists or pedestrians, including the presence of sidewalks, bikeways, crosswalks, schools, parks, employment centers, retail, senior centers, cultural areas, religious facilities, health/medical facilities and transit stops
- Pedestrian, Bicycle and Truck activity
- Driveways with limited sight distance or clustered driveways
- Adjacent Land Uses

## SECTION 4.0

### SURVEY FINDINGS AND RECOMMENDATIONS

#### 4.1 Factors That May Be Considered

In accordance with the State-imposed speed limit establishment regulation, as defined by CVC Section 627 described in Appendix A, there are several factors that may be considered to justify setting the prima facie speed limit five mph below the rounded 85th percentile speed under Option 1.

The factors to be considered are highway, traffic, and roadside conditions, specifically including those listed below, however, factors that are readily apparent to motorists are not to be considered.

- Most recent collision record (mid-block)
- Roadway characteristics
- Shoulder condition
- Grade
- Alignment
- Sight Distance
- Roadside development and environment
- Parking practices and pedestrian activity
- Commercial driveway characteristics (land use)
- Pedestrian traffic with and without sidewalks
- 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.
- Residential density

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix C.

#### 4.2 Recommended Speed Limits

The 85th percentile speed and the above factors were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). Additionally, discussions were held with City staff in making decisions with respect to changing existing speed limits. This allowed for consideration of any special knowledge of the segment. Table 1 shows the surveyed road segments with posted and recommended speed limits. Table 2, the amended Collision Survey Analysis, lists the street traffic volumes, total number of collisions and calculated collision rate.

### **4.3 Speed Limit Signing**

All California motorists are required to know the basic 15, 25, and 55 MPH speed laws and are tested on the subject when applying for a driver's license. Consequently, speed limit signs covering these conditions need not be posted on City streets. However, although not required by law, speed limit signs for these situations may be posted on streets that have significant daily vehicular traffic volumes, a by-pass traffic situation, the continued violation of a residential 25 MPH speed zone, or with other applicable warrants.

It is normal policy to recommend the posting of speed limit signs only of streets that have been covered by the City speed limit ordinance or by warranted situations covered above.

Speed limit signs should be installed at about one-half mile intervals on the City streets which have been speed zoned. Signs are normally installed on the exit side of traffic signal controlled intersections and the more important intersections where there is high side-street vehicle entry. It is important that motorists be given adequate information while not over-signing, which tends to confuse the motorist.

Enforcement issues can occur when, (a) the highway is posted with inappropriate speed limit signs, (b) the highway is improperly or inadequately posted; or, (c) the highway is not posted nor covered by ordinance and therefore falls under the basic speed law. In any of these events, the result is a debatable validity that may be questioned in court cases where citations are issued and contested.

## SECTION 5.0

### SUMMARY AND CONCLUSIONS

#### 5.1 Summary and Conclusions

1. The radar survey and the raw data collection were conducted per CVC Section 627 and California Manual on Uniform Traffic Control Devices, 2014, rev 9, Section 2B.13.
2. Radar speed surveys and daily traffic counts for four (4) of the selected roadway segments on the City's arterial roadway network were collected in 2025 on October 28 and May 23.
3. Bicycle and Pedestrian mid-block collision frequency was low.
4. A summary of recommended speed limits is provided in Table 1.
5. It was concluded that the existing speed limits on two (2) of the four (4) studied roadway segments in the City of Eastvale should be changed, as listed below.

#### Roadway Segments with Recommended Changes to Speed Limit

No.	Street	Between	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
7	Archibald Avenue	River Road/ Kendra Lane and Wind River/Grapewin Street	55	50	Reducing speed limit by 5 mph – 85th percentile speed
25	Hamner Avenue	Riverside Drive and Philadelphia Street	50	45	Reducing speed limit by 5 mph – 85th percentile speed, Option 2, & CVC 22358.7(a)(2), provides continuity to segments to the south

#### 5.2 Speed Limit Ordinance

Based on the recommended speed zone changes, the revised “Speed Zone Ordinances” are as provided on the following pages.

# **APPENDIX A**

**Regulations Governing Speed Limits**  
(Excerpts from the California Vehicle Code)  
(Updated August 2025)



# **RADAR SPEED ZONE SURVEYS**

## **INTRODUCTION**

This report presents the results of an Engineering and Traffic Survey for establishment of speed limits on city streets as required by Sections 22357 and 22358 of the California Vehicle Code. The review included radar surveys of prevailing vehicle speeds for each roadway segment, recent traffic counts, an analysis of reported traffic collisions recorded during the specific two-year interval of January 1, 2023 through December 31, 2024, and a field review of each roadway segment regarding roadway characteristics.

In order to enforce speed limits by radar or other electronic devices, a study must be conducted every five years. Section 40802 of the California Vehicle Code defines a speed limit enforced by radar and “...which speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation...” constitutes a speed trap, unless the following criteria are met:

If officers have completed specialized training courses that are approved by the Commission on Peace Officer Standards Training, the time span between studies can be extended to seven years.

If after seven years, “...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...” the time span between studies can be extended to 14 years.

Since speed traps are illegal, the lack of an adequate study effectively precludes the police from using radar enforcement. Through adoption of this Engineering and Traffic Survey, the police department will be able to enforce posted speed limits with radar equipment.

## **REGULATIONS GOVERNING SPEED LIMITS**

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

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

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

## **APPLICABLE CALIFORNIA VEHICLE CODE SECTIONS**

### Increase of Local Limits

22357. Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie 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, 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. The provisions of this section shall not apply in respect to any 25-mile-per-hour prima facie limit, which is applicable when passing a school building or the grounds thereof.

### Decrease of Local Limits

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

40, 35, 30, 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. *(This section was modified by Assembly Bill 43 to include “20 or 15” and became effective on January 1, 2022.)*

#### Downward Speed Zoning Exceptions

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.

#### Initial Rounding to Nearest Five MPH

22358.6 (a) 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.

(b) In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.

(c) 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. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).

(d) In addition to subdivisions (b) and (c), a local authority may additionally lower the speed limit as provided in Section 22358.7.

(e) The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th percentile speed.

(f) Notwithstanding subdivisions (a) to (e), inclusive, a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

*Note: Section 22358.6 was modified by Assembly Bill 1938, and the modifications became effective on January 1, 2023.*

#### Additional Five MPH Reduction

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. *Note: Revision 8 of the California Manual on Uniform Traffic Control Devices 2014 Edition, effective on January 26, 2023, includes the provisions of this section, making them currently effective.*
- (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.

*Note: Section 22358.7 was added to the CVC by Assembly Bill 43, and became effective on January 1, 2022.*

#### Maintaining Existing Speed Limit

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 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 the 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 5 mph 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.

*Note: Section 22358.8 was added to the CVC by Assembly Bill 43 and became effective on January*

1, 2022, then was amended by Assembly Bill 1938, which became effective on January 1, 2023.

### Business Activity District Prima Facie Speed Limit

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 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 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 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.

*Note: Section 22358.9 was added to the CVC by Assembly Bill 43 and became effective on January 1, 2022, and was then amended by Assembly Bill 1938, which became effective on January 1, 2023.*

Speed Trap 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.

40802. (a) A “speed trap” is either of the following:

- (1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (2) A particular section of a highway with a prima facie speed limit provided by this code or by local ordinance 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, or speed limit adopted under Section 22358.7 or 22358.8. *(This section was modified by Assembly Bill 43 to add “senior zone, or business activity district” and became effective on January 1, 2022, and was then amended by Assembly Bill 1938, which became effective on January 1, 2023.)*

(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 *(This section was modified by Assembly Bill 43 regarding “local street or road” with no change to the meaning and became effective on January 1, 2022.)*:

- (D) Roadway width of not more than 40 feet.
  - (E) Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control devices as defined in Section 445.
  - (F) 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 used 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. *(This section was added by CA AB 43 and became effective on January 1, 2022.)*
  - (4) For purposes of this section, “business activity center” 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 has been posted pursuant to paragraph (1) of subdivision (a) of that section. *(This section was added by CA AB 43 and became effective on January 1, 2022.)*

(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 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 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, 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 local street, road or school zone, senior zone, business activity district or speed limit adopted under Section 22358.7 or 22358.8. *(This section was modified by Assembly Bill 43 to add “senior zone, or business*

*activity district” and became effective on January 1, 2022, and was then modified by Assembly Bill 1938, which became effective on January 1, 2023.)*

### Speed Trap Evidence

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 subdivision (b) of Section 40802.

(c) When a traffic and engineering survey is required pursuant to subdivision (b) 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 subdivision (b) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in subdivision (b) 40802.

### Engineering and Traffic Survey

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 the state and local authorities.

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

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

(2) Collision 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. *(This section was modified by Assembly Bill 43 to add the increased consideration for vulnerable pedestrian groups, and became effective on January 1, 2022.)*

### Business District

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

### Residence District

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

### Business and Residence District: Determination

240. In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions Section 235 and 515:

- (a) No building shall be counted unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.
- (b) Where a highway is physically divided into two or more roadways, only those buildings facing each roadway separately shall be counted for the purpose of determining whether the roadway is within a district.
- (c) All churches, apartments, hotels, multiple dwelling houses, clubs and public buildings, other than schools, shall be deemed to be business structures.
- (d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

### Maximum Speed Limit

22349. Except as provided in Section 22356, no person shall drive a vehicle upon a highway at a speed greater than 65 miles per hour.

### Basic Speed Law

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

### Speed Law Violations

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

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 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 the 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.

*(This section was modified by Assembly Bill 43 to add the grant funding, and became effective on January 1, 2022.)*

#### State Highways within Local Jurisdictions

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.

*(This section was modified by Assembly Bill 43 and became effective on January 1, 2022.)*

22354.5 (a) Whenever the Department of Transportation determines, upon the basis of an engineering and traffic survey, to increase or decrease the existing speed limit on a particular

portion of a state highway pursuant to Section 22354, it shall, prior to increasing or decreasing that speed limit, consult with, and take into consideration the recommendations of, the Department of the California Highway Patrol.

- (b) The city council or board of supervisors of a city or county through which any portion of a state highway subject to subdivision (a) extends may conduct a public hearing on the proposed increase or decrease at a convenient location as near as possible to that portion of state highway. The Department of Transportation shall take into consideration the results of the public hearing in determining whether to increase or decrease the speed limit.

#### Boundary Line Streets

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.

#### Multiple-Lane Highways

22361. On multiple-lane highways with two or more separate roadways, different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive.





## **APPENDIX B**

**Speed Zoning Regulations from  
Caltrans California *Manual on Uniform Traffic Control Devices*  
And Definitions of Terms  
(Updated August 2025)**



# California Manual on Uniform Traffic Control Devices<sup>1</sup>

## (Regarding Speed Limits)

(Updated August 2025)

### Section 2B.13 Speed Limit Sign (R2-1)

#### Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public. Artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers.

00a The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education, and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

#### Standard:

01 Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

02 The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.

03 Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.

04 At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.

05 Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.

#### Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or

B. As altered speed zones – based on engineering studies.

07 State statutory limits might restrict the maximum speed limit that can be established on a

particular road, notwithstanding what an engineering study might indicate.

Option:

~~08 If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).~~

Guidance:

*09 A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.*

10 States and local agencies should conduct engineering studies **at least once every 5, 7 or 14 years, in compliance with CVC Section 40802** to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.

11 No more than three speed limits should be displayed on any one Speed Limit sign or assembly.

~~12 When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic.~~

#### **CVC Section 22358.6 – 85<sup>th</sup>-Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction**

**Standard:**

**12a When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic, except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).**

Option:

1. For cases in which the nearest 5 mph increment of the 85<sup>th</sup>-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup>-percentile speed, in compliance with CVC Sections 627 and 22358.5. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. See Standard below for documentation requirements. Refer to CVC Section 22358.6(b).
2. For cases in which the nearest 5 mph increment of the 85<sup>th</sup>-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. Refer to CVC Section 21400(f). Refer to CVC Section 22358.6(c).
- 3.

**Standard:**

**12b If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5. Refer to Section 22358.6(b).**

**12c The total reduction in the speed limit using the nearest 5 mph increment (CVC Section 22358.6(a)), rounding up (CVC Section 22358.6(c)), rounding down and using 5 mph speed reduction (CVC**

**Section 22358.6(b)), additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)), this speed reduction shall not exceed 12.4 mph from the 85<sup>th</sup>-percentile speed. Refer to CVC Section 22358.6(e).**

**Support:**

12d Refer to Tables 2B-103(CA) and 2B-104(CA), which provides examples of 85<sup>th</sup>-percentile speed values and the application of the speed limit policies and criteria applicable per CVC 22358.6 and 22358.7.

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

~~Example 1. Using Option 1 above and first step is to round down: If the 85<sup>th</sup> percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.~~

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

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

**Standard:**

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

**Option:**

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

**Support:**

12e Any existing E&TS that was performed before January 1, 2022 in accordance with previous traffic control device standards is not required to be updated until it is due for reevaluation per the 5, 7 or 14 year criteria.

**CVC Sections 22358.7, 22358.8 and 22358.9 – Applicability on State Highway System & Local Agency Roadways**

**Standard:**

**12f CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies shall not be applicable to roadways on the State Highway System.**

**Support:**

12g CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

12h CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are also applicable on any privately owned and maintained roads or commercial establishments, if the private road or private property has been subjected to the CVC application by the private property owner or a particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7.

**Standard:**

**12i The additional 5 mph speed reduction allowed by CVC Section 22358.7 on designated safety corridors or on portions of highway adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, shall not be applicable on any roadway segment that is on the State**

## Highway System

**12j The option allowed by CVC Section 22358.8 to retain the currently adopted speed limit or restore the immediately prior adopted speed limit, shall not be applicable on any roadway segment that is on the State Highway System.**

**12k Declaring prima facie speed limits of 25 mph or 20 mph on a highway contiguous to a business activity district allowed by CVC Section 22358.9 shall not be applicable on any roadway segment that is on the State Highway System.**

## CVC Section 22358.7 – Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians

### Standard:

**12l Additional lowering of the speed limits from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b), as included in paragraph 12a, and Options #1 and #2 processes, is prohibited, except for the local agency roadway segments designated as “safety corridor” or “land or facilities that generate high concentrations of bicyclists and pedestrians” in compliance with CVC Sections 22358.6(d) and 22358.7.**

### Option:

**12m Local agencies may additionally lower the speed limits by 5 mph from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b) if, after completing an E&TS, find that the speed limit is still more than is reasonable or safe, for either of the following reasons:**

- 1. The portion of a highway has been designated as a safety corridor.**
- 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.**

## CVC Section 22358.7(a)(1) – “Safety Corridor” Definition

### Standard:

**12n A safety corridor shall be defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.**

**12o One or more of the required crash weighting factors listed in the Table 2B-105(CA) shall be used to prioritize the locations of fatal and serious injury crashes in developing the “Safety Corridor”.**

### Option:

**12p Data used to determine a safety corridor may be from the most recent Engineering and Traffic Survey (E&TS) performed. The crash data source may include, but is not limited to, California Highway Patrol’s (CHP) Statewide Integrated Traffic Records System (SWITRS).**

### Standard:

**12q 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.**

**12r Safety corridors shall represent a prioritized subset of the overall roadway network within an authority’s responsibilities and shall not exceed one-fifth of the overall roadway network.**

### Guidance:

**12s A jurisdiction should use three to five years of the most recent crash data to determine a safety corridor based on Fatal and Serious Injury data.**

### Option:

**12t For crash coverage, safety corridors may identify the subset of the overall roadway network where a minimum of 25% of the Fatal + Serious Injury (F+SI) crashes occur. 12u To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.**

### Standard:

<sup>12v</sup> **A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.**

Option:

<sup>12w</sup> Crash/Volume rate may be used to provide additional locations to be included in the safety corridor. Local agencies may use proactive measures as indicators.

**CVC Section 22358.7(a)(2) – “Land or facility that generates high concentrations of bicyclists or pedestrians” definition Standard:**

<sup>12x</sup> **Except for the Option in first paragraph below, a land or facility that generates high concentrations of bicyclists or pedestrians shall be defined as the portion of the highway where one or more of any of the generators listed in Table 2B-106(CA) are present within a distance of 1320 feet.**

Option:

<sup>12y</sup> 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 in Table 2B-106(CA).

Option:

<sup>12z</sup> 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 in Table 2B-106(CA).

Standard:

<sup>12aa</sup> A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet. Option:

<sup>12ab</sup> A highway segment may be longer than 1320 feet provided that a minimum of one location within the top twenty percent of fatal and serious injury pedestrian and/or bicyclist crashes within a three-to-five-year period is present for every 1320 feet. Standard:

<sup>12ac</sup> The top twenty percent of pedestrian and/or bicyclist fatalities or serious injury crashes within a three to five year period shall be based on the geographic area within the jurisdiction of the Engineer performing the E&TS.

Option:

<sup>12ad</sup> A high concentration of pedestrians and bicyclists may be longer than 1320 feet provided that a minimum of one generator is present for every 1320 feet.

<sup>12ae</sup> Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey (E&TS). Standard:

<sup>12af</sup> 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.

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

<sup>12ag</sup> Local agency 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.

Standard:

<sup>12ah</sup> Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS 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.

<sup>12ai</sup> If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS 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 nor below the immediately prior speed limit. Refer to CVC Section 22358.8(b).

## CVC Section 22358.9 – Business Activity District

### Option:

<sup>12aj</sup> A local authority may, by ordinance, determine and declare a 25 or 20 mph 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 mph if the highway segment meets all of the following conditions:

1. A maximum of four traffic lanes.
2. A maximum posted 30 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 mph speed limit.
3. A maximum posted 25 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 mph speed limit.

<sup>12ak</sup> 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 a least three of the following four requirements:

4. 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.
5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalks not controlled by a traffic control device.

### Standard:

<sup>12al</sup> A local authority shall not declare a prima facie speed limit on a portion of a highway where the local authority has already lowered the speed limit as permitted for designated safety corridors (CV Section 22358.7) or using the land or facility adjacent to high concentration of pedestrians and bicyclists (CVC Section 22358.7) or retained the currently adopted speed limit (CVC Section 22358.8) or have restored the immediately prior adopted speed limit (CVC Section 22358.8). Refer to CVC Section 22358.9(c).

*13 Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

### Support:

14 Advance warning signs and other traffic control devices to attract the motorist’s attention to a signalized intersection are usually more effective than a reduced speed limit zone.

### Guidance:

*15 An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

### Option:

16 Other factors that may be considered when establishing or reevaluating speed limits are the following:

- A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
- B. The pace;
- C. Roadside development and environment;
- D. Parking practices and pedestrian activity; and
- E. Reported crash experience for at least a 12-month period.

17 Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

18 A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

19 A changeable message sign that displays to approaching drivers the speed at which they are

traveling may be installed in conjunction with a Speed Limit sign.

*Guidance:*

20 *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

**Support:**

21 Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

22 Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

23 Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

### **Engineering and Traffic Survey (E&TS)**

**Support:**

24 **CVC Section 627 defines the term “Engineering and traffic survey” and lists its requirements.**

**Standard:**

25 **An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by the department, consideration of all of the following:**

- A. Prevailing speeds as determined by traffic engineering measurements.**
- B. Collision records.**
- C. Highway, traffic, and roadside conditions not readily apparent to the driver.**

*Guidance:*

26 *The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.*

27 *Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:*

- A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.*
- B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,*
- C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.*
- D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.*
- E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.*
- F. The weather should be fair (dry pavement) with no unusual conditions prevailing.*
- G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.*
- H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100*

vehicles in each survey. In no case should the sample contain less than 50 vehicles.

I. Short speed zones of less than 0.5 mile should be avoided, except in transition areas.

J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.

K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.

L. Speed zoning should be coordinated with adjacent jurisdictions.

Support:

28 Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.

Option:

29 When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:

A. 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:

1. Upon one side of the highway, within 0.25 mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
2. Upon both sides of the highway, collectively, within a distance of 0.25 mile the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
3. The portion of highway is larger than 0.25 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.

B. 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.

30 The following two methods of conducting E&TS may be used to establish speed limits:

1. State Highways - The E&TS for State highways is made under the direction of the Department of Transportation's District Traffic Engineer. The data includes:

a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:

- A north arrow
- Engineer's station or post mileage
- Limits of the proposed zones
- Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.
- Collision rates for the zones involved
- Average daily traffic volume
- Location of traffic signals, signs and markings
- If the highway is divided, the limits of zones for each direction of travel
- Plotted 85th percentile and pace speeds at location taken showing speed profile

b. A report to the District Director that includes:

- The reason for the initiation of speed zone survey.
- Recommendations and supporting reasons.
- The enforcement jurisdictions involved and the recommendations and opinions of those officials.
- The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.

2. City and County Through Highways, Arterials, Collector Roads and Local Streets.

a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that

conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

- b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

31 In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

32 Any agency may lower the speed limit below the prima facie speed limit after performing, and based on the results of an E&TS.

*Guidance:*

33 *The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.*

*Support:*

34 Generally, the most decisive evidence of conditions not readily apparent to the driver surface in collision histories.

35 Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85<sup>th</sup> percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

36 The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent.

Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

*Option:*

37 When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

*Guidance:*

38 *Speed zones of less than 0.5 mile and short transition zones should be avoided.*

## **Signs**

**Standard:**

39 **The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.**

40 **When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed**

approximately 750 feet following each R2-1 sign.

**41 The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.**

*Guidance:*

*42 The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.*

*Option:*

43 The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

44 The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue.

On these segments early replacement of existing R6-1(CA) signs may be necessary.

*Support:*

45 Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

*Option:*

46 The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

**47 The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.**

**48 The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**

**49 The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.**

*Option:*

50 The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

**Standard:**

**51 Speed limit signs shall be placed at the beginning of all restricted speed zones.**

*Option:*

52 Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

**Standard:**

**53 The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.**

**54 Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by the Department of Transportation, with approval by the California Highway Patrol, shall be posted as follows:**

- **At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.**
- **R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.**

*Option:*

- The 25 mile interval may be modified to include locations following entrance ramps.

**Standard:**

- **The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.**
- **The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.**

*Option:*

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

**Standard:**

- **Signs shall be placed in protected locations.**
- **At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.**  
55 **Freeway segments where a 55 mph speed limit has been approved by the Department of Transportation, with the approval of the California Highway Patrol, shall be posted as follows:**
- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.**

*Guidance:*

- *Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

56 Conventional highways with 55 mph speed limits should be posted as follows:

- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.

*Guidance:*

- *Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Conventional highways with 65 mph speed limits should be posted as follows:

- *The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.*
- *Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

*Option:*

57 Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

**Standard:**

58 **The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.**

*Guidance:*

59 *The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

**Standard:**

60 **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.**

*Option:*

61 The 25 mile interval may be modified to include locations following entrance ramps.

**Standard:**

62 **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.**

63 **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed**

limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.

**64 Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.**

### **Speed Enforced Signs**

Option:

65 The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

66 *One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.*

Support:

67 The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

68 The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

69 *When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.*

Option:

70 The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

**Standard:**

**71 The R48-2(CA) sign shall be used for both directions of travel.**

Guidance:

72 *The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).*

### **Vehicle Speed Feedback Signs**

Option:

73 A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

**Standard:**

**74 If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.**

Guidance:

75 *To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.*

Option:

76 When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

77 In lieu of lights, legend may be retroreflective film for flip-disk systems.

78 The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

Support:

79 Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

80 Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

### **Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352**

Support:

81 The basic speed law states “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.”

**Standard:**

**82 Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.**

Option:

83 Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

### **Use of Metric System Designations – See CVC 21351.3**

Option:

84 Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

*Guidance:*

*85 If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.*

Support:

86 Refer to AASHTO’s Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

**Standard:**

**87 Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.**

### **Legal Authority for Establishing Speed Limits**

Support:

88 Delegation of legal authority to set speed limits on State highways is given to Department of Transportation’s District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of the Department of Transportation retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

**Standard:**

**89 The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).**

Option:

90 The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

### **Variable Speed Limits on Freeways - See CVC 22355**

Option:

91 The following speed limits may apply:

- a. Whenever the Department of Transportation determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.

- b. The Department may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- c. Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

**Minimum Speed Limits on State Highways - See CVC 22400**

Option:

92 The following speed limits may apply:

- a. Whenever the Department of Transportation determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, the Department may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.
- b. A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

**Speed Traps**

Support:

93 Refer to CVC 40802 for Speed Traps.

**Standard:**

94 A speed trap shall not apply to a local street, road, or school zone.

**Support:**

95 Senior zone is an 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 CVC Section 22352.

96 Business activity district is a section of highway described in CVC Section 22358.9(b) in which a standard 25 mph or 20 mph speed limit sign has been posted pursuant to CVC Section 22358.9(a)(1).

**Standard:**

97 A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.

98 This time provision shall be extended to seven years when using radar and all of the following criteria are met:

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

99 This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
  - The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.
  - The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

Option:

100 This time provision for an E&TS may be extended to ten years when all of the above conditions are

met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

### **Truck Speed Zone on Descending Grades**

*Guidance:*

101 Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.

*Support:*

102 To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

**Standard:**

103 Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.

*Guidance:*

104 Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.

**Standard:**

105 If warranted, the Department of Transportation's District Director shall issue a standard speed zone order.

*Support:*

106 Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

**Standard:**

107 A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.

### **Speed Zones in Temporary Traffic Control Areas**

*Support:*

108 For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part

### **Speed Zones and Traffic Signals**

**Standard:**

109 An agency changing the speed limits within its jurisdiction shall report the speed limit change to the agency operating and maintaining traffic signals within the speed zone no later than 30 days before changing the posted speed limit.

*Support:*

110 Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

<sup>1</sup> Black text is consistent with the federal MUTCD, blue text is where the CA MUTCD differs from the federal MUTCD, green text was added to the CA MUTCD in compliance with AB 43 & AB 1938.

**Table 2B-101(CA). Standard Application of Speed Limits per California Vehicle Code**

Speed	Determined by	Roadway Facility	CVC Section
15 mph	State or local authority	<ul style="list-style-type: none"> <li>▪ Railroad grade crossing with obstructed view</li> <li>▪ Uncontrolled highway intersection with obstructed view</li> <li>▪ An alley</li> </ul>	22352.a.1
15 & 20 mph	State or local authority	Where the prima facie speed of 25 mph is more than is reasonable or safe <ul style="list-style-type: none"> <li>▪ Narrow street not exceeding 25 feet other than a State Highway in a business or residential area or in a public park</li> <li>▪ Road near a school or senior center facility</li> </ul>	22358.3 & 22358.4
25 mph	State or local authority	<ul style="list-style-type: none"> <li>▪ Any highway in any business or residential district</li> <li>▪ A street contiguous to senior citizen facility other than a State highway</li> <li>▪ Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use facilities</li> </ul>	22352.b & 22357.1

<sup>1</sup> Black text is consistent with the federal MUTCD, blue text is where the CA MUTCD differs from the federal MUTCD, green text was added to the CA MUTCD in compliance with AB 43 & AB 1938.

**Table 2B-102(CA). Standard Application of Speed Limits per California Vehicle Code**

Speed	Determined by	Roadway Facility	CVC Section
15 to 60 mph	Caltrans	State highway, based on an E&TS where the limit of 65 mph is more than reasonable or safe	22354
15 to 60 mph	Local city council or county board of supervisors for Caltrans	State highway, local entities may conduct a public hearing on proposed increases or decreases and the State Department of Transportation shall take into consideration the results of the public hearing	22354.5
30 to 65 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where a speed > 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe	22357
15 to 60 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where the limit of 65 mph is more than is reasonable and safe	22358.8(a)
20 to 50 mph for Trucks	State or local authority	Highways under their respective jurisdiction where 55 mph is more than is reasonable or safe for vehicles mentioned in CVC 22406 (Trucks and other large vehicles)	22407
Maximum Speed 55 mph	State or local authority	<ul style="list-style-type: none"> <li>▪ Two-lane, undivided highway</li> <li>▪ Any highway if driving any of the following vehicles:                             <ol style="list-style-type: none"> <li>a. Motortruck or truck tractor with &gt; 3 axles</li> <li>b. Passenger vehicle or bus towing any other vehicle</li> <li>c. School bus transporting any school pupil</li> <li>d. A farm labor vehicle when transporting passengers</li> <li>e. A vehicle transporting explosives</li> <li>f. A trailer bus</li> </ol> </li> </ul>	22349.b & .c and 22406
Maximum Speed Limit of 65 mph	State or local authority	Any highway, posted at 65 mph based upon an E&TS, for vehicles not subject to CVC 22406	22349(a) & 22349
Maximum Freeway Speed Limit 70 mph	Caltrans	Freeways, after consultation with the California Highway Patrol, based upon an E&TS, or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed freeway segments, for vehicles not subject to CVC 22406	22356

<sup>1</sup> Black text is consistent with the federal MUTCD, blue text is where the CA MUTCD differs from the federal MUTCD, green text was added to the CA MUTCD in compliance with AB 43 & AB 1938.

**Table 2B-103(CA). Examples showing applicability of rounding and additional speed reduction on State Highway System**

85 <sup>th</sup> -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))
47.5-50.0	50	45	N/A
45.1-47.4	45	N/A	40
42.5-45.0	45	40	N/A
40.1-42.4	40	N/A	35

Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and public properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

**Table 2B-104(CA). Examples showing applicability of rounding and additional speed reduction on Local Agency's Roadways & Private Property Subjected to CVC**

85 <sup>th</sup> -Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest is down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	N/A	40
45.1-47.4	45	N/A	40	35
42.5-45.0	45	40	N/A	35
40.1-42.4	40	N/A	35	30

\* Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and private properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

<sup>1</sup> Black text is consistent with the federal MUTCD, blue text is where the CA MUTCD differs from the federal MUTCD, green text was added to the CA MUTCD in compliance with AB 43 & AB 1938.

**Table 2B-105(CA). Safety Corridor Factors**

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	<ul style="list-style-type: none"> <li>▪ Crash severity: Fatal Crashes, Serious Injury Crashes</li> <li>▪ Mode: Pedestrian-bicycle related crashes, vehicle/other</li> <li>▪ Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen</li> <li>▪ Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey</li> <li>▪ School proximity (within 0.25 miles) based on the California School Campus Database</li> <li>▪ Systemic or Predicted Crashes</li> </ul>
Crash Density	<p>Each roadway segment block may be converted into ~ 0.25 mile overlapping or contiguous "corridor" segments to create a consistent unit of measurement and assess the concentration of linear patterns of crashes within a defined distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) "corridor" segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.</p>
Maintenance	<p>The jurisdiction may establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.</p>

<sup>1</sup> Black text is consistent with the federal MUTCD, blue text is where the CA MUTCD differs from the federal MUTCD, green text was added to the CA MUTCD in compliance with AB 43 & AB 1938.

**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

<sup>1</sup> Black text is consistent with the federal MUTCD, blue text is where the CA MUTCD differs from the federal MUTCD, green text was added to the CA MUTCD in compliance with AB 43 & AB 1938.

## Definitions of Selected Terms Used in the CA MUTCD

### Text Headings

**Standard**—a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type. The verb “shall” is typically used. The verbs “should” and “may” are not used in Standard statements. Standard statements are sometimes modified by Options.

**Guidance**—a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate. All Guidance statements are labeled, and the text appears in non-bolded type. The verb “should” is typically used. The verbs “shall” and “may” are not used in Guidance statements. Guidance statements are sometimes modified by Options.

**Option**—a statement of practice that is a permissive condition and carries no requirement or recommendation. Option statements sometimes contain allowable modifications to a Standard or Guidance statement. All Option statements are labeled, and the text appears in non-bolded type. The verb “may” is typically used. The verbs “shall” and “should” are not used in Option statements.

**Support**—an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements are labeled, and the text appears in non-bolded type. The verbs “shall,” “should,” and “may” are not used in Support statements.

### Words and Phrases

**Speed**—speed is defined based on the following classifications:

- (a) **Average Speed**—the summation of the instantaneous or spot-measured speeds at a specific location of vehicles divided by the number of vehicles observed.
- (b) **Design Speed**—a selected speed used to determine the various geometric design features of a roadway.
- (c) **85th-Percentile Speed**—the speed at or below which 85 percent of the motor vehicles travel.
- (d) **Operating Speed**—a speed at which a typical vehicle or the overall traffic operates. Operating speed might be defined with speed values such as the average, pace, or 85th-percentile speeds.
- (e) **Pace**—the 10 mph speed range representing the speeds of the largest percentage of vehicles in the traffic stream.

**Speed Limit**—the maximum (or minimum) speed applicable to a section of highway as established by law or regulation.

**Posted Speed Limit**—a speed limit determined by law or regulation and displayed on Speed Limit signs.

**Speed Zone**—a section of highway with a speed limit that is established by law or regulation, but which might be different from a legislatively specified statutory speed limit.

**Statutory Speed Limit**—a speed limit established by legislative action that typically is applicable for a particular class of highways with specified design, functional, jurisdictional and/or location characteristics and that is not necessarily displayed on Speed Limit signs.

**Average Daily Traffic (ADT)**—the average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year.

**Bicycle Lane**—a portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. See Class II Bikeway.

**Business District** - A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists. Refer to CVC 235.

**CVC** – California Vehicle Code.

**Class II Bikeway (such as a Bike Lane)** – Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Refer to California Streets and Highways Code Section 890.4. Refer to Caltrans' Highway Design Manual Index 1003.2 for design criteria.

**Divided Highway** – A highway with separated roadbeds for traffic in opposing directions.

**Engineer** – a person registered under California Professional Engineers Act as a professional engineer, including any of the branches thereof. Refer to California Business and Professions Code Section 6706.63b. Engineering and Traffic Survey – Refer to CVC 627.

**Engineering Judgment**—the evaluation of available pertinent information, and the application of appropriate principles, experience, education, discretion, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be

exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required.

**Engineering Study**—the comprehensive analysis and evaluation of available pertinent information, and the application of appropriate principles, engineering judgment, experience, education, discretion, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. An engineering study shall be performed by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. An engineering study shall be documented.

**Median**—the area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way. The median excludes turn lanes. The median width might be different between intersections, interchanges, and at opposite approaches of the same intersection.

**Multi-Lane**—more than one lane moving in the same direction. A multi-lane street, highway, or roadway has a basic cross-section comprised of two or more through lanes in one or both directions. A multi-lane approach has two or more lanes moving toward the intersection, including turning lanes.

**Pedestrian**—a person on foot, in a wheelchair, on skates, or on a skateboard. As per CVC 467, (a) A "pedestrian" is a person who is afoot or who is using any of the following: (1) A means of conveyance propelled by human power other than a bicycle. (2) An electric personal assistive mobility device. (b) "Pedestrian" includes a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move about as a pedestrian, as specified in subdivision (a).

**Pedestrian Facilities**—a general term denoting improvements and provisions made to accommodate or encourage walking.

**Roadway**—that portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles. In the event a highway includes two or more separate roadways, the term roadway as used in this Manual shall refer to any such roadway separately, but not to all such roadways collectively. Refer to CVC 527.

**Shared-Use Path (Class I Bikeway)** —a bikeway outside the traveled way and physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent alignment. Shared-use paths are also used by pedestrians (including skaters, users of manual and motorized wheelchairs, and joggers) and other authorized motorized and non-motorized users. Refer to the Caltrans' Highway Design Manual Index 1003.1 for design criteria.

**Shoulder** – The portion of the highway contiguous with the roadway for accommodations of pedestrians, bicyclists, stopped vehicles, for emergency use, and for lateral support of base and surface courses.

**Sidewalk**—that portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians. As per CVC 555, "Sidewalk" is that portion of a highway, other than the roadway, set apart by curbs, barriers, markings or other delineation for pedestrian travel.

**Traffic Control Device**—a sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, private road open to public travel (see definition of private road open to public travel), pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction, or, in the case of a private road open to public travel (see definition of private road open to public travel), by authority of the private owner or private official having jurisdiction.

## **APPENDIX C**

### **Engineering and Traffic Survey Summary Sheets** (Updated January 2026)





# City of Eastvale

## Engineering & Traffic Survey Summary

Location: 58th Street Survey Date: July 29, 2021  
 Between: Scholar Way & Hamner Avenue Segment No.: 1  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	1,522
Length of Segment (feet):	2,586
Length of Segment (miles):	0.49
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	40 mph
10 mph Pace:	31-40 mph
Posted Speed Limit:	35 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
<b>Conditions Not Readily Apparent</b>	
Conditions:	Sidewalk on north side only at Scholar Way.
Roadway Geometrics:	
Comments:	Ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	35 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 2 (rounded to 40 mph, then reduced 5mph)
<p><b>Approved and Authorized for release by City Traffic Engineers:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	

Location:	<b>65th Street</b>	Survey Date: <u>3/19/2025</u>
Between:	<b>Archibald Avenue &amp; Sumner Avenue</b>	Segment No.: <u>2</u>
Direction of Travel:	<b>East/West</b>	

Traffic Data	
Average Daily Traffic:	6,155
Length of Segment (feet):	5,300
Length of Segment (miles):	1.00
Lane Configuration:	2 Lanes Each Direction w/ painted median
Street Classification:	Secondary Collector
Speed Survey Data	
85th Percentile Speed (mph):	46
10 mph Pace:	38 - 47 mph
Posted Speed Limit (mph):	40
Collision History	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	0
Collision Rate (crashes / MVM):	0.00
Statewide Collision Rate:	1.24
Conditions Not Readily Apparent	
<b>Conditions:</b> Heavy pedestrian & vehicular traffic during school. Sidewalk located next to curb, so vehicular traffic is in close proximity to pedestrians and bike traffic.	
<b>Roadway Geometrics:</b> 4-Lane, Divided. Straight alignment. Bike lanes, but substandard.	
<b>Comments:</b> Near Cedar Creek Park at Cedar Creek Rd. Rosa Parks Elementary at Harrison Ave. Residences do not front on 65th St. - no direct access.	
Adjacent Land Use:	Residential
Speed Limit Recommendation	
<b>Recommended Speed Limit:</b>	<b>40 mph</b>
Speed Limit Change:	No Change, same as existing
Recommendation Based On:	85th percentile speed, Option 1 & CVC 22358.6(c)
<b>Approved and Authorized for release by City Traffic Engineer*:</b>	
 _____ Ruth Smith, TE, PTP	_____ 5/7/2025 Date
TE 1650	

\* Contract services provided by Ardurra, Inc.



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: 65th Street Survey Date: July 22, 2021  
 Between: Sumner Avenue & Hamner Avenue Segment No.: 3  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	3,755
Length of Segment (feet):	5,300
Length of Segment (miles):	1.00
Lane Configuration:	2 Lanes Each Direction w/painted median
Street Classification:	Secondary
<b>Speed Survey Data</b>	
85th Percentile:	47 mph
10 mph Pace:	39-48 mph
Posted Speed Limit:	40 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	1
Collision Rate (Accidents/MVM):	0.24, less than statewide collision rate
Statewide Collision Rate:	0.93
<b>Conditions Not Readily Apparent</b>	
Conditions:	Sidewalk located next to curb, so vehicular traffic is in close proximity to pedestrians and any bike traffic. Near Cedar Creek Park at Cedar Creek Rd. Rosa Parks Elementary School at Harrison Ave.
Roadway Geometrics:	
Comments:	ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	40 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 45 mph, then reduced 5mph due to ped/bike safety)
<p><b>Approved and Authorized for release by City Traffic Engineer:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           _____            12/21/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: 65th Street Survey Date: July 22, 2021  
 Between: Hamner Avenue & Wells Spring Street/East City Limit Segment No.: 4  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	2,561
Length of Segment (feet):	1,642
Length of Segment (miles):	0.31
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	42 mph
10 mph Pace:	30-39 mph
Posted Speed Limit:	35 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
<b>Conditions Not Readily Apparent</b>	
Conditions:	
Roadway Geometrics:	
Comments:	ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	35 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 40 mph, then reduced 5 mph due to ped/bike safety)
<p>Approved and Authorized for release by City Traffic Engineer*:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            _____            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: 68th Street Survey Date: February 10, 2021  
 Between: Sumner Avenue & Hamner Avenue Segment No.: 5  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	5,239
Length of Segment (feet):	5,260
Length of Segment (miles):	1.00
Lane Configuration:	Single Lane Each Direction
Street Classification:	Local
<b>Speed Survey Data</b>	
85th Percentile:	49 mph
10 mph Pace:	39-48 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.32
<b>Conditions Not Readily Apparent</b>	
Conditions:	Sun for westbound direction is very bright in the evening. No bike lanes. Street parking near Harada Park.
Roadway Geometrics:	
Comments:	On-street parking, residential density, and ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 50 mph, then reduced another 5mph)
<p>Approved and Authorized for release by City Traffic Engineers:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



## City of Eastvale

### Engineering & Traffic Survey Summary

Location:	68th Street	Survey Date:	February 10, 2021
Between:	Hamner Avenue & East City Limit	Segment No.:	6
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	8,469
Length of Segment (feet):	2,650
Length of Segment (miles):	0.50
Lane Configuration:	2 Lanes Each Direction w/painted median
Street Classification:	Major
Speed Survey Data	
85th Percentile:	47 mph
10 mph Pace:	39-48 mph
Posted Speed Limit:	45 mph
Collision History	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.93
Conditions Not Readily Apparent	
Conditions: Road transitions from 2 lanes each direction undivided at Hamner Avenue to 2 lanes undivided at City Limits.	
Roadway Geometrics:	
Comments: trucks present, residential density, and ped/bike safety	
Adjacent Land Use:	Residential
Recommendation	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed
<p>Approved and Authorized for release by City Traffic Engineer*:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end; margin-top: 20px;"> <div style="text-align: center;"> <hr style="width: 100%;"/>           Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;"> <hr style="width: 100%;"/>           12/20/2021 Date         </div> <div style="text-align: center;"> </div> </div> <p style="font-size: small; margin-top: 10px;">* Contract services provided by Interwest Consulting Group</p>	

Location:	<b>Archibald Avenue</b>	Survey Date: <u>5/23/2025</u>
Between:	<b>River Rd/Kendra Ln to Wind River/Grapewin S</b>	Segment No.: <u>7</u>
Direction of Travel:	<b>North/South</b>	

Traffic Data	
Average Daily Traffic:	15,804
Length of Segment (feet):	3,250
Length of Segment (miles):	0.62
Lane Configuration:	6-Lane Divided
Street Classification:	Urban Arterial
Speed Survey Data	
85th Percentile Speed (mph):	52
10mph Pace:	40-49 mph
Posted Speed Limit (mph):	55
Collision History	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	4
Collision Rate (crashes / MVM):	0.56
Statewide Collision Rate:	1.06
Conditions Not Readily Apparent	
Conditions: No parking, Class 2 bike lane	
Roadway Geometrics: 6-Lane divided with bike lanes. Segment of missing sidewalk. Curved alignment.	
Comments:	
Adjacent Land Use:	Residential, Church, School, Equestrian Center
Speed Limit Recommendation	
<b>Recommended Speed Limit:</b>	<b>50</b>
Speed Limit Change:	Yes
Recommendation Based On:	85th percentile speed. Provides continuity with segments to the north.

**Approved and Authorized for release by City Traffic Engineer\*:**



Jennifer Rosales, TE, PTOE      TR 2761

1/16/2026

Date



\* Contract services provided by Ardurra, Inc.



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Archibald Avenue Survey Date: September 14, 2021  
 Between: Wind River/Grapewin Street & Schleisman Road Segment No.: 8  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	20,934
Length of Segment (feet):	8,580
Length of Segment (miles):	1.63
Lane Configuration:	3NB/SB Lanes w/Raised Median
Street Classification:	Arterial
<b>Speed Survey Data</b>	
85th Percentile:	57 mph
10 mph Pace:	48-57 mph
Posted Speed Limit:	50 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	4
Collision Rate (Accidents/MVM):	0.14, less than statewide collision rate
Statewide Collision Rate:	1.29
<b>Conditions Not Readily Apparent</b>	
Conditions:	
Roadway Geometrics:	
Comments:	trucks present and ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	50 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 55 mph, then reduced 5 mph due to trucks present and ped/bike safety)
<p>Approved and Authorized for release by City Traffic Engineer:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Archibald Avenue Survey Date: February 18, 2021  
 Between: Schleisman Road and Bellegrave/North City Limit Segment No.: 9  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	22,487
Length of Segment (feet):	6,010
Length of Segment (miles):	1.14
Lane Configuration:	3SB, 2NB w/Painted & Raised Median
Street Classification:	Arterial
<b>Speed Survey Data</b>	
85th Percentile:	55 mph
10 mph Pace:	46-55 mph
Posted Speed Limit:	50 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	4
Collision Rate (Accidents/MVM):	0.14, less than statewide collision rate
Statewide Collision Rate:	0.98
<b>Conditions Not Readily Apparent</b>	
<b>Conditions:</b> Speed limit sign n/o 65th St is in poor condition and not regulatory size. 3SB/3NB Lanes at Schleisman merge to 3SB/2NB Lanes at Branding Iron Dr to s/o 65th, 3SB/2NB Lane from n/o 65th to Providence Wy, 2SB/2NB Providence Wy to Limonite, 1SB/1NB from Limonite to NCL.	
<b>Roadway Geometrics:</b>  	
<b>Comments:</b> trucks present and ped/bike safety	
Adjacent Land Use:	Residential / Commercial-Retail / Light Industrial
<b>Recommendation</b>	
Recommended Speed:	50 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (reduced by 5mph from 55mph down to 50 mph, due to trucks present and ped/bike safety)
<b>Approved and Authorized for release by City Traffic Engineers:</b>	
 _____ Ruth Smith, TE, PTP TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Baron Road Survey Date: February 17, 2021  
 Between: Archibald Avenue & Northernly Terminus Segment No.: 10  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	369
Length of Segment (feet):	2,030
Length of Segment (miles):	0.38
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	40 mph
10 mph Pace:	27-36 mph
Posted Speed Limit:	35 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
<b>Conditions Not Readily Apparent</b>	
Conditions:	Cul-de-sac near River Road.
Roadway Geometrics:	
Comments:	on-street parking and residential density
Adjacent Land Use:	Residential / Public Facilities / Conservation
<b>Recommendation</b>	
Recommended Speed:	35 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (reduced by 5mph from 40 mph down to 35 mph, due to on-street parking and residential density)
<p><b>Approved and Authorized for release by City Traffic Engineers:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           _____            12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



## City of Eastvale

### Engineering & Traffic Survey Summary

Location:	Bellegrave Avenue	Survey Date:	February 17, 2021
Between:	Sumner Avenue & Hamner Avenue	Segment No.:	11
Direction of Travel:	East/West		

Traffic Data		
Average Daily Traffic:	10,629	
Length of Segment (feet):	5,650	
Length of Segment (miles):	1.07	
Lane Configuration:	Single Lane Each Direction w/ Painted Median	
Street Classification:	Major	
Speed Survey Data		
85th Percentile:	53 mph	
10 mph Pace:	45-54 mph	
Posted Speed Limit:	50 mph	
Collision History		
Date Range:	July 1, 2018 - June 30, 2021	
Total Collisions:	2	
Collision Rate (Accidents/MVM):	0.16, less than statewide collision rate	
Statewide Collision Rate:	0.78	
Conditions Not Readily Apparent		
<b>Conditions:</b> No bike lanes. No sidewalk on north side. Construction cones along segment from w/o Mill Creek Rd to Hamner Ave on WB direction only. Houses being built NW of Hamner Ave.		
<b>Roadway Geometrics:</b>  		
<b>Comments:</b> trucks present		
Adjacent Land Use:	Residential / Undeveloped Property	
Recommendation		
Recommended Speed:	50 mph	
Speed Limit Change:	No	
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 55 mph, then reduced another 5mph)	
<b>Approved and Authorized for release by City Traffic Engineers:</b>		
_____ Ruth Smith, TE, PTP    TE 1650	_____ Date	
* Contract services provided by Interwest Consulting Group		



## City of Eastvale

### Engineering & Traffic Survey Summary

Location:	Bellevue Avenue	Survey Date:	February 17, 2021
Between:	Hamner Avenue & East City Limit	Segment No.:	12
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	10,308
Length of Segment (feet):	2,575
Length of Segment (miles):	0.49
Lane Configuration:	2 Lanes Each Direction w/painted median
Street Classification:	Major
Speed Survey Data	
85th Percentile:	48 mph
10 mph Pace:	39-48 mph
Posted Speed Limit:	50 mph
Collision History	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.93
Conditions Not Readily Apparent	
Conditions: No bike lanes. 2EB/2WB w/o Homecoming, 1EB/1WB from Homecoming to City Limit.	
Roadway Geometrics: Vertical Curve at I-15.	
Comments: trucks present	
Adjacent Land Use:	High Density Residential / Commercial
Recommendation	
Recommended Speed:	50 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed
<p>Approved and Authorized for release by City Traffic Engineer*:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end; margin-top: 20px;"> <div style="text-align: center;"> <hr style="width: 100%;"/>           Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;"> <hr style="width: 100%;"/>           12/20/2021 Date         </div> <div style="text-align: center;"> </div> </div> <p style="font-size: small; margin-top: 10px;">* Contract services provided by Interwest Consulting Group</p>	



## City of Eastvale

### Engineering & Traffic Survey Summary

Location:	Blossom Way	Survey Date:	July 29, 2021
Between:	Harrison Avenue & Sumner Avenue	Segment No.:	13
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	2,497
Length of Segment (feet):	2,650
Length of Segment (miles):	0.50
Lane Configuration:	Single Lane Each Direction
Street Classification:	Local
Speed Survey Data	
85th Percentile:	37 mph
10 mph Pace:	27-36 mph
Posted Speed Limit:	30 mph
Collision History	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
Conditions Not Readily Apparent	
Conditions:	No bike lanes. 1EB/1WB lanes.
Roadway Geometrics:	Vertical Curve at I-15.
Comments:	ped/bike safety
Adjacent Land Use:	High Density Residential / Commercial
Recommendation	
Recommended Speed:	30 mph
Speed Limit Change:	No
Recommendation based on:	CVC Section 22358.8, which allows retaining the existing speed limit under certain conditions, which are met. New section created by AB 43, effective 1/1/2022. 85th percentile speed limit considered too high due to ped/bike safety
<p><b>Approved and Authorized for release by City Traffic Engineer:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end; margin-top: 20px;"> <div style="text-align: center;"> <hr style="width: 100%;"/> <p>Ruth Smith, TE, PTP    TE 1650</p> </div> <div style="text-align: center;"> <p>12/20/2021</p> <hr style="width: 100%;"/> <p>Date</p> </div> <div style="text-align: center;"> </div> </div> <p style="font-size: small; margin-top: 10px;">* Contract services provided by Interwest Consulting Group</p>	

Location:	<b>Cantu-Galleano Ranch Rd</b>	Survey Date: <u>5/23/2025</u>
Between:	<b>Hamner Avenue to I-15 Freeway</b>	Segment No.: <u>14</u>
Direction of Travel:	<b>East/West</b>	

Traffic Data	
Average Daily Traffic:	31,187
Length of Segment (feet):	2,320
Length of Segment (miles):	0.44
Lane Configuration:	6-Lane Divided
Street Classification:	Urban Arterial
Speed Survey Data	
85th Percentile Speed (mph):	48
10mph Pace:	40-49 mph
Posted Speed Limit (mph):	50
Collision History	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	1
Collision Rate (crashes / MVM):	0.10
Statewide Collision Rate:	1.06
Conditions Not Readily Apparent	
Conditions: No parking, no bike lanes, Heavy truck traffic at times.	
Roadway Geometrics: 3 lanes each direction w/raised median. Straight alignment.	
Comments: Large trucks present. Ped/bike safety. At freeway interchange.	
Adjacent Land Use:	Light Industrial & Commercial
Speed Limit Recommendation	
<b>Recommended Speed Limit:</b>	<b>50</b>
Speed Limit Change:	No
Recommendation Based On:	85th percentile speed.
<b>Approved and Authorized for release by City Traffic Engineer*:</b>	
 _____ Ruth Smith, TE, PTP	_____ TE 1650
	_____ 10/24/2025 Date
	
* Contract services provided by Ardurra, Inc.	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Chandler Street Survey Date: July 22, 2021  
 Between: Hellman Avenue to Harrison Avenue Segment No.: 15  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	6,828
Length of Segment (feet):	8,075
Length of Segment (miles):	1.53
Lane Configuration:	2 Lanes Each Direction w/Raised & Painted Median
Street Classification:	Arterial / Collector
<b>Speed Survey Data</b>	
85th Percentile:	52 mph
10 mph Pace:	41-50 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	1
Collision Rate (Accidents/MVM):	0.16, less than statewide collision rate
Statewide Collision Rate:	0.91
<b>Conditions Not Readily Apparent</b>	
Conditions:	Painted Median from Archibald to Harrison. Raised Median from Hellman to Archibald.
Roadway Geometrics:	
Comments:	trucks present and ped/bike safety
Adjacent Land Use:	Residential / Commercial Retail
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 50 mph, then reduced 5 mph due to trucks and ped/bike safety)
<p><b>Approved and Authorized for release by City Traffic Engineers:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;"> <u>12/20/2021</u>            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Citrus Street Survey Date: May 19, 2022  
 Between: Harrison Avenue to Scholar Way Segment No.: 16  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	11,140 vpd
Length of Segment (feet):	5,238
Length of Segment (miles):	0.99
Lane Configuration:	2 Lanes Each Direction w/painted Median and Bike Lanes
Street Classification:	Secondary
<b>Speed Survey Data</b>	
85th Percentile:	47 mph
10 mph Pace:	41-50 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	August 1, 2019 - July 31, 2022
Total Collisions:	3
Collision Rate (Accidents/MVM):	0.17, less than statewide collision rate
Statewide Collision Rate:	1.14
<b>Conditions Not Readily Apparent</b>	
Conditions:	2 EB and 2 WB lanes with bike lanes between Harrison and Scholar.
Roadway Geometrics:	Painted median between Hamner and Scholar Way.
Comments:	Buffered Bike lane in each direction between Scholar and Cobble Creek. Regular Bike Lane in each direction between Cobble Creek and Harrison
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	40 mph
Speed Limit Change:	Yes, 5 MPH decrease
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 45 mph, then reduced another 5 mph due to ped/bike safety)
<p>Approved and Authorized for release by City Traffic Engineers:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;"> <u>9/23/2022</u>            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



## City of Eastvale

### Engineering & Traffic Survey Summary

Location:	Citrus Street	Survey Date:	February 17, 2021
Between:	Scholar Way to Hamner Avenue	Segment No.:	17
Direction of Travel:	East/West		

Traffic Data	
Average Daily Traffic:	7,787
Length of Segment (feet):	2,626
Length of Segment (miles):	0.50
Lane Configuration:	1 Lane Each Direction w/painted Median
Street Classification:	Secondary
Speed Survey Data	
85th Percentile:	47 mph
10 mph Pace:	41-50 mph
Posted Speed Limit:	45 mph
Collision History	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	2
Collision Rate (Accidents/MVM):	0.47, less than statewide collision rate
Statewide Collision Rate:	1.39
Conditions Not Readily Apparent	
Conditions:	Single Lane Each Direction
Roadway Geometrics:	
Comments:	trucks present and ped/bike safety
Adjacent Land Use:	Residential
Recommendation	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed
<p>Approved and Authorized for release by City Traffic Engineer*:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end; margin-top: 20px;"> <div style="text-align: center;"> <p style="margin-top: 5px;">Ruth Smith, TE, PTP    TE 1650</p> </div> <div style="text-align: center;"> <p style="margin-top: 5px;">9/28/2022</p> <p style="margin-top: 5px;">Date</p> </div> <div style="text-align: center;"> </div> </div> <p style="font-size: small; margin-top: 10px;">* Contract services provided by Interwest Consulting Group</p>	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Fieldmaster Street Survey Date: February 17, 2021  
 Between: Hall Road and Archibald Avenue Segment No.: 18  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	1,616
Length of Segment (feet):	5,215
Length of Segment (miles):	0.99
Lane Configuration:	Single Lane Each Direction
Street Classification:	Local
<b>Speed Survey Data</b>	
85th Percentile:	43 mph
10 mph Pace:	35-44 mph
Posted Speed Limit:	40 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.32
<b>Conditions Not Readily Apparent</b>	
<b>Conditions:</b> Established shoulders, but no bike lanes. Adjacent Halfmoon Park at Cherry Creek Circle.	
<b>Roadway Geometrics:</b> Horizontal Curves.	
<b>Comments:</b> on-street parking and ped/bike safety	
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	40 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 45 mph, then reduced another 5mph)
<b>Approved and Authorized for release by City Traffic Engineers:</b>	
 _____ Ruth Smith, TE, PTP    TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	

Location:	<b>Goodman Avenue</b>	Survey Date: <u>5/23/2025</u>
Between:	<b>Cantu-Galleano Ranch Rd &amp; Hamner Ave</b>	Segment No.: <u>19</u>
Direction of Travel:	<b>North/South &amp; East/West</b>	

Traffic Data	
Average Daily Traffic:	6,365
Length of Segment (feet):	3,600
Length of Segment (miles):	0.68
Lane Configuration:	3-Lane Undivided
Street Classification:	Local Road
Speed Survey Data	
85th Percentile Speed (mph):	45
10mph Pace:	35-44 mph
Posted Speed Limit (mph):	35
Collision History	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	9
Collision Rate (crashes / MVM):	2.85
Statewide Collision Rate:	1.11
Conditions Not Readily Apparent	
<p>Conditions: Very heavy truck traffic making mid-block turns. No bike lanes, but mixed-use path on south &amp; east sides. Parking not allowed. Many peds crossing during shift change.</p> <p>Roadway Geometrics: 1 lane NB &amp; 2 lanes SB for N/S, 2 lanes in each direction for E/W. 2-way left turn lane on both segments. Roadway is generally N/S, but makes a 90 degree turn to west at the south end &amp; proceeds E/W to Hamner Ave. Straight alignment with S-curve at north end. 2-way left turn lane both N/S &amp; E/W. Raised median on approach to Cantu-Galleano Ranch Rd.</p> <p>Comments: The segment collision rate is 2.57 times the statewide rate, allowing the collision rate to be used to reduce the speed limit by 5 mph with Option 1, however, not relevant in this case. Large trucks present. Ped/bike safety.</p>	
Adjacent Land Use:	Mix of Retail/Big Box/Warehouse Uses
Speed Limit Recommendation	
<b>Recommended Speed Limit:</b>	<b>35</b>
Speed Limit Change:	No
Recommendation Based On:	85th percentile speed, Option 2 & CVC 22358.7(a)(2).
<p><b>Approved and Authorized for release by City Traffic Engineer*:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end; margin-top: 20px;"> <div style="width: 30%;">   <hr style="width: 100%;"/>           Ruth Smith, TE, PTP         </div> <div style="width: 30%; text-align: center;">           TE 1650         </div> <div style="width: 30%; text-align: center;">           10/24/2025  <hr style="width: 100%;"/>           Date         </div> </div> <div style="text-align: right; margin-top: 20px;">  </div>	
<p>* Contract services provided by Ardurra, Inc.</p>	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Hammer Avenue Survey Date: February 17, 2021  
 Between: South City Limit & Schleisman Road Segment No.: 20  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	18,287
Length of Segment (feet):	3,295
Length of Segment (miles):	0.62
Lane Configuration:	3NB, 2-1SB w/Painted Median
Street Classification:	Arterial
<b>Speed Survey Data</b>	
85th Percentile:	52 mph
10 mph Pace:	44-53 mph
Posted Speed Limit:	50 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	3
Collision Rate (Accidents/MVM):	0.24, less than statewide collision rate
Statewide Collision Rate:	0.98
<b>Conditions Not Readily Apparent</b>	
Conditions:	
Roadway Geometrics: Road narrowing in the southbound direction south of Schleisman Road	
Comments: trucks present, vertical curve and ped/bike safety	
Adjacent Land Use:	Residential / Commercial Retail / Recreation
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	Yes, 10 mph increase
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 50 mph, then reduced another 5mph due to trucks present, vertical curve and ped/bike safety)
<p>Approved and Authorized for release by City Traffic Engineers:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            _____            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Hammer Avenue Survey Date: February 17, 2021  
 Between: Schleisman Road & Limonite Avenue Segment No.: 21  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	18,890
Length of Segment (feet):	5,275
Length of Segment (miles):	1.00
Lane Configuration:	3 Lanes Each Direction w/Raised & Painted Median
Street Classification:	Arterial
<b>Speed Survey Data</b>	
85th Percentile:	51 mph
10 mph Pace:	42-51 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	6
Collision Rate (Accidents/MVM):	0.29, less than statewide collision rate
Statewide Collision Rate:	0.41
<b>Conditions Not Readily Apparent</b>	
Conditions:	Bike Lanes. Painted Median from Riverboat to 65th. Raised Median between 65th Street and Limonite Avenue. Reduction of speed due to crash history.
Roadway Geometrics:	
Comments:	high collision rate, trucks present and ped/bike safety
Adjacent Land Use:	Residential / Commercial Retail
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 50 mph, then reduced another 5mph due to high collision rate, trucks present and ped/bike safety)
Approved and Authorized for release by City Traffic Engineer*:	
 _____ Ruth Smith, TE, PTP    TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	

Location: Hamner Avenue Survey Date: 10/28/2025  
 Between: Limonite Ave to Bellegrave Ave Segment No.: 22  
 Direction of Travel: Northt/South

<b>Traffic Data</b>	
Average Daily Traffic:	24,070
Length of Segment (feet):	4,640
Length of Segment (miles):	0.88
Lane Configuration:	6-Lane Divided
Street Classification:	Urban Arterial
<b>Speed Survey Data</b>	
85th Percentile Speed (mph):	49
10mph Pace:	39-48 mph
Posted Speed Limit (mph):	45
<b>Collision History</b>	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	7
Collision Rate (crashes / MVM):	0.49
Statewide Collision Rate:	1.06
<b>Conditions Not Readily Apparent</b>	
Conditions: No Parking allowed. Class 2 bike lanes	
Roadway Geometrics: 3 lanes in each direction with raised median. Class 2 bike lane in both directions. Straight alignment.	
Comments: Ped/bike safety. Residences do not front onto Limonite Avenue - no direct access.	
Adjacent Land Use:	Retail & Residential
<b>Speed Limit Recommendation</b>	
<b>Recommended Speed Limit:</b>	<b>45</b>
Speed Limit Change:	No
Recommendation Based On:	85th percentile speed, Option 2. Provides continuity with segments to the north and south.
<b>Approved and Authorized for release by City Traffic Engineer*:</b> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">   <hr/>           Jennifer Rosales, TE, PTOE      TR 2761         </div> <div style="text-align: center;"> <hr/>           1/16/2026            Date         </div> <div style="text-align: right;">  </div> </div>	

\* Contract services provided by Ardurra, Inc.

Location:	<b>Hamner Avenue</b>	Survey Date: <u>3/19/2025</u>
Between:	<b>Bellegrave Ave &amp; Cantu-Calleano Ranch Rd</b>	Segment No.: <u>23</u>
Direction of Travel:	<b>North/South</b>	

<b>Traffic Data</b>	
Average Daily Traffic:	25,139
Length of Segment (feet):	4,400
Length of Segment (miles):	0.83
Lane Configuration:	3 Lanes NB (EV), 2 Lanes SB (ONT) w/Raised Median
Street Classification:	Urban Arterial
<b>Speed Survey Data</b>	
85th Percentile Speed (mph):	48
10mph Pace:	38 - 47 mph
Posted Speed Limit (mph):	50
<b>Collision History</b>	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	3
Collision Rate (crashes / MVM):	0.20
Statewide Collision Rate:	1.17
<b>Conditions Not Readily Apparent</b>	
Conditions:	No parking, truck route, pedestrian activity on NB sidewalk, no bike lanes.
Roadway Geometrics:	5-Lane Divided. Straight alignment.
Comments:	Residences do not front onto Hamner Avenue - no direct access.
Adjacent Land Use:	Commercial, Residential and Industrial
<b>Speed Limit Recommendation</b>	
<b>Recommended Speed Limit:</b>	<b>45</b>
Speed Limit Change:	Yes, decrease 5 mph
Recommendation Based On:	85th percentile speed, Option 2. Matches segments to the south.
<b>Approved and Authorized for release by City Traffic Engineer*:</b>  <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">               _____              Ruth Smith, TE, PTP         </div> <div style="text-align: center;">             TE 1650         </div> <div style="text-align: center;">             _____              5/7/2025              Date         </div> </div> <div style="text-align: right; margin-top: 20px;">  </div>	

\* Contract services provided by Ardurra, Inc.



Location:	<b>Hamner Ave</b>	Survey Date:	<b>10/28/2025</b>
Between:	<b>Riverside Dr to Philadelphia St</b>	Segment No.:	<b>25</b>
Direction of Travel:	<b>North/South</b>		

<b>Traffic Data</b>	
Average Daily Traffic:	19,750
Length of Segment (feet):	5,512
Length of Segment (miles):	1.04
Lane Configuration:	6-Lane Divided
Street Classification:	Urban Arterial
<b>Speed Survey Data</b>	
85th Percentile Speed (mph):	52
10mph Pace:	40-49 mph
Posted Speed Limit (mph):	50
<b>Collision History</b>	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	0
Collision Rate (crashes / MVM):	0.00
Statewide Collision Rate:	1.06
<b>Conditions Not Readily Apparent</b>	
<b>Conditions:</b> No parking, no bike lanes, Heavy truck traffic at times.	
<b>Roadway Geometrics:</b> 3 lanes in each direction w/raised median narrowing to 2 lanes each direction within the Caltrans R/W of SR-60. SB lanes (in Ontario) widen to 4 lanes between SR-60 and Riverside Dr. No sidewalk on westside between Philadelphia St and Greystone Dr. Straight alignment.	
<b>Comments:</b> Large trucks present. Ped/bike safety. At freeway interchange.	
Adjacent Land Use:	Light Industrial & Commercial
<b>Speed Limit Recommendation</b>	
<b>Recommended Speed Limit:</b>	<b>45</b>
Speed Limit Change:	Yes, reduced by 5 mph
Recommendation Based On:	85th percentile speed, Option 2 & CVC 22358.7(a)(2). Provides continuity with segments to the south.
<b>Approved and Authorized for release by City Traffic Engineer*:</b>	
 _____ Jennifer Rosales, TE, PTOE      TR 2761	_____ 1/16/2026 Date
	
* Contract services provided by Ardurra, Inc.	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Harrison Avenue Survey Date: February 18, 2021  
 Between: Chandler Street & Schleisman Road Segment No.: 26  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	5,333
Length of Segment (feet):	5,266
Length of Segment (miles):	1.00
Lane Configuration:	2 Lanes Each Direction w/Painted Median
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	50 mph
10 mph Pace:	42-51 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.93
<b>Conditions Not Readily Apparent</b>	
Conditions:	No bike lanes. Moderately heavy traffic midday.
Roadway Geometrics:	
Comments:	ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (reduced by 5mph from 50 mph down to 45 mph, due to trucks present and ped/bike safety)
Approved and Authorized for release by City Traffic Engineer*:	
 _____ Ruth Smith, TE, PTP    TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Harrison Avenue Survey Date: July 29, 2021  
 Between: Schleisman Road & Limonite Avenue Segment No.: 27  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	8,461
Length of Segment (feet):	7,080
Length of Segment (miles):	1.34
Lane Configuration:	2 Lanes Each Direction w/Painted Median
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	47 mph
10 mph Pace:	38-47 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.93
<b>Conditions Not Readily Apparent</b>	
Conditions:	No bike lanes. Road ends 500 ft n/o Blossom. Rosa Parks Elementary, Ramirez Intermediate, Eastvale Community Center.
Roadway Geometrics:	
Comments:	Trucks present and ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 50 mph, then reduced 5 mph due to trucks and ped/bike safety)
<p><b>Approved and Authorized for release by City Traffic Engineers:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           _____            12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	

Location:	<b>Harrison Ave</b>	Survey Date: <u>3/20/2025</u>
Between:	<b>Limonite Avenue &amp; Blossom Way</b>	Segment No.: <u>28</u>
Direction of Travel:	<b>North/South</b>	

Traffic Data	
Average Daily Traffic:	3,015
Length of Segment (feet):	1,100
Length of Segment (miles):	0.21
Lane Configuration:	1 Lane in Each Direction
Street Classification:	Secondary Collector
Speed Survey Data	
85th Percentile Speed (mph):	40
10mph Pace:	30 - 39 mph
Posted Speed Limit (mph):	45
Collision History	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	0
Collision Rate (crashes / MVM):	0.00
Statewide Collision Rate:	1.24
Conditions Not Readily Apparent	
<b>Conditions:</b> Sidewalks, crosswalks. No bike lanes. On-street parking allowed on both sides except between Montana Way and Limonite Ave on the west side. Pocket park at north end.	
<b>Roadway Geometrics:</b> 2-Lane Undivided. Straight alignment.	
<b>Comments:</b> Qualifies for additional 5 mph reduction since it meets conditions for CVC 22358.7(a)(2), as shown in CA MUTCD Table 2B-106(CA), with Presence of Pedestrian/Bicycle Infrastructure (sidewalk, crosswalk & nearby signalized intersection on 4-way intersection). Residences do not front onto Harrison Avenue - no direct access.	
Adjacent Land Use:	Residential
Speed Limit Recommendation	
<b>Recommended Speed Limit:</b>	<b>35</b>
Speed Limit Change:	Yes, decrease 10 mph.
Recommendation Based On:	85th percentile speed, Option 1 & CVC 22358.7(a)(2)
<b>Approved and Authorized for release by City Traffic Engineer*:</b>	
 _____ Ruth Smith, TE, PTP	_____ 5/7/2025 Date
TE 1650	

\* Contract services provided by Ardurra, Inc.



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Hellman Avenue Survey Date: February 18, 2021  
 Between: River Road & Chandler Street Segment No.: 29  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	6,324
Length of Segment (feet):	5,100
Length of Segment (miles):	0.97
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	56 mph
10 mph Pace:	47-56 mph
Posted Speed Limit:	50 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 20210
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.32
<b>Conditions Not Readily Apparent</b>	
Conditions:	Roadway not fully improved without shoulders or curb and gutter. 1WB/1EB lanes. Roadway easily drives 60 mph.
Roadway Geometrics:	
Comments:	trucks present
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	50 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 55 mph, then reduced another 5mph due to trucks present)
<p><b>Approved and Authorized for release by City Traffic Engineers:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           _____            12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Hellman Avenue Survey Date: February 18, 2021  
 Between: Chandler Street & Limonite Avenue Segment No.: 30  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	10,594
Length of Segment (feet):	8,120
Length of Segment (miles):	1.54
Lane Configuration:	2 Lanes Each Direction w/Painted Median
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	55 mph
10 mph Pace:	46-55 mph
Posted Speed Limit:	50 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	3
Collision Rate (Accidents/MVM):	0.27, less than statewide collision rate
Statewide Collision Rate:	0.93
<b>Conditions Not Readily Apparent</b>	
Conditions:	Mixed with residential improvements and lack of fully improved street sections. 1SB/1NB n/o Chandler to Outback. 1SB/2NB n/o Outback to Schleisman.
Roadway Geometrics:	
Comments:	trucks present
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	50 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (reduced by 5mph from 55 mph down to 50 mph, due to trucks present)
<p>Approved and Authorized for release by City Traffic Engineers:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           _____            12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Hellman Avenue Survey Date: April 21, 2021  
 Between: Limonite Avenue & North City Limit Segment No.: 31  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	7,317
Length of Segment (feet):	1,070
Length of Segment (miles):	0.20
Lane Configuration:	2 Lanes Each Direction w/Raised Median
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	42 mph
10 mph Pace:	33-42 mph
Posted Speed Limit:	N/A
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.91
<b>Conditions Not Readily Apparent</b>	
<b>Conditions:</b> No bike lanes, heavy truck traffic, industrial buildings on west side, industrial building and vacant land, under development, on east side.	
<b>Roadway Geometrics:</b>  	
<b>Comments:</b> Heavy truck traffic	
Adjacent Land Use:	Industrial
<b>Recommendation</b>	
Recommended Speed:	35 mph
Speed Limit Change:	Establishing Speed Limit
Recommendation based on:	85th percentile speed, Option 1 (reduced by 5 mph from 40 mph down to 35 mph, due to heavy truck traffic and pedestrian/bicycle safety)
<b>Approved and Authorized for release by City Traffic Engineers:</b>	
 _____ Ruth Smith, TE, PTP    TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	

Location: **Limonte Avenue** Survey Date: 3/20/2025  
 Between: **Hellman Avenue & Cucamonga Creek Channel** Segment No.: 32  
 Direction of Travel: **East/West**

<b>Traffic Data</b>	
Average Daily Traffic:	14,735
Length of Segment (feet):	6,100
Length of Segment (miles):	1.16
Lane Configuration:	2 Lanes Each Direction w/raised median
Street Classification:	Urban Arterial
<b>Speed Survey Data</b>	
85th Percentile Speed (mph):	52
10mph Pace:	44 - 53 mph
Posted Speed Limit (mph):	None
<b>Collision History</b>	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	1
Collision Rate (crashes / MVM):	0.08
Statewide Collision Rate:	1.17
<b>Conditions Not Readily Apparent</b>	
Conditions: No parking, no bike lanes. American Heroes Park	
Roadway Geometrics: 4-Lane Divided. Curved alignment.	
Comments: This is a new street segment that was not previously studied.	
Adjacent Land Use:	Industrial
<b>Speed Limit Recommendation</b>	
<b>Recommended Speed Limit: 50</b>	
Speed Limit Change:	Establishing speed limit
Recommendation Based On:	85th percentile speed, Option 1 - Pedestrian & bicyclist safety
Approved and Authorized for release by City Traffic Engineer*:	
	<u>5/7/2025</u>
Ruth Smith, TE, PTP	Date
TE 1650	
	

\* Contract services provided by Ardurra, Inc.





## City of Eastvale

### Engineering & Traffic Survey Summary

Location: Limonite Avenue                      Survey Date: June 5, 2018  
 Between: Archibald Avenue & Sumner Avenue  
 Direction of Travel: East/West

Traffic Data	
Average Daily Traffic:	22,300
Length of Segment (feet):	5,300
Length of Segment (miles):	1.00
Lane Configuration:	2 or 3 Lanes Each Direction w/Painted or Raised Median
Street Classification:	Urban Arterial
Speed Survey Data	
85th Percentile:	53 mph
10 mph Pace:	45-54 mph
Posted Speed Limit:	45 mph
Collision History	
Date Range:	January 1, 2016 - December 31, 2017
Total Collisions:	8
Collision Rate (Accidents/MVM):	0.49
Conditions Not Readily Apparent	
Conditions: Sections of missing sidewalk, sections without curb & gutter, no bike lanes, pedestrian activity.	
Roadway Geometrics: Straight alignment. 2 EB/WB Lanes East of Archibald	
Comments: Nearby schools and parks accessed using Limonite.	
Adjacent Land Use:	Residential & undeveloped land
Recommendation 50 mph	
Speed Limit Change:	Yes
Revised Speed Limit:	50 mph
Approved and Authorized for release by City Traffic Engineer*: <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">               Ruth Smith, TE, PTP      TE 1650           </div> <div style="text-align: center;"> <u>7/10/2018</u>              Date           </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	
Segment # 34	

Location:	<b>Limonite Avenue</b>	Survey Date: <u>5/23/2025</u>
Between:	<b>Summer Avenue &amp; East City Limit</b>	Segment No.: <u>35</u>
Direction of Travel:	<b>East/West</b>	

Traffic Data	
Average Daily Traffic:	38,582
Length of Segment (feet):	8,100
Length of Segment (miles):	1.53
Lane Configuration:	6-Lane Divided
Street Classification:	Urban Arterial
Speed Survey Data	
85th Percentile Speed (mph):	49
10mph Pace:	40-49 mph
Posted Speed Limit (mph):	45
Collision History	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	12
Collision Rate (crashes / MVM):	0.28
Statewide Collision Rate:	1.06
Conditions Not Readily Apparent	
<b>Conditions:</b> Segments of missing sidewalk, heavy pedestrian usage around transit, fast food & crossing major streets. No Parking allowed.	
<b>Roadway Geometrics:</b> 2 or 3 lanes in each direction with painted or raised median. Bike lanes in certain EB sections, Class 2 or 4. For the purposes of the E&TS, use 6-Lane Divided. Straight alignment.	
<b>Comments:</b> Large trucks present. Ped/bike safety. Residences do not front onto Limonite Avenue - no direct access.	
Adjacent Land Use:	Retail & Residential
Speed Limit Recommendation	
<b>Recommended Speed Limit:</b>	<b>45</b>
Speed Limit Change:	No
Recommendation Based On:	85th percentile speed, Option 2.
<b>Approved and Authorized for release by City Traffic Engineer*:</b>	
 _____ Ruth Smith, TE, PTP	_____ TE 1650
	_____ 10/24/2025 Date
	
* Contract services provided by Ardurra, Inc.	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Mission Boulevard Survey Date: February 18, 2021  
 Between: S Milliken Avenue & Ontario Freeway (I-15) Segment No.: 36  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	19,234
Length of Segment (feet):	2,620
Length of Segment (miles):	0.50
Lane Configuration:	2 Lanes Each Direction w/2 Lanes on vertical curve to Milliken
Street Classification:	Arterial
<b>Speed Survey Data</b>	
85th Percentile:	59 mph
10 mph Pace:	49-58 mph
Posted Speed Limit:	N/A
<b>Collision History</b>	
Date Range:	January 1, 2018 - December 31, 2020
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.86
<b>Conditions Not Readily Apparent</b>	
<b>Conditions:</b> No bike lanes nor sidewalks. 55 mph EB sign east and 55mph WB sign west of City Limits. Currently posted as 60mph east of S Milliken.	
<b>Roadway Geometrics:</b> Horizontal Curve between S Milliken Ave and Cornerstone Drive.	
<b>Comments:</b> trucks present	
Adjacent Land Use:	Commercial
<b>Recommendation</b>	
Recommended Speed:	55 mph
Speed Limit Change:	Establishing Speed Limit
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 60 mph, then reduced another 5mph)
<b>Approved and Authorized for release by City Traffic Engineers:</b>	
 _____ Ruth Smith, TE, PTP    TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Orange Street Survey Date: February 17, 2021  
 Between: Sumner Avenue & Scholar Way Segment No.: 37  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	1,027
Length of Segment (feet):	2,630
Length of Segment (miles):	0.50
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	45 mph
10 mph Pace:	36-45 mph
Posted Speed Limit:	30 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.6
<b>Conditions Not Readily Apparent</b>	
Conditions:	Student/Pedestrian Activity. Eastvale Elementary to the north & River Heights Intermediate to the south. Reduction of speed due to crash history.
Roadway Geometrics:	
Comments:	high collision rate, on-street parking, and ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	30 mph
Speed Limit Change:	No
Recommendation based on:	CVC Section 22358.8, which allows retaining the existing speed limit under certain conditions, which are met. New section added to CVC by SB 43, effective 1/1/2022. 85th percentile speed considered too high due to high collision rate, on-street parking, and ped/bike safety
<p><b>Approved and Authorized for release by City Traffic Engineer:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           _____            12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Prairie Smoke Road Survey Date: February 18, 2021  
 Between: Hellman Avenue & Whitewall Road Segment No.: 38  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	1,129
Length of Segment (feet):	1,380
Length of Segment (miles):	0.26
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	42 mph
10 mph Pace:	31-40 mph
Posted Speed Limit:	35 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
<b>Conditions Not Readily Apparent</b>	
Conditions:	Single Lane Each Direction from Hellman to Whitewall.
Roadway Geometrics:	
Comments:	residential density and ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	35 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 40 mph, then reduced another 5mph due to residential density and ped/bike safety)
<p><b>Approved and Authorized for release by City Traffic Engineers:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           _____            12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: River Road Survey Date: September 14, 2021  
 Between: Hellman Avenue & Archibald Avenue Segment No.: 39  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	7,806
Length of Segment (feet):	3,970
Length of Segment (miles):	0.75
Lane Configuration:	2 Lanes Each Direction w/Painted Median
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	49 mph
10 mph Pace:	41-50 mph
Posted Speed Limit:	40 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	2
Collision Rate (Accidents/MVM):	0.31, less than statewide collision rate
Statewide Collision Rate:	1.32
<b>Conditions Not Readily Apparent</b>	
<b>Conditions:</b> Local business generate large vehicle traffic. Single Lane Each Direction from Hellman to Hall. 2 Lanes Each Direction from Hall to Archibald. Agricultural land west of Hall.	
<b>Roadway Geometrics:</b>  	
<b>Comments:</b> trucks present and ped/bike safety	
Adjacent Land Use:	Residential / Agricultural
<b>Recommendation</b>	
Recommended Speed:	40 mph
Speed Limit Change:	No
Recommendation based on:	CVC Section 22358.8, which allows retaining the existing speed limit under certain conditions, which are met. Created by new AB 43, effective 1/1/2022. 85th percentile speed considered too high due to trucks present and ped/bike safety.
<b>Approved and Authorized for release by City Traffic Engineer*:</b>	
 _____ Ruth Smith, TE, PTP    TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	



# Engineering and Traffic Survey Summary

Location: **River Road** Survey Date: 10/28/2025  
 Between: **Bluff St to River Rd/Kendra Ln** Segment No.: **7A**  
 Direction of Travel: **North/South**

Traffic Data	
Average Daily Traffic:	24,689
Length of Segment (feet):	4,340
Length of Segment (miles):	0.82
Lane Configuration:	4-Lane Divided and 4-Lane Undivided
Street Classification:	Major Arterial
Speed Survey Data	
85th Percentile Speed (mph):	60
10mph Pace:	51-60 mph
Posted Speed Limit (mph):	55 (Not Currently Posted)
Collision History	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	3
Collision Rate (crashes / MVM):	0.20
Statewide Collision Rate:	1.06
Conditions Not Readily Apparent	
Conditions: No parking, Class 2 bike lanes,	
Roadway Geometrics: 4-Lane Divided with bike lanes. Undivided from northside of Santa Ana River bridge to Bluff St. No sidewalk on majority of westside. Curved alignment.	
Comments: Ped/bike safety.	
Adjacent Land Use:	Residential & Undeveloped
Speed Limit Recommendation	
<b>Recommended Speed Limit:</b>	<b>55</b>
Speed Limit Change:	No
Recommendation Based On:	85th percentile speed, Option 2 & CVC 22358.7(a)(2).
<b>Approved and Authorized for release by City Traffic Engineer*:</b> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">   <hr/>           Jennifer Rosales, TE, PTOE      TR 2761         </div> <div style="text-align: center;"> <hr/>           1/16/2026            Date         </div> <div style="text-align: right;">  </div> </div>	

\* Contract services provided by Ardurra, Inc.



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Riverboat Drive Survey Date: February 18, 2021  
 Between: Massy Harris Way & Wells Springs Street Segment No.: 40  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	735
Length of Segment (feet):	3,500
Length of Segment (miles):	0.66
Lane Configuration:	Single Lane Each Direction
Street Classification:	Collector
<b>Speed Survey Data</b>	
85th Percentile:	44 mph
10 mph Pace:	35-44 mph
Posted Speed Limit:	40 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.32
<b>Conditions Not Readily Apparent</b>	
Conditions:	Pedestrians present. 1EB/1WB lane. Turnaround area w/o Massy Harris.
Roadway Geometrics:	
Comments:	on-street parking and ped/bike safety
Adjacent Land Use:	Residential / Commercial
<b>Recommendation</b>	
Recommended Speed:	40 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 45 mph, then reduced another 5mph)
<p><b>Approved and Authorized for release by City Traffic Engineers:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            _____            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	

Location:	<b>Riverside Drive</b>	Survey Date: <u>5/23/2025</u>
Between:	<b>Hamner Avenue &amp; East City Limit</b>	Segment No.: <u>41</u>
Direction of Travel:	<b>East/West</b>	

Traffic Data	
Average Daily Traffic:	20,231
Length of Segment (feet):	2,300
Length of Segment (miles):	0.44
Lane Configuration:	4-Lane Undivided
Street Classification:	Secondary Collector
Speed Survey Data	
85th Percentile Speed (mph):	48
10mph Pace:	36-45 mph
Posted Speed Limit (mph):	45
Collision History	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	3
Collision Rate (crashes / MVM):	0.46
Statewide Collision Rate:	1.33
Conditions Not Readily Apparent	
<b>Conditions:</b> Sections of missing sidewalk, posted No Parking except where parking is allowed for large trucks on the north side in the dirt shoulder, heavy truck use, no bike lanes.	
<b>Roadway Geometrics:</b> Varies 1 to 2 lanes for both directions, with both painted medians and 2-way left turn lanes. Alignment varies with straight sections, but mostly curved.	
<b>Comments:</b> Large trucks present. Ped/bike safety.	
Adjacent Land Use:	Industrial & Undeveloped Land
Speed Limit Recommendation	
<b>Recommended Speed Limit:</b>	<b>45</b>
Speed Limit Change:	No
Recommendation Based On:	85th percentile speed, Option 2.
<b>Approved and Authorized for release by City Traffic Engineer*:</b>	
 _____ Ruth Smith, TE, PTP	_____ TE 1650
	_____ 10/24/2025 Date
	
* Contract services provided by Ardurra, Inc.	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Schleisman Road Survey Date: February 17, 2021  
 Between: Hellman Avenue & Archibald Avenue Segment No.: 42  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	34,671
Length of Segment (feet):	5,300
Length of Segment (miles):	1.00
Lane Configuration:	3 Lanes Each Direction w/ Painted and Raised Medians
Street Classification:	Arterial
<b>Speed Survey Data</b>	
85th Percentile:	57 mph
10 mph Pace:	49-58 mph
Posted Speed Limit:	50 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	15
Collision Rate (Accidents/MVM):	0.13, less than statewide collision rate
Statewide Collision Rate:	0.98
<b>Conditions Not Readily Apparent</b>	
Conditions:	3 Lanes Each Direction between Hellman and e/o Aldergate Rd/Whitewell Rd. 3WB/2EB e/o Aldergate/Whitewell w/o Gypsum Creek, 2WB/2EB w/o Gypsum Creek and w/o Kenton Pl. 2WB/3EB w/o Kenton to Archibald.
Roadway Geometrics:	
Comments:	trucks present and ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	50 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 55 mph, then reduced another 5mph due to trucks present and ped/bike safety)
<p><b>Approved and Authorized for release by City Traffic Engineers:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Schleisman Road Survey Date: February 17, 2021  
 Between: Archibald Avenue & Sumner Avenue Segment No.: 43  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	14,855
Length of Segment (feet):	5,238
Length of Segment (miles):	0.99
Lane Configuration:	2 Lanes Each Direction w/Painted and Raised Medians
Street Classification:	Arterial
<b>Speed Survey Data</b>	
85th Percentile:	49 mph
10 mph Pace:	40-49 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	2
Collision Rate (Accidents/MVM):	0.12, less than statewide collision rate
Statewide Collision Rate:	0.93
<b>Conditions Not Readily Apparent</b>	
Conditions:	3EB/3WB between Archibald and Moonflower, 2EB/3WB between Moonflower and Harrison, 2EB/2WB between Harrison and Cedar Creek Rd, 1EB/2WB between Cedar Creek and Sumner.
Roadway Geometrics:	
Comments:	trucks present and ped/bike safety
Adjacent Land Use:	Residential / Commercial Retail
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 50 mph, then reduced another 5mph)
<p>Approved and Authorized for release by City Traffic Engineers:</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Schleisman Road Survey Date: February 17, 2021  
 Between: Sumner Avenue & Scholar Way Segment No.: 44  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	7,737
Length of Segment (feet):	2,650
Length of Segment (miles):	0.50
Lane Configuration:	Single Lane Each Direction w/Painted Median
Street Classification:	Arterial
<b>Speed Survey Data</b>	
85th Percentile:	48 mph
10 mph Pace:	39-48 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.32
<b>Conditions Not Readily Apparent</b>	
Conditions:	Undeveloped land to the south
Roadway Geometrics:	
Comments:	trucks present
Adjacent Land Use:	Residential / Undeveloped
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 50 mph, then reduced another 5mph)
<p><b>Approved and Authorized for release by City Traffic Engineer:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             _____            Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           _____            12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Schleisman Road Survey Date: February 17, 2021  
 Between: Scholar Way & Hamner Avenue Segment No.: 45  
 Direction of Travel: East/West

<b>Traffic Data</b>	
Average Daily Traffic:	7,682
Length of Segment (feet):	3,040
Length of Segment (miles):	0.58
Lane Configuration:	2 Lanes Each Direction w/Painted Median
Street Classification:	Arterial
<b>Speed Survey Data</b>	
85th Percentile:	51 mph
10 mph Pace:	42-51 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.91
<b>Conditions Not Readily Apparent</b>	
Conditions:	Curved roadway, location of church. 2 Lane Each Direction between Scholar and Raymond. 1EB/2WB between Raymond and Hamner.
Roadway Geometrics:	
Comments:	trucks present and ped/bike safety
Adjacent Land Use:	Residential / Commercial
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 50 mph, then reduced another 5mph due to trucks present and ped/bike safety)
<p><b>Approved and Authorized for release by City Traffic Engineer:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	

Location:	<b>Scholar Way</b>	Survey Date: <u>3/19/2025</u>
Between:	<b>Citrus Street &amp; Schleisman Road</b>	Segment No.: <u>46</u>
Direction of Travel:	<b>North/South</b>	

Traffic Data	
Average Daily Traffic:	6,389
Length of Segment (feet):	3,300
Length of Segment (miles):	0.63
Lane Configuration:	2 Lanes in Each Direction with 2-Way Left Turn Lane, partial painted median
Street Classification:	Secondary Collector
Speed Survey Data	
85th Percentile Speed (mph):	43
10mph Pace:	34 - 43 mph
Posted Speed Limit (mph):	35
Collision History	
Date Range:	January 1, 2023 - December 31, 2024
Total Collisions:	0
Collision Rate (crashes / MVM):	0.00
Statewide Collision Rate:	1.24
Conditions Not Readily Apparent	
<b>Conditions:</b> Very heavy pedestrian/student/bicyclist activity on sidewalks. No parking. No bike lanes, painted shoulders between Orange and Baltimore.	
<b>Roadway Geometrics:</b> Primarily 4-Lane Undivided, with Divided section between Citrus St. & Mustang Way. Roadway narrows between Schleisman and Orange.	
<b>Comments:</b> High School, intermediate school, elementary school, & public library adjacent to street. Congestion. Meets criteria for CVC 22358.7, in accordance with CA MUTCD Table 2B-106(CA). Residences do not front onto Scholar Way - no direct access.	
Adjacent Land Use:	School / Residential
Speed Limit Recommendation	
<b>Recommended Speed Limit:</b>	<b>35</b>
Speed Limit Change:	No Change
Recommendation Based On:	85th percentile speed, Option 2 & CVC 22358.7.
<b>Approved and Authorized for release by City Traffic Engineer*:</b>	
 _____ Ruth Smith, TE, PTP	_____ 5/7/2025 Date
TE 1650	

\* Contract services provided by Ardurra, Inc.



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Scholar Way Survey Date: July 29, 2021  
 Between: Schleisman Road & Limonite Avenue Segment No.: 47  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	4,721
Length of Segment (feet):	5,250
Length of Segment (miles):	0.99
Lane Configuration:	Single Lane Each Direction w/Painted Median
Street Classification:	Secondary
<b>Speed Survey Data</b>	
85th Percentile:	43 mph
10 mph Pace:	35-44 mph
Posted Speed Limit:	35 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.91
<b>Conditions Not Readily Apparent</b>	
<b>Conditions:</b> No bike lanes. 2SB/1NB between Limonite to Peach Blossom. Heavy pedestrian/student/bicyclist activity. Harada Park & Harada Elementary School.	
<b>Roadway Geometrics:</b>  	
<b>Comments:</b> trucks present and ped/bike safety	
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	40 mph
Speed Limit Change:	Yes, 5 mph increase
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 45 mph, then reduced 5 mph)
<b>Approved and Authorized for release by City Traffic Engineers:</b>	
 _____ Ruth Smith, TE, PTP    TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Scholar Way Survey Date: July 29, 2021  
 Between: Limonite Avenue & Bellegrave Avenue Segment No.: 48  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	6,678
Length of Segment (feet):	3,700
Length of Segment (miles):	0.70
Lane Configuration:	Single Lane Each Direction w/Painted Median
Street Classification:	Secondary
<b>Speed Survey Data</b>	
85th Percentile:	43 mph
10 mph Pace:	34-43 mph
Posted Speed Limit:	N/A
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
<b>Conditions Not Readily Apparent</b>	
<b>Conditions:</b> No bike lanes. Sidewalk only on west side of roadway. Armadillos and delineators between 58th St and Bellegrave Ave. Empty lot to east and residential to the west between 58th St and Limonite Ave. Residential on both sides north of 58th St.	
<b>Roadway Geometrics:</b>  	
<b>Comments:</b> On-street parking, residential density, and ped/bike safety	
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	40 mph
Speed Limit Change:	Establishing Speed Limit
Recommendation based on:	85th percentile speed, Option 2 (rounded up to 45 mph, then reduced 5 mph)
<b>Approved and Authorized for release by City Traffic Engineers:</b>	
 _____ Ruth Smith, TE, PTP    TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Summer Avenue Survey Date: February 17, 2021  
 Between: Citrus Street & 65th Street Segment No.: 49  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	4,028
Length of Segment (feet):	5,935
Length of Segment (miles):	1.12
Lane Configuration:	2 Lanes Each Direction w/Painted Median
Street Classification:	Major
<b>Speed Survey Data</b>	
85th Percentile:	51 mph
10 mph Pace:	43-52 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	0
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	0.93
<b>Conditions Not Readily Apparent</b>	
<b>Conditions:</b> Bicycle Lanes, with bicyclists present. 1SB/2NB between Citrus and Cool Meadow, 2SB/2NB between Cool Meadow and Pheasant Knoll, 1SB/1NB Pheasant Knoll and Schleisman, 1SB/2NB between Schleisman and Starflower, 2SB/2NB between Starflower and 65th.	
<b>Roadway Geometrics:</b> Roadway narrow between Schleisman and Orange.	
<b>Comments:</b> trucks present and ped/bike safety	
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 50 mph, then reduced another 5mph due trucks present and ped/bike safety)
<b>Approved and Authorized for release by City Traffic Engineers:</b>	
 _____ Ruth Smith, TE, PTP    TE 1650	_____ 12/20/2021 Date
	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Sumner Avenue Survey Date: February 17, 2021  
 Between: 65th Street and Bellegrave Avenue Segment No.: 50  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	7,857
Length of Segment (feet):	5,422
Length of Segment (miles):	1.03
Lane Configuration:	2 Lanes Each Direction w/Painted Median
Street Classification:	Major
<b>Speed Survey Data</b>	
85th Percentile:	51 mph
10 mph Pace:	41-50 mph
Posted Speed Limit:	45 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	1
Collision Rate (Accidents/MVM):	0.11, less than statewide collision rate
Statewide Collision Rate:	0.93
<b>Conditions Not Readily Apparent</b>	
Conditions:	bike lanes, with pedestrians and bikes present. Orchard Park. Pedestrian/Bicyclist Activity.
Roadway Geometrics:	
Comments:	trucks present and ped/bike safety
Adjacent Land Use:	Residential / Commercial Retail
<b>Recommendation</b>	
Recommended Speed:	45 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (rounded down to 50 mph, then reduced another 5mph due trucks present and ped/bike safety)
<p><b>Approved and Authorized for release by City Traffic Engineers:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;"> <u>12/20/2021</u>            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# City of Eastvale

## Engineering & Traffic Survey Summary

Location: Whitewall Road Survey Date: February 18, 2021  
 Between: Schleisman Road & Prairie Smoke Road Segment No.: 51  
 Direction of Travel: North/South

<b>Traffic Data</b>	
Average Daily Traffic:	2,056
Length of Segment (feet):	1,542
Length of Segment (miles):	0.29
Lane Configuration:	Single Lane Each Direction
Street Classification:	Local
<b>Speed Survey Data</b>	
85th Percentile:	40 mph
10 mph Pace:	29-38 mph
Posted Speed Limit:	35 mph
<b>Collision History</b>	
Date Range:	July 1, 2018 - June 30, 2021
Total Collisions:	2
Collision Rate (Accidents/MVM):	0.00, less than statewide collision rate
Statewide Collision Rate:	1.60
<b>Conditions Not Readily Apparent</b>	
Conditions:	No bike lanes.
Roadway Geometrics:	Straight Alignment. Jog in the roadway near Prairie Smoke Road. Single Lane Each Direction w/ no centerline or edgelines. Residential Single Lane Collector.
Comments:	high collision rate, residential density, and ped/bike safety
Adjacent Land Use:	Residential
<b>Recommendation</b>	
Recommended Speed:	35 mph
Speed Limit Change:	No
Recommendation based on:	85th percentile speed, Option 1 (reduced by 5mph from 40 mph down to 35 mph, due to high collision rate, residential density, and ped/bike safety)
<p><b>Approved and Authorized for release by City Traffic Engineer:</b></p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">             Ruth Smith, TE, PTP    TE 1650         </div> <div style="text-align: center;">           12/20/2021            Date         </div> <div style="text-align: center;">  </div> </div>	
* Contract services provided by Interwest Consulting Group	



# **APPENDIX D**

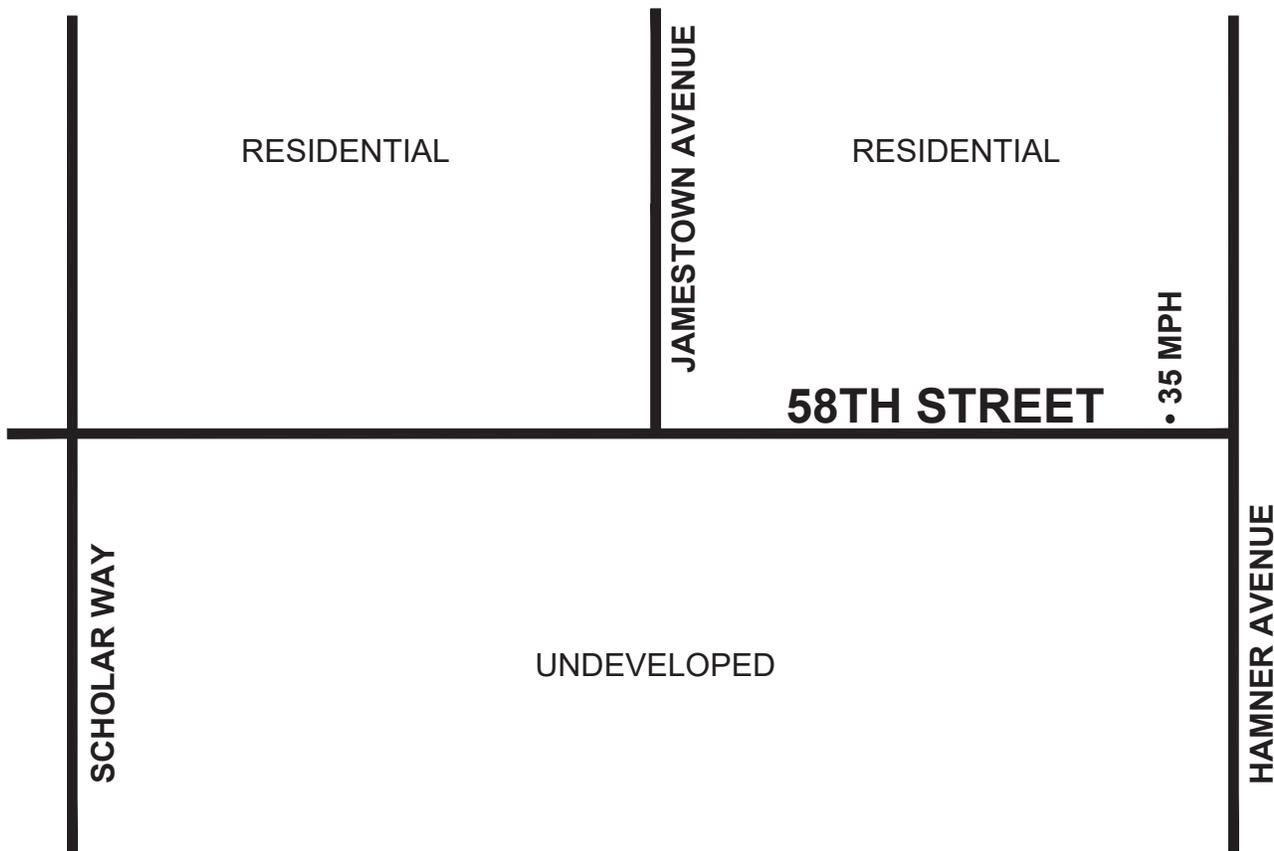
## **Strip Maps** (Updated January 2026)



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** 58TH STREET  
**Street Segment:** SCHOLAR WAY TO HAMNER AVE  
**Segment Length (MI):** 0.49 mi

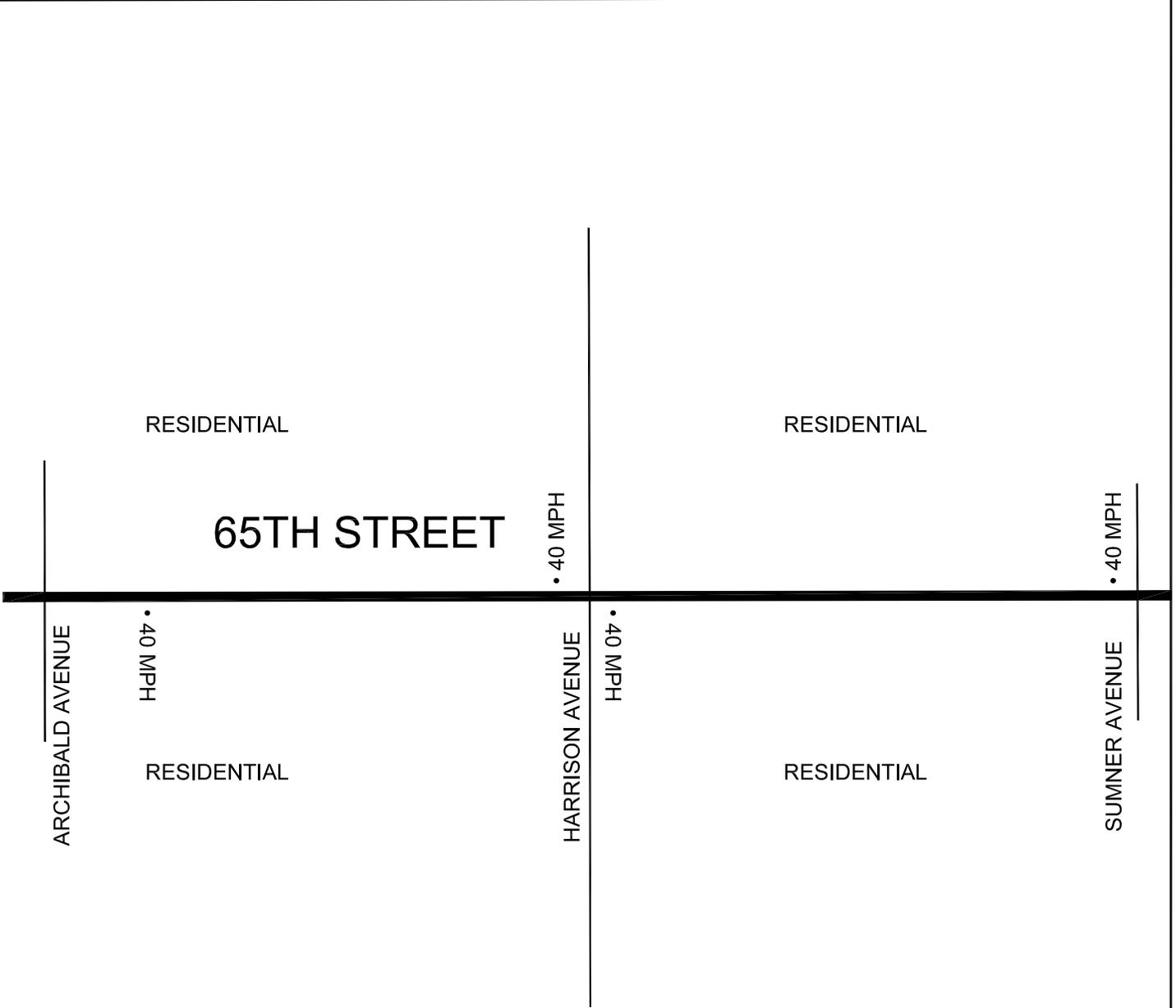


NOT TO SCALE

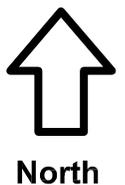


**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** 65th Street  
**Street Segment:** Archibald Avenue to Sumner Avenue  
**Segment Length (MI):** 1 mi



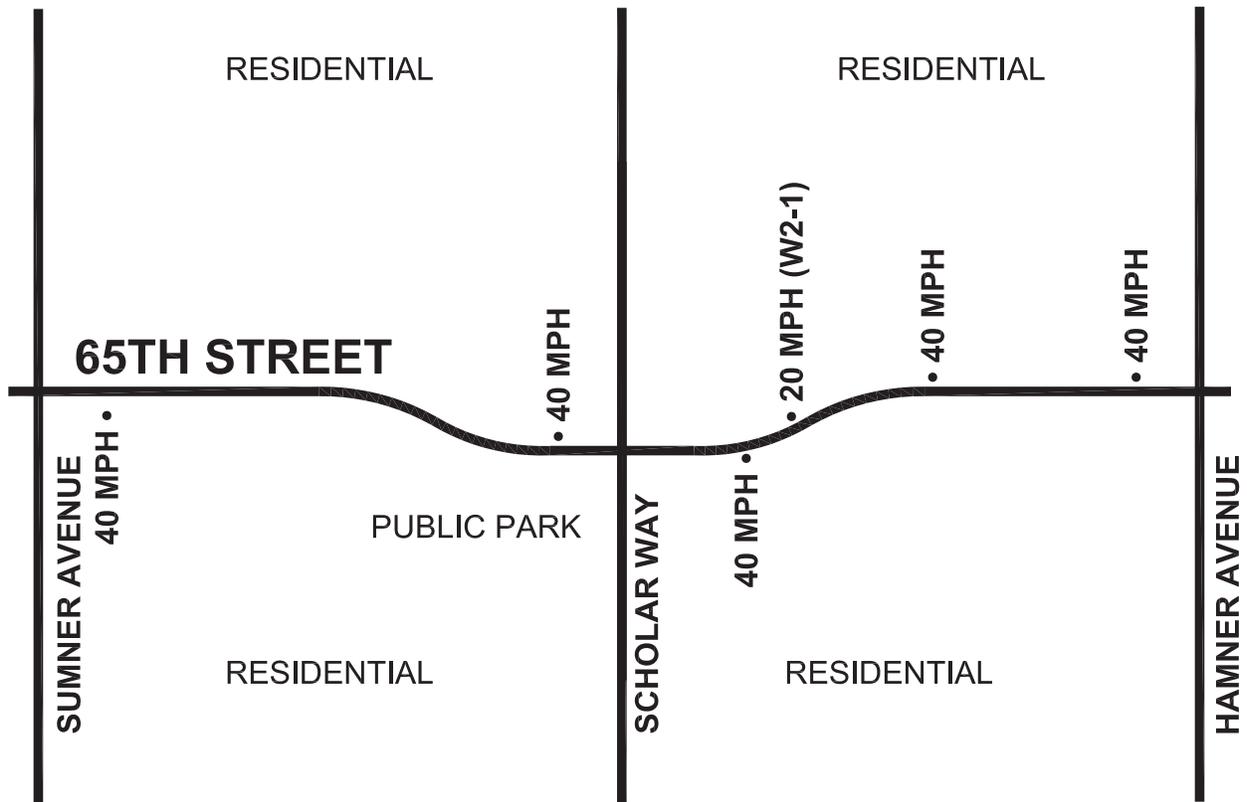
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** 65TH STREET  
**Street Segment:** SUMNER AVENUE TO HAMNER AVENUE  
**Segment Length (MI):** 0.87 mi



NOT TO SCALE

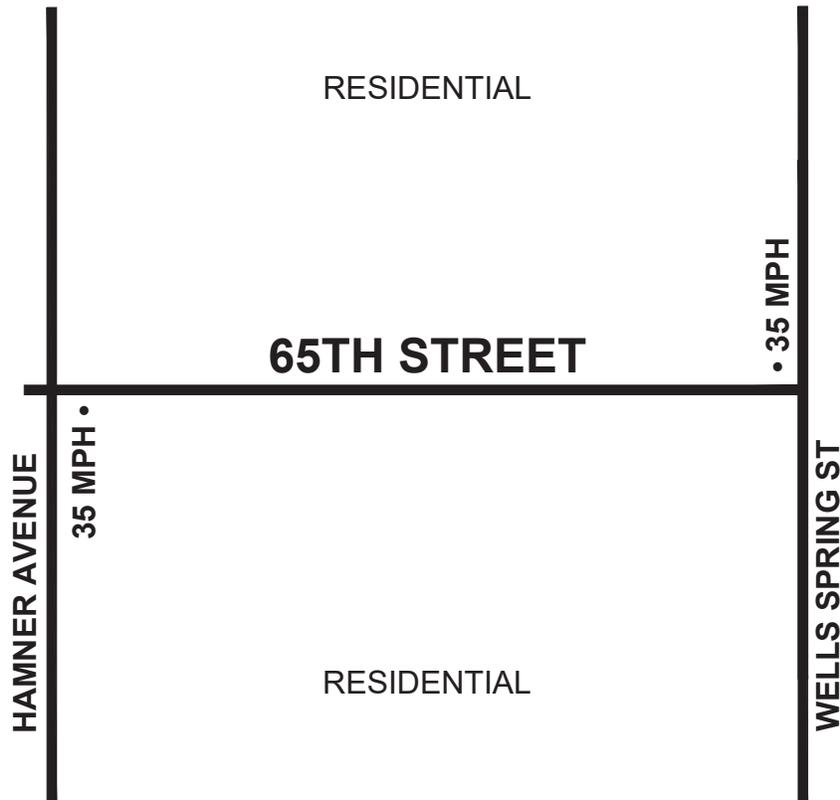


North

**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** 65TH STREET  
**Street Segment:** HAMNER AVENUE TO WELLS SPRING ST (NCL)  
**Segment Length (MI):** 0.31 mi



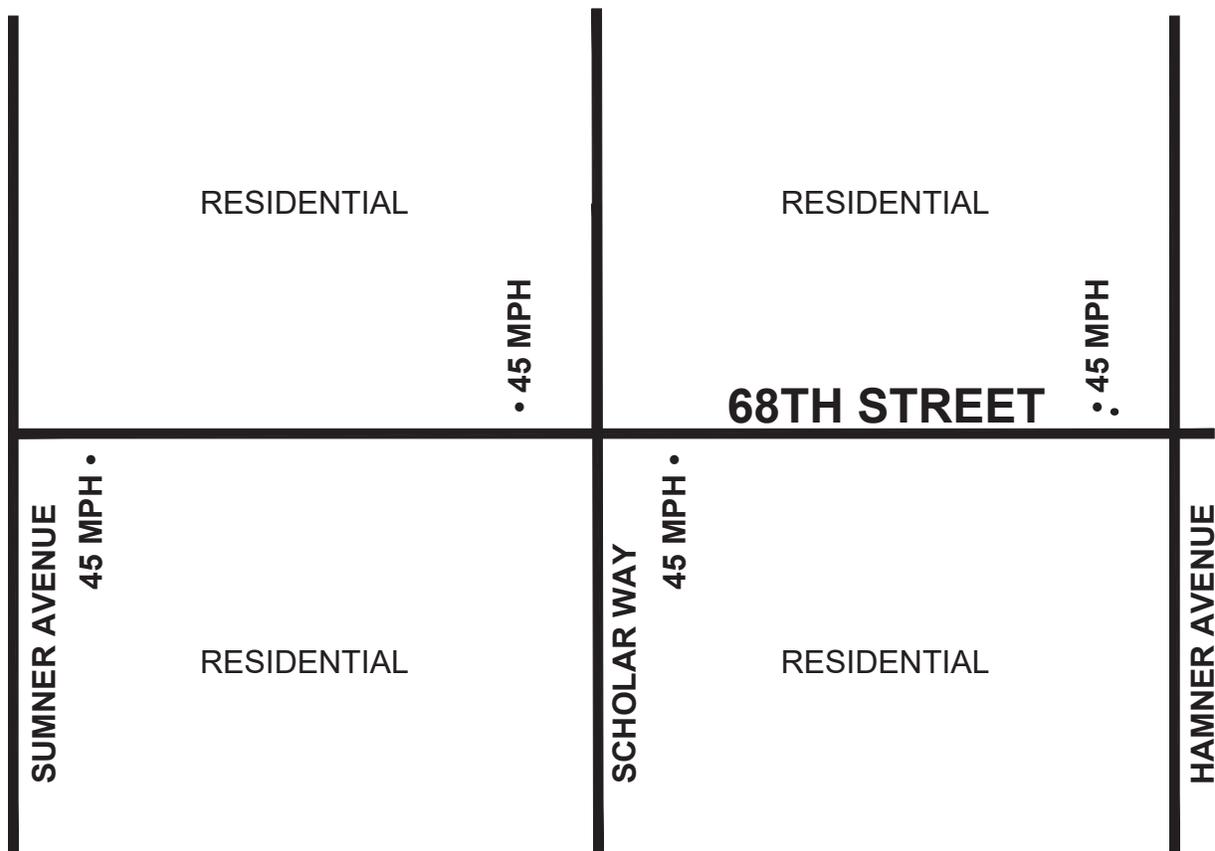
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** 68TH STREET  
**Street Segment:** SUMNER AVENUE TO HAMNER AVENUE  
**Segment Length (MI):** 1 mi



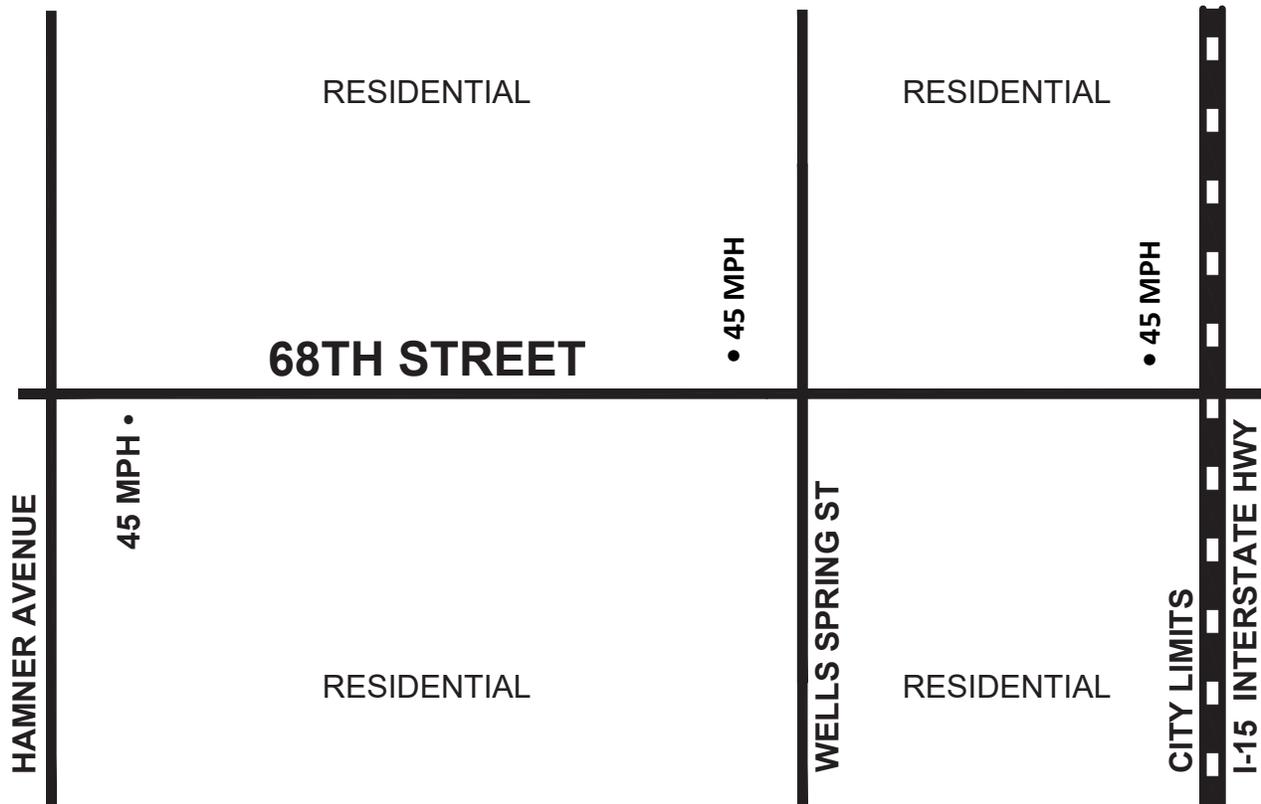
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** 68TH STREET  
**Street Segment:** HAMNER AVENUE TO WELLS SPRING STREET (ECL)  
**Segment Length (MI):** 0.5 mi

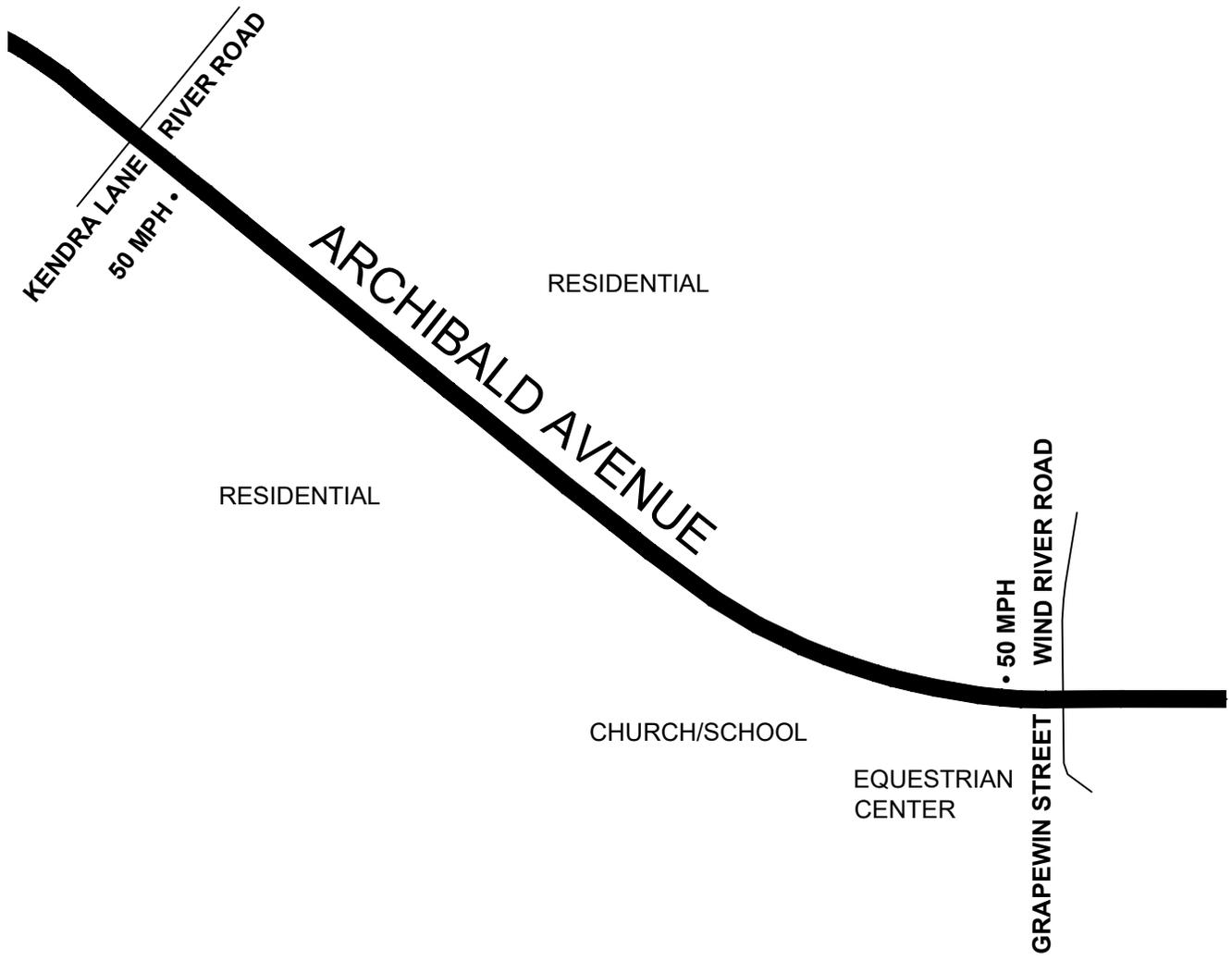


NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** Archibald Avenue  
**Street Segment:** River Rd/Kendra Ln to Wind River Rd/Grapewin St  
**Segment Length (MI):** 0.62 mi



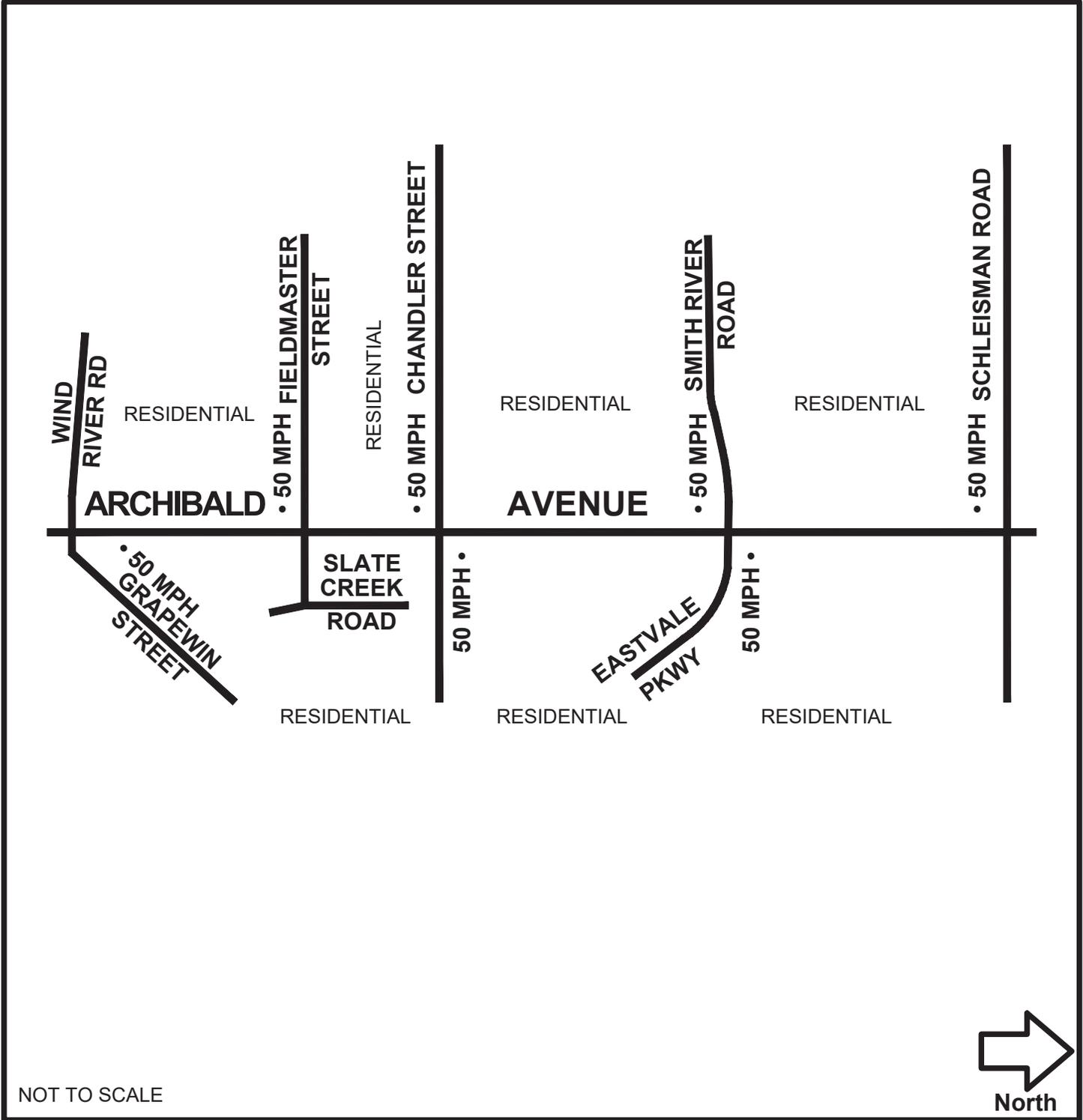
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

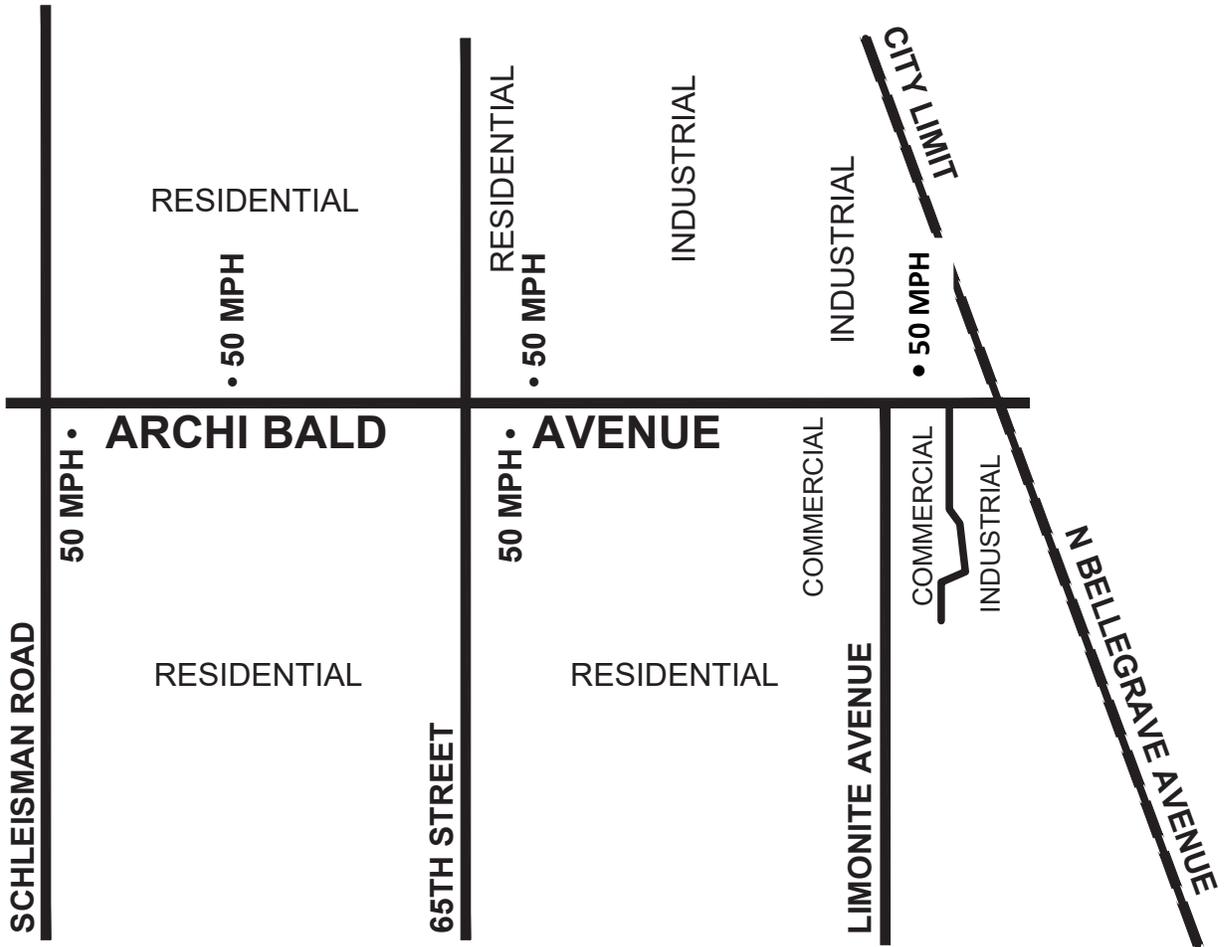
**Street Name:** ARCHIBALD AVENUE  
**Street Segment:** WIND RIVER/GRAPEWIN STREET TO SCHLEISMAN ROAD  
**Segment Length (MI):** 1.63 mi



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** ARCHIBALD AVENUE  
**Street Segment:** SCHLEISMAN RD TO BELLEGRAVE AVE (NCL)  
**Segment Length (MI):** 1.14 mi



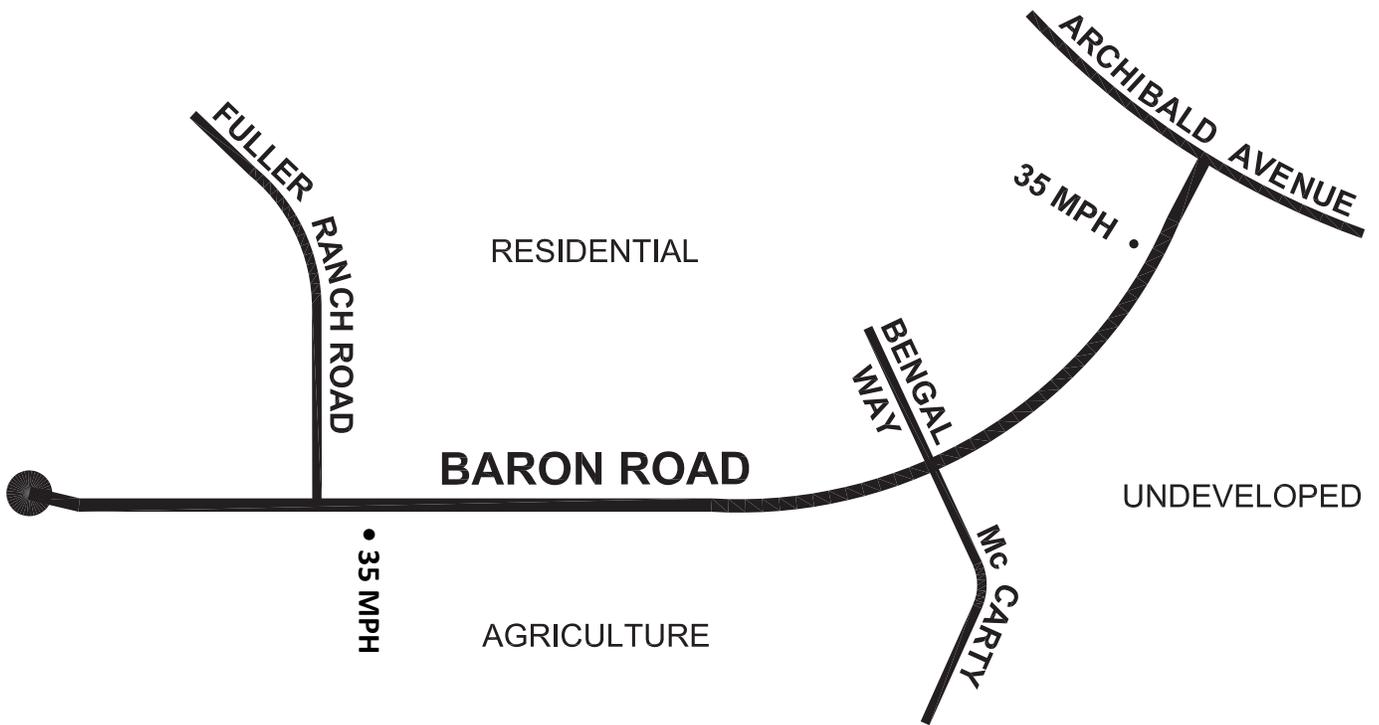
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** BARON ROAD  
**Street Segment:** ARCHIBALD AVENUE TO NORTHERLY TERMINUS  
**Segment Length (MI):** 0.38 mi



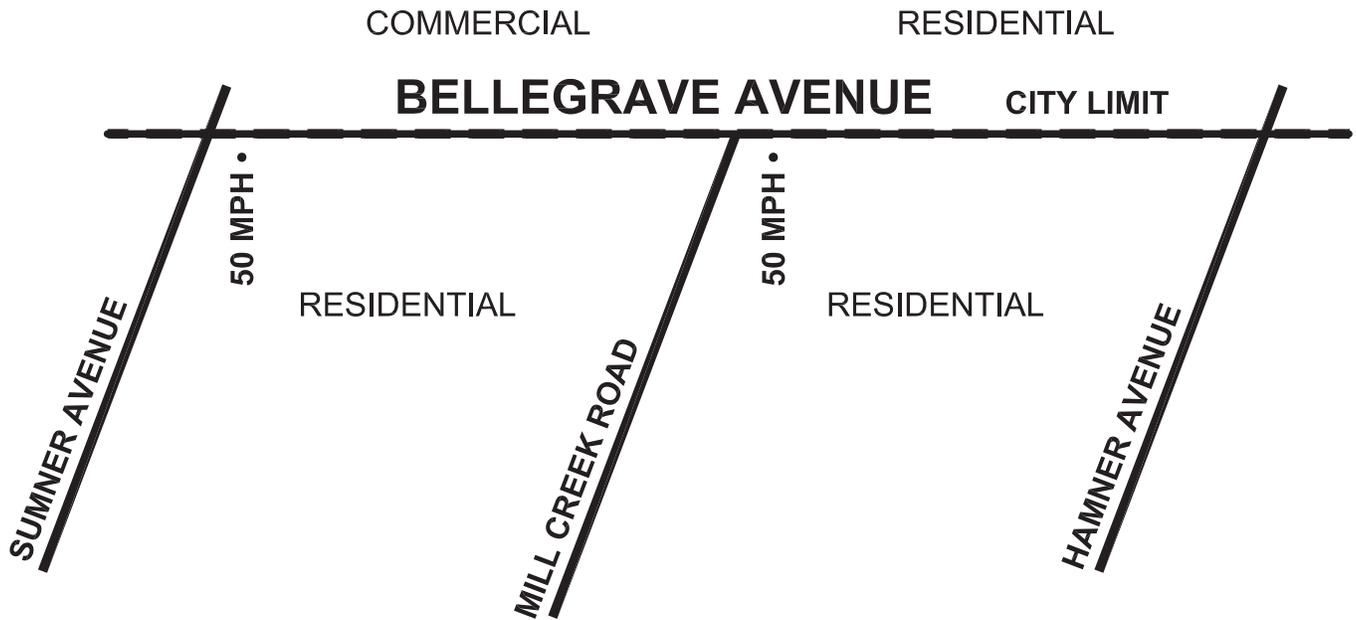
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** BELLEGRAVE AVENUE  
**Street Segment:** SUMNER AVENUE TO HAMNER AVENUE  
**Segment Length (MI):** 1.07 mi

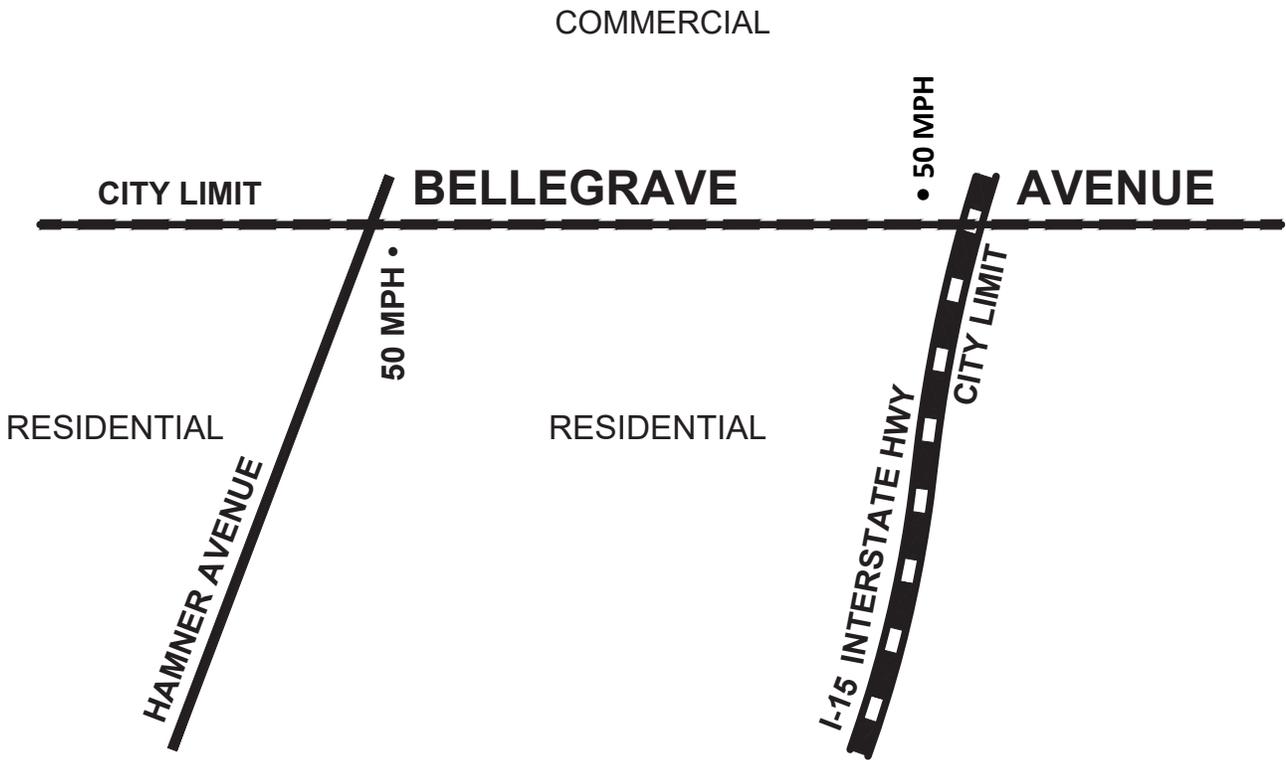


NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** BELLEGRAVE AVENUE  
**Street Segment:** HAMNER AVENUE TO EAST CITY LIMIT  
**Segment Length (MI):** 0.49 mi



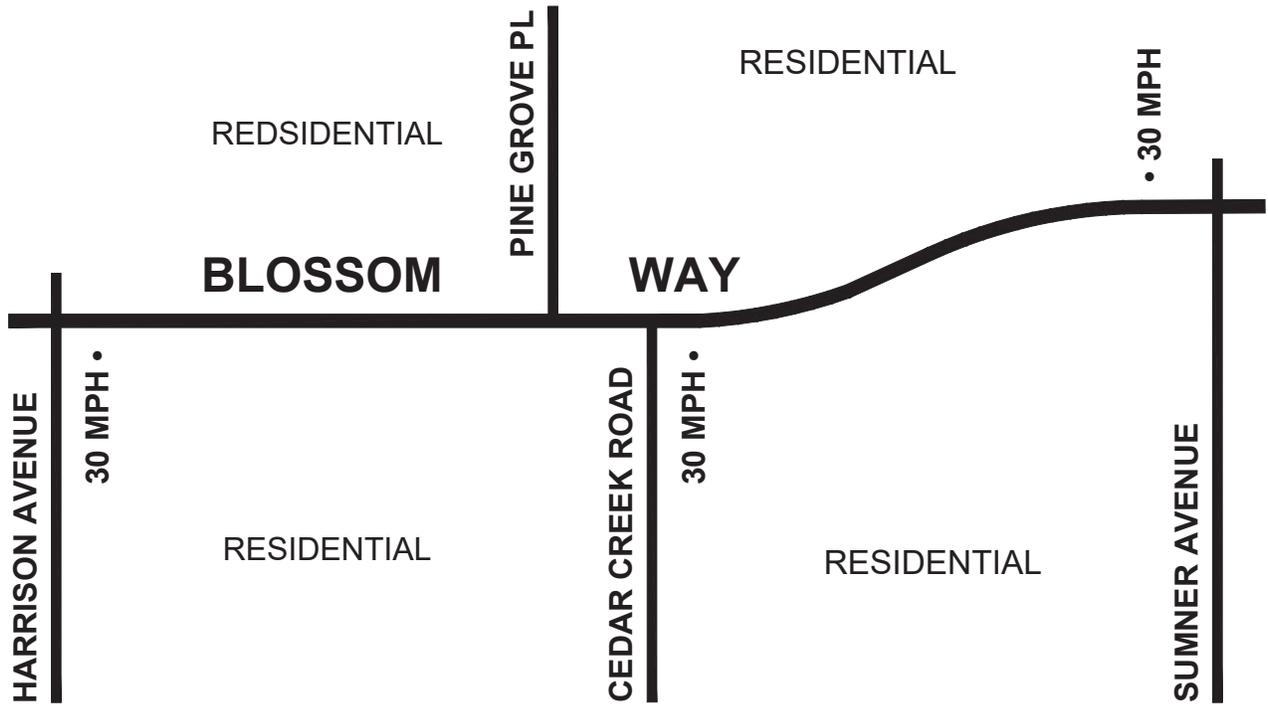
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** BLOSSOM WAY  
**Street Segment:** HARRISON AVENUE TO SUMNER AVENUE  
**Segment Length (MI):** 0.5 mi



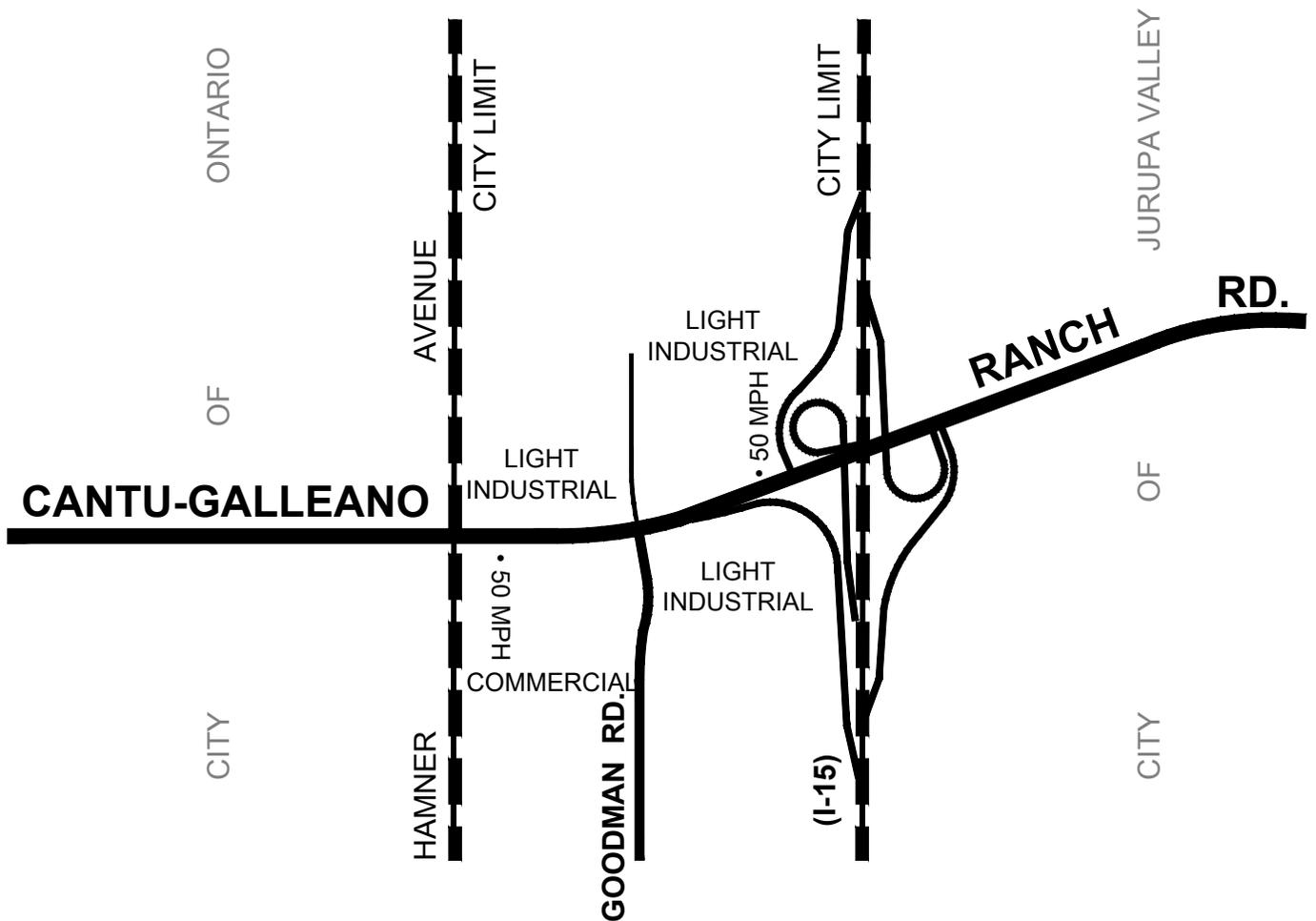
NOT TO SCALE



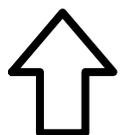
**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** CANTU-GALLEANO RANCH RD.  
**Street Segment:** HAMNER AVENUE TO I-15 FREEWAY  
**Segment Length (MI):** 0.44 mi



NOT TO SCALE

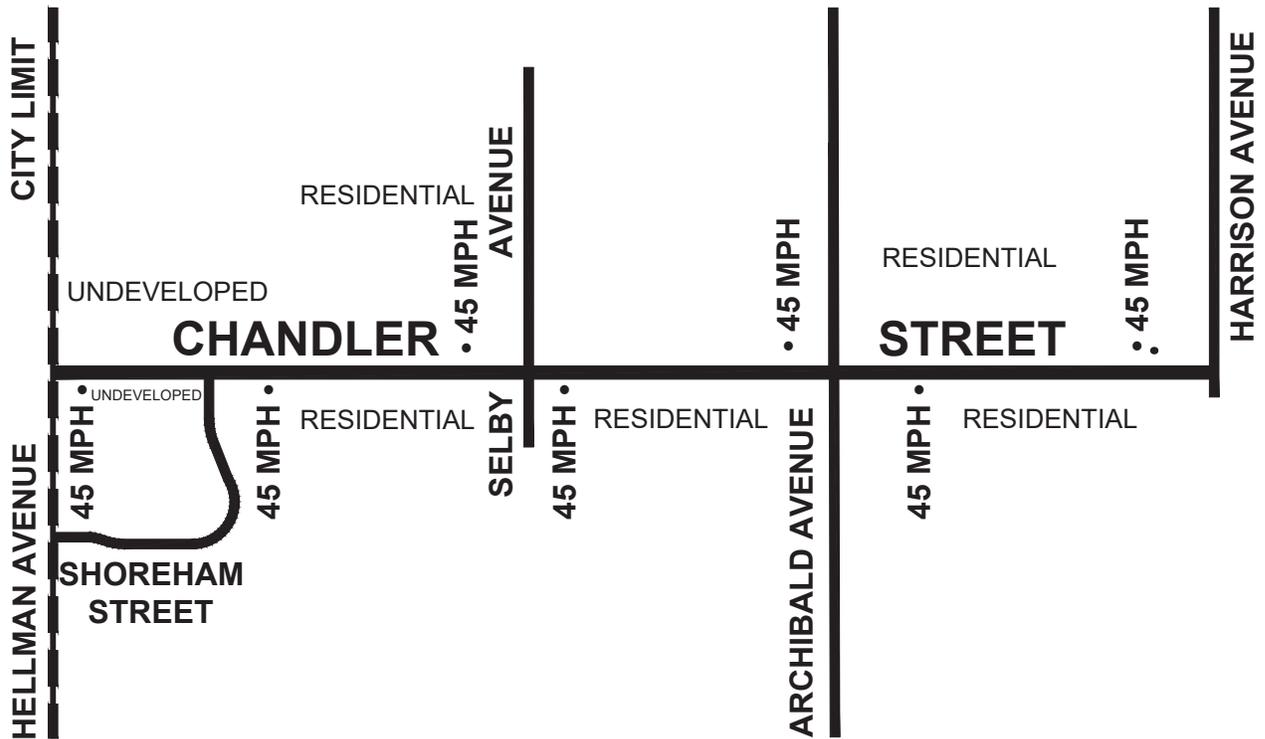


North

**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** CHANDLER STREET  
**Street Segment:** HELLMAN AVENUE TO HARRISON AVENUE  
**Segment Length (MI):** 1.53 mi



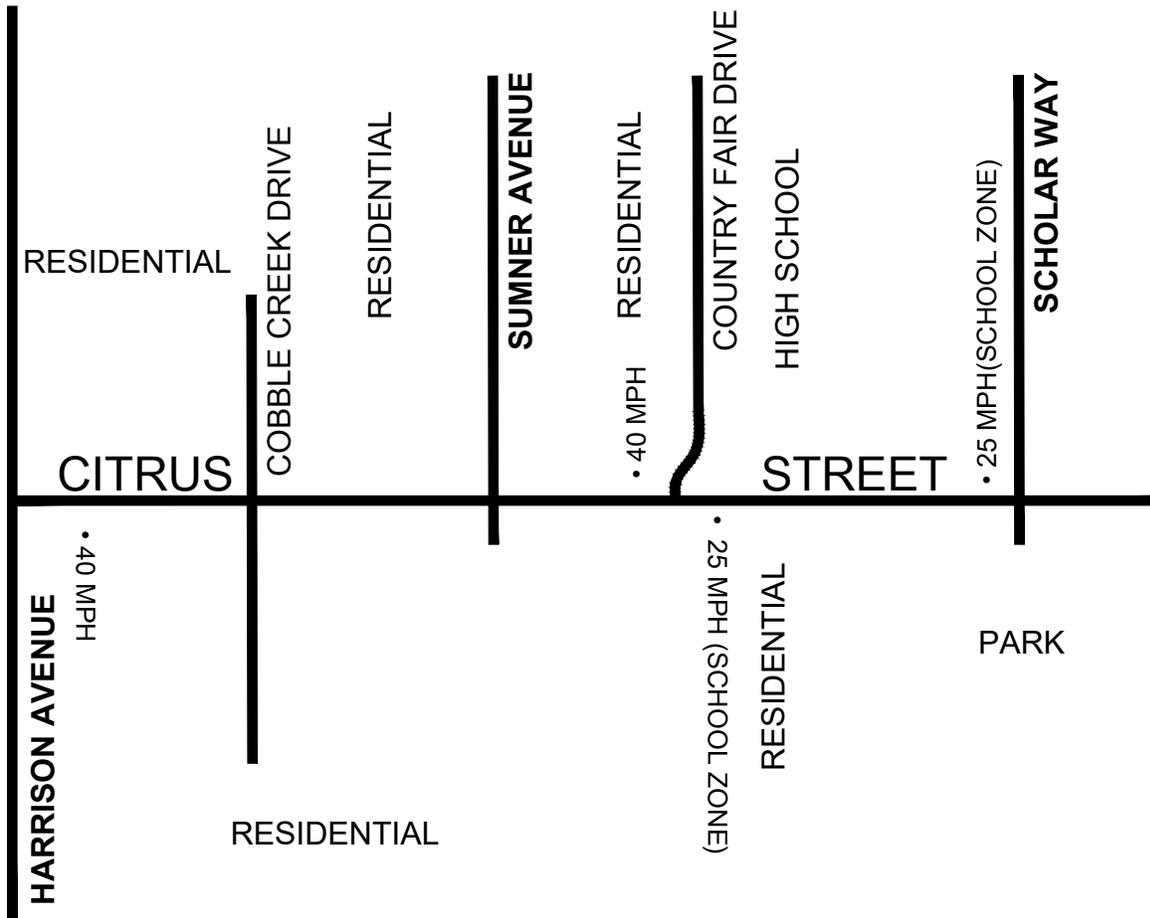
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** CITRUS STREET  
**Street Segment:** HARRISON AVENUE TO SCHOLAR WAY  
**Segment Length (MI):** 0.99 mi



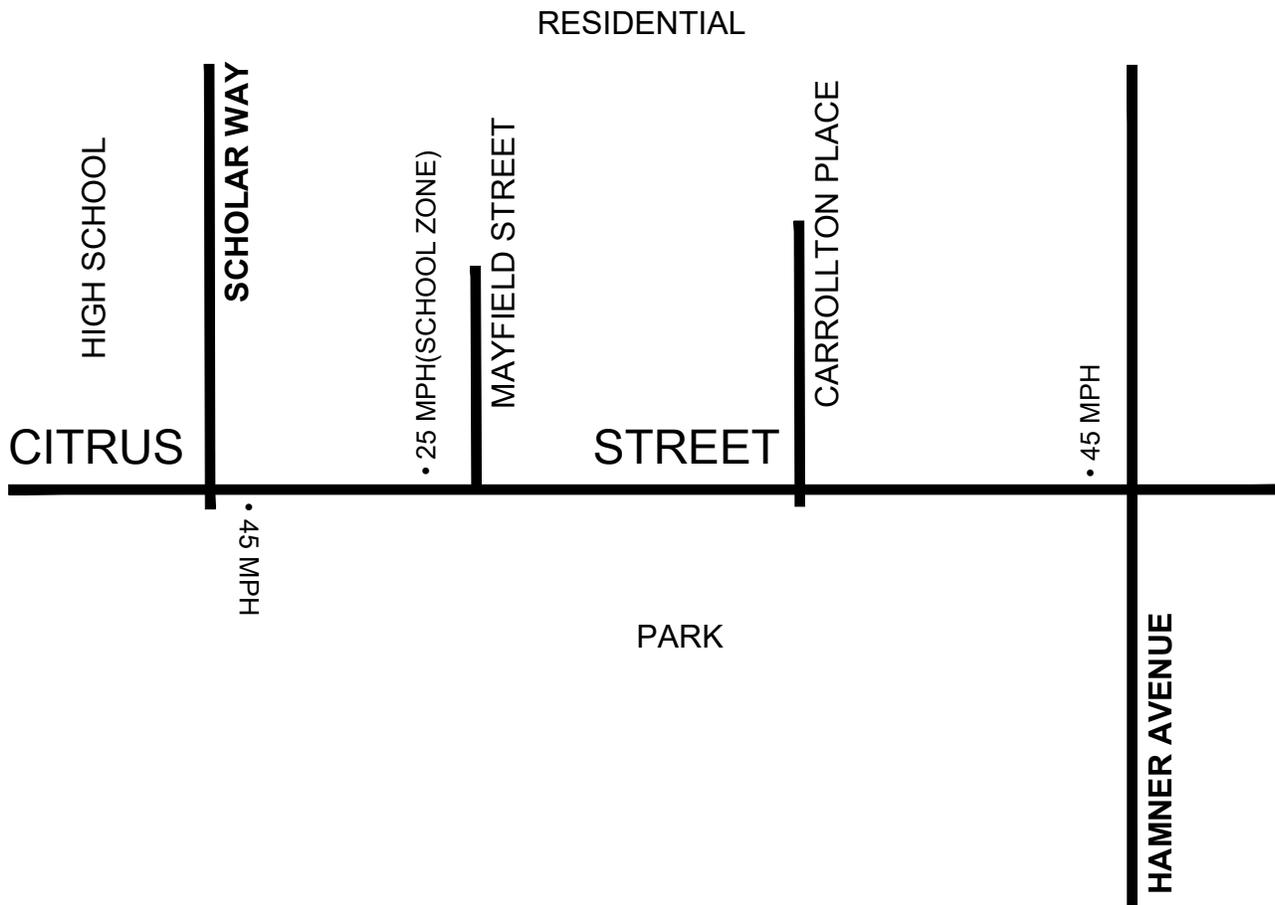
NOT TO SCALE



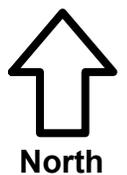
**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** CITRUS STREET  
**Street Segment:** SCHOLAR WAY TO HAMNER AVENUE  
**Segment Length (MI):** 0.50 mi



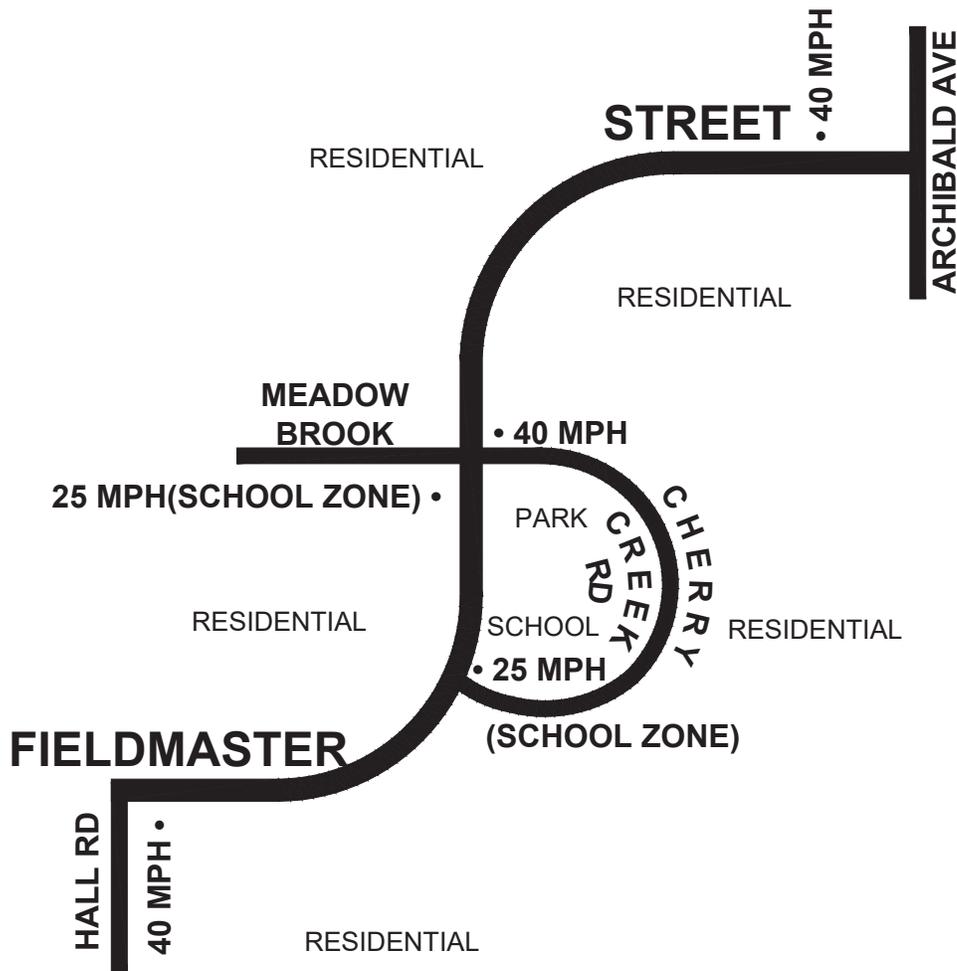
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** FIELDMASTER STREET  
**Street Segment:** HALL ROAD TO ARCHIBALD AVENUE  
**Segment Length (MI):** .99 mi



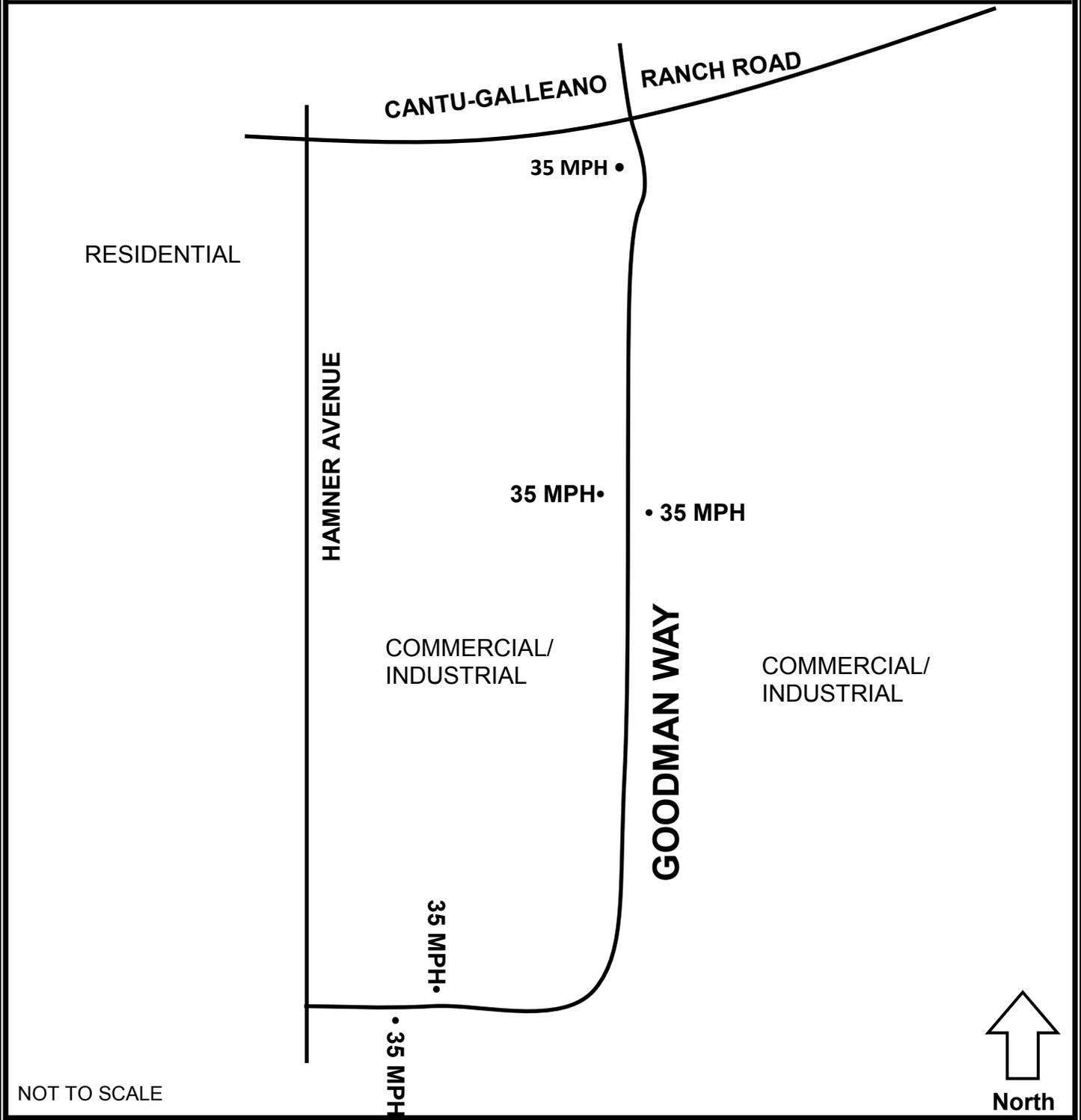
NOT TO SCALE



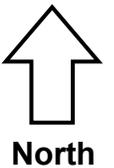
**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** Goodman Way  
**Street Segment:** Cantu-Galleano Ranch Road to Hamner Avenue  
**Segment Length (MI):** 0.68 mi



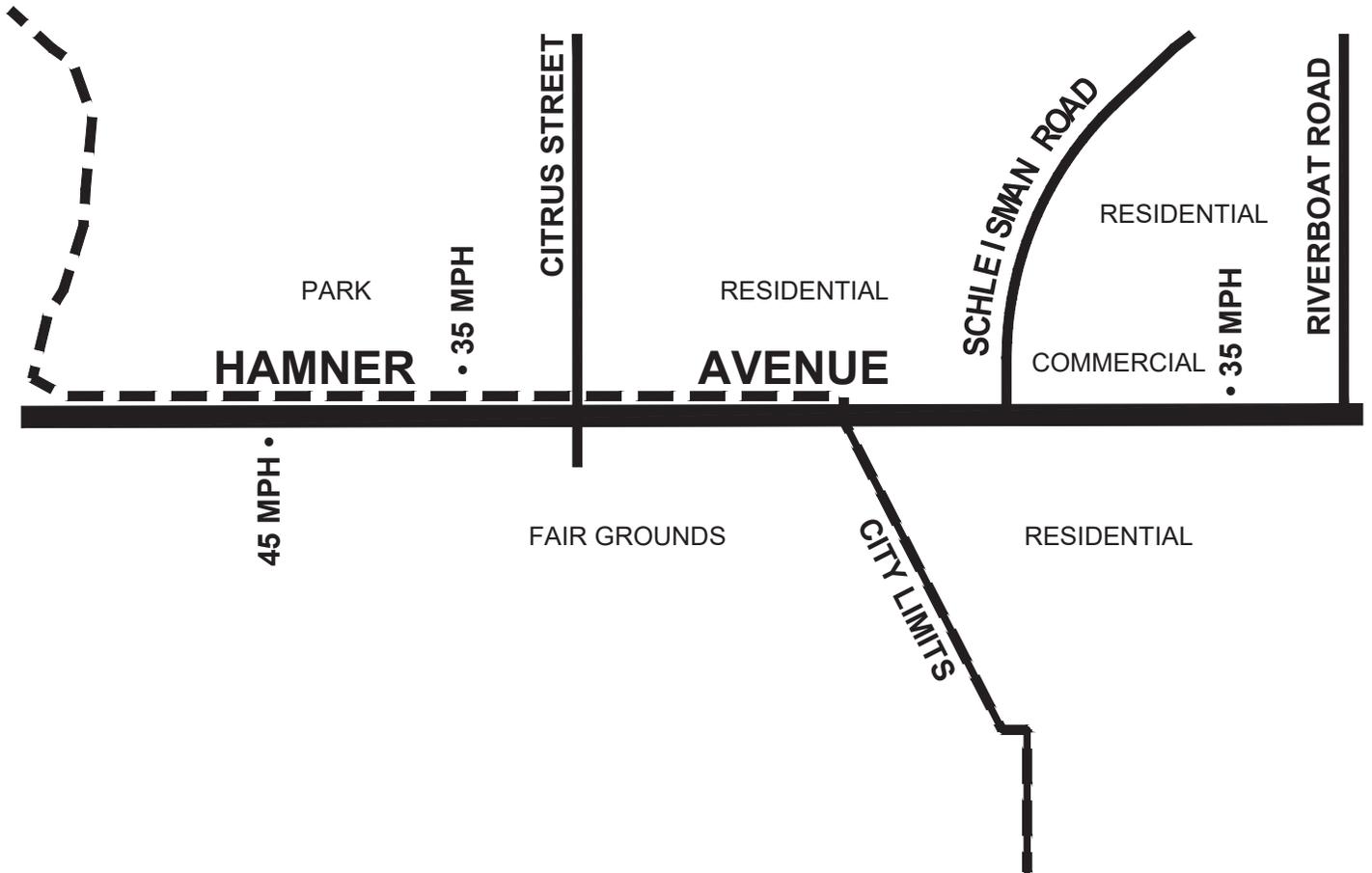
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** HAMNER AVENUE  
**Street Segment:** SOUTH CITY LIMIT TO SCHLEISMAN ROAD  
**Segment Length (MI):** .62 mi



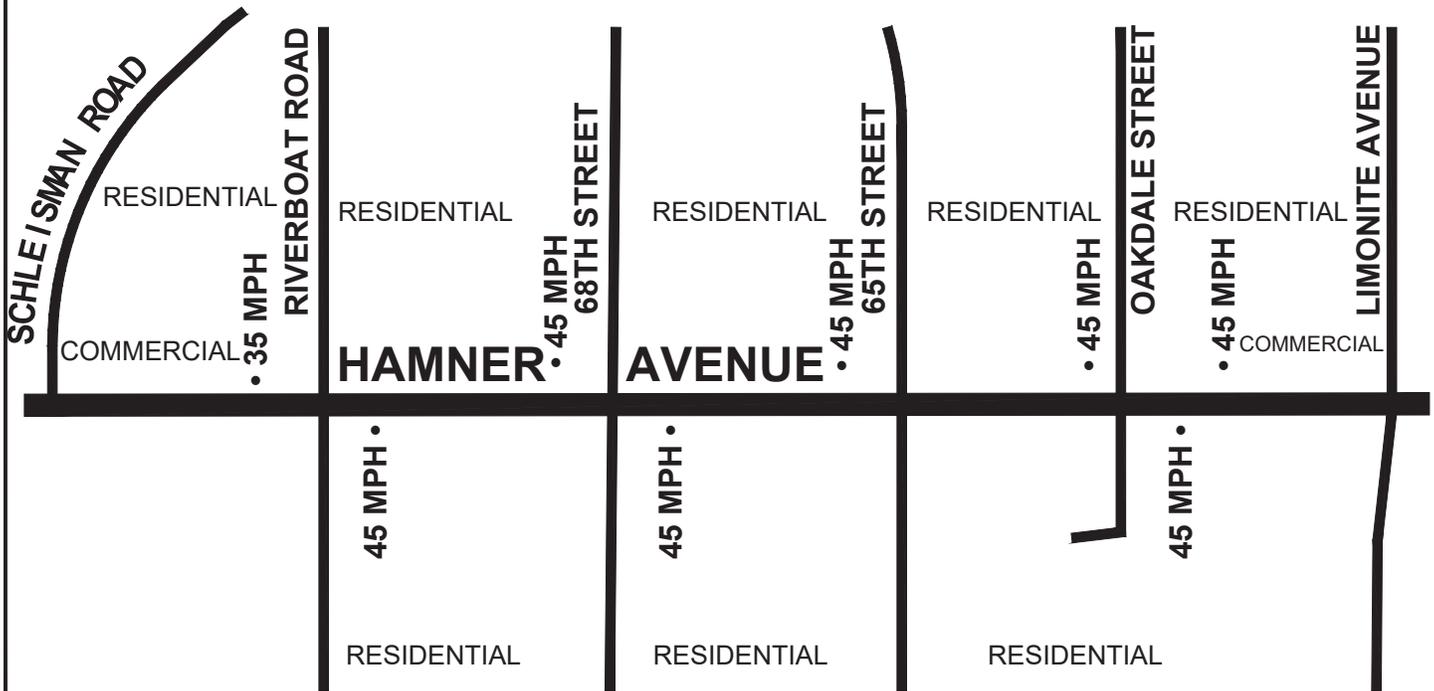
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** HAMNER AVENUE  
**Street Segment:** SCHLEISMAN ROAD TO LIMONITE AVENUE  
**Segment Length (MI):** 1 mi

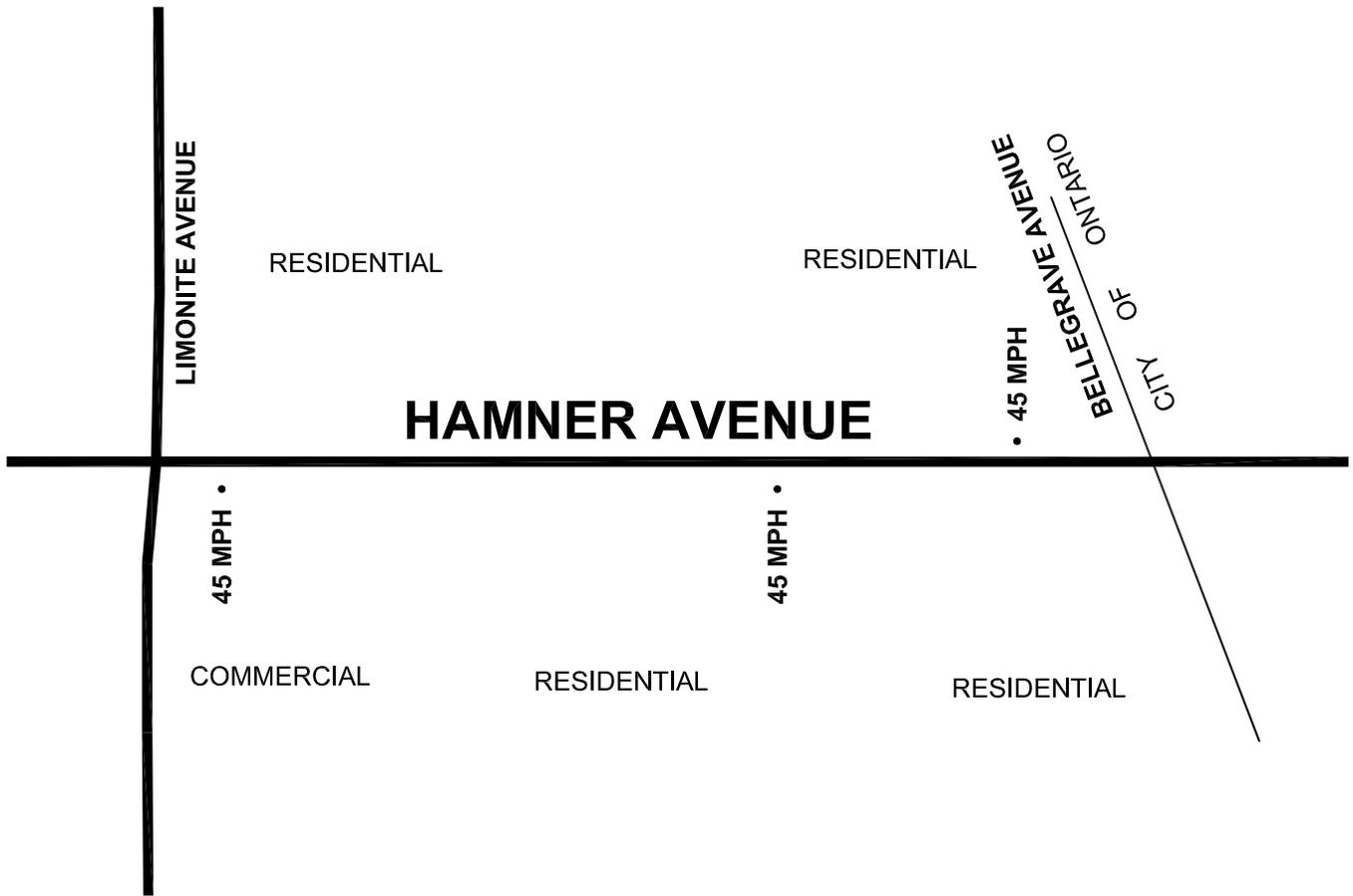


NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** Hamner Avenue  
**Street Segment:** Limonite Avenue to Bellegrave Avenue  
**Segment Length (MI):** 0.88 mi

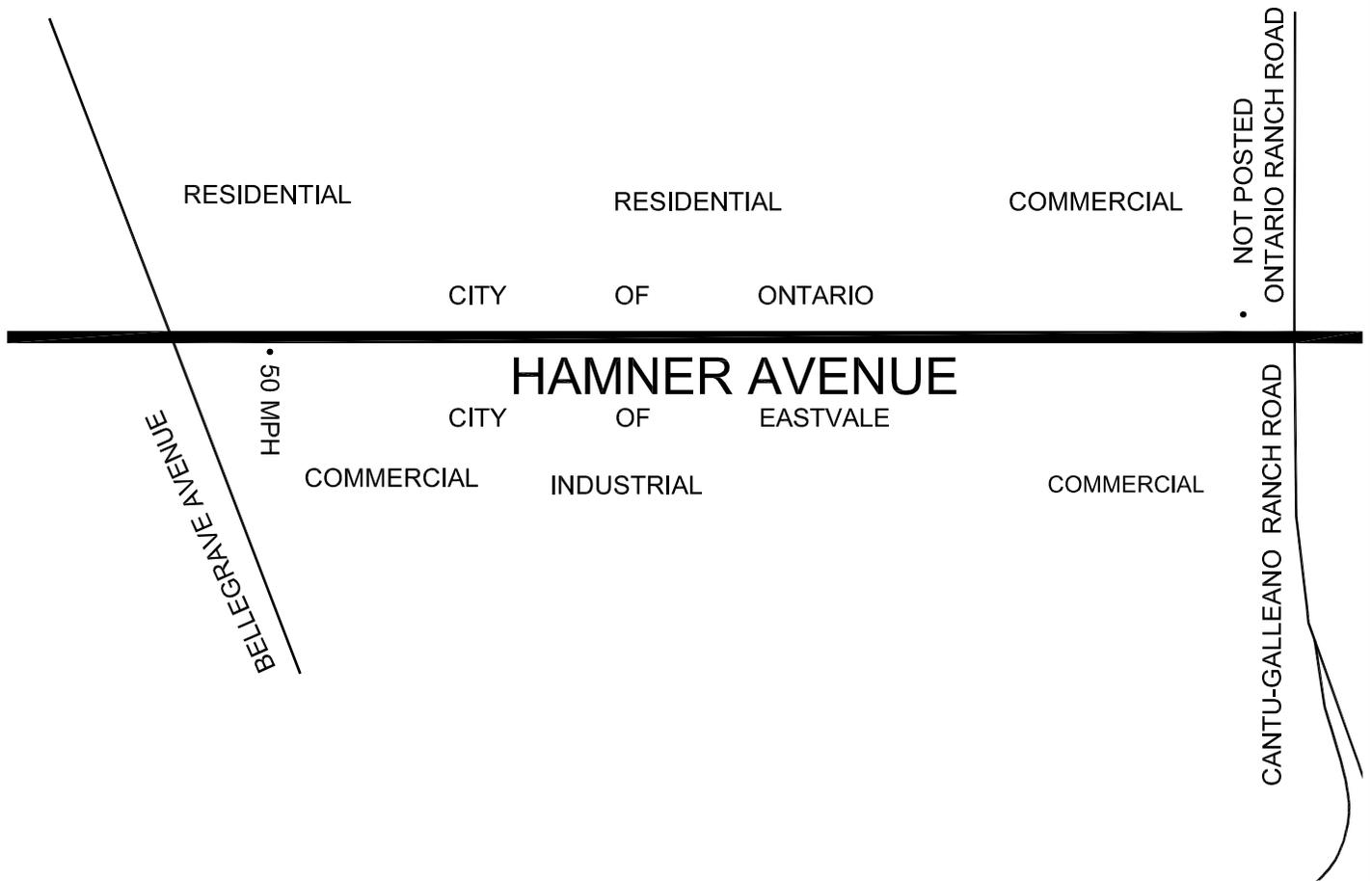


NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** Hamner Avenue  
**Street Segment:** Bellegrave Avenue to Cantu-Gallenano Ranch Road  
**Segment Length (MI):** 0.83 mi



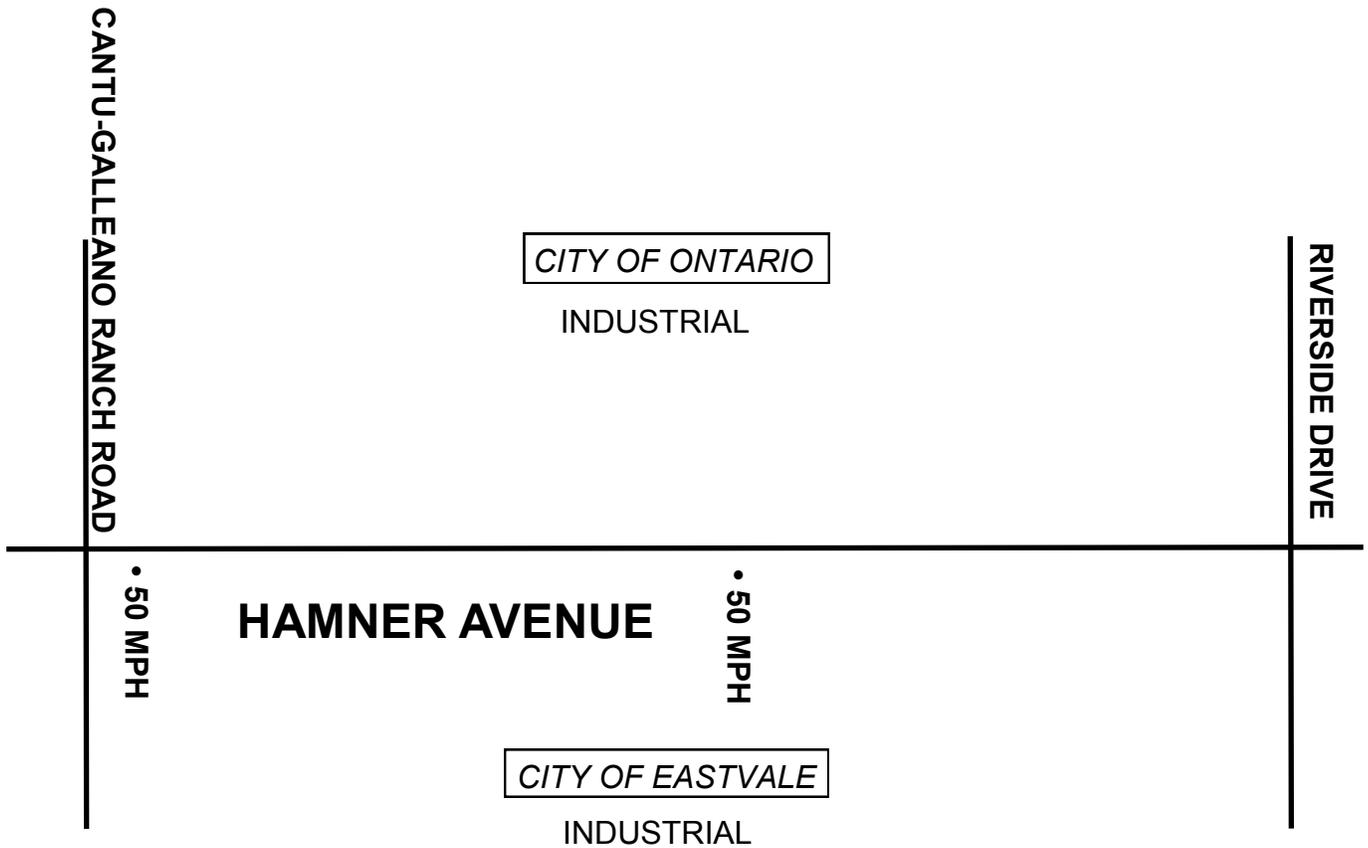
NOT TO SCALE



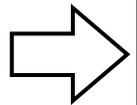
**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** HAMNER AVENUE  
**Street Segment:** CANTU-GALLEANO RANCH ROAD & RIVERSIDE DRIVE  
**Segment Length (MI):** 1.23 mi



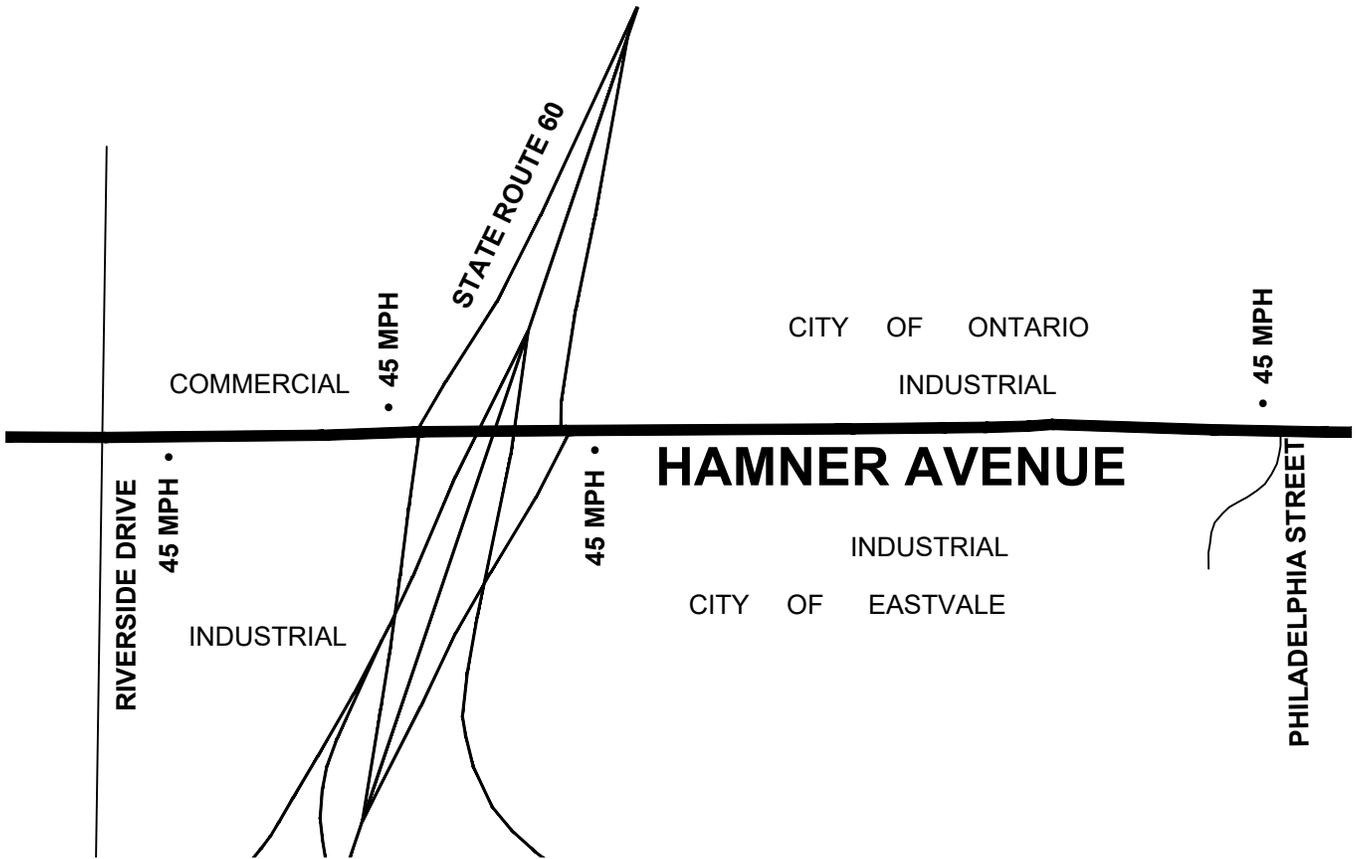
NOT TO SCALE



North

**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** Hamner Avenue  
**Street Segment:** Riverside Drive to Philadelphia Street  
**Segment Length (MI):** 1.04 mi



NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** HARRISON AVENUE  
**Street Segment:** CHANDLER STREET TO SCHLEISMAN ROAD  
**Segment Length (MI):** 1 mi

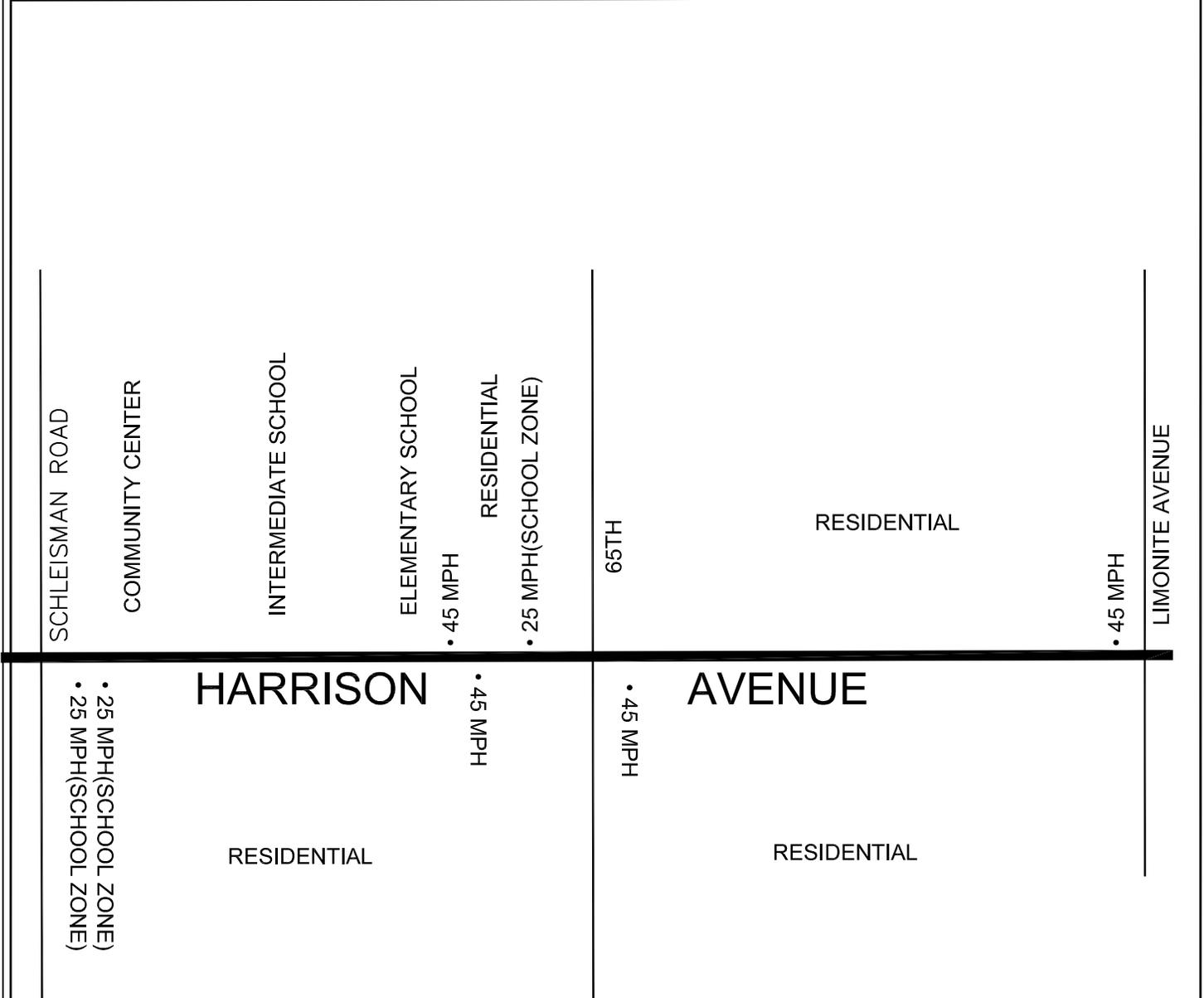


NOT TO SCALE



**CITY OF EASTVALE**  
 Department of Public Works  
**STRIP MAP**

**Street Name:** Harrison Avenue  
**Street Segment:** Schleisman Road to Limonite Avenue  
**Segment Length (MI):** 0.99 mi



NOT TO SCALE

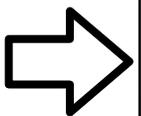


**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** Harrison Avenue  
**Street Segment:** Limonite Avenue to Blossom Way  
**Segment Length (MI):** 0.21 mi



NOT TO SCALE

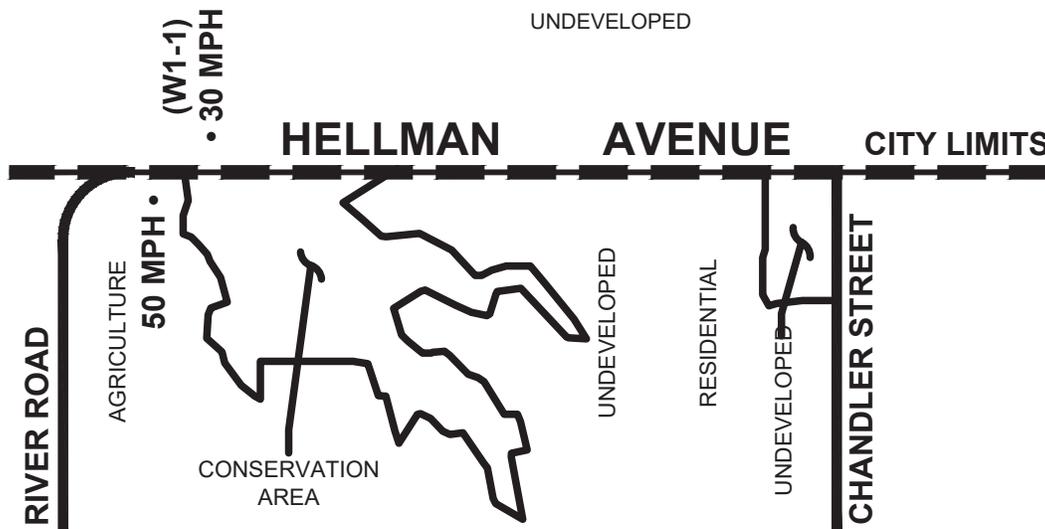


North

**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** HELLMAN AVENUE  
**Street Segment:** RIVER ROAD TO CHANDLER STREET  
**Segment Length (MI):** 0.97 mi



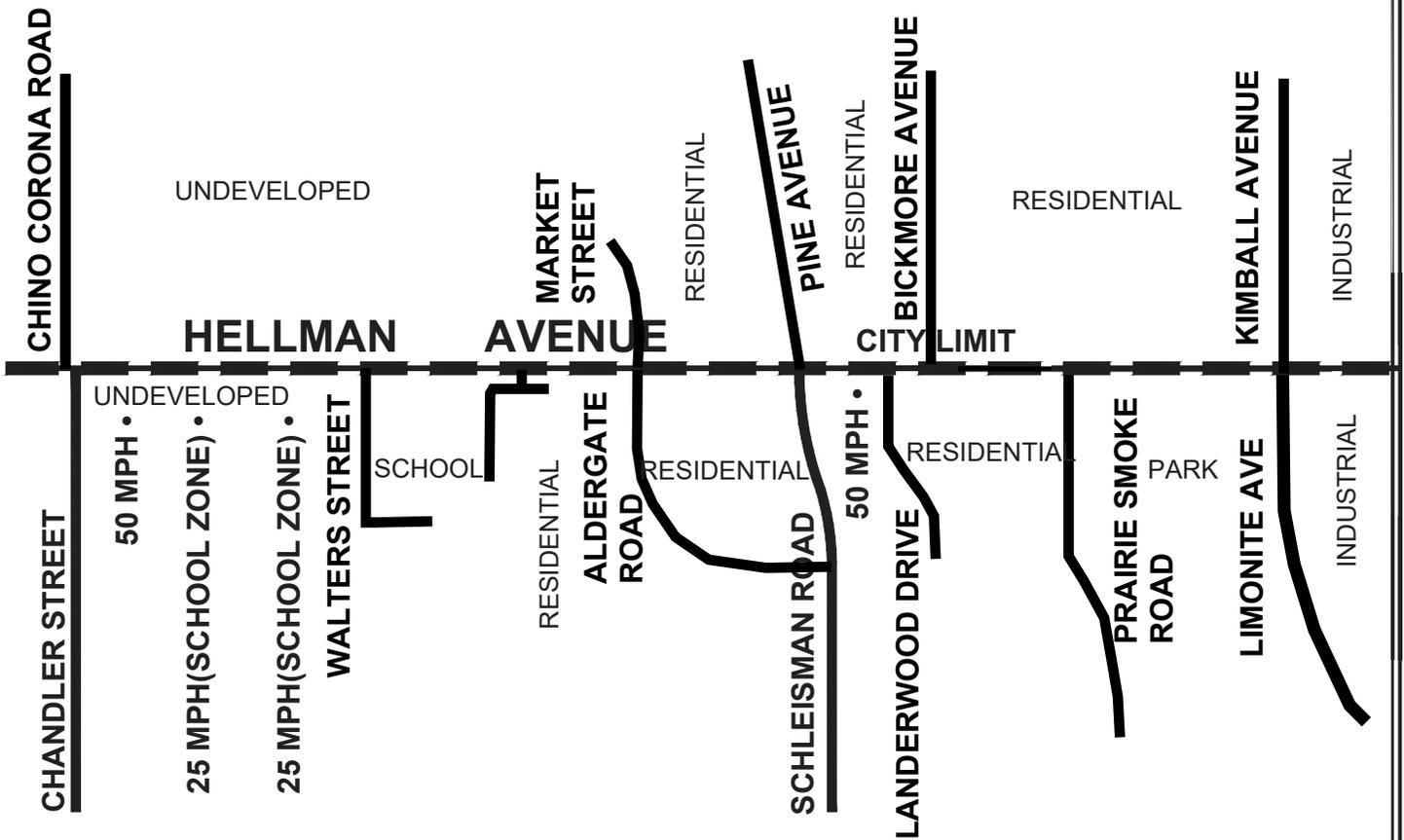
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** HELLMAN AVENUE  
**Street Segment:** CHANDLER STREET TO LIMONITE AVENUE  
**Segment Length (MI):** 1.54 mi



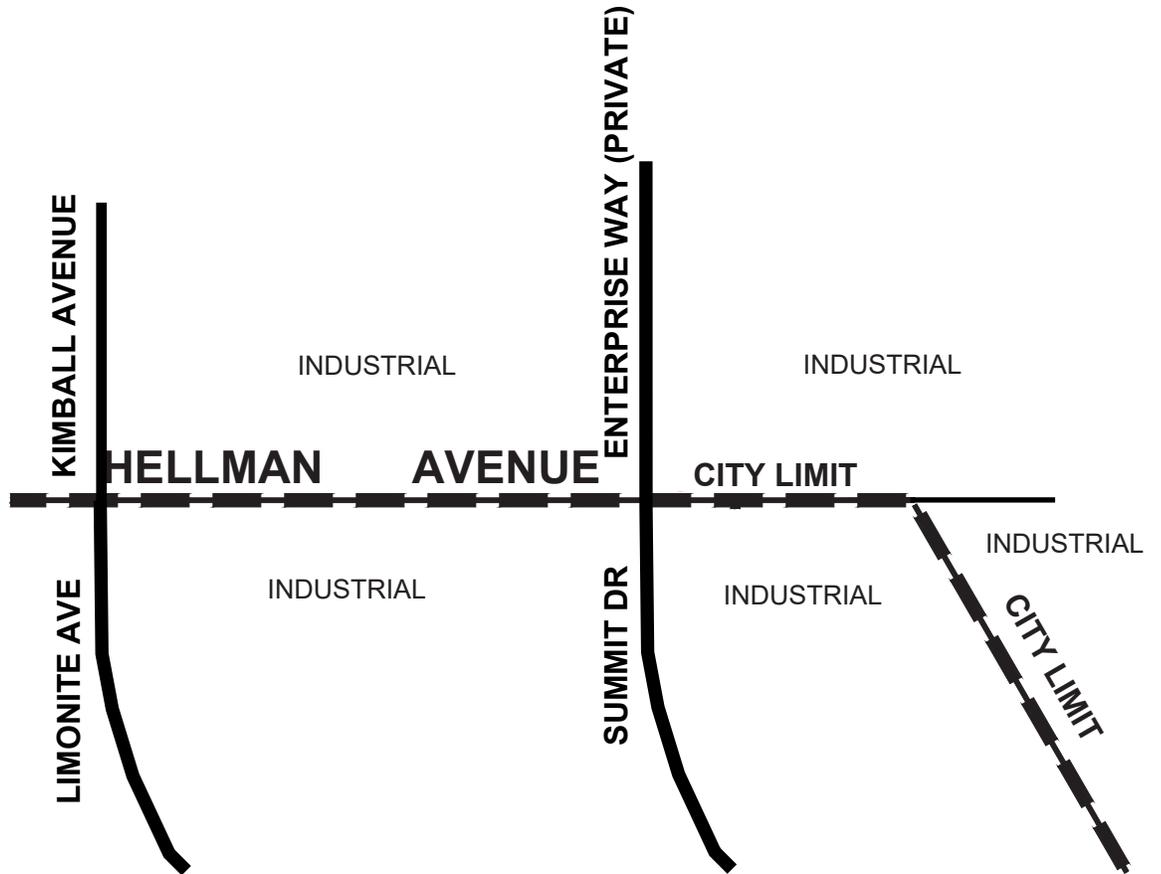
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** HELLMAN AVENUE  
**Street Segment:** LIMONITE AVENUE TO NORTH CITY LIMIT  
**Segment Length (MI):** 0.20 mi

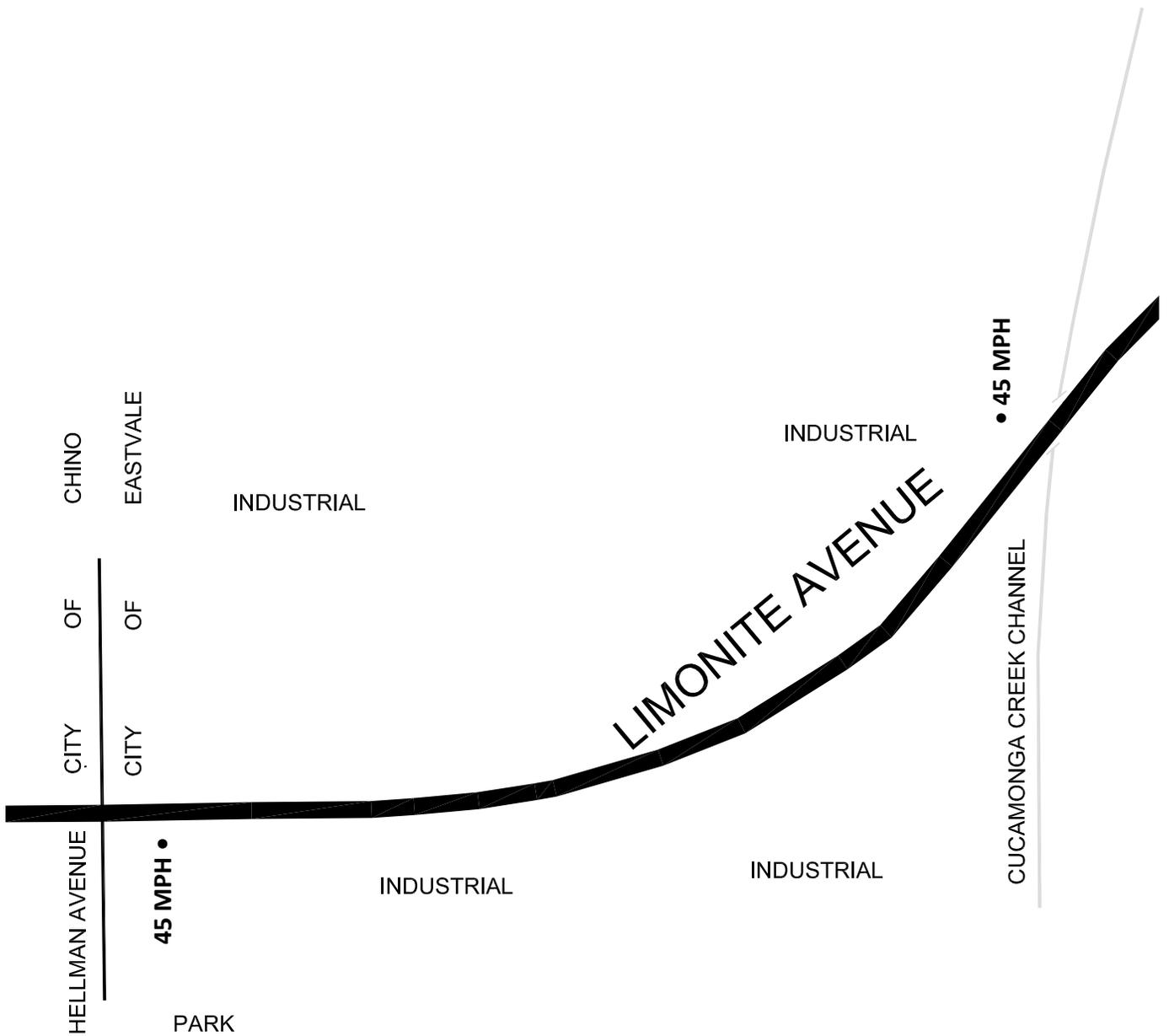


NOT TO SCALE

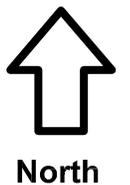


**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** Limonite Avenue  
**Street Segment:** Hellman Avenue to Cucamonga Creek Channel  
**Segment Length (MI):** 0.60 mi

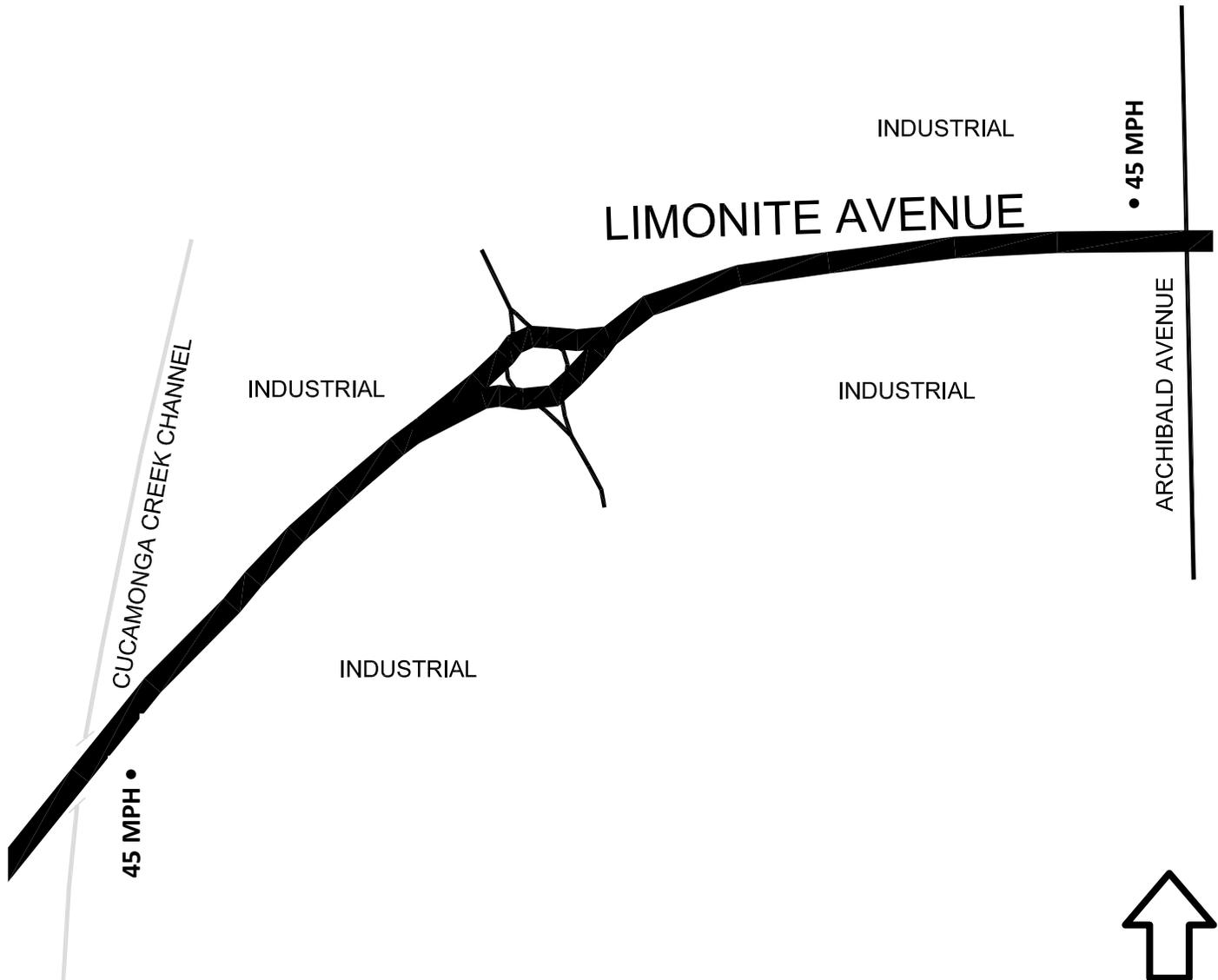


NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** Limonite Avenue  
**Street Segment:** Cucamonga Creek Channel to Archibald Avenue  
**Segment Length (MI):** 0.56 mi



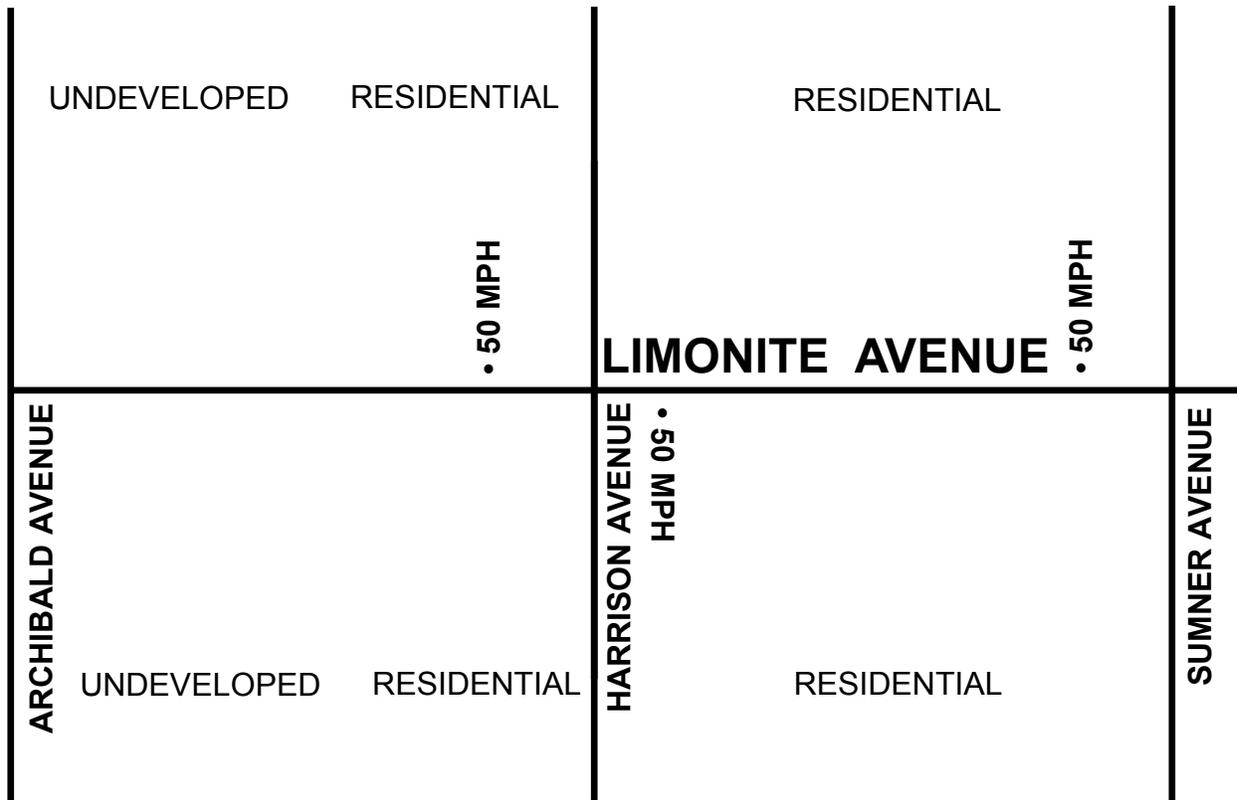
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** Limonite Avenue  
**Street Segment:** Archibald Avenue to Sumner Avenue  
**Segment Length (MI):** 1 mi

**ONTARIO RANCH ROAD**



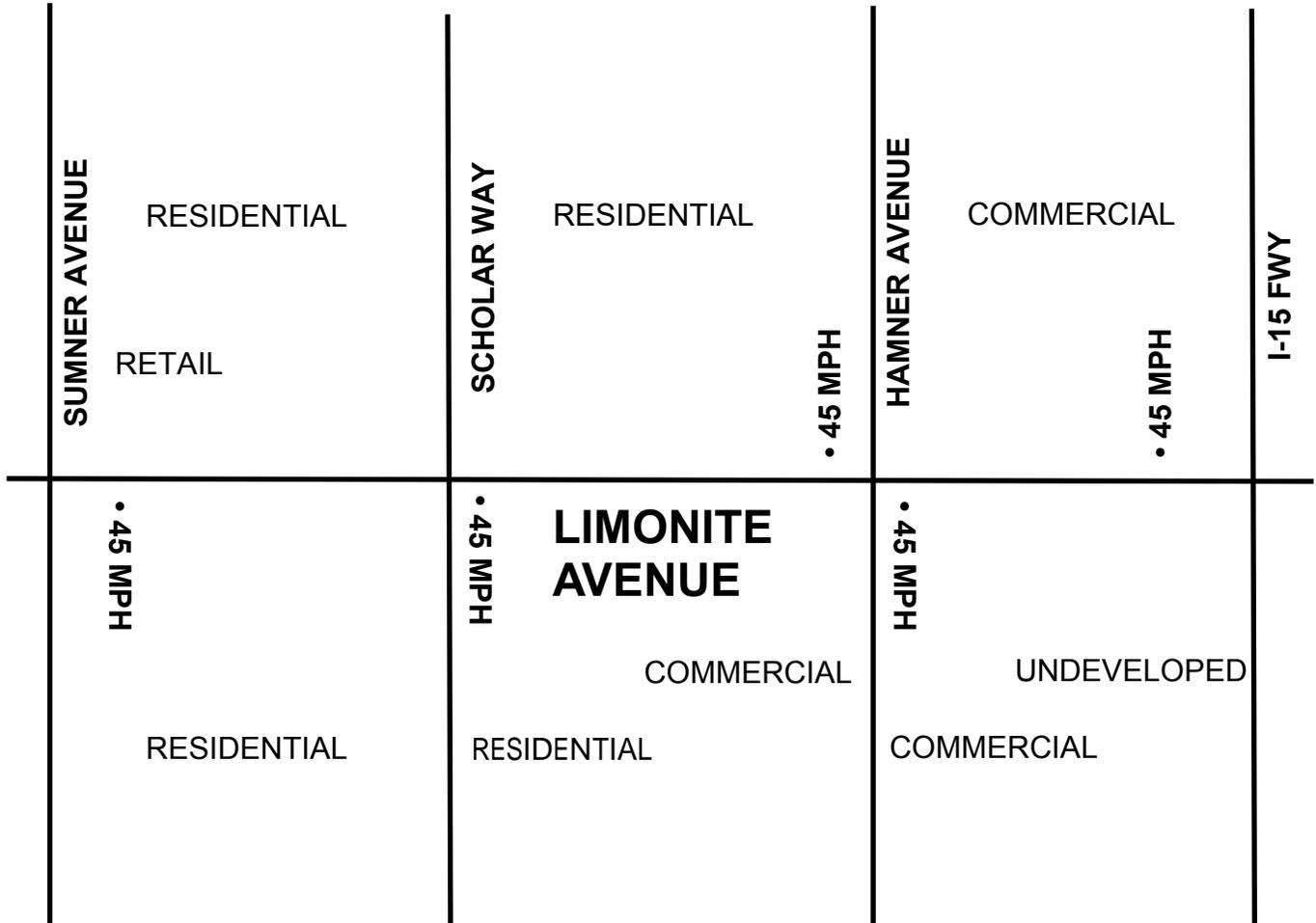
NOT TO SCALE



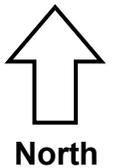
North

**CITY OF EASTVALE**  
 Department of Public Works  
**STRIP MAP**

**Street Name:** Limonite Avenue  
**Street Segment:** Sumner Avenue to East City Limit  
**Segment Length (MI):** 1.53 mi



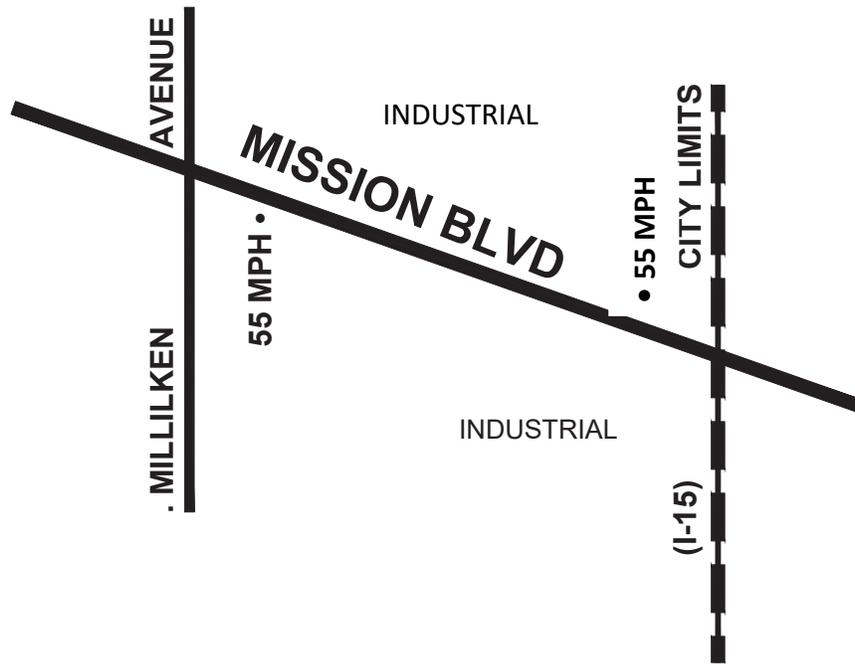
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** MISSION BLVD  
**Street Segment:** S MILLIKEN AVENUE TO ONTARIO FREEWAY (I-15)  
**Segment Length (MI):** 0.5 mi



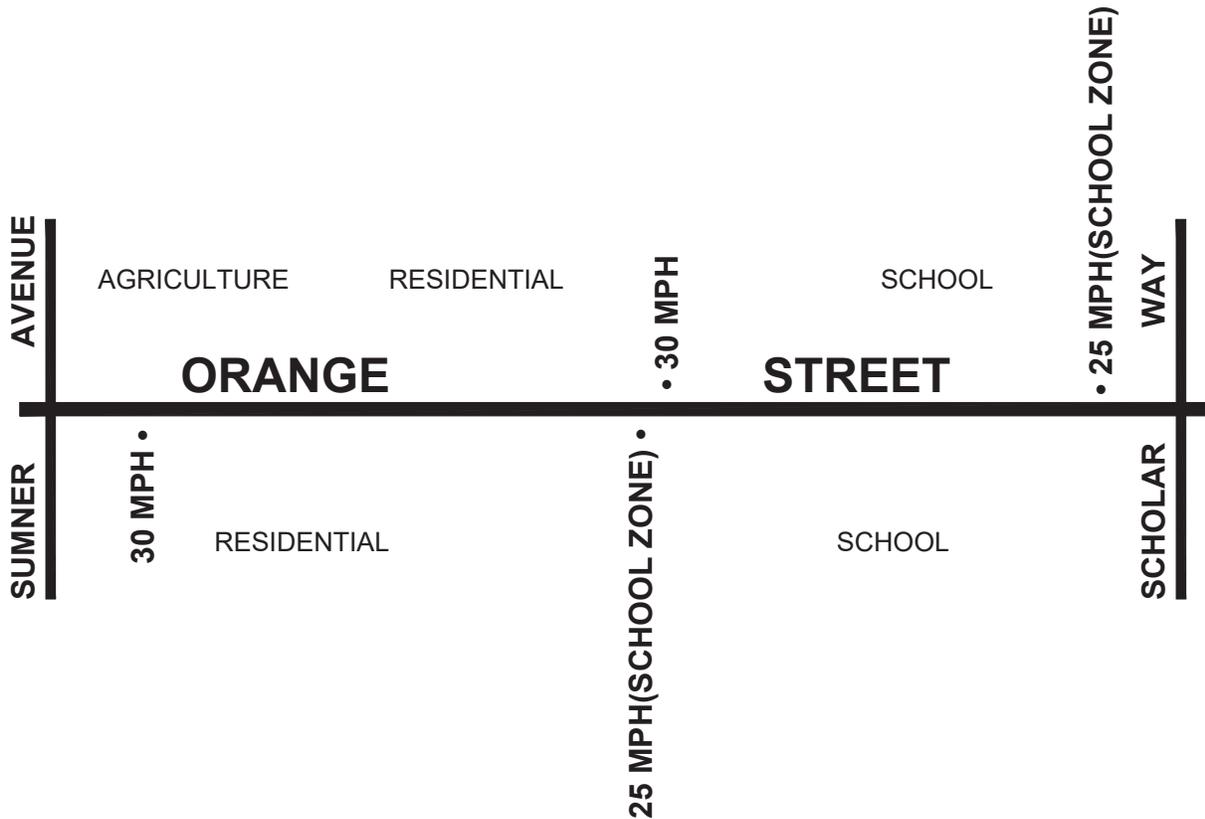
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** ORANGE STREET  
**Street Segment:** SUMNER AVENUE TO SCHOLAR WAY  
**Segment Length (MI):** 0.5 mi



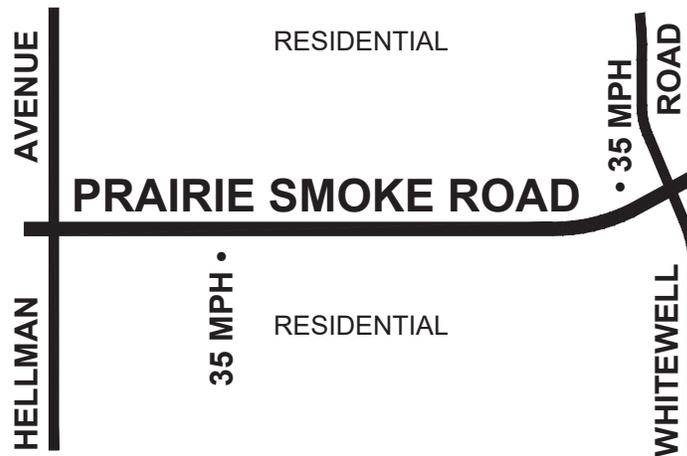
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** PRAIRIE SMOKE ROAD  
**Street Segment:** HELLMAN AVENUE TO WHITEWELL ROAD  
**Segment Length (MI):** 0.26 mi



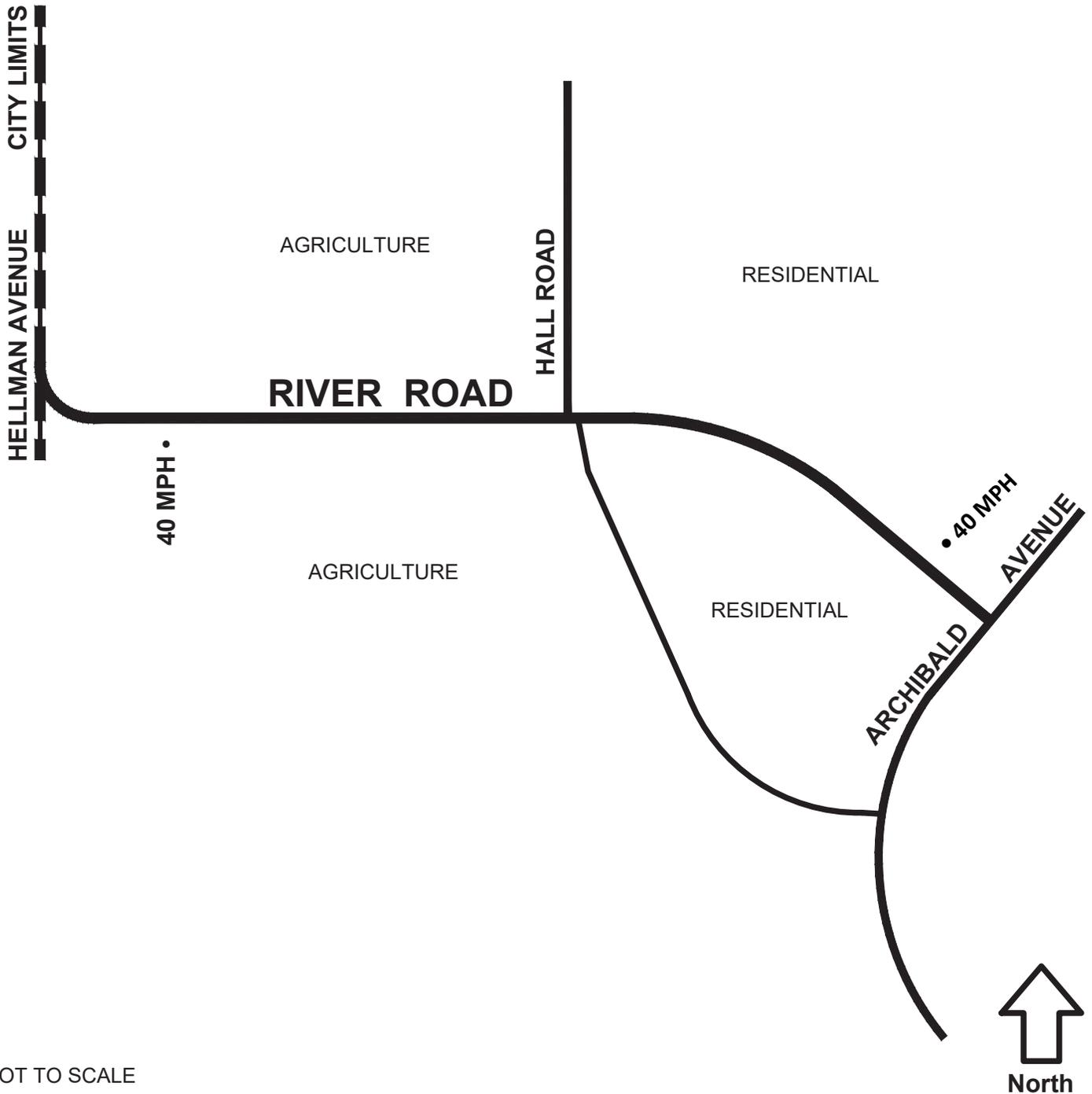
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

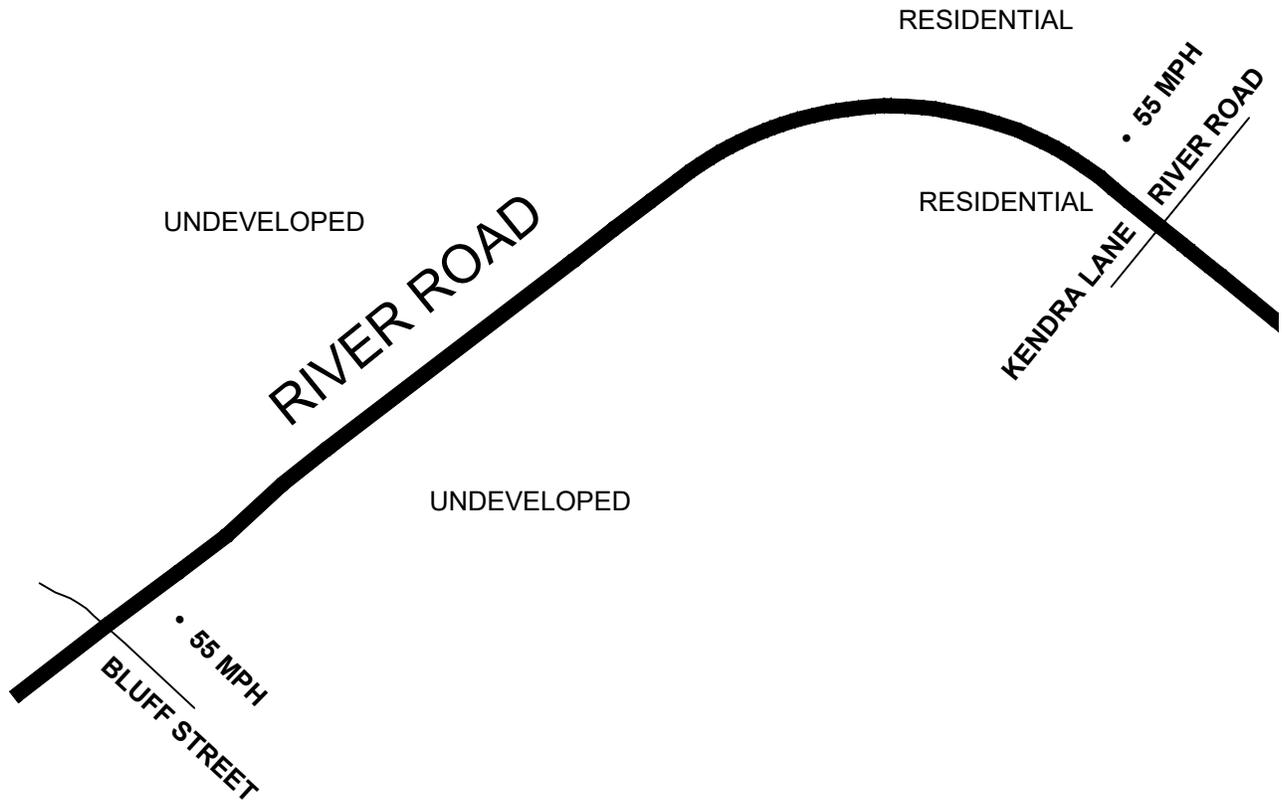
**Street Name:** RIVER ROAD  
**Street Segment:** HELLMAN AVENUE TO ARCHIBALD AVENUE  
**Segment Length (MI):** 0.75 mi



NOT TO SCALE

**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** River Rd  
**Street Segment:** Bluff St to River Rd/Kendra Ln  
**Segment Length (MI):** 0.82 mi



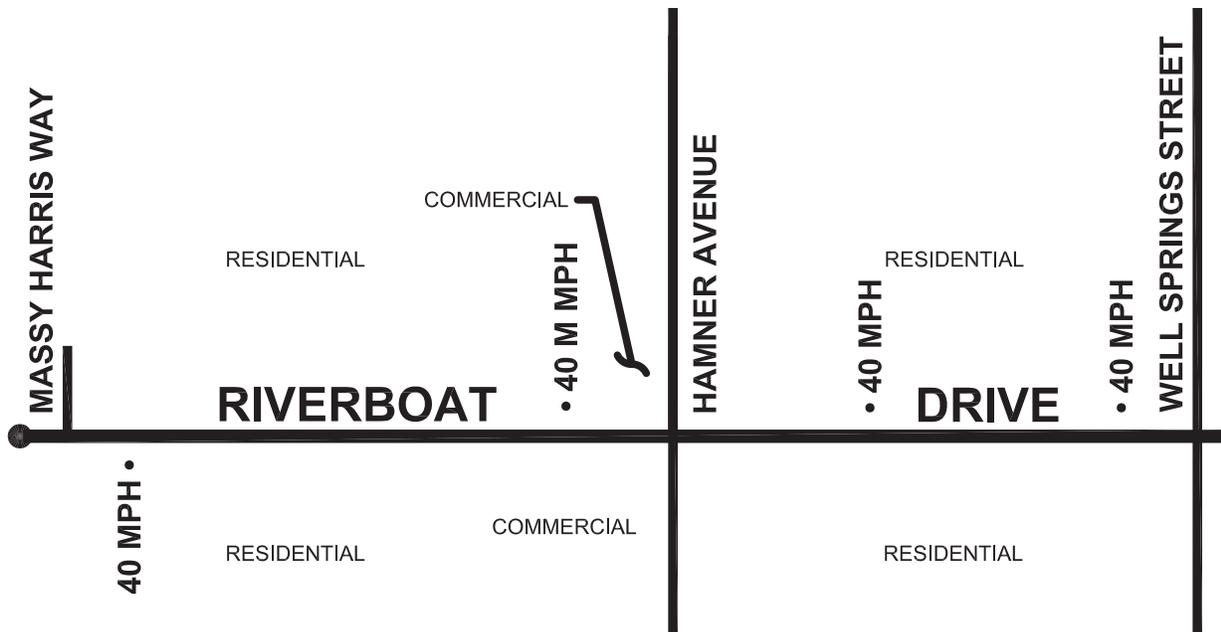
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** RIVERBOAT DRIVE  
**Street Segment:** MASSY HARRIS WAY TO WELLS SPRINGS STREET  
**Segment Length (MI):** 0.66 mi



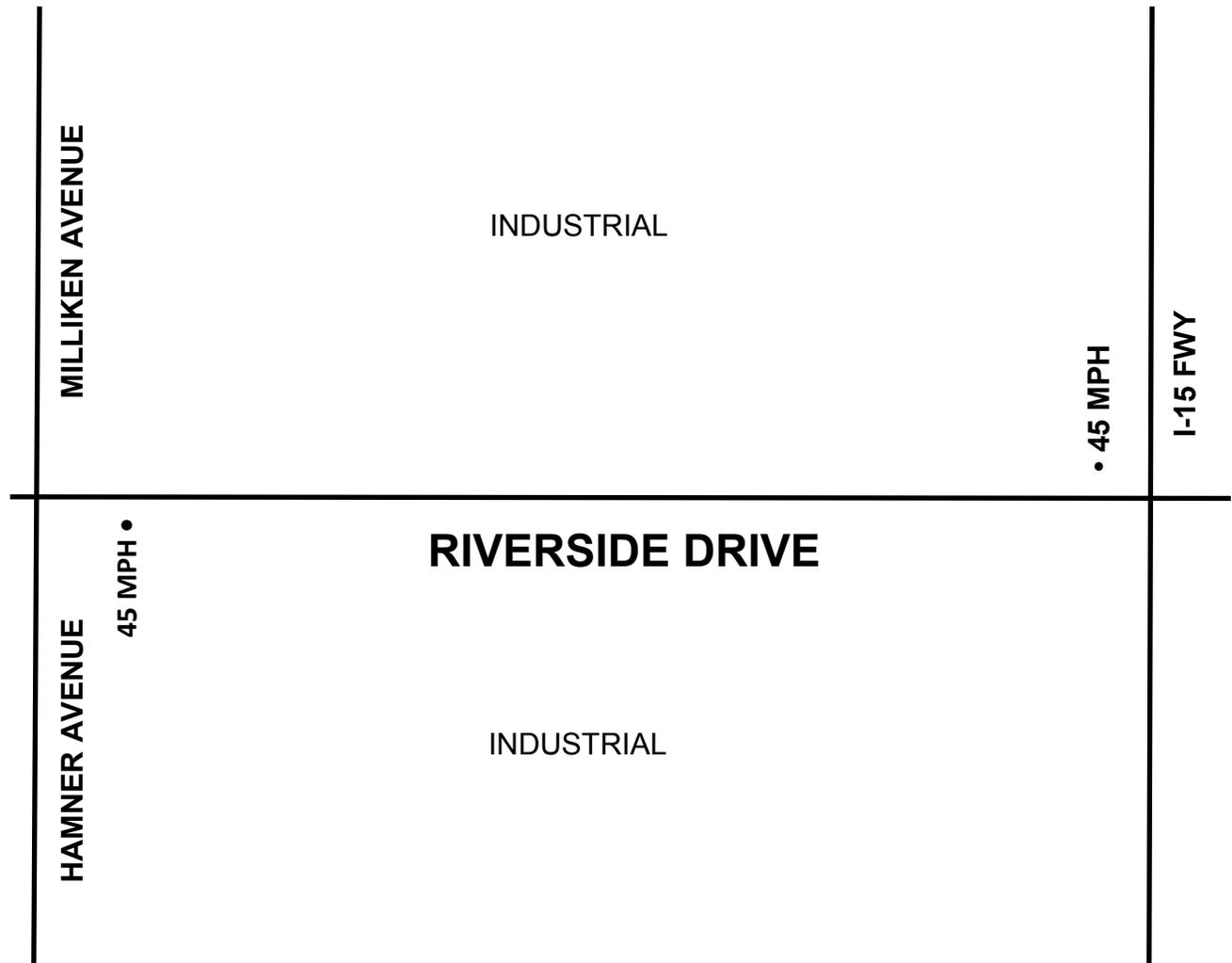
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** Riverside Drive  
**Street Segment:** Hamner Avenue to East City Limit  
**Segment Length (MI):** 0.44 mi



NOT TO SCALE

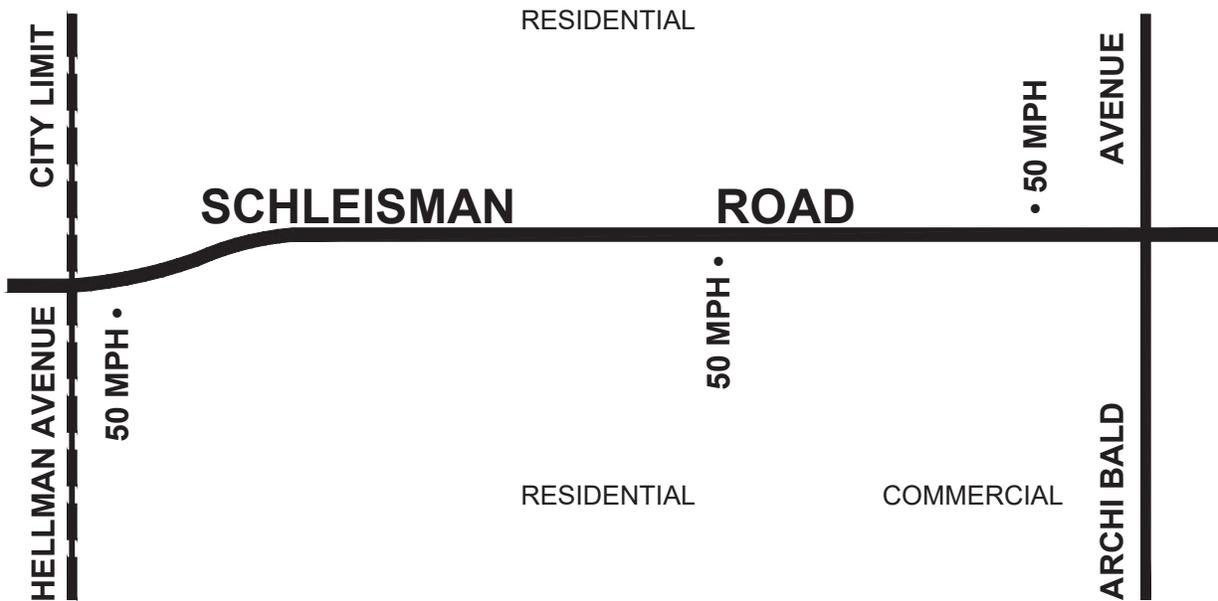


North

**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** SCHLEISMAN ROAD  
**Street Segment:** HELLMAN AVENUE TO ARCHIBALD AVENUE  
**Segment Length (MI):** 1 mi



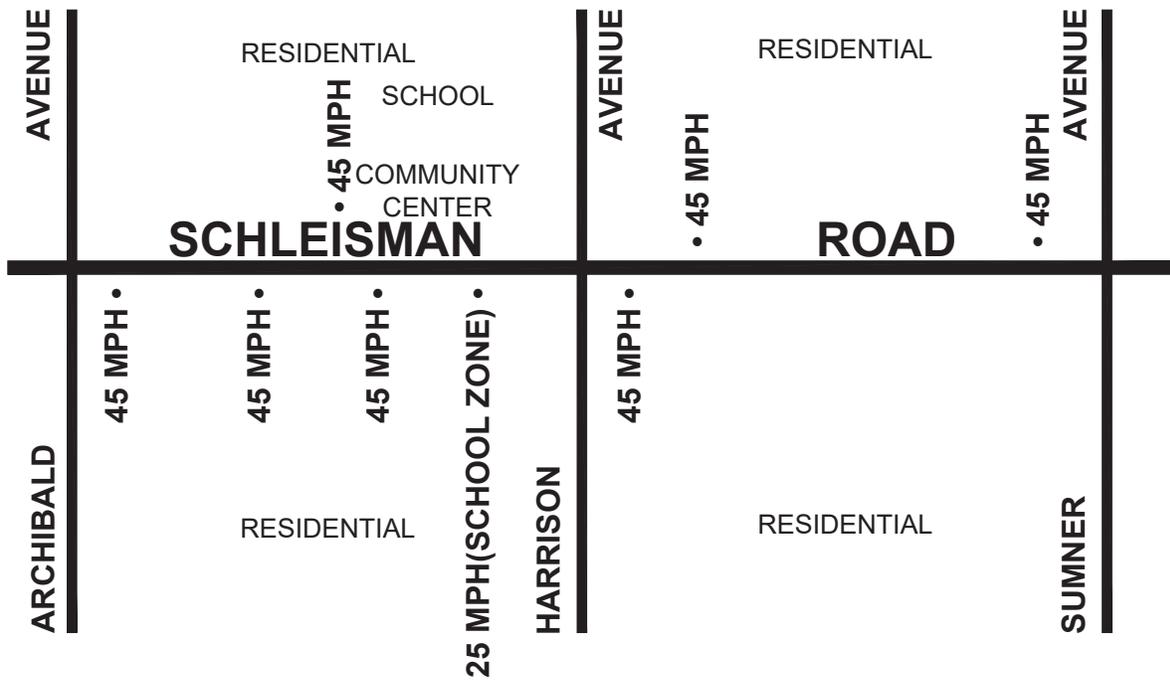
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** SCHLEISMAN ROAD  
**Street Segment:** ARCHIBALD AVENUE TO SUMNER AVENUE  
**Segment Length (MI):** 0.99 mi



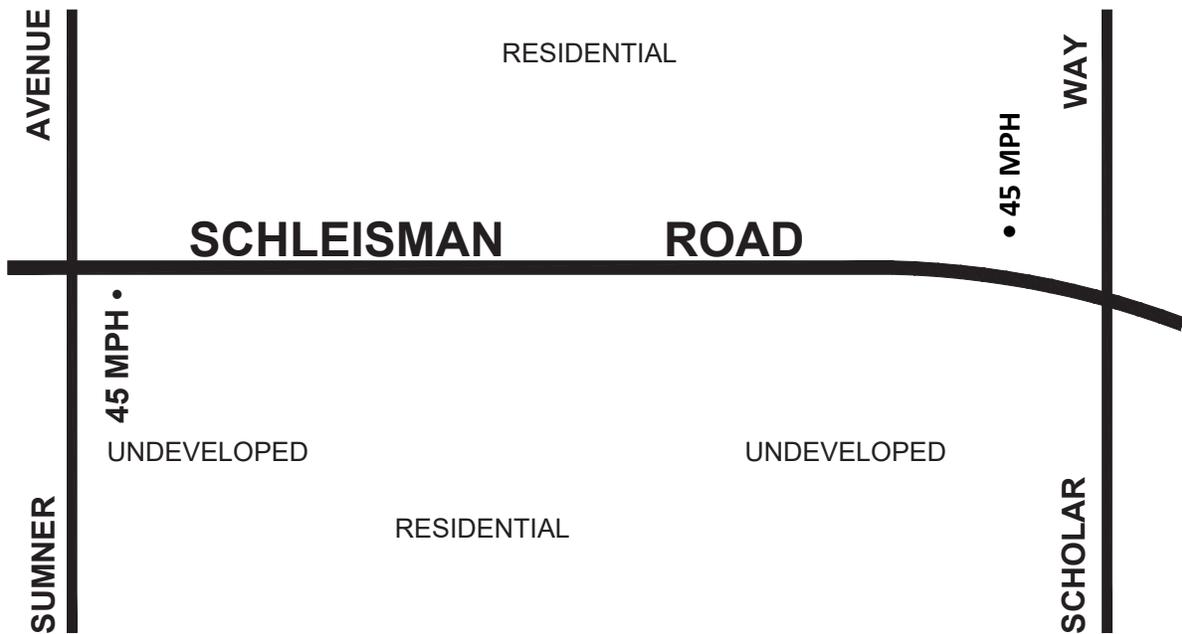
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** SCHLEISMAN ROAD  
**Street Segment:** SUMNER AVENUE TO SCHOLAR WAY  
**Segment Length (MI):** 0.5 mi



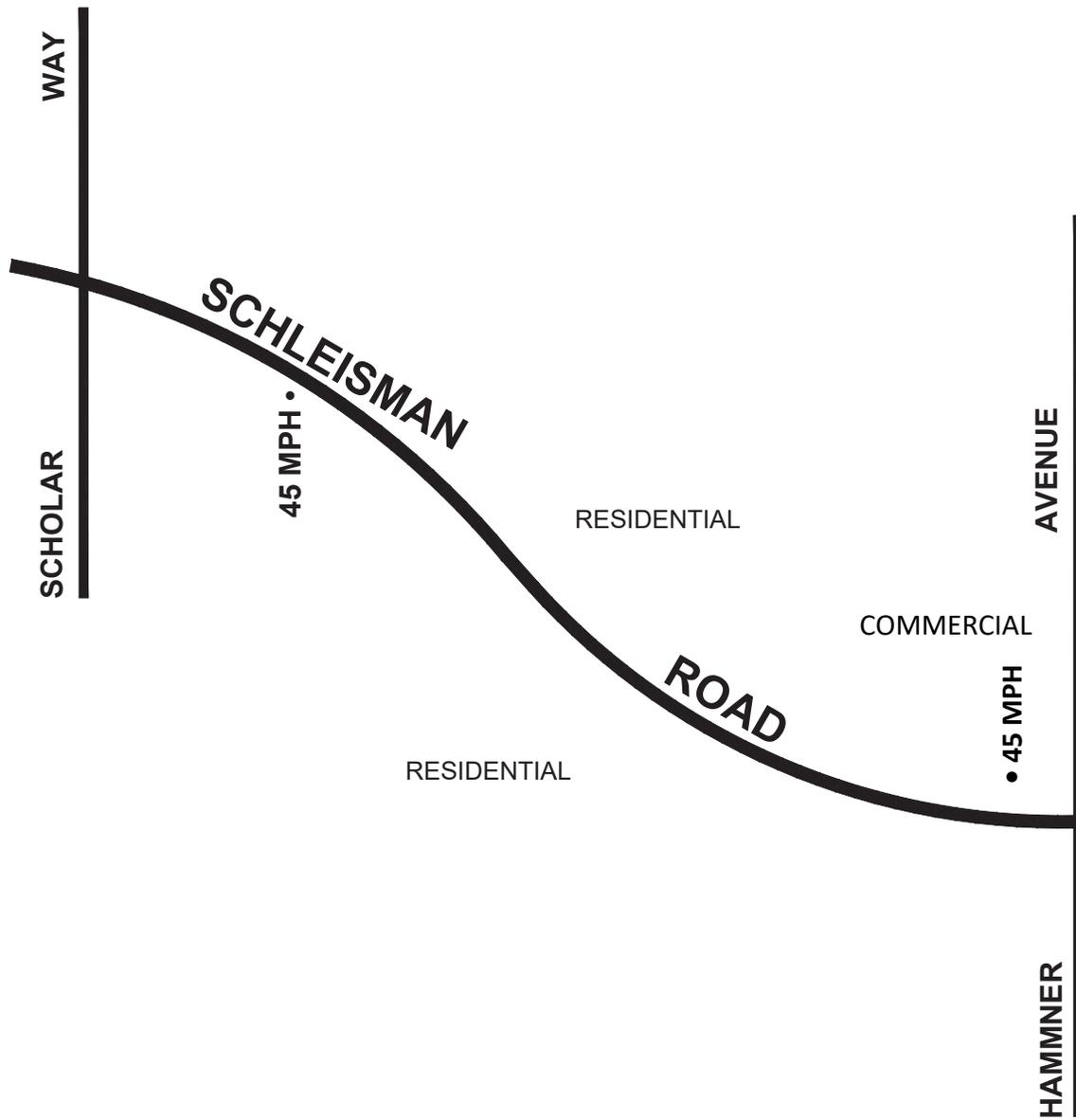
NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** SCHLEISMAN ROAD  
**Street Segment:** SCHOLAR WAY TO HAMNER AVENUE  
**Segment Length (MI):** 0.58 mi

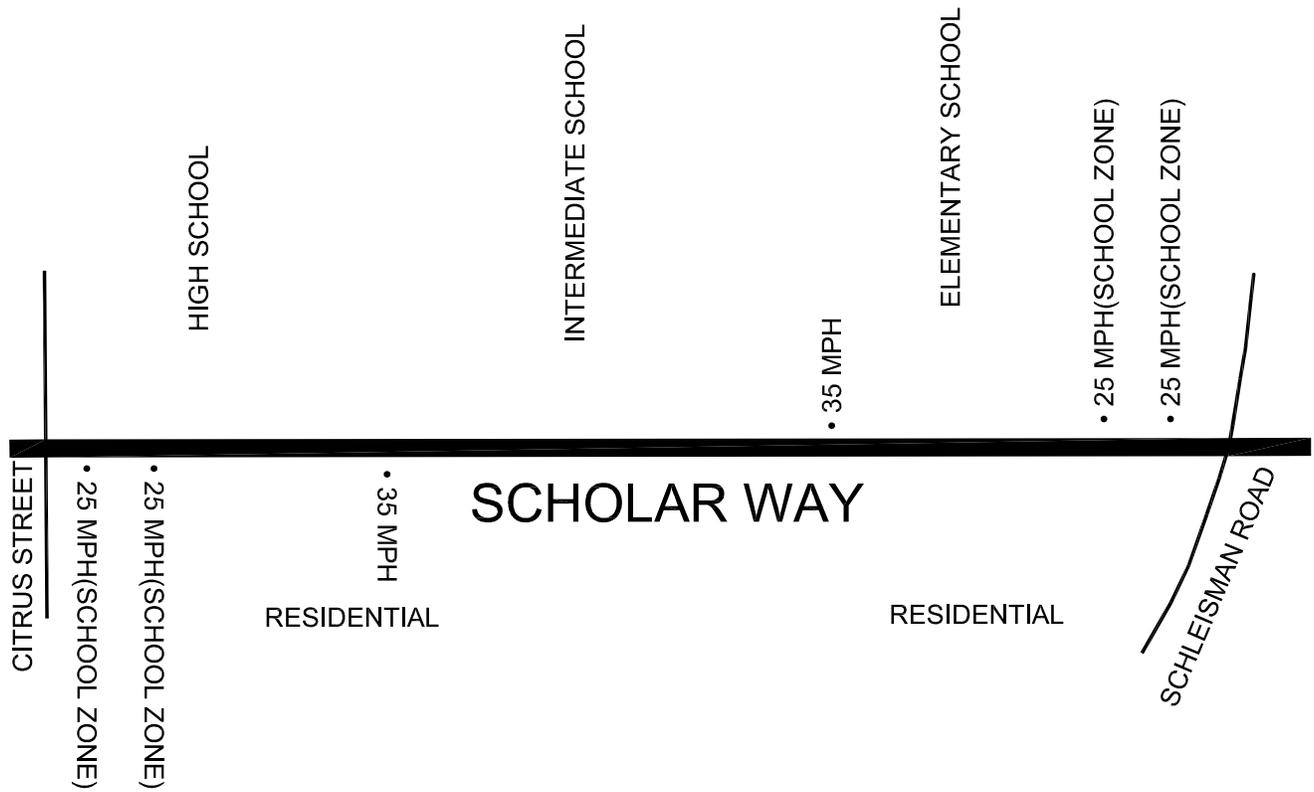


NOT TO SCALE



**CITY OF EASTVALE**  
Department of Public Works  
**STRIP MAP**

**Street Name:** Scholar Way  
**Street Segment:** Citrus Street to Schleisman Road  
**Segment Length (MI):** 0.63 mi



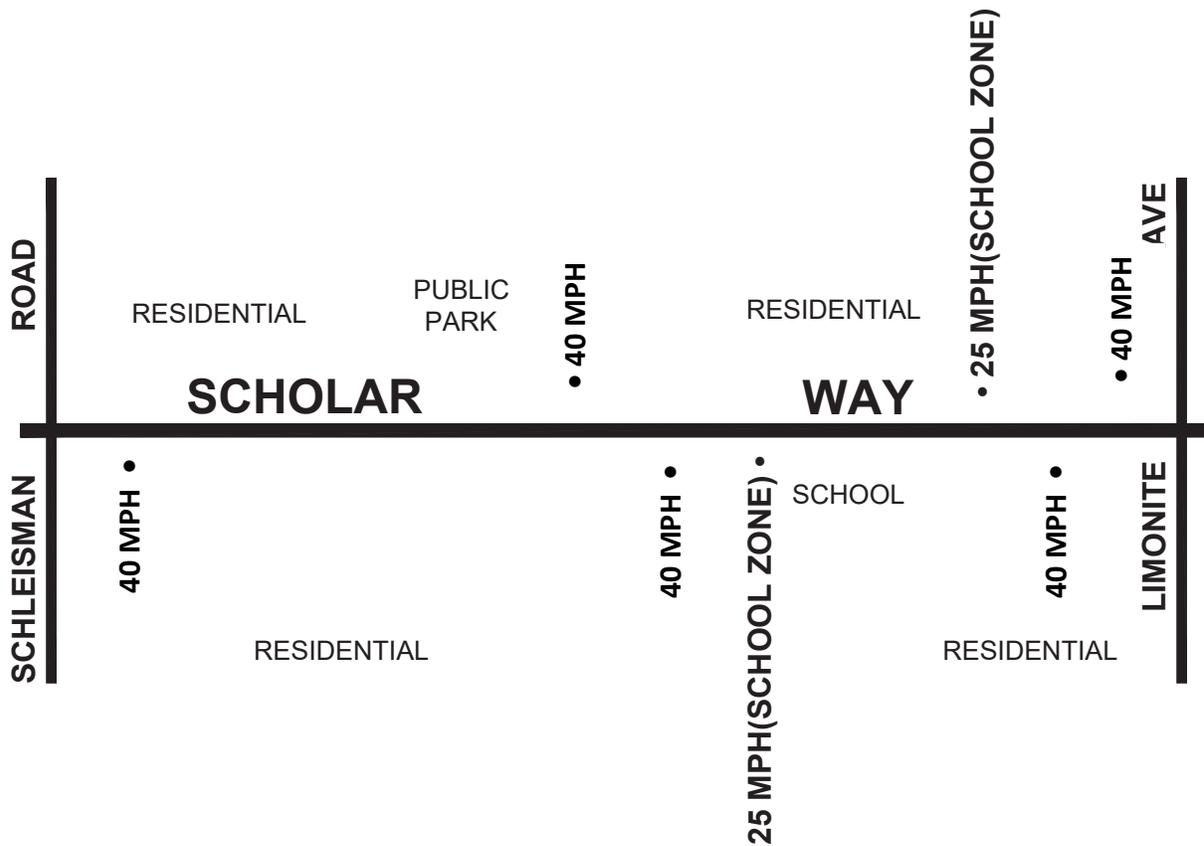
NOT TO SCALE



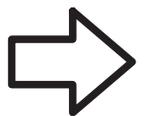
**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** SCHOLAR WAY  
**Street Segment:** SCHLEISMAN ROAD TO LIMONITE AVENUE  
**Segment Length (MI):** 0.99 mi



NOT TO SCALE

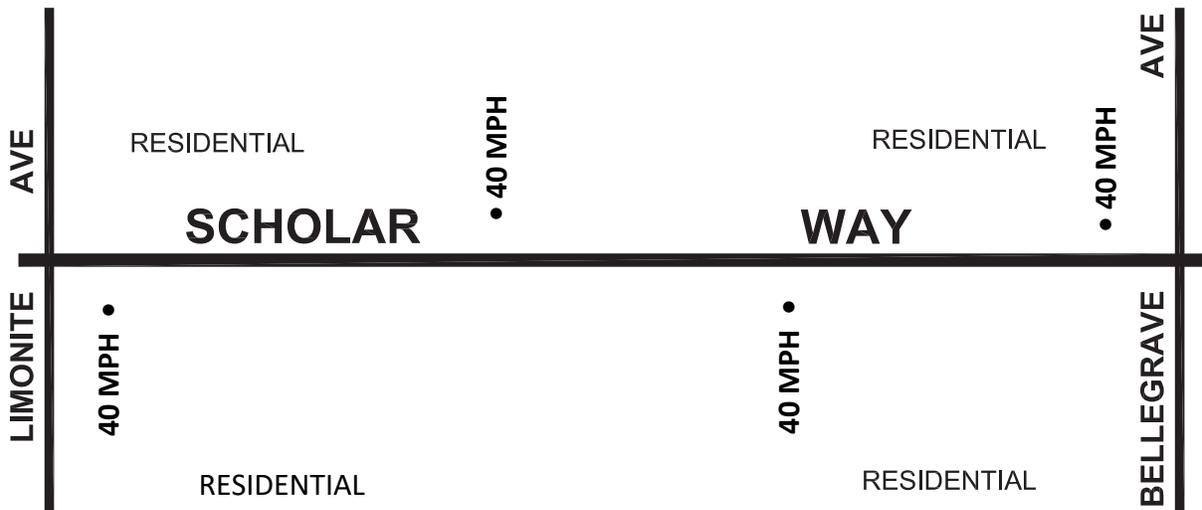


North

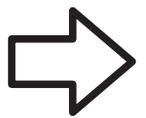
**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** SCHOLAR WAY  
**Street Segment:** LIMONITE AVENUE TO BELLEGRAVE AVENUE  
**Segment Length (MI):** 0.70 mi



NOT TO SCALE

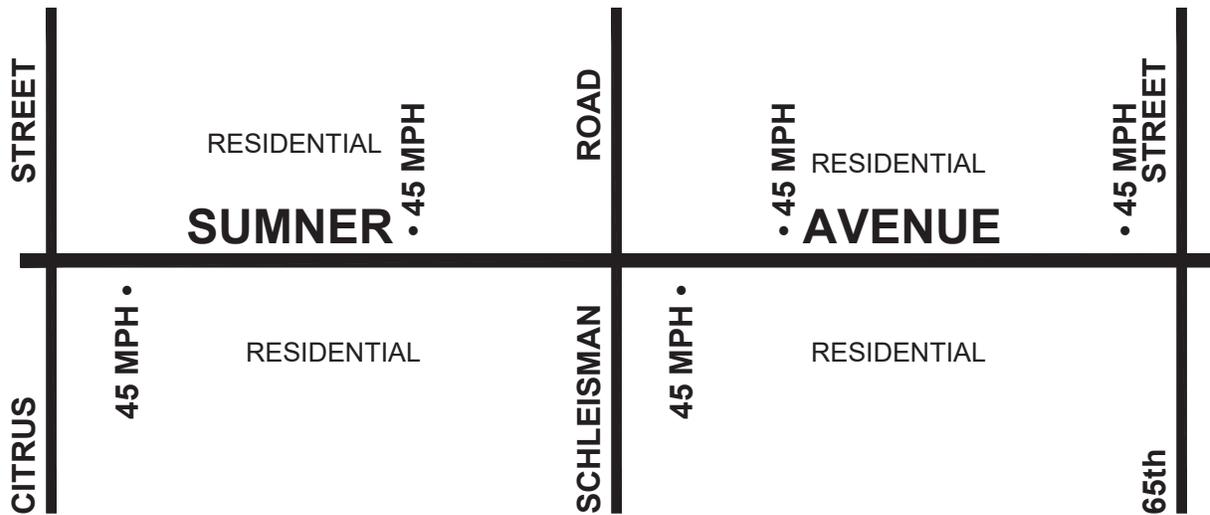


North

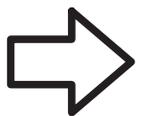
**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** SUMNER AVENUE  
**Street Segment:** CITRUS STREET TO 65th STREET  
**Segment Length (MI):** 1.12 mi



NOT TO SCALE

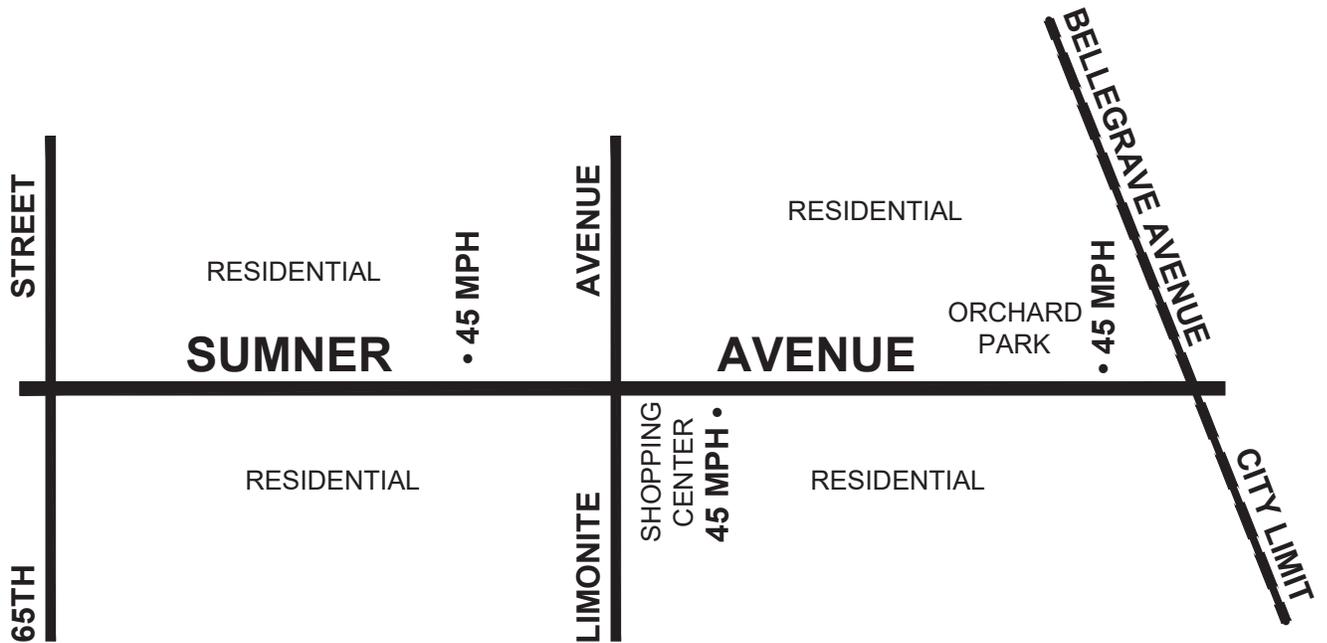


North

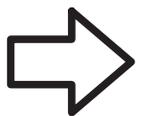
**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** SUMNER AVENUE  
**Street Segment:** 65th STREET TO BELLEGRAVE AVENUE  
**Segment Length (MI):** 1.03 mi



NOT TO SCALE

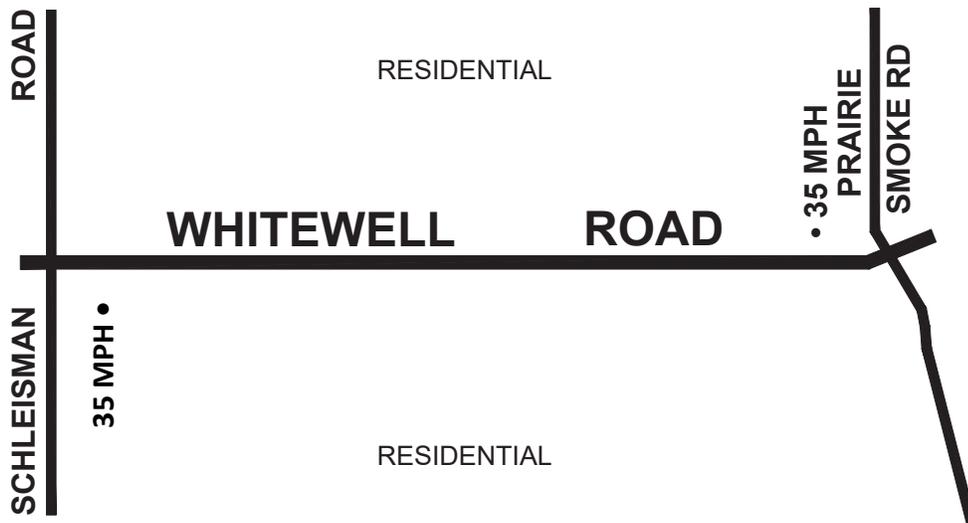


North

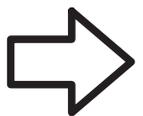
**CITY OF EASTVALE**  
Department of Public Works

**STRIP MAP**

**Street Name:** WHITEWELL ROAD  
**Street Segment:** SCHLEISMAN ROAD TO PRAIRIE SMOKE ROAD  
**Segment Length (MI):** 0.29 mi



NOT TO SCALE



North



# **APPENDIX E**

## **Speed Survey Data Sheets** (Updated October 2025)



**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	3	46		X X X	3
45	0	0	45			0
44	0	2	44		X X	2
43	2	1	43	X X	X	3
42	2	2	42	X X	X X	4
41	2	1	41	X X	X	3
40	2	4	40	X X	X X X X	6
39	2	3	39	X X	X X X	5
38	7	5	38	X X X X X X X X	X X X X X	12
37	7	3	37	X X X X X X X X	X X X	10
36	7	4	36	X X X X X X X X	X X X X	11
35	4	2	35	X X X X	X X	6
34	4	4	34	X X X X	X X X X	8
33	1	1	33	X	X	2
32	2	6	32	X X	X X X X X X	8
31	0	4	31		X X X X	4
30	1	1	30	X	X	2
29	3	1	29	X X X	X	4
28	3	1	28	X X X	X	4
27	1	2	27	X	X X	3
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

Location: **58th Street**

Between: **Scholar Way - Hamner Avenue**

Weather: **Clear**

Date: **7/29/21**

Time From: **11:00**

Time To: **12:05**

Existing Speed Limit: 25 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	0%	18%	15%
% In Pace:	78%	72%	72%
% Under Pace:	22%	10%	13%
Average Speed:	36 MPH	36 MPH	36 MPH
Pace Speed:	34 - 43 MPH	31 - 40 MPH	31 - 40 MPH
15th Percentile / Critical Speed:	30 MPH	31 MPH	31 MPH
50th Percentile / Critical Speed:	36 MPH	36 MPH	36 MPH
85th Percentile / Critical Speed:	40 MPH	42 MPH	40 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed										TOT.	
				Eastbound					Westbound						VEH.
65	0	0	65												0
64	0	0	64												0
63	0	0	63												0
62	0	0	62												0
61	0	0	61												0
60	0	0	60												0
59	0	0	59												0
58	0	0	58												0
57	0	0	57												0
56	0	0	56												0
55	0	0	55												0
54	0	0	54												0
53	0	0	53												0
52	1	0	52	X											1
51	0	0	51												0
50	2	0	50	X	X										2
49	2	2	49	X	X				X	X					4
48	2	0	48	X	X										2
47	4	1	47	X	X	X	X		X						5
46	5	1	46	X	X	X	X	X	X						6
45	3	3	45	X	X	X			X	X	X				6
44	1	8	44	X					X	X	X	X	X	X	9
43	6	3	43	X	X	X	X	X	X	X					9
42	7	2	42	X	X	X	X	X	X	X					9
41	5	2	41	X	X	X	X	X	X						7
40	5	4	40	X	X	X	X	X	X	X					9
39	2	6	39	X	X				X	X	X	X	X		8
38	2	3	38	X	X				X	X	X				5
37	2	2	37	X	X				X	X					4
36	0	6	36						X	X	X	X	X		6
35	0	3	35						X	X	X				3
34	0	1	34						X						1
33	1	1	33	X					X						2
32	0	2	32						X	X					2
31	0	0	31												0
30	0	0	30												0
29	0	0	29												0
28	0	0	28												0
27	0	0	27												0
26	0	0	26												0
25	0	0	25												0
24	0	0	24												0
23	0	0	23												0
22	0	0	22												0
21	0	0	21												0
20	0	0	20												0
19	0	0	19												0
18	0	0	18												0
17	0	0	17												0
16	0	0	16												0
15	0	0	15												0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>										<b>100</b>	

**Location:** 65th Street  
**Between:** Archibald Avenue - Sumner Avenue  
**Weather:** Clear  
**Date:** 3/19/25  
**Time From:** 10:05  
**Time To:** 10:45  
**Existing Speed Limit:** 40 MPH

	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	6%	8%	9%
<b>% In Pace:</b>	80%	78%	73%
<b>% Under Pace:</b>	14%	14%	18%
<b>Average Speed:</b>	43 MPH	40 MPH	42 MPH
<b>Pace Speed:</b>	40 - 49 MPH	36 - 45 MPH	38 - 47 MPH
<b>15th Percentile / Critical Speed:</b>	40 MPH	36 MPH	37 MPH
<b>50th Percentile / Critical Speed:</b>	43 MPH	40 MPH	42 MPH
<b>85th Percentile / Critical Speed:</b>	47 MPH	44 MPH	46 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	1	0	52	X		1
51	1	1	51	X	X	2
50	2	0	50	X	X	2
49	1	2	49	X	X	3
48	4	2	48	X	X	6
47	5	5	47	X	X	10
46	6	0	46	X	X	6
45	2	4	45	X	X	6
44	4	3	44	X	X	7
43	3	5	43	X	X	8
42	4	5	42	X	X	9
41	2	7	41	X	X	9
40	5	4	40	X	X	9
39	4	2	39	X	X	6
38	1	1	38	X		2
37	3	4	37	X	X	7
36	1	1	36	X		2
35	0	2	35		X	2
34	0	1	34		X	1
33	1	1	33	X		2
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

Location: 65th Street  
 Between: Sumner Avenue - Hamner Avenue  
 Weather: Clear  
 Date: 7/22/21  
 Time From: 1:00  
 Time To: 1:30  
 Existing Speed Limit: 40 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	2%	8%
% In Pace:	78%	74%	76%
% Under Pace:	12%	24%	16%
Average Speed:	43 MPH	42 MPH	43 MPH
Pace Speed:	39 - 48 MPH	40 - 49 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	39 MPH	37 MPH	38 MPH
50th Percentile / Critical Speed:	44 MPH	42 MPH	43 MPH
85th Percentile / Critical Speed:	48 MPH	47 MPH	47 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	1	53		X	1
52	1	0	52	X		1
51	1	0	51	X		1
50	0	1	50		X	1
49	2	2	49	X X	X X	4
48	2	2	48	X X	X X	4
47	5	1	47	X X X X X	X	6
46	3	5	46	X X X	X X X X X	8
45	7	3	45	X X X X X X X	X X X	10
44	4	3	44	X X X X	X X X	7
43	6	4	43	X X X X X X	X X X X	10
42	4	4	42	X X X X	X X X X	8
41	5	3	41	X X X X X	X X X	8
40	4	8	40	X X X X	X X X X X X X X	12
39	2	3	39	X X	X X X	5
38	1	2	38	X	X X	3
37	2	4	37	X X	X X X	6
36	1	4	36	X	X X X X	5
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: 68th Street  
 Between: Hamner Avenue - East City Limits  
 Weather: Clear  
 Date: 2/11/21  
 Time From: 11:00  
 Time To: 11:20  
 Existing Speed Limit: 45 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	4%	14%	8%
% In Pace:	84%	78%	78%
% Under Pace:	12%	8%	14%
Average Speed:	44 MPH	42 MPH	43 MPH
Pace Speed:	40 - 49 MPH	37 - 46 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	40 MPH	37 MPH	39 MPH
50th Percentile / Critical Speed:	43 MPH	42 MPH	43 MPH
85th Percentile / Critical Speed:	47 MPH	46 MPH	47 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	1	54		X	1
53	1	0	53	X		1
52	1	0	52	X		1
51	1	3	51	X	X X X	4
50	4	1	50	X X X X	X	5
49	1	2	49	X	X X	3
48	1	3	48	X	X X X	4
47	4	4	47	X X X X	X X X X	8
46	7	2	46	X X X X X X X	X X	9
45	4	3	45	X X X X	X X X	7
44	4	3	44	X X X X	X X X	7
43	3	3	43	X X X	X X X	6
42	5	6	42	X X X X X	X X X X X X	11
41	5	4	41	X X X X X	X X X X	9
40	2	4	40	X X	X X X X	6
39	2	3	39	X X	X X X	5
38	3	1	38	X X X	X	4
37	1	5	37	X	X X X X X	6
36	0	2	36		X X	2
35	1	0	35	X		1
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: **68th Street**  
 Between: **Sumner Avenue - Hamner Avenue**  
 Weather: **Clear**  
 Date: **2/11/21**  
 Time From: **11:25**  
 Time To: **11:50**  
 Existing Speed Limit: **45** MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	18%	14%	15%
% In Pace:	78%	70%	72%
% Under Pace:	4%	16%	13%
Average Speed:	44 MPH	43 MPH	44 MPH
Pace Speed:	38 - 47 MPH	39 - 48 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	40 MPH	38 MPH	39 MPH
50th Percentile / Critical Speed:	44 MPH	42 MPH	44 MPH
85th Percentile / Critical Speed:	49 MPH	48 MPH	49 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed								TOT.	
				Northbound				Southbound					VEH.
65	0	0	65										0
64	0	0	64										0
63	0	0	63										0
62	0	0	62										0
61	0	0	61										0
60	0	0	60										0
59	0	0	59										0
58	1	0	58	X									1
57	1	0	57	X									1
56	0	1	56						X				1
55	1	1	55	X					X				2
54	3	2	54	X	X	X			X	X			5
53	4	1	53	X	X	X	X		X				5
52	5	2	52	X	X	X	X	X	X	X			7
51	2	2	51	X	X				X	X			4
50	0	3	50						X	X	X		3
49	5	3	49	X	X	X	X	X	X	X			8
48	2	3	48	X	X				X	X	X		5
47	1	5	47	X					X	X	X	X	6
46	2	0	46	X	X				X	X			2
45	4	7	45	X	X	X	X		X	X	X	X	11
44	3	3	44	X	X	X			X	X	X		6
43	3	3	43	X	X	X			X	X	X		6
42	4	2	42	X	X	X	X		X	X			6
41	2	3	41	X	X				X	X	X		5
40	3	2	40	X	X	X			X	X			5
39	1	2	39	X					X	X			3
38	1	3	38	X					X	X	X		4
37	2	1	37	X	X				X				3
36	0	1	36						X				1
35	0	0	35										0
34	0	0	34										0
33	0	0	33										0
32	0	0	32										0
31	0	0	31										0
30	0	0	30										0
29	0	0	29										0
28	0	0	28										0
27	0	0	27										0
26	0	0	26										0
25	0	0	25										0
24	0	0	24										0
23	0	0	23										0
22	0	0	22										0
21	0	0	21										0
20	0	0	20										0
19	0	0	19										0
18	0	0	18										0
17	0	0	17										0
16	0	0	16										0
15	0	0	15										0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>								<b>100</b>	

**Location:** Archibald Avenue  
**Between:** Bluff Street - Wind River Road / Grapewin Street  
**Weather:** Clear  
**Date:** 5/23/25  
**Time From:** 9:45  
**Time To:** 10:10  
**Existing Speed Limit:** 55 MPH

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	34%	18%	29%
<b>% In Pace:</b>	58%	64%	60%
<b>% Under Pace:</b>	8%	18%	11%
<b>Average Speed:</b>	47 MPH	46 MPH	46 MPH
<b>Pace Speed:</b>	40 - 49 MPH	41 - 50 MPH	40 - 49 MPH
<b>15th Percentile / Critical Speed:</b>	41 MPH	40 MPH	40 MPH
<b>50th Percentile / Critical Speed:</b>	46 MPH	45 MPH	45 MPH
<b>85th Percentile / Critical Speed:</b>	53 MPH	51 MPH	52 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	1	3	59	X	X X X	4
58	4	0	58	X X X X		4
57	0	2	57		X X	2
56	0	1	56		X	1
55	5	2	55	X X X X X	X X	7
54	2	5	54	X X	X X X X X	7
53	4	2	53	X X X X	X X	6
52	2	2	52	X X	X X	4
51	3	5	51	X X X	X X X X X	8
50	5	3	50	X X X X X	X X X	8
49	4	6	49	X X X X	X X X X X X	10
48	5	7	48	X X X X X	X X X X X X X	12
47	4	4	47	X X X X	X X X X	8
46	2	4	46	X X	X X X X	6
45	6	1	45	X X X X X X	X	7
44	1	3	44	X	X X X	4
43	1	0	43	X		1
42	1	0	42	X		1
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

**Location:** Archibald Avenue  
**Between:** Schleisman Road - Bellegrave Avenue / North City Limits  
**Weather:** Clear  
**Date:** 2/18/21  
**Time From:** 11:05  
**Time To:** 11:30  
**Existing Speed Limit:** 50 MPH

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	20%	12%	11%
<b>% In Pace:</b>	74%	80%	76%
<b>% Under Pace:</b>	6%	8%	13%
<b>Average Speed:</b>	50 MPH	50 MPH	50 MPH
<b>Pace Speed:</b>	45 - 54 MPH	46 - 55 MPH	46 - 55 MPH
<b>15th Percentile / Critical Speed:</b>	45 MPH	46 MPH	46 MPH
<b>50th Percentile / Critical Speed:</b>	50 MPH	49 MPH	50 MPH
<b>85th Percentile / Critical Speed:</b>	55 MPH	55 MPH	55 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed										TOT.	
				Northbound					Southbound						VEH.
75	0	0	75												0
74	0	0	74												0
73	0	0	73												0
72	0	0	72												0
71	0	0	71												0
70	0	0	70												0
69	0	0	69												0
68	0	0	68												0
67	0	0	67												0
66	0	0	66												0
65	0	0	65												0
64	0	0	64												0
63	0	0	63												0
62	1	0	62	X											1
61	0	0	61												0
60	4	2	60	X	X	X	X			X	X				6
59	1	3	59	X						X	X	X			4
58	1	1	58	X						X					2
57	3	2	57	X	X	X				X	X				5
56	3	2	56	X	X	X				X	X				5
55	3	3	55	X	X	X				X	X	X			6
54	4	4	54	X	X	X	X			X	X	X	X		8
53	2	1	53	X	X					X					3
52	1	3	52	X						X	X	X			4
51	2	9	51	X	X					X	X	X	X	X	11
50	7	3	50	X	X	X	X	X	X	X	X	X	X	X	10
49	5	4	49	X	X	X	X	X		X	X	X			9
48	3	6	48	X	X	X				X	X	X	X	X	9
47	3	2	47	X	X	X				X	X				5
46	3	1	46	X	X	X				X					4
45	2	2	45	X	X					X	X				4
44	0	0	44												0
43	1	1	43	X						X					2
42	1	0	42	X											1
41	0	1	41							X					1
40	0	0	40												0
39	0	0	39												0
38	0	0	38												0
37	0	0	37												0
36	0	0	36												0
35	0	0	35												0
34	0	0	34												0
33	0	0	33												0
32	0	0	32												0
31	0	0	31												0
30	0	0	30												0
29	0	0	29												0
28	0	0	28												0
27	0	0	27												0
26	0	0	26												0
25	0	0	25												0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>										<b>100</b>	

**Location:** Archibald Avenue  
**Between:** Wind River Road / Grapewin Street - Schleisman Road  
**Weather:** Clear  
**Date:** 9/14/21  
**Time From:** 9:40  
**Time To:** 10:05  
**Existing Speed Limit:** 50 MPH

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	14%	12%	13%
<b>% In Pace:</b>	66%	74%	70%
<b>% Under Pace:</b>	20%	14%	17%
<b>Average Speed:</b>	52 MPH	52 MPH	52 MPH
<b>Pace Speed:</b>	48 - 57 MPH	48 - 57 MPH	48 - 57 MPH
<b>15th Percentile / Critical Speed:</b>	47 MPH	48 MPH	47 MPH
<b>50th Percentile / Critical Speed:</b>	50 MPH	51 MPH	51 MPH
<b>85th Percentile / Critical Speed:</b>	57 MPH	57 MPH	57 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	1	45		X	1
44	1	1	44	X	X	2
43	4	1	43	X X X X	X	5
42	2	2	42	X X	X X	4
41	0	2	41		X X	2
40	1	2	40	X	X X	3
39	1	2	39	X	X X	3
38	2	3	38	X X	X X X	5
37	1	2	37	X	X X	3
36	2	2	36	X X	X X	4
35	6	0	35	X X X X X X		6
34	2	1	34	X X	X	3
33	6	4	33	X X X X X X	X X X X	10
32	0	1	32		X	1
31	8	3	31	X X X X X X X X	X X X	11
30	3	4	30	X X X	X X X X	7
29	2	5	29	X X	X X X X X	7
28	4	4	28	X X X X	X X X X	8
27	3	5	27	X X X	X X X X X	8
26	0	1	26		X	1
25	2	4	25	X X	X X X X	6
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Baron Road  
 Between: Archibald Avenue - River Road  
 Weather: Clear  
 Date: 2/17/21  
 Time From: 9:00  
 Time To: 10:00  
 Existing Speed Limit: 35 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>24%</u>	<u>36%</u>	<u>28%</u>
% In Pace:	<u>72%</u>	<u>64%</u>	<u>65%</u>
% Under Pace:	<u>4%</u>	<u>0%</u>	<u>7%</u>
Average Speed:	<u>34</u> MPH	<u>33</u> MPH	<u>33</u> MPH
Pace Speed:	<u>27 - 36</u> MPH	<u>25 - 34</u> MPH	<u>27 - 36</u> MPH
15th Percentile / Critical Speed:	28 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	33 MPH	31 MPH	33 MPH
85th Percentile / Critical Speed:	40 MPH	40 MPH	40 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	1	0	53	X		1
52	3	4	52	X X X	X X X X	7
51	2	1	51	X X	X	3
50	0	1	50		X	1
49	0	1	49		X	1
48	5	2	48	X X X X X	X X	7
47	2	5	47	X X	X X X X X	7
46	5	6	46	X X X X X	X X X X X X	11
45	2	3	45	X X	X X X	5
44	3	2	44	X X X	X X	5
43	9	8	43	X X X X X X X X X X	X X X X X X X X X	17
42	4	1	42	X X X X	X	5
41	5	5	41	X X X X X	X X X X X	10
40	3	2	40	X X X	X X	5
39	0	5	39		X X X X X	5
38	3	1	38	X X X	X	4
37	2	2	37	X X	X X	4
36	0	0	36			0
35	1	1	35	X	X	2
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: **Bellevue Avenue**

Between: **Hamner Avenue - East City Limits**

Weather: **Clear**

Date: **2/17/21**

Time From: **9:20**

Time To: **9:40**

\* Existing Speed Limit: 50 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	12%	14%	13%
% In Pace:	76%	78%	77%
% Under Pace:	12%	8%	10%
Average Speed:	44 MPH	44 MPH	44 MPH
Pace Speed:	40 - 49 MPH	39 - 48 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	40 MPH	39 MPH	39 MPH
50th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH
85th Percentile / Critical Speed:	48 MPH	48 MPH	48 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
75	0	0	75			0
74	0	0	74			0
73	0	0	73			0
72	0	0	72			0
71	0	0	71			0
70	0	0	70			0
69	0	0	69			0
68	0	0	68			0
67	0	0	67			0
66	0	0	66			0
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	2	0	58	X X		2
57	0	0	57			0
56	2	0	56	X X		2
55	3	2	55	X X X	X X	5
54	0	3	54		X X X	3
53	3	2	53	X X X	X X	5
52	5	6	52	X X X X X	X X X X X X	11
51	7	6	51	X X X X X X X	X X X X X X	13
50	4	3	50	X X X X X	X X X	7
49	3	6	49	X X X	X X X X X X	9
48	3	6	48	X X X	X X X X X X	9
47	2	4	47	X X	X X X X	6
46	6	3	46	X X X X X X	X X X	9
45	3	3	45	X X X	X X X	6
44	2	1	44	X X	X	3
43	3	2	43	X X X	X X	5
42	1	1	42	X		2
41	0	1	41		X	1
40	1	0	40	X		1
39	0	1	39		X	1
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
Total	50	50		GRAND TOTALS		100

Location: Bellevue Avenue

Between: Sumner Avenue - Hamner Avenue

Weather: Clear

Date: 2/17/21

Time From: 9:40

Time To: 10:55

Existing Speed Limit: 50 MPH

P  
A  
C  
E

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	4%	9%
% In Pace:	76%	84%	78%
% Under Pace:	10%	12%	13%
Average Speed:	49 MPH	49 MPH	49 MPH
Pace Speed:	44 - 53 MPH	45 - 54 MPH	45 - 54 MPH
15th Percentile / Critical Speed:	45 MPH	45 MPH	45 MPH
50th Percentile / Critical Speed:	50 MPH	49 MPH	49 MPH
85th Percentile / Critical Speed:	53 MPH	52 MPH	53 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	0	0	46			0
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	1	0	42	X		1
41	1	0	41	X		1
40	1	0	40	X		1
39	2	0	39	X X		2
38	1	3	38	X	X X X	4
37	2	5	37	X X	X X X X X	7
36	2	1	36	X X	X	3
35	5	4	35	X X X X X	X X X X	9
34	6	7	34	X X X X X X	X X X X X X X	13
33	3	5	33	X X X	X X X X X	8
32	5	6	32	X X X X X	X X X X X X	11
31	3	4	31	X X X	X X X X	7
30	3	2	30	X X X	X X	5
29	3	2	29	X X X	X X	5
28	3	3	28	X X X	X X X	6
27	5	4	27	X X X X X	X X X X	9
26	0	1	26		X	1
25	2	2	25	X X	X X	4
24	1	0	24	X		1
23	1	0	23	X		1
22	0	1	22		X	1
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Blossom Way  
 Between: Harrison Avenue - Sumner Avenue  
 Weather: Clear  
 Date: 7/29/21  
 Time From: 12:10  
 Time To: 12:50  
 Existing Speed Limit: 30 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	16%	0%	16%
% In Pace:	76%	78%	76%
% Under Pace:	8%	22%	8%
Average Speed:	32 MPH	32 MPH	32 MPH
Pace Speed:	27 - 36 MPH	29 - 38 MPH	27 - 36 MPH
15th Percentile / Critical Speed:	27 MPH	27 MPH	27 MPH
50th Percentile / Critical Speed:	32 MPH	32 MPH	32 MPH
85th Percentile / Critical Speed:	37 MPH	37 MPH	37 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

MPH			Vehicles Surveyed								TOT.
Speed	EB	WB	Eastbound				Westbound				VEH.
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						X			1
54	0	2						X X			2
53	0	4						X X X X			4
52	2	0	X X								2
51	5	3	X X X X X					X X X			8
50	1	3	X					X X X			4
49	2	0	X X								2
48	4	4	X X X X					X X X X			8
47	1	3	X					X X X			4
46	3	1	X X X					X			4
45	1	1	X					X			2
44	0	2						X X			2
43	5	3	X X X X X					X X X			8
42	3	2	X X X					X X			5
41	6	4	X X X X X X					X X X X			10
40	3	2	X X X					X X			5
39	2	2	X X					X X			4
38	2	2	X X					X X			4
37	4	4	X X X X					X X X X			8
36	3	3	X X X					X X X			6
35	1	3	X					X X X			4
34	1	0	X								1
33	0	1						X			1
32	1	0	X								1
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
<b>Total</b>	<b>50</b>	<b>50</b>	<b>GRAND TOTALS</b>								<b>100</b>

**Location:** Cantu-Galleano Ranch Road  
**Between:** Hamner Avenue - Interstate 15  
**Weather:** Clear  
**Date:** 5/19/22  
**Time From:** 9:00  
**Time To:** 9:25  
**Existing Speed Limit:** 55 MPH

	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	38%	44%	41%
<b>% In Pace:</b>	60%	54%	56%
<b>% Under Pace:</b>	2%	2%	3%
<b>Average Speed:</b>	43 MPH	44 MPH	43 MPH
<b>Pace Speed:</b>	34 - 43 MPH	35 - 44 MPH	35 - 44 MPH
<b>15th Percentile / Critical Speed:</b>	37 MPH	37 MPH	37 MPH
<b>50th Percentile / Critical Speed:</b>	42 MPH	43 MPH	43 MPH
<b>85th Percentile / Critical Speed:</b>	50 MPH	51 MPH	51 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	1	57		X	1
56	1	5	56	X	X X X X X	6
55	0	1	55		X	1
54	0	2	54		X X	2
53	4	1	53	X X X X	X	5
52	1	1	52	X		2
51	1	1	51	X	X	2
50	4	6	50	X X X X	X X X X X X	10
49	2	4	49	X X	X X X X	6
48	4	3	48	X X X X	X X X	7
47	2	5	47	X X	X X X X X	7
46	5	4	46	X X X X X	X X X X	9
45	4	2	45	X X X X	X X	6
44	4	2	44	X X X X	X X	6
43	2	1	43	X X	X	3
42	3	2	42	X X X	X X	5
41	5	5	41	X X X X X	X X X X X	10
40	0	2	40	X	X X	2
39	2	1	39	X X	X	3
38	3	1	38	X X X	X	4
37	0	0	37			0
36	2	0	36	X X		2
35	1	0	35	X		1
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: **Chandler Street**

Between: **Hellman Avenue - Harrison Avenue**

Weather: **Clear**

Date: **7/22/21**

Time From: **9:40**

Time To: **10:15**

Existing Speed Limit: 45 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	24%	19%
% In Pace:	70%	68%	69%
% Under Pace:	16%	8%	12%
Average Speed:	45 MPH	48 MPH	46 MPH
Pace Speed:	41 - 50 MPH	41 - 50 MPH	41 - 50 MPH
15th Percentile / Critical Speed:	39 MPH	41 MPH	41 MPH
50th Percentile / Critical Speed:	45 MPH	47 MPH	46 MPH
85th Percentile / Critical Speed:	50 MPH	54 MPH	52 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	2	51		X X	2
50	1	0	50	X		1
49	3	1	49	X X X	X	4
48	1	1	48	X	X	2
47	3	3	47	X X X	X X X	6
46	4	3	46	X X X X	X X X	7
45	6	5	45	X X X X X X	X X X X X	11
44	3	3	44	X X X	X X X	6
43	3	6	43	X X X	X X X X X X	9
42	9	9	42	X X X X X X X X X X	X X X X X X X X X X	18
41	5	6	41	X X X X X	X X X X X X	11
40	4	6	40	X X X X	X X X X X X	10
39	5	1	39	X X X X X	X	6
38	2	3	38	X X	X X X	5
37	0	1	37		X	1
36	0	0	36			0
35	1	0	35	X		1
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**Location:** Citrus Street  
**Between:** Harrison Avenue - Sumner Avenue  
**Weather:** Clear  
**Date:** 5/19/22  
**Time From:** 9:35  
**Time To:** 10:00  
**Existing Speed Limit:** 45 MPH

	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	10%	8%	9%
<b>% In Pace:</b>	88%	90%	89%
<b>% Under Pace:</b>	2%	2%	2%
<b>Average Speed:</b>	43 MPH	43 MPH	43 MPH
<b>Pace Speed:</b>	38 - 47 MPH	38 - 47 MPH	38 - 47 MPH
<b>15th Percentile / Critical Speed:</b>	39 MPH	40 MPH	40 MPH
<b>50th Percentile / Critical Speed:</b>	42 MPH	42 MPH	42 MPH
<b>85th Percentile / Critical Speed:</b>	47 MPH	46 MPH	47 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	1	0	55	X		1
54	0	0	54			0
53	0	0	53			0
52	2	0	52	X X		2
51	2	0	51	X X		2
50	2	1	50	X X	X	3
49	1	1	49	X	X	2
48	3	2	48	X X X	X X	5
47	6	7	47	X X X X X X	X X X X X X X	13
46	3	3	46	X X X	X X X	6
45	8	9	45	X X X X X X X X	X X X X X X X X X	17
44	3	5	44	X X X	X X X X	8
43	6	5	43	X X X X X X	X X X X X	11
42	6	8	42	X X X X X X	X X X X X X X X	14
41	2	4	41	X X	X X X X	6
40	2	1	40	X X	X	3
39	1	1	39	X	X	2
38	1	2	38	X	X X	3
37	1	0	37	X		1
36	0	0	36			0
35	0	0	35			0
34	0	1	34		X	1
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: Citrus Street  
 Between: Scholar Way  
~~Harrison Avenue - Hamner Avenue (Segment was shortened)~~  
 Weather: Clear  
 Date: 2/17/21  
 Time From: 1:40  
 Time To: 2:00  
 Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	0%	5%
% In Pace:	80%	90%	85%
% Under Pace:	14%	10%	10%
Average Speed:	45 MPH	44 MPH	44 MPH
Pace Speed:	42 - 51 MPH	41 - 50 MPH	41 - 50 MPH
15th Percentile / Critical Speed:	42 MPH	41 MPH	41 MPH
50th Percentile / Critical Speed:	45 MPH	44 MPH	45 MPH
85th Percentile / Critical Speed:	49 MPH	47 MPH	47 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	1	50		X	1
49	0	0	49			0
48	1	0	48	X		1
47	1	1	47	X	X	2
46	0	3	46		X X X	3
45	3	0	45	X X X		3
44	3	2	44	X X X	X X	5
43	5	1	43	X X X X X	X	6
42	1	3	42	X X X	X X X	4
41	3	6	41	X X X	X X X X X X	9
40	4	1	40	X X X X	X	5
39	3	6	39	X X X	X X X X X X	9
38	8	9	38	X X X X X X X X X	X X X X X X X X X	17
37	2	5	37	X X	X X X X X	7
36	3	2	36	X X X	X X	5
35	5	3	35	X X X X X	X X X	8
34	1	0	34	X		1
33	3	2	33	X X X	X X	5
32	2	0	32	X X		2
31	2	4	31	X X	X X X X	6
30	0	1	30		X	1
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

Location: Fieldmaster Street  
 Between: Hall Road - Archibald Avenue  
 Weather: Clear  
 Date: 2/17/21  
 Time From: 1:30  
 Time To: 2:20  
 Existing Speed Limit: 40 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	10%	10%	10%
% In Pace:	74%	76%	75%
% Under Pace:	16%	14%	15%
Average Speed:	39 MPH	39 MPH	39 MPH
Pace Speed:	35 - 44 MPH	35 - 44 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	34 MPH	35 MPH	34 MPH
50th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	44 MPH	43 MPH	43 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

MPH			Vehicles Surveyed										TOT.	
Speed	NB	SB	Northbound					Southbound					VEH.	
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	2							X	X				2
48	0	1							X					1
47	1	0	X											1
46	1	3	X						X	X	X			4
45	2	0	X	X										2
44	2	4	X	X					X	X	X	X		6
43	3	2	X	X	X				X	X				5
42	3	5	X	X	X				X	X	X	X	X	8
41	2	4	X	X					X	X	X	X		6
40	4	6	X	X	X	X			X	X	X	X	X	10
39	2	4	X	X					X	X	X			6
38	5	1	X	X	X	X	X		X					6
37	5	2	X	X	X	X	X		X	X				7
36	2	6	X	X					X	X	X	X	X	8
35	0	3	X	X					X	X	X			3
34	3	1	X	X	X				X					4
33	3	3	X	X	X				X	X	X			6
32	2	3	X	X					X	X	X			5
31	2	0	X	X										2
30	3	0	X	X	X									3
29	1	0	X											1
28	2	0	X	X										2
27	1	0	X											1
26	0	0												0
25	1	0	X											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
14	0	0												0
13	0	0												0
12	0	0												0
11	0	0												0
10	0	0												0
9	0	0												0
8	0	0												0
7	0	0												0
6	0	0												0
5	0	0												0
<b>Total</b>	<b>50</b>	<b>50</b>	<b>GRAND TOTALS</b>										<b>100</b>	

**Location:** Goodman Way  
**Between:** Cantu-Galleano Ranch Road - Hamner Avenue  
**Weather:** Clear  
**Date:** 3/19/25  
**Time From:** 11:50  
**Time To:** 12:20  
**Existing Speed Limit:** 35 MPH

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	4%	12%	10%
<b>% In Pace:</b>	60%	74%	65%
<b>% Under Pace:</b>	36%	14%	25%
<b>Average Speed:</b>	37 MPH	40 MPH	38 MPH
<b>Pace Speed:</b>	36 - 45 MPH	35 - 44 MPH	35 - 44 MPH
<b>15th Percentile / Critical Speed:</b>	30 MPH	35 MPH	32 MPH
<b>50th Percentile / Critical Speed:</b>	37 MPH	40 MPH	39 MPH
<b>85th Percentile / Critical Speed:</b>	43 MPH	44 MPH	44 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
**PO Box 1178**  
**Corona, CA 92880**  
**T 951-268-6268 F 951-268-6267**

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.
				Northbound	Southbound	
75	0	0	75			0
74	0	0	74			0
73	0	0	73			0
72	0	0	72			0
71	0	0	71			0
70	0	0	70			0
69	0	0	69			0
68	0	0	68			0
67	0	0	67			0
66	0	0	66			0
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	1	0	57	X		1
56	0	1	56		X	1
55	1	0	55	X		1
54	4	2	54	X X X X	X X	6
53	4	1	53	X X X X	X	5
52	4	2	52	X X X X	X X	6
51	1	2	51	X	X X	3
50	5	2	50	X X X X X	X X	7
49	5	6	49	X X X X X	X X X X X X	11
48	4	2	48	X X X X	X X	6
47	4	2	47	X X X X	X X	6
46	8	8	46	X X X X X X X X	X X X X X X X X	16
45	1	10	45	X	X X X X X X X X X X	11
44	4	5	44	X X X X	X X X X X	9
43	2	3	43	X X	X X X	5
42	0	0	42			0
41	0	3	41		X X X	3
40	1	0	40	X		1
39	1	0	39	X		1
38	0	1	38		X	1
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
Total	50	50		GRAND TOTALS		100

Location: **Hamner Avenue**

Between: **Citrus Street - South City Limits**

Weather: **Clear**

Date: **2/17/21**

Time From: **1:20**

Time To: **1:40**

Existing Speed Limit: 50 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*

	Northbound	Southbound	Combined Statistics
% Over Pace:	2%	8%	9%
% In Pace:	80%	84%	80%
% Under Pace:	18%	8%	11%
Average Speed:	49 MPH	47 MPH	48 MPH
Pace Speed:	46 - 55 MPH	43 - 52 MPH	44 - 53 MPH
15th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH
50th Percentile / Critical Speed:	48 MPH	46 MPH	47 MPH
85th Percentile / Critical Speed:	53 MPH	51 MPH	52 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	1	55		X	1
54	0	1	54		X	1
53	3	1	53	X X X	X	4
52	1	2	52	X X X	X X	3
51	3	4	51	X X X	X X X X	7
50	1	4	50	X	X X X X	5
49	2	3	49	X X	X X X	5
48	5	1	48	X X X X X	X	6
47	4	5	47	X X X X	X X X X X	9
46	2	7	46	X X	X X X X X X X	9
45	7	4	45	X X X X X X X X	X X X X	11
44	4	1	44	X X X X	X	5
43	3	4	43	X X X	X X X X	7
42	7	4	42	X X X X X X X X	X X X X	11
41	1	3	41	X	X X X	4
40	2	1	40	X X	X	3
39	1	2	39	X	X X	3
38	3	1	38	X X X	X	4
37	0	0	37			0
36	1	1	36	X	X	2
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: **Hamner Avenue**  
 Between: **Schleisman Road - Limonite Avenue**  
 Weather: **Clear**  
 Date: **2/17/21**  
 Time From: **11:50**  
 Time To: **12:10**  
 Existing Speed Limit: **45** MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	10%	9%
% In Pace:	76%	74%	75%
% Under Pace:	16%	16%	16%
Average Speed:	45 MPH	46 MPH	46 MPH
Pace Speed:	42 - 51 MPH	42 - 51 MPH	42 - 51 MPH
15th Percentile / Critical Speed:	41 MPH	41 MPH	41 MPH
50th Percentile / Critical Speed:	45 MPH	46 MPH	45 MPH
85th Percentile / Critical Speed:	50 MPH	51 MPH	51 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	2	0	56	X X		2
55	0	2	55		X X	2
54	1	1	54	X	X	2
53	0	2	53		X X	2
52	2	0	52	X X		2
51	3	0	51	X X X		3
50	0	0	50			0
49	2	2	49	X X	X X	4
48	1	2	48	X	X X	3
47	2	2	47	X X	X X	4
46	5	6	46	X X X X X	X X X X X X	11
45	4	1	45	X X X X	X	5
44	3	4	44	X X X	X X X X	7
43	1	3	43	X	X X X	4
42	2	8	42	X X	X X X X X X X X	10
41	2	6	41	X X	X X X X X X	8
40	6	3	40	X X X X X X X	X X X	9
39	4	1	39	X X X X	X	5
38	2	1	38	X X	X	3
37	2	1	37	X X	X	3
36	2	2	36	X X	X X	4
35	2	1	35	X X	X	3
34	0	2	34		X X	2
33	2	0	33	X X		2
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**Location:** Hamner Avenue  
**Between:** Limonite Avenue - Bellegrave Avenue  
**Weather:** Clear  
**Date:** 10/28/25  
**Time From:** 3:30  
**Time To:** 4:00  
**Existing Speed Limit:** 45 MPH

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	22%	10%	17%
<b>% In Pace:</b>	62%	74%	66%
<b>% Under Pace:</b>	16%	16%	17%
<b>Average Speed:</b>	43 MPH	44 MPH	43 MPH
<b>Pace Speed:</b>	38 - 47 MPH	40 - 49 MPH	39 - 48 MPH
<b>15th Percentile / Critical Speed:</b>	37 MPH	39 MPH	38 MPH
<b>50th Percentile / Critical Speed:</b>	43 MPH	42 MPH	43 MPH
<b>85th Percentile / Critical Speed:</b>	51 MPH	48 MPH	49 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

MPH			Vehicles Surveyed										TOT.	
Speed	NB	SB	Northbound					Southbound					VEH.	
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	1	0												1
54	1	2												3
53	1	1												2
52	0	0												0
51	1	1												2
50	2	1												3
49	2	2												4
48	3	2												5
47	2	1												3
46	2	3												5
45	2	5												7
44	2	2												4
43	1	3												4
42	4	6												10
41	6	6												12
40	4	5												9
39	5	4												9
38	5	1												6
37	1	2												3
36	2	2												4
35	0	0												0
34	0	0												0
33	3	1												4
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
<b>Total</b>	<b>50</b>	<b>50</b>	<b>GRAND TOTALS</b>										<b>100</b>	

**Location:** Hamner Avenue  
**Between:** Bellegrave Avenue - Cantu-Galleano Ranch Road  
**Weather:** Clear  
**Date:** 3/19/25  
**Time From:** 1:05  
**Time To:** 1:25  
**Existing Speed Limit:** 50 MPH

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	22%	14%	20%
<b>% In Pace:</b>	66%	74%	69%
<b>% Under Pace:</b>	12%	12%	11%
<b>Average Speed:</b>	43 MPH	43 MPH	43 MPH
<b>Pace Speed:</b>	38 - 47 MPH	39 - 48 MPH	38 - 47 MPH
<b>15th Percentile / Critical Speed:</b>	38 MPH	39 MPH	38 MPH
<b>50th Percentile / Critical Speed:</b>	41 MPH	42 MPH	42 MPH
<b>85th Percentile / Critical Speed:</b>	49 MPH	48 MPH	48 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
**PO Box 1178**  
**Corona, CA 92880**  
**T 951-268-6268 F 951-268-6267**

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT. VEH.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	2	63		X X	2
62	0	1	62		X	1
61	0	1	61		X	1
60	1	0	60	X		1
59	0	2	59		X X	2
58	1	1	58	X	X	2
57	2	3	57	X X	X X X	5
56	1	3	56	X	X X X	4
55	3	4	55	X X X	X X X X	7
54	0	2	54		X X	2
53	2	2	53	X X	X X	4
52	3	2	52	X X X	X X	5
51	5	2	51	X X X X X	X X	7
50	4	4	50	X X X X	X X X X	8
49	2	2	49	X X	X X	4
48	3	3	48	X X X	X X X	6
47	4	4	47	X X X X	X X X X	8
46	3	3	46	X X X	X X X	6
45	2	1	45	X X	X	3
44	3	2	44	X X X	X X	5
43	2	3	43	X X	X X X	5
42	3	1	42	X X X	X	4
41	2	1	41	X X	X	3
40	1	1	40	X	X	2
39	1	0	39	X		1
38	2	0	38	X X		2
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

**Location:** Hamner Avenue  
**Between:** Cantu-Galleano Ranch Road - Riverside Drive  
**Weather:** Clear  
**Date:** 6/5/18  
**Time From:** 11:55  
**Time To:** 12:15  
**Existing Speed Limit:**   N / P   MPH

	Northbound Statistics	Southbound Statistics	Combined Statistics
<b>% Over Pace:</b>	20%	16%	18%
<b>% In Pace:</b>	56%	62%	57%
<b>% Under Pace:</b>	24%	22%	25%
<b>Average Speed:</b>	51 MPH	48 MPH	50 MPH
<b>Pace Speed:</b>	47 - 56 MPH	44 - 53 MPH	46 - 55 MPH
<b>15th Percentile / Critical Speed:</b>	41 MPH	43 MPH	42 MPH
<b>50th Percentile / Critical Speed:</b>	47 MPH	50 MPH	49 MPH
<b>85th Percentile / Critical Speed:</b>	54 MPH	56 MPH	55 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267



**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed																TOT.
				Northbound								Southbound								
65	0	0	65																0	
64	0	0	64																0	
63	0	0	63																0	
62	0	0	62																0	
61	0	0	61																0	
60	0	0	60																0	
59	0	0	59																0	
58	0	1	58														X		1	
57	0	0	57																0	
56	0	2	56														X	X	2	
55	1	0	55	X															1	
54	0	3	54														X	X	X	3
53	0	1	53														X		1	
52	1	1	52	X													X		2	
51	1	4	51	X													X	X	X	5
50	6	5	50	X	X	X	X	X	X								X	X	X	11
49	8	3	49	X	X	X	X	X	X	X							X	X	X	11
48	1	2	48	X													X	X		3
47	5	6	47	X	X	X	X	X									X	X	X	11
46	4	7	46	X	X	X	X										X	X	X	11
45	6	4	45	X	X	X	X	X									X	X	X	10
44	5	5	44	X	X	X	X										X	X	X	10
43	3	1	43	X	X	X											X			4
42	6	3	42	X	X	X	X	X									X	X	X	9
41	1	1	41	X													X			2
40	0	0	40																	0
39	0	1	39														X			1
38	2	0	38	X	X															2
37	0	0	37																	0
36	0	0	36																	0
35	0	0	35																	0
34	0	0	34																	0
33	0	0	33																	0
32	0	0	32																	0
31	0	0	31																	0
30	0	0	30																	0
29	0	0	29																	0
28	0	0	28																	0
27	0	0	27																	0
26	0	0	26																	0
25	0	0	25																	0
24	0	0	24																	0
23	0	0	23																	0
22	0	0	22																	0
21	0	0	21																	0
20	0	0	20																	0
19	0	0	19																	0
18	0	0	18																	0
17	0	0	17																	0
16	0	0	16																	0
15	0	0	15																	0
Total	50	50		GRAND TOTALS																100

Location: **Harrison Avenue**  
 Between: **Chandler Street - Schleisman Road**  
 Weather: **Clear**  
 Date: **2/18/21**  
 Time From: **12:10**  
 Time To: **12:30**  
 Existing Speed Limit: **45** MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	4%	16%	10%
% In Pace:	90%	80%	85%
% Under Pace:	6%	4%	5%
Average Speed:	46 MPH	48 MPH	47 MPH
Pace Speed:	42 - 51 MPH	42 - 51 MPH	42 - 51 MPH
15th Percentile / Critical Speed:	42 MPH	44 MPH	43 MPH
50th Percentile / Critical Speed:	46 MPH	47 MPH	47 MPH
85th Percentile / Critical Speed:	50 MPH	52 MPH	50 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	1	0	54	X		1
53	0	1	53		X	1
52	2	0	52	X X		2
51	0	1	51		X	1
50	1	0	50	X		1
49	4	2	49	X X X X	X X	6
48	2	1	48	X X	X	3
47	4	1	47	X X X X	X	5
46	4	5	46	X X X X	X X X X X	9
45	7	2	45	X X X X X X X X	X X	9
44	5	4	44	X X X X X	X X X X	9
43	5	6	43	X X X X X	X X X X X X	11
42	1	4	42	X	X X X X	5
41	3	9	41	X X X	X X X X X X X X X	12
40	2	2	40	X X	X X	4
39	3	4	39	X X X	X X X X	7
38	2	6	38	X X	X X X X X X	8
37	2	1	37	X X	X	3
36	2	0	36	X X		2
35	0	1	35		X	1
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: **Harrison Avenue**  
 Between: **Schleisman Road - Blossom Way-Limonite Avenue**  
 Weather: **Clear**  
 Date: **7/29/21**  
 Time From: **12:50**  
 Time To: **1:20**  
 Existing Speed Limit: **45** MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	8%	10%	15%
% In Pace:	74%	86%	79%
% Under Pace:	18%	4%	6%
Average Speed:	44 MPH	42 MPH	43 MPH
Pace Speed:	40 - 49 MPH	38 - 47 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	39 MPH	38 MPH	39 MPH
50th Percentile / Critical Speed:	44 MPH	42 MPH	43 MPH
85th Percentile / Critical Speed:	49 MPH	46 MPH	47 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

MPH			Vehicles Surveyed								TOT.
Speed	NB	SB	Northbound				Southbound				VEH.
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	1	0	X								1
44	0	0									0
43	4	2	X	X	X	X		X	X		6
42	2	0	X	X							2
41	4	2	X	X	X	X		X	X		6
40	3	0	X	X	X						3
39	2	1	X	X				X			3
38	3	2	X	X	X			X	X		5
37	4	6	X	X	X	X		X	X	X	10
36	0	5						X	X	X	5
35	7	2	X	X	X	X	X	X	X		9
34	5	5	X	X	X	X	X	X	X	X	10
33	2	3	X	X				X	X	X	5
32	2	3	X	X				X	X	X	5
31	1	3	X					X	X	X	4
30	4	5	X	X	X	X		X	X	X	9
29	1	0	X								1
28	0	3						X	X	X	3
27	3	5	X	X	X			X	X	X	8
26	2	1	X	X				X			3
25	0	1						X			1
24	0	0									0
23	0	0									0
22	0	1						X			1
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
14	0	0									0
13	0	0									0
12	0	0									0
11	0	0									0
10	0	0									0
9	0	0									0
8	0	0									0
7	0	0									0
6	0	0									0
5	0	0									0
<b>Total</b>	<b>50</b>	<b>50</b>	<b>GRAND TOTALS</b>								<b>100</b>

**Location:** Harrison Avenue  
**Between:** Limonite Avenue - Blossom Way  
**Weather:** Clear  
**Date:** 3/20/25  
**Time From:** 11:30  
**Time To:** 12:20  
**Existing Speed Limit:** 45 MPH

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	2%	8%	18%
<b>% In Pace:</b>	68%	70%	65%
<b>% Under Pace:</b>	30%	22%	17%
<b>Average Speed:</b>	36 MPH	33 MPH	34 MPH
<b>Pace Speed:</b>	34 - 43 MPH	30 - 39 MPH	30 - 39 MPH
<b>15th Percentile / Critical Speed:</b>	30 MPH	27 MPH	28 MPH
<b>50th Percentile / Critical Speed:</b>	35 MPH	33 MPH	34 MPH
<b>85th Percentile / Critical Speed:</b>	41 MPH	37 MPH	40 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
75	0	0	75			0
74	0	0	74			0
73	0	0	73			0
72	0	0	72			0
71	0	0	71			0
70	0	0	70			0
69	0	0	69			0
68	0	0	68			0
67	0	0	67			0
66	0	0	66			0
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	3	4	60	X X X	X X X X	7
59	1	2	59	X	X X	3
58	2	1	58	X X	X	3
57	0	0	57			0
56	4	5	56	X X X X	X X X X X	9
55	3	7	55	X X X	X X X X X X X	10
54	4	4	54	X X X X	X X X X	8
53	4	2	53	X X X X	X X	6
52	4	3	52	X X X X	X X X	7
51	3	8	51	X X X	X X X X X X X X	11
50	5	4	50	X X X X X	X X X X	9
49	6	1	49	X X X X X X	X	7
48	2	4	48	X X	X X X X	6
47	3	3	47	X X X	X X X	6
46	4	1	46	X X X X	X	5
45	2	0	45	X X		2
44	0	0	44			0
43	0	1	43		X	1
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
Total	50	50		GRAND TOTALS		100

Location: **Hellman Avenue**  
 Between: **Chandler Street - River Road**  
 Weather: **Clear**  
 Date: **2/17/21**  
 Time From: **11:15**  
 Time To: **12:00**  
 Existing Speed Limit: 50 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*

	Northbound	Southbound	Combined Statistics
% Over Pace:	12%	14%	13%
% In Pace:	76%	82%	79%
% Under Pace:	12%	4%	8%
Average Speed:	52 MPH	53 MPH	52 MPH
Pace Speed:	47 - 56 MPH	47 - 56 MPH	47 - 56 MPH
15th Percentile / Critical Speed:	47 MPH	48 MPH	48 MPH
50th Percentile / Critical Speed:	52 MPH	53 MPH	52 MPH
85th Percentile / Critical Speed:	56 MPH	56 MPH	56 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267



DATA ENTRY COLUMNS

DIST.(MI.)= 1.00  
# OF ACC.= 0

CITY OF **CHINO**

69  
LOCATION: **Hellman Ave. - Merrill Ave. to Kimball Ave.**

DATE: Wednesday, April 21, 2021

TIME PERIOD : 2:45 PM TO 3:23 PM

SPEED	NB	SB	SPEED (MPH)	TOTAL VEHICLES SURVEYED										NB	SB	TOTAL VEHICLES	
				1	2	3	4	5	6	7	8	9	10				
65	0	0	65												0	0	0
64	0	0	64												0	0	0
63	0	0	63												0	0	0
62	0	0	62												0	0	0
61	0	0	61												0	0	0
60	0	0	60												0	0	0
59	0	0	59												0	0	0
58	0	0	58												0	0	0
57	0	0	57												0	0	0
56	0	0	56												0	0	0
55	0	0	55												0	0	0
54	0	0	54												0	0	0
53	0	0	53												0	0	0
52	0	1	52	X										0	1	1	
51	0	0	51											0	0	0	
50	1	1	50	X	X									1	1	2	
49	1	0	49	X										1	0	1	
48	0	2	48	X	X									0	2	2	
47	0	1	47	X										0	1	1	
46	0	0	46											0	0	0	
45	1	1	45	X	X									1	1	2	
44	1	2	44	X	X	X								1	2	3	
43	0	2	43	X	X									0	2	2	
42	4	1	42	X	X	X	X							4	1	5	
41	0	1	41	X										0	1	1	
40	3	3	40	X	X	X	X	X						3	3	6	
39	1	2	39	X	X	X								1	2	3	
38	7	2	38	X	X	X	X	X	X	X				7	2	9	
37	4	1	37	X	X	X	X							4	1	5	
36	5	3	36	X	X	X	X	X	X					5	3	8	
35	8	11	35	X	X	X	X	X	X	X	X	X	X	8	11	19	
34	2	7	34	X	X	X	X	X	X	X	X			2	7	9	
33	2	4	33	X	X	X	X	X						2	4	6	
32	3	1	32	X	X	X								3	1	4	
31	1	0	31	X										1	0	1	
30	3	0	30	X	X	X								3	0	3	
29	3	2	29	X	X	X	X							3	2	5	
28	0	1	28	X										0	1	1	
27	0	0	27											0	0	0	
26	0	1	26	X										0	1	1	
25	0	0	25											0	0	0	
24	0	0	24											0	0	0	
23	0	0	23											0	0	0	
22	0	0	22											0	0	0	
21	0	0	21											0	0	0	
20	0	0	20											0	0	0	
19	0	0	19											0	0	0	
18	0	0	18											0	0	0	
17	0	0	17											0	0	0	
16	0	0	16											0	0	0	
15	0	0	15											0	0	0	
															<b>50</b>	<b>50</b>	<b>100</b>

LIMITS (BTN): **Hellman Ave btwn Merrill and Kimball**(in Eastvale, btwn Limonite and NCL)

OBSERVER: Manuel

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH: 1.00

NUMBER OF LANES: 2 EACH DIRECTION

DATA COLLECTION METHOD: RADAR

POSTED SPEED LIMIT: 35 MPH

ACCIDENT HISTORY: 0

ACCIDENT RATE: 0

EXPECTED RATE: 1.21

PROPOSED SPEED LIMIT: 35

ADT: 7317

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND	
85TH %:	41.4	43.2	42.3	M.P.H.
50TH %:	36.5	37.3	36.9	M.P.H.
15TH %:	31.7	31.4	31.5	M.P.H.
10 MPH PACE:	29 - 38	33 - 42	33 - 42	M.P.H.
% IN PACE:	76%	70%	71%	
% OVER PACE:	24%	20%	14%	
% UNDER PACE:	0%	10%	15%	
ARITHMETIC MEAN:	36.54	37.30	36.92	M.P.H.
SAMPLE VARIANCE:	22.25	32.09	27.04	
STANDARD DEVIATION:	4.72	5.66	5.20	M.P.H.
VARIANCE OF THE MEAN:	0.45	0.64	0.27	
STD. ERROR OF THE MEAN:	0.67	0.80	0.52	M.P.H.

**City of Eastvale**  
Radar Speed Survey

MPH			Vehicles Surveyed						TOT.
Speed	EB	WB	Eastbound			Westbound			VEH.
75	0	0						0	
74	0	0						0	
73	0	0						0	
72	0	0						0	
71	0	0						0	
70	0	0						0	
69	0	0						0	
68	0	0						0	
67	0	0						0	
66	0	0						0	
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	1				X		1	
57	0	3				X X X		3	
56	1	0	X					1	
55	1	1	X			X		2	
54	0	3				X X X		3	
53	2	1	X X			X		3	
52	2	1	X X			X		3	
51	3	4	X X X			X X X X		7	
50	3	3	X X X			X X X		6	
49	4	4	X X X X			X X X X		8	
48	5	7	X X X X X			X X X X X X X		12	
47	4	8	X X X X			X X X X X X X X		12	
46	4	3	X X X X			X X X		7	
45	4	3	X X X X			X X X		7	
44	3	5	X X X			X X X X X		8	
43	1	2	X			X X		3	
42	3	0	X X X					3	
41	3	1	X X X			X		4	
40	3	0	X X X					3	
39	2	0	X X					2	
38	1	0	X					1	
37	0	0						0	
36	1	0	X					1	
35	0	0						0	
34	0	0						0	
33	0	0						0	
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	
Total	50	50	GRAND TOTALS						100

**Location:** Limonite Avenue

**Between:** Hellman Avenue - Cucamonga Creek Channel

**Weather:** Clear

**Date:** 3/20/25

**Time From:** 10:25

**Time To:** 11:00

**Existing Speed Limit:** N/P MPH

	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	4%	18%	10%
<b>% In Pace:</b>	68%	80%	73%
<b>% Under Pace:</b>	28%	2%	17%
<b>Average Speed:</b>	46 MPH	49 MPH	47 MPH
<b>Pace Speed:</b>	44 - 53 MPH	43 - 52 MPH	44 - 53 MPH
<b>15th Percentile / Critical Speed:</b>	41 MPH	44 MPH	43 MPH
<b>50th Percentile / Critical Speed:</b>	46 MPH	48 MPH	47 MPH
<b>85th Percentile / Critical Speed:</b>	51 MPH	54 MPH	52 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed								TOT.	
				Eastbound				Westbound					VEH.
75	0	0	75										0
74	0	0	74										0
73	0	0	73										0
72	0	0	72										0
71	0	0	71										0
70	0	0	70										0
69	0	0	69										0
68	0	0	68										0
67	0	0	67										0
66	0	0	66										0
65	0	0	65										0
64	0	0	64										0
63	0	0	63										0
62	0	0	62										0
61	0	0	61										0
60	0	0	60										0
59	0	0	59										0
58	1	0	58	X									1
57	0	1	57						X				1
56	1	0	56	X									1
55	1	1	55	X					X				2
54	6	2	54	X	X	X	X	X	X	X			8
53	1	1	53	X					X				2
52	2	2	52	X	X				X	X			4
51	4	2	51	X	X	X	X		X	X			6
50	3	3	50	X	X	X			X	X	X		6
49	6	4	49	X	X	X	X	X	X	X	X		10
48	4	2	48	X	X	X	X		X	X			6
47	4	3	47	X	X	X	X		X	X	X		7
46	4	5	46	X	X	X	X		X	X	X	X	9
45	3	1	45	X	X	X			X				4
44	3	3	44	X	X	X			X	X	X		6
43	2	4	43	X	X				X	X	X	X	6
42	1	5	42	X					X	X	X	X	6
41	2	4	41	X	X				X	X	X	X	6
40	1	3	40	X					X	X	X		4
39	0	2	39						X	X			2
38	0	0	38										0
37	1	2	37	X					X	X			3
36	0	0	36										0
35	0	0	35										0
34	0	0	34										0
33	0	0	33										0
32	0	0	32										0
31	0	0	31										0
30	0	0	30										0
29	0	0	29										0
28	0	0	28										0
27	0	0	27										0
26	0	0	26										0
25	0	0	25										0
Total	50	50		GRAND TOTALS								100	

**Location:** Limonite Avenue  
**Between:** Cucamonga Creek Channel - Archibald Avenue  
**Weather:** Clear  
**Date:** 3/20/25  
**Time From:** 11:05  
**Time To:** 11:25  
**Existing Speed Limit:**  N/P  MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	6%	18%	19%
% In Pace:	74%	68%	66%
% Under Pace:	20%	14%	15%
Average Speed:	48 MPH	46 MPH	47 MPH
Pace Speed:	45 - 54 MPH	41 - 50 MPH	42 - 51 MPH
15th Percentile / Critical Speed:	44 MPH	41 MPH	41 MPH
50th Percentile / Critical Speed:	48 MPH	46 MPH	47 MPH
85th Percentile / Critical Speed:	54 MPH	51 MPH	52 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	2	59		X X	2
58	0	1	58		X	1
57	1	1	57	X	X	2
56	1	1	56	X	X	2
55	2	5	55	X X	X X X X X	7
54	4	2	54	X X X X	X X	6
53	1	3	53	X	X X X	4
52	1	4	52	X	X X X X	5
51	0	1	51		X	1
50	2	4	50	X X	X X X X	6
49	1	2	49	X	X X	3
48	7	2	48	X X X X X X X	X X	9
47	8	7	47	X X X X X X X X	X X X X X X X X	15
46	2	2	46	X X	X X	4
45	7	2	45	X X X X X X X X	X X	9
44	2	3	44	X X	X X X	5
43	1	2	43	X	X X	3
42	1	2	42	X	X X	3
41	3	1	41	X X X	X	4
40	2	1	40	X X	X	3
39	1	1	39	X	X	2
38	0	1	38		X	1
37	3	0	37	X X X		3
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

**Location:** Limonite Avenue

**Between:** Archibald Avenue - Sumner Avenue

**Weather:** Clear

**Date:** 6/5/18

**Time From:** 9:45

**Time To:** 10:05

**Existing Speed Limit:** 45 MPH

	Eastbound Statistics	Westbound Statistics	Combined Statistics
<b>% Over Pace:</b>	<u>10%</u>	<u>20%</u>	<u>14%</u>
<b>% In Pace:</b>	<u>64%</u>	<u>68%</u>	<u>62%</u>
<b>% Under Pace:</b>	<u>26%</u>	<u>12%</u>	<u>24%</u>
<b>Average Speed:</b>	<u>49</u> MPH	<u>47</u> MPH	<u>48</u> MPH
<b>Pace Speed:</b>	<u>46 - 55</u> MPH	<u>41 - 50</u> MPH	<u>45 - 54</u> MPH
<b>15th Percentile / Critical Speed:</b>	40 MPH	42 MPH	41 MPH
<b>50th Percentile / Critical Speed:</b>	46 MPH	48 MPH	46 MPH
<b>85th Percentile / Critical Speed:</b>	53 MPH	54 MPH	53 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT. VEH.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	1	57		X	1
56	4	1	56	X X X X	X	5
55	2	2	55	X X	X X	4
54	2	0	54	X X		2
53	5	2	53	X X X X X	X X	7
52	3	5	52	X X X	X X X X X	8
51	3	4	51	X X X	X X X X	7
50	2	5	50	X X	X X X X X	7
49	5	2	49	X X X X X	X X	7
48	3	4	48	X X X	X X X X	7
47	8	1	47	X X X X X X X X	X	9
46	3	4	46	X X X	X X X X	7
45	4	3	45	X X X X	X X X	7
44	2	4	44	X X	X X X X	6
43	1	5	43	X	X X X X X	6
42	0	4	42		X X X X	4
41	1	0	41	X		1
40	2	1	40	X X	X	3
39	0	0	39			0
38	0	2	38		X X	2
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

**Location:** Limonite Avenue

**Between:** Sumner Avenue - East City Limits

**Weather:** Clear

**Date:** 6/5/18

**Time From:** 10:05

**Time To:** 10:25

**Existing Speed Limit:** 45 MPH

	Eastbound Statistics	Westbound Statistics	Combined Statistics
<b>% Over Pace:</b>	<u>12%</u>	<u>12%</u>	<u>12%</u>
<b>% In Pace:</b>	<u>74%</u>	<u>76%</u>	<u>72%</u>
<b>% Under Pace:</b>	<u>14%</u>	<u>12%</u>	<u>16%</u>
<b>Average Speed:</b>	<u>47</u> MPH	<u>49</u> MPH	<u>48</u> MPH
<b>Pace Speed:</b>	<u>43 - 52</u> MPH	<u>45 - 54</u> MPH	<u>44 - 53</u> MPH
<b>15th Percentile / Critical Speed:</b>	44 MPH	42 MPH	42 MPH
<b>50th Percentile / Critical Speed:</b>	48 MPH	47 MPH	47 MPH
<b>85th Percentile / Critical Speed:</b>	53 MPH	51 MPH	52 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed								TOT.	
				Eastbound				Westbound					
75	0	0	75										0
74	0	0	74										0
73	0	0	73										0
72	0	0	72										0
71	0	0	71										0
70	0	0	70										0
69	0	0	69										0
68	0	0	68										0
67	0	0	67										0
66	0	0	66										0
65	0	0	65										0
64	2	1	64	X	X				X				3
63	0	1	63						X				1
62	0	0	62										0
61	3	2	61	X	X	X			X	X			5
60	6	2	60	X	X	X	X	X	X	X			8
59	3	1	59	X	X	X			X				4
58	6	2	58	X	X	X	X	X	X	X			8
57	2	3	57	X	X				X	X	X		5
56	4	7	56	X	X	X	X		X	X	X	X	11
55	4	3	55	X	X	X	X		X	X	X		7
54	5	1	54	X	X	X	X	X	X				6
53	5	5	53	X	X	X	X	X	X	X	X		10
52	5	4	52	X	X	X	X	X	X	X			9
51	3	1	51	X	X	X			X				4
50	4	5	50	X	X	X	X		X	X	X	X	9
49	2	4	49	X	X				X	X	X	X	6
48	4	2	48	X	X	X	X		X	X			6
47	2	1	47	X	X				X				3
46	4	4	46	X	X	X	X		X	X	X		8
45	1	1	45	X					X				2
44	0	0	44										0
43	1	0	43	X									1
42	0	0	42										0
41	2	0	41	X	X								2
40	0	0	40										0
39	2	0	39	X	X								2
38	3	0	38	X	X	X							3
37	0	0	37										0
36	1	0	36	X									1
35	0	0	35										0
34	0	0	34										0
33	0	0	33										0
32	1	0	32	X									1
31	0	0	31										0
30	0	0	30										0
29	0	0	29										0
28	0	0	28										0
27	0	0	27										0
26	0	0	26										0
25	0	0	25										0
Total	75	50		GRAND TOTALS								125	

<b>Location:</b>	Mission Boulevard
<b>Between:</b>	Milliken Avenue - I-15 Freeway
<b>Weather:</b>	Clear
<b>Date:</b>	6/3/21
<b>Time From:</b>	9:30
<b>Time To:</b>	10:30
<b>Existing Speed Limit:</b>	<u>    N / P    </u> MPH

<b>% Over Pace:</b>	_____	17%
<b>% In Pace:</b>	_____	60%
<b>% Under Pace:</b>	_____	23%
<b>Average Speed:</b>	_____	53 MPH
<b>Pace Speed:</b>	_____	49 - 58 MPH
<b>15th Percentile / Critical Speed:</b>	_____	46 MPH
<b>50th Percentile / Critical Speed:</b>	_____	53 MPH
<b>85th Percentile / Critical Speed:</b>	_____	59 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 951-268-6268 F 951-268-6267



**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	1	0	47	X		1
46	1	0	46	X		1
45	4	2	45	X X X X	X X	6
44	2	1	44	X X	X	3
43	0	3	43		X X X	3
42	1	3	42	X	X X X	4
41	2	1	41	X X	X	3
40	4	2	40	X X X X	X X	6
39	4	2	39	X X X X	X X	6
38	1	3	38	X	X X X	4
37	3	6	37	X X X	X X X X X X	9
36	2	1	36	X X	X	3
35	1	3	35	X	X X X	4
34	0	5	34		X X X X X	5
33	1	2	33	X	X X	3
32	4	5	32	X X X X	X X X X X	9
31	5	4	31	X X X X X	X X X X	9
30	2	2	30	X X	X X	4
29	4	0	29	X X X X		4
28	1	0	28	X		1
27	2	2	27	X X	X X	4
26	2	3	26	X X	X X X	5
25	3	0	25	X X X		3
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Prairie Smoke Road

Between: Hellman Avenue - Whitewell Road

Weather: Clear

Date: 2/18/21

Time From: 9:00

Time To: 10:00

Existing Speed Limit: 35 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>22%</u>	<u>20%</u>	<u>21%</u>
% In Pace:	<u>50%</u>	<u>66%</u>	<u>58%</u>
% Under Pace:	<u>28%</u>	<u>14%</u>	<u>21%</u>
Average Speed:	<u>35</u> MPH	<u>36</u> MPH	<u>35</u> MPH
Pace Speed:	<u>31 - 40</u> MPH	<u>31 - 40</u> MPH	<u>31 - 40</u> MPH
15th Percentile / Critical Speed:	28 MPH	31 MPH	29 MPH
50th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
85th Percentile / Critical Speed:	44 MPH	42 MPH	42 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

MPH			Vehicles Surveyed										TOT.	
Speed	EB	WB	Eastbound					Westbound					VEH.	
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	1	2	X					X	X					3
52	1	0	X											1
51	0	6						X	X	X	X	X	X	6
50	2	3	X	X				X	X	X				5
49	3	6	X	X	X			X	X	X	X	X		9
48	7	4	X	X	X	X	X	X	X	X				11
47	1	2	X					X	X					3
46	4	4	X	X	X	X		X	X	X				8
45	2	3	X	X				X	X	X				5
44	5	7	X	X	X	X	X	X	X	X	X	X		12
43	7	3	X	X	X	X	X	X	X					10
42	3	2	X	X	X			X	X					5
41	4	4	X	X	X	X		X	X	X				8
40	3	1	X	X	X			X						4
39	3	0	X	X	X									3
38	1	2	X					X	X					3
37	0	1						X						1
36	0	0												0
35	1	0	X											1
34	1	0	X											1
33	1	0	X											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
<b>Total</b>	<b>50</b>	<b>50</b>	<b>GRAND TOTALS</b>										<b>100</b>	

**Location:** River Road  
**Between:** Hellman Avenue - Archibald Avenue  
**Weather:** Clear  
**Date:** 9/14/21  
**Time From:** 9:00  
**Time To:** 9:35  
**Existing Speed Limit:** 40 MPH

	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	8%	4%	10%
<b>% In Pace:</b>	78%	80%	76%
<b>% Under Pace:</b>	14%	16%	14%
<b>Average Speed:</b>	44 MPH	46 MPH	45 MPH
<b>Pace Speed:</b>	40 - 49 MPH	42 - 51 MPH	41 - 50 MPH
<b>15th Percentile / Critical Speed:</b>	40 MPH	41 MPH	41 MPH
<b>50th Percentile / Critical Speed:</b>	44 MPH	46 MPH	45 MPH
<b>85th Percentile / Critical Speed:</b>	48 MPH	51 MPH	49 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
**PO Box 1178**  
**Corona, CA 92880**  
**T 951-268-6268 F 951-268-6267**

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
75	0	0	75			0
74	0	0	74			0
73	0	0	73			0
72	0	0	72			0
71	0	0	71			0
70	0	0	70			0
69	0	0	69			0
68	0	0	68			0
67	0	0	67			0
66	0	1	66		X	1
65	1	2	65	X	X X	3
64	0	1	64		X	1
63	2	1	63	X X	X	3
62	1	3	62	X	X X X	4
61	1	1	61	X	X	2
60	1	7	60	X	X X X X X X X	8
59	2	3	59	X X	X X X	5
58	5	1	58	X X X X X	X	6
57	5	1	57	X X X X X	X	6
56	5	7	56	X X X X X	X X X X X X X	12
55	7	3	55	X X X X X X X	X X X	10
54	4	4	54	X X X X	X X X X	8
53	3	3	53	X X X	X X X	6
52	4	6	52	X X X X	X X X X X X	10
51	3	2	51	X X X	X X	5
50	3	2	50	X X X	X X	5
49	2	2	49	X X	X X	4
48	0	0	48			0
47	0	0	47			0
46	1	0	46	X		1
45	0	0	45			0
44	0	0	44			0
43	0	0	43			0
42	0	0	42			0
41	0	0	41			0
40	0	0	40			0
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
<b>Total</b>	<b>50</b>	<b>50</b>		<b>GRAND TOTALS</b>		<b>100</b>

**Location:** River Road  
**Between:** Bluff Street - River Road / Kendra Lane  
**Weather:** Clear  
**Date:** 10/28/25  
**Time From:** 2:30  
**Time To:** 3:00  
**Existing Speed Limit:** 55 MPH

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	12%	18%	14%
<b>% In Pace:</b>	82%	74%	76%
<b>% Under Pace:</b>	6%	8%	10%
<b>Average Speed:</b>	55 MPH	57 MPH	56 MPH
<b>Pace Speed:</b>	50 - 59 MPH	51 - 60 MPH	51 - 60 MPH
<b>15th Percentile / Critical Speed:</b>	51 MPH	52 MPH	51 MPH
<b>50th Percentile / Critical Speed:</b>	55 MPH	56 MPH	56 MPH
<b>85th Percentile / Critical Speed:</b>	59 MPH	62 MPH	60 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	2	51		X X	2
50	0	0	50			0
49	1	2	49	X	X X	3
48	0	1	48		X	1
47	0	0	47			0
46	4	1	46	X X X X	X	5
45	1	0	45	X		1
44	3	2	44	X X X	X X	5
43	2	2	43	X X	X X	4
42	1	3	42	X	X X X	4
41	3	3	41	X X X	X X X	6
40	2	5	40	X X	X X X X X	7
39	2	3	39	X X	X X X	5
38	4	4	38	X X X X	X X X X	8
37	9	4	37	X X X X X X X X X X	X X X X	13
36	4	2	36	X X X X	X X	6
35	3	3	35	X X X	X X X	6
34	2	2	34	X X	X X	4
33	2	2	33	X X	X X	4
32	2	3	32	X X	X X X	5
31	0	1	31		X	1
30	0	3	30		X X X	3
29	0	2	29		X X	2
28	0	0	28			0
27	2	0	27	X X		2
26	1	0	26	X		1
25	2	0	25	X X		2
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

Location: Riverboat Drive

Between: Massy Harris Way - Wells Springs Street

Weather: Clear

Date: 2/17/21

Time From: 12:10

Time To: 1:20

Existing Speed Limit: 40 MPH

P  
A  
C  
E

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>12%</u>	<u>12%</u>	<u>12%</u>
% In Pace:	<u>66%</u>	<u>62%</u>	<u>64%</u>
% Under Pace:	<u>22%</u>	<u>26%</u>	<u>24%</u>
Average Speed:	<u>38</u> MPH	<u>38</u> MPH	<u>38</u> MPH
Pace Speed:	<u>35 - 44</u> MPH	<u>35 - 44</u> MPH	<u>35 - 44</u> MPH
15th Percentile / Critical Speed:	33 MPH	32 MPH	32 MPH
50th Percentile / Critical Speed:	37 MPH	38 MPH	38 MPH
85th Percentile / Critical Speed:	44 MPH	44 MPH	44 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	1	0	57	X		1
56	0	1	56		X	1
55	0	0	55			0
54	2	1	54	X X	X	3
53	2	1	53	X X	X	3
52	0	0	52			0
51	0	1	51		X	1
50	1	0	50	X		1
49	1	1	49	X	X	2
48	2	2	48	X X	X X	4
47	2	2	47	X X	X X	4
46	1	3	46	X	X X X	4
45	8	6	45	X X X X X X X X	X X X X X X	14
44	3	1	44	X X X	X	4
43	3	7	43	X X X	X X X X X X X	10
42	8	7	42	X X X X X X X X	X X X X X X X	15
41	2	6	41	X X	X X X X X X	8
40	5	3	40	X X X X X	X X X	8
39	2	3	39	X X	X X X	5
38	3	3	38	X X X	X X X	6
37	1	1	37	X	X	2
36	1	1	36	X	X	2
35	1	0	35	X		1
34	1	0	34	X		1
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: **Riverside Drive**  
 Between: **Hamner Avenue - East City Limits**  
 Weather: **Clear**  
 Date: **6/5/18**  
 Time From: **12:15**  
 Time To: **12:45**  
 Existing Speed Limit: **50** MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*

	Eastbound Statistics	Westbound Statistics	Combined Statistics
% Over Pace:	14%	18%	16%
% In Pace:	82%	74%	78%
% Under Pace:	4%	8%	6%
Average Speed:	43 MPH	44 MPH	43 MPH
Pace Speed:	38 - 47 MPH	38 - 47 MPH	38 - 47 MPH
15th Percentile / Critical Speed:	38 MPH	38 MPH	38 MPH
50th Percentile / Critical Speed:	42 MPH	42 MPH	42 MPH
85th Percentile / Critical Speed:	47 MPH	46 MPH	47 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
75	0	0	75			0
74	0	0	74			0
73	0	0	73			0
72	0	0	72			0
71	0	0	71			0
70	0	0	70			0
69	0	0	69			0
68	0	0	68			0
67	0	0	67			0
66	0	0	66			0
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	2	0	60	X X		2
59	3	2	59	X X X	X X	5
58	1	7	58	X	X X X X X X X	8
57	1	2	57	X	X X	3
56	6	4	56	X X X X X X X	X X X X	10
55	4	0	55	X X X X		4
54	2	3	54	X X	X X X	5
53	3	4	53	X X X	X X X X	7
52	3	7	52	X X X	X X X X X X X	10
51	1	3	51	X	X X X	4
50	7	2	50	X X X X X X X X	X X	9
49	3	3	49	X X X	X X X	6
48	4	4	48	X X X X	X X X X	8
47	2	1	47	X X	X	3
46	3	3	46	X X X	X X X	6
45	1	1	45	X	X	2
44	2	1	44	X X	X	3
43	2	0	43	X X		2
42	0	2	42		X X	2
41	0	0	41			0
40	0	1	40		X	1
39	0	0	39			0
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

Location: Schleisman Road  
 Between: Hellman Avenue - Archibald Avenue  
 Weather: Clear  
 Date: 2/17/21  
 Time From: 3:30  
 Time To: 3:50  
 Existing Speed Limit: 50 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	14%	4%	7%
% In Pace:	70%	70%	66%
% Under Pace:	16%	26%	27%
Average Speed:	52 MPH	52 MPH	52 MPH
Pace Speed:	47 - 56 MPH	49 - 58 MPH	49 - 58 MPH
15th Percentile / Critical Speed:	46 MPH	46 MPH	46 MPH
50th Percentile / Critical Speed:	51 MPH	52 MPH	52 MPH
85th Percentile / Critical Speed:	56 MPH	58 MPH	57 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	0	56			0
55	2	0	55	X X		2
54	1	0	54	X		1
53	1	1	53	X	X	2
52	1	3	52	X	X X X	4
51	2	1	51	X X	X	3
50	1	2	50	X	X X	3
49	2	7	49	X X	X X X X X X X	9
48	5	7	48	X X X X X X	X X X X X X X	12
47	6	6	47	X X X X X X X	X X X X X X X	12
46	2	5	46	X X	X X X X X	7
45	3	4	45	X X X	X X X X	7
44	5	5	44	X X X X X X	X X X X X	10
43	3	2	43	X X X	X X X X	5
42	2	1	42	X X	X	3
41	3	3	41	X X X	X X X	6
40	5	1	40	X X X X X X	X	6
39	2	0	39	X X		2
38	4	2	38	X X X X	X X	6
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

**Location:** Schleisman Road  
**Between:** Archibald Avenue - Sumner Avenue  
**Weather:** Clear  
**Date:** 2/17/21  
**Time From:** 3:15  
**Time To:** 3:35  
**Existing Speed Limit:** 45 MPH

	Eastbound	Westbound	Combined Statistics
<b>% Over Pace:</b>	16%	2%	15%
<b>% In Pace:</b>	72%	84%	77%
<b>% Under Pace:</b>	12%	14%	8%
<b>Average Speed:</b>	45 MPH	46 MPH	46 MPH
<b>Pace Speed:</b>	40 - 49 MPH	43 - 52 MPH	40 - 49 MPH
<b>15th Percentile / Critical Speed:</b>	40 MPH	43 MPH	41 MPH
<b>50th Percentile / Critical Speed:</b>	45 MPH	47 MPH	46 MPH
<b>85th Percentile / Critical Speed:</b>	50 MPH	49 MPH	49 MPH



**Radar Survey Conducted By:**  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed																TOT.
				Eastbound								Westbound								
65	0	0	65																0	
64	0	0	64																0	
63	0	0	63																0	
62	0	0	62																0	
61	0	0	61																0	
60	0	0	60																0	
59	0	0	59																0	
58	0	0	58																0	
57	0	0	57																0	
56	0	0	56																0	
55	0	0	55																0	
54	1	1	54	X						X									2	
53	2	0	53	X	X														2	
52	0	0	52																0	
51	1	3	51	X						X	X	X							4	
50	2	1	50	X	X					X									3	
49	3	1	49	X	X	X				X									4	
48	1	2	48	X						X	X								3	
47	7	2	47	X	X	X	X	X	X	X	X								9	
46	7	3	46	X	X	X	X	X	X	X	X								10	
45	4	7	45	X	X	X	X			X	X	X	X	X	X				11	
44	3	4	44	X	X	X				X	X	X							7	
43	5	2	43	X	X	X	X	X		X	X								7	
42	4	5	42	X	X	X	X			X	X	X	X						9	
41	4	4	41	X	X	X	X			X	X	X							8	
40	1	2	40	X						X	X								3	
39	4	6	39	X	X	X	X			X	X	X	X	X					10	
38	0	3	38							X	X	X							3	
37	1	2	37	X						X	X								3	
36	0	0	36																0	
35	0	1	35							X									1	
34	0	1	34							X									1	
33	0	0	33																0	
32	0	0	32																0	
31	0	0	31																0	
30	0	0	30																0	
29	0	0	29																0	
28	0	0	28																0	
27	0	0	27																0	
26	0	0	26																0	
25	0	0	25																0	
24	0	0	24																0	
23	0	0	23																0	
22	0	0	22																0	
21	0	0	21																0	
20	0	0	20																0	
19	0	0	19																0	
18	0	0	18																0	
17	0	0	17																0	
16	0	0	16																0	
15	0	0	15																0	
Total	50	50																	<b>100</b>	

Location: **Schleisman Road**  
 Between: **Sumner Avenue - Scholar Way**  
 Weather: **Clear**  
 Date: **2/17/21**  
 Time From: **3:35**  
 Time To: **3:55**  
 Existing Speed Limit: **45** MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*

	Eastbound	Westbound	Combined Statistics
% Over Pace:	8%	16%	15%
% In Pace:	80%	76%	77%
% Under Pace:	12%	8%	8%
Average Speed:	45 MPH	43 MPH	44 MPH
Pace Speed:	41 - 50 MPH	38 - 47 MPH	39 - 48 MPH
15th Percentile / Critical Speed:	41 MPH	39 MPH	39 MPH
50th Percentile / Critical Speed:	45 MPH	43 MPH	44 MPH
85th Percentile / Critical Speed:	49 MPH	48 MPH	48 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	EB	WB	MPH	Vehicles Surveyed		TOT.
				Eastbound	Westbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	1	1	57	X	X	2
56	0	0	56			0
55	0	1	55		X	1
54	4	1	54	X X X X	X	5
53	1	2	53	X	X X	3
52	3	1	52	X X X	X	4
51	2	6	51	X X	X X X X X X	8
50	4	3	50	X X X X	X X X	7
49	4	6	49	X X X X	X X X X X X	10
48	4	5	48	X X X X	X X X X X	9
47	6	5	47	X X X X X X	X X X X X	11
46	5	3	46	X X X X X	X X X	8
45	3	6	45	X X X	X X X X X X	9
44	4	2	44	X X X X	X X	6
43	3	2	43	X X X	X X	5
42	3	2	42	X X X	X X	5
41	3	1	41	X X X	X	4
40	0	2	40		X X	2
39	0	1	39		X	1
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: Schleisman Road

Between: Scholar Way - Hamner Avenue

Weather: Clear

Date: 2/18/21

Time From: 10:30

Time To: 10:50

Existing Speed Limit: 45 MPH

	Eastbound	Westbound	Combined Statistics
% Over Pace:	<u>22%</u>	<u>12%</u>	<u>15%</u>
% In Pace:	<u>78%</u>	<u>80%</u>	<u>78%</u>
% Under Pace:	<u>0%</u>	<u>8%</u>	<u>7%</u>
Average Speed:	<u>47</u> MPH	<u>48</u> MPH	<u>47</u> MPH
Pace Speed:	<u>41 - 50</u> MPH	<u>42 - 51</u> MPH	<u>42 - 51</u> MPH
15th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH
50th Percentile / Critical Speed:	47 MPH	48 MPH	47 MPH
85th Percentile / Critical Speed:	52 MPH	51 MPH	51 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

MPH			Vehicles Surveyed										TOT.	
Speed	NB	SB	Northbound					Southbound					VEH.	
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	1	1								X				2
47	1	0								X				1
46	2	2								X	X			4
45	0	0												0
44	2	1								X				3
43	4	5								X	X	X	X	9
42	2	2								X	X			4
41	1	3								X	X	X		4
40	2	4								X	X	X	X	6
39	1	1								X				2
38	7	7								X	X	X	X	14
37	1	4								X	X	X	X	5
36	2	4								X	X			6
35	5	5								X	X	X	X	10
34	3	1								X				4
33	3	3								X	X	X		6
32	4	1								X				5
31	0	1								X				1
30	4	1								X				5
29	3	0								X				3
28	1	1								X				2
27	0	0												0
26	1	2								X	X			3
25	0	1								X				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
14	0	0												0
13	0	0												0
12	0	0												0
11	0	0												0
10	0	0												0
9	0	0												0
8	0	0												0
7	0	0												0
6	0	0												0
5	0	0												0
Total	50	50	GRAND TOTALS										100	

Location: Scholar Way  
 Between: Citrus Street - Schleisman Road  
 Weather: Clear  
 Date: 3/19/25  
 Time From: 10:50  
 Time To: 11:40  
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	32%	6%	10%
% In Pace:	64%	72%	64%
% Under Pace:	4%	22%	26%
Average Speed:	37 MPH	37 MPH	37 MPH
Pace Speed:	29 - 38 MPH	35 - 44 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	30 MPH	33 MPH	31 MPH
50th Percentile / Critical Speed:	36 MPH	38 MPH	37 MPH
85th Percentile / Critical Speed:	43 MPH	43 MPH	43 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	1	48		X	1
47	1	2	47	X	X X	3
46	1	0	46	X		1
45	1	3	45	X	X X X	4
44	3	2	44	X X X	X X	5
43	3	5	43	X X X	X X X X X	8
42	2	3	42	X X	X X X	5
41	5	4	41	X X X X X	X X X X	9
40	3	4	40	X X X	X X X X	7
39	8	6	39	X X X X X X X X X	X X X X X X	14
38	3	4	38	X X X	X X X X	7
37	5	3	37	X X X X X	X X X	8
36	4	1	36	X X X X	X	5
35	3	4	35	X X X	X X X X	7
34	0	4	34		X X X X	4
33	2	1	33	X X	X	3
32	1	1	32	X	X	2
31	2	1	31	X X	X	3
30	1	1	30	X	X	2
29	2	0	29	X X		2
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Scholar Way  
 Between: Schleisman Road - Limonite Avenue  
 Weather: Clear  
 Date: 7/29/21  
 Time From: 1:20  
 Time To: 1:40  
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	16%	9%
% In Pace:	78%	76%	75%
% Under Pace:	16%	8%	16%
Average Speed:	38 MPH	39 MPH	39 MPH
Pace Speed:	35 - 44 MPH	34 - 43 MPH	35 - 44 MPH
15th Percentile / Critical Speed:	33 MPH	34 MPH	34 MPH
50th Percentile / Critical Speed:	39 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	43 MPH	44 MPH	43 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	2	49		X X	2
48	0	1	48		X	1
47	0	1	47		X	1
46	1	2	46	X	X X	3
45	2	2	45	X X	X X	4
44	2	2	44	X X	X X	4
43	2	2	43	X X	X X	4
42	3	3	42	X X X	X X X	6
41	2	6	41	X X	X X X X X X	8
40	7	4	40	X X X X X X X	X X X X	11
39	5	5	39	X X X X X	X X X X X	10
38	5	3	38	X X X X X	X X X	8
37	7	6	37	X X X X X X X	X X X X X X	13
36	4	3	36	X X X X	X X X	7
35	3	2	35	X X X	X X	5
34	5	2	34	X X X X X	X X	7
33	1	0	33	X		1
32	1	3	32	X	X X X	4
31	0	0	31			0
30	0	1	30		X	1
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Scholar Way  
 Between: Limonite Avenue - Bellegrave Avenue  
 Weather: Clear  
 Date: 7/29/21  
 Time From: 10:25  
 Time To: 11:00  
 Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	10%	12%	15%
% In Pace:	86%	72%	79%
% Under Pace:	4%	16%	6%
Average Speed:	39 MPH	40 MPH	39 MPH
Pace Speed:	34 - 43 MPH	36 - 45 MPH	34 - 43 MPH
15th Percentile / Critical Speed:	35 MPH	35 MPH	35 MPH
50th Percentile / Critical Speed:	38 MPH	39 MPH	39 MPH
85th Percentile / Critical Speed:	42 MPH	45 MPH	43 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	0	0	57			0
56	0	3	56		X X X	3
55	0	1	55		X	1
54	0	2	54		X X	2
53	1	2	53	X	X X	3
52	0	2	52		X X	2
51	5	7	51	X X X X X	X X X X X X X	12
50	3	4	50	X X X	X X X X	7
49	5	5	49	X X X X X	X X X X X	10
48	6	6	48	X X X X X X	X X X X X X	12
47	4	4	47	X X X X	X X X X	8
46	5	1	46	X X X X X	X	6
45	8	4	45	X X X X X X X X	X X X X	12
44	5	3	44	X X X X X	X X X	8
43	2	2	43	X X	X X	4
42	0	1	42		X	1
41	3	3	41	X X X	X X X	6
40	2	0	40	X X		2
39	1	0	39	X		1
38	0	0	38			0
37	0	0	37			0
36	0	0	36			0
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		<b>GRAND TOTALS</b>		<b>100</b>

**Location:** Sumner Avenue  
**Between:** Citrus Street - 65th Street  
**Weather:** Clear  
**Date:** 2/17/21  
**Time From:** 2:00  
**Time To:** 2:20  
**Existing Speed Limit:** 45 MPH

	Northbound	Southbound	Combined Statistics
<b>% Over Pace:</b>	2%	12%	9%
<b>% In Pace:</b>	86%	76%	81%
<b>% Under Pace:</b>	12%	12%	10%
<b>Average Speed:</b>	46 MPH	49 MPH	47 MPH
<b>Pace Speed:</b>	43 - 52 MPH	44 - 53 MPH	43 - 52 MPH
<b>15th Percentile / Critical Speed:</b>	43 MPH	44 MPH	44 MPH
<b>50th Percentile / Critical Speed:</b>	46 MPH	49 MPH	48 MPH
<b>85th Percentile / Critical Speed:</b>	50 MPH	53 MPH	51 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
65	0	0	65			0
64	0	0	64			0
63	0	0	63			0
62	0	0	62			0
61	0	0	61			0
60	0	0	60			0
59	0	0	59			0
58	0	0	58			0
57	1	0	57	X		1
56	0	0	56			0
55	1	0	55	X		1
54	1	0	54	X		1
53	3	2	53	X X X	X X	5
52	3	2	52	X X X	X X	5
51	3	1	51	X X X	X	4
50	2	1	50	X X	X	3
49	6	10	49	X X X X X X	X X X X X X X X X X	16
48	6	4	48	X X X X X X	X X X X	10
47	2	5	47	X X	X X X X X	7
46	2	4	46	X X	X X X X	6
45	2	4	45	X X	X X X X	6
44	4	5	44	X X X X	X X X X X	9
43	2	3	43	X X	X X X	5
42	2	5	42	X X	X X X X X	7
41	3	2	41	X X X	X X	5
40	2	1	40	X X	X	3
39	2	1	39	X X	X	3
38	1	0	38	X		1
37	0	0	37			0
36	2	0	36	X X		2
35	0	0	35			0
34	0	0	34			0
33	0	0	33			0
32	0	0	32			0
31	0	0	31			0
30	0	0	30			0
29	0	0	29			0
28	0	0	28			0
27	0	0	27			0
26	0	0	26			0
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
Total	50	50		GRAND TOTALS		100

Location: **Sumner Avenue**  
 Between: **65th Street - Bellegrave Avenue**  
 Weather: **Clear**  
 Date: **2/18/21**  
 Time From: **10:00**  
 Time To: **10:25**  
 Existing Speed Limit: 45 MPH

\*  
\*  
\*  
P  
A  
C  
E  
\*  
\*

	Northbound	Southbound	Combined Statistics
% Over Pace:	6%	10%	17%
% In Pace:	66%	86%	74%
% Under Pace:	28%	4%	9%
Average Speed:	47 MPH	46 MPH	46 MPH
Pace Speed:	44 - 53 MPH	41 - 50 MPH	41 - 50 MPH
15th Percentile / Critical Speed:	41 MPH	42 MPH	42 MPH
50th Percentile / Critical Speed:	48 MPH	46 MPH	47 MPH
85th Percentile / Critical Speed:	52 MPH	49 MPH	51 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
 PO Box 1178  
 Corona, CA 92880  
 T 951-268-6268 F 951-268-6267

**City of Eastvale**  
Radar Speed Survey

Speed	NB	SB	MPH	Vehicles Surveyed		TOT.
				Northbound	Southbound	
55	0	0	55			0
54	0	0	54			0
53	0	0	53			0
52	0	0	52			0
51	0	0	51			0
50	0	0	50			0
49	0	0	49			0
48	0	0	48			0
47	0	0	47			0
46	1	2	46	X	X X	3
45	2	2	45	X X	X X	4
44	0	1	44		X	1
43	1	1	43	X	X	2
42	1	3	42	X	X X X	4
41	0	0	41			0
40	6	2	40	X X X X X X	X X	8
39	1	2	39	X	X X	3
38	4	5	38	X X X X	X X X X X	9
37	3	0	37	X X X		3
36	5	1	36	X X X X X	X	6
35	0	2	35		X X	2
34	4	4	34	X X X X	X X X X	8
33	6	3	33	X X X X X X	X X X	9
32	3	3	32	X X X	X X X	6
31	4	4	31	X X X X	X X X X	8
30	1	1	30	X	X	2
29	5	7	29	X X X X X	X X X X X X X	12
28	1	4	28	X	X X X X	5
27	1	3	27	X	X X X	4
26	1	0	26	X		1
25	0	0	25			0
24	0	0	24			0
23	0	0	23			0
22	0	0	22			0
21	0	0	21			0
20	0	0	20			0
19	0	0	19			0
18	0	0	18			0
17	0	0	17			0
16	0	0	16			0
15	0	0	15			0
14	0	0	14			0
13	0	0	13			0
12	0	0	12			0
11	0	0	11			0
10	0	0	10			0
9	0	0	9			0
8	0	0	8			0
7	0	0	7			0
6	0	0	6			0
5	0	0	5			0
Total	50	50		GRAND TOTALS		100

Location: Whitewell Road

Between: Schleisman Road - Prairie Smoke Road

Weather: Clear

Date: 2/18/21

Time From: 10:00

Time To: 11:00

\* Existing Speed Limit: 35 MPH

	Northbound	Southbound	Combined Statistics
% Over Pace:	<u>10%</u>	<u>36%</u>	<u>25%</u>
% In Pace:	<u>72%</u>	<u>64%</u>	<u>65%</u>
% Under Pace:	<u>18%</u>	<u>0%</u>	<u>10%</u>
Average Speed:	<u>35</u> MPH	<u>35</u> MPH	<u>35</u> MPH
Pace Speed:	<u>31 - 40</u> MPH	<u>27 - 36</u> MPH	<u>29 - 38</u> MPH
15th Percentile / Critical Speed:	29 MPH	29 MPH	29 MPH
50th Percentile / Critical Speed:	34 MPH	33 MPH	34 MPH
85th Percentile / Critical Speed:	40 MPH	42 MPH	40 MPH



Radar Survey Conducted By:  
**Counts Unlimited, Inc.**  
PO Box 1178  
Corona, CA 92880  
T 951-268-6268 F 951-268-6267

# **APPENDIX F**

## **Collision Data Table** Updated August 2025



**Raw Traffic Collision Data**  
**January 1, 2023 – December 31, 2024**

Collision Id	Report Number	Crash Date Time	Collision Type Description	MotorVehicleInvolvedWithDesc	NumberInjured	NumberKilled	PrimaryCollision FactorDescription	PrimaryRoad	SecondaryDirection	SecondaryDistance	SecondaryRoad	Study Segment
2223638	EV232060067	7/25/2023 20:55	SIDE SWIPE	OTHER MOTOR VEHICLE	1	0	21658(a)	CANTU GALLEANO RANCH RD	E	300	HAMNER AVE	14
2135805	EV230280005	1/28/2023 5:09	OTHER	NON-COLLISION	1	0		GOODMAN RD	S	788	CANTU GALLEANO RANCH RD	19
2113495	EV231720040	6/21/2023 16:07	REAR END	OTHER MOTOR VEHICLE	2	0	22350	GOODMAN WAY	S	1760	THE STATION	19
2544569	EV232210004	8/9/2023 5:26	BROADSIDE	OTHER MOTOR VEHICLE	1	0	22100B	GOODMAN WY	S	1390	THE STATION	19
2225982	EV233000012	10/27/2023 6:45	HIT OBJECT	FIXED OBJECT	0	0	22107	GOODMAN WAY	S	37	CANTU GALLEANO RANCH RD	19
2252447	EV233220033	11/18/2023 18:36	BROADSIDE	OTHER MOTOR VEHICLE	2	0	21801(A)	GOODMAN WAY	S	1695	CANTU GALLEANO RANCH ROAD	19
4462763	EV242130062	7/31/2024 21:50	HIT OBJECT	FIXED OBJECT	0	1	23152(f)	GOODMAN WY	E	1040	HAMNER AV	19
4387437	EV242480050	9/4/2024 12:38	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	22106	GOODMAN WY.	S	150	THE STATION	19
4405260	EV242600006	9/17/2024 5:33	REAR END	OTHER MOTOR VEHICLE	0	0	22106	GOODMAN WAY	S	416	THE STATION	19
4492749	EV243270009	11/22/2024 7:30	REAR END	OTHER MOTOR VEHICLE	0	0	22350	GOODMAN WY	S	213	CANTU GALLEANO RANCH RD	19
2362608	EV240710037	3/11/2024 11:52	HIT OBJECT	FIXED OBJECT	0	0	21804(a)	HAMNER AV	N	1040	CANTU GALLEANO RANCH RD	24
2008461	EV230540054	2/23/2023 17:23	REAR END	PARKED MOTOR VEHICLE	0	0	23152(b)	12435 LIMONITE AVE			EASTVALE GATEWAY	35
2020173	EV230620026	3/3/2023 12:08	REAR END	OTHER MOTOR VEHICLE	0	0	22350	LIMONITE AV	E	388	EASTVALE GATEWAY (2)	35
2034141	EV230840035	3/25/2023 13:20	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	Unsafe Backing	12376 LIMONITE AVE			EASTVALE GATEWAY	35
2169562	EV232370054	8/25/2023 20:47	VEHICLE/PEDESTRAIN	PEDESTRIAN	1	0		LIMONITE AV	E	735	HAMNER AV	35
2206585	EV232780067	10/5/2023 19:01	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	22107	LIMONITE AV	W	305	N 15 FRWY ON RAMP	35
2243606	EV233070075	11/3/2023 23:55	VEHICLE/PEDESTRAIN	PEDESTRIAN	1	0	21954(A)	LIMONITE AV	W	150	SCHOLAR WY	35
2287224	EV233640013	12/30/2023 13:06	BROADSIDE	OTHER MOTOR VEHICLE	1	0	21804(a)	LIMONITE AV	E	500	SUMNER AV	35
2329515	EV240600075	2/29/2024 18:26	REAR END	OTHER MOTOR VEHICLE	1	0	22350	LIMONITE AV	E	200	CLOVERDALE MKPL	35
2388833	EV241240043	5/3/2024 18:11	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	UNSAFE BACKING	12351 LIMONITE AVE			EASTVALE GATEWAY	35
2418898	EV241590045	6/7/2024 16:30	BROADSIDE	OTHER MOTOR VEHICLE	1	0	FAILURE TO YIELD	12447 LIMONITE AVE			EASTVALE GATEWAY	35
4378550	EV242370019	8/24/2024 14:12	REAR END	OTHER MOTOR VEHICLE	0	0	22106	LIMONITE AV	E	490	EASTVALE GATEWAY (1)	35
4474430	EV243080033	11/3/2024 13:21	BROADSIDE	OTHER MOTOR VEHICLE	0	0	unsafe backing	12411 LIMONITE AVE	E	0	EASTVALE GATEWAY (1)	35
2233307	EV232400011	8/28/2023 5:20	VEHICLE/PEDESTRAIN	PEDESTRIAN	0	1	21956(A)	RIVERSIDE DR	W	263	SHARP ST	41
2245936	EV232610037	9/18/2023 11:59	REAR END	OTHER MOTOR VEHICLE	0	0	UNSAFE SPEED	RIVERSIDE DR			HAMNER AVE	41
2309693	EV240220004	1/22/2024 5:53	BROADSIDE	OTHER MOTOR VEHICLE	1	0	21801(a)	RIVERSIDE DR	W	986	SHARP ST	41

**Mid-Block Collisions**  
**58th Street between Scholar Way and Hamner Avenue**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**65th Street between Archibald and Sumner Avenue**  
**January 1, 2023 – December 31, 2024**  
Source: California Crash Reporting System (CCRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**65th Street between Sumner Avenue and Hamner Avenue**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd	65TH ST	Distance (ft)	115.	Direction	W	Secondary Rd	HOLLIS ST	NCIC	3300	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans		Badge	N5791	Collision Date	20191130	Time	0828	Day	SAT					
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200108											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	22	M	W		FATG	PROC	ST	E	D	2200	TOYOT	1998	-	3	N	-	M	G							
Victim Info																										

**Mid-Block Collisions**  
**65th Street between Hamner Avenue and Wells Spring Street**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**68th Street between Sumner Avenue and Hamner Avenue**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd	68TH ST	Distance (ft)	363	Direction	E	Secondary Rd	HAMNER AV	NCIC	3300	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist	011K	Beat	061	Type	0	CalTrans	Badge	4859	Collision Date	20180219	Time	0244	Day	MON						
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180725											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - ST	Ped Action		Cntri Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-	HBD-UNK			OTHER	-	D		2200	-	-	-	N	-	-	-								
Victim Info																										

**Mid-Block Collisions**  
**68th Street between Hamner Avenue and East City Limit**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd	68TH ST	Distance (ft)	123.	Direction	E	Secondary Rd	TARAH ST	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy										
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012	Beat	61C1	Type	0	CalTrans	Badge	4097	Collision Date	20190530	Time	0235	Day	THU					
Primary Collision Factor	UNKNOWN	Violation	20001A	Collision Type	AUTO/PED	Severity	FATAL	#Killed	1	#Injured	0	Tow Away?	N	Process Date	20190819										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run	FELONY	Motor Vehicle Involved With	PED	Lighting	DARK - ST	Ped Action	IN RD,	Cntri Dev		NT PRS/FCTR	Loc Type	Ramp/int													
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	PED	15	M	H	IMP UNK	IMP UNK		W	N	6000	-	-	-	A	21954	-	-	PED	KILLED	15	M	9	3	-	-
2F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	-	-	9900	-	-	-	N	-	-	-								

**Mid-Block Collisions**  
**Archibald Avenue between Bluff Street and Wind River/Grapewin Street**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd	ARCHIBALD AV	Distance (ft)	366.	Direction	S	Secondary Rd	WIND RIVER RD	NCIC	3300	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012F	Beat	064	Type	0	CalTrans	Badge	N3202	Collision Date	20190101	Time	0132	Day	TUE						
Primary Collision Factor	DRVR ALC DRG	Violation	23152A	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20190205											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - ST	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	M	W	HBD-UI	FATG	PROC ST	S	A	0100	TOYOT	2012	-	3	M	-	M	G	DRVR	OTH VIS	23	M	1	0	M	G
Party Info																										
Primary Rd	ARCHIBALD AV	Distance (ft)	644.	Direction	S	Secondary Rd	GRAPEWIN RD	NCIC	3300	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012E	Beat	064	Type	0	CalTrans	Badge	4859	Collision Date	20180430	Time	0208	Day	MON						
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180726											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	29	F	A		FATG	PROC ST	N	A	0100	VOLKS	2014	-	3	N	-	L	G								
Party Info																										
Primary Rd	ARCHIBALD AV	Distance (ft)	654.	Direction	S	Secondary Rd	GRAPEWIN ST	NCIC	3300	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist		Beat		Type	0	CalTrans	Badge	4673	Collision Date	20180929	Time	2357	Day	SAT						
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20181211											
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	30	M	H	HBD-UI		UNS TURN	N	D	2300	DODGE	2004	-	3	A	23152	-	L	G							

**Mid-Block Collisions**  
**Archibald Avenue between Wind River/Grapewin Street and Schleisman Road**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		ARCHIBALD AV		Distance (ft)	186.	Direction	N	Secondary Rd	EDISON POLE 43	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011	Beat	063	Type	0	CalTrans	Badge	4009	Collision Date	20200807	Time	0838	Day	FRI				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	OVERTURNED	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20201028									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	CONS ZONE	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		NON-CLSN		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	39	M	H	HNBD		RAN OFF RD	S	F	2600	-	2005	-	3	N	-	M	G	PASS		44	M	2	0	M	G
																			PASS		36	M	3	0	M	G
Primary Rd		ARCHIBALD AV		Distance (ft)	97.0	Direction	N	Secondary Rd	EDISON POLE	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011M	Beat	063	Type	0	CalTrans	Badge	5771	Collision Date	20200805	Time	1505	Day	WED				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20201116									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	CONS ZONE	Rdwy Cond2		Spec Cond	0													
Hit and Run		MSDMNR		Motor Vehicle Involved With		PKD MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int										
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	25	M	H	HNBD		PROC ST	S	A	0100	-	2004	-	3	J	-	L	G	PASS		27	M	6	0	M	G
2	PRKD	998	-	-	HNBD		PARKED	-	D	2200	FORD	2004	-	3	N	-	-	-								
Primary Rd		ARCHIBALD AV		Distance (ft)	320.	Direction	S	Secondary Rd	GRAPEWIN RD	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Eastvale		County	Riverside	Population	4	Rpt Dist	012E	Beat	064	Type	0	CalTrans	Badge	5468	Collision Date	20200824	Time	0206	Day	MON				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20201223									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		FIXED OBJ		Lighting	DARK - ST	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int										
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	18	F	O	IMP UNK	IMP UNK	RAN OFF RD	N	A	0100	HONDA	2020	-	3	N	-	L	C	DRVR	SERIOUS	18	F	1	0	L	C
Primary Rd		ARCHIBALD AV		Distance (ft)	282.	Direction	S	Secondary Rd	SCHLEISMAN RD	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Eastvale		County	Riverside	Population	4	Rpt Dist	12	Beat	062	Type	0	CalTrans	Badge	4097	Collision Date	20200128	Time	0605	Day	TUE				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200519									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DUSK/DAWN	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int										
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1	DRVR	35	M	H	HNBD		PROC ST	N	D	8200	FORD	2014	-	3	N	-	M	G								
2F	DRVR	36	F	H	HNBD		CHANG LN	N	A	0100	HONDA	2019	-	3	N	-	M	G								

## Mid-Block Collisions Archibald Avenue between Wind River/Grapewin Street and Schleisman Road (Page 2)

Primary Rd ARCHIBALD AV		Distance (ft) 190.	Direction S	Secondary Rd SMITH RIVER RD		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City Eastvale	County Riverside	Population 4	Rpt Dist 012F	Beat 064	Type 0	CalTrans	Badge N5791	Collision Date 20200219	Time 1721	Day WED															
Primary Collision Factor LANE CHANGE		Violation 21658A	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20200608																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DUSK/DAWN	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	F	A	HNBD		CHANG LN	S	A	0100	HONDA	2017	- 3	N	-	M	G								
2	DRVR	47	F	O	HNBD		PROC ST	S	A	0700	NISSA	2019	- 3	N	-	M	G								
Primary Rd ARCHIBALD AV		Distance (ft) 555.	Direction S	Secondary Rd SMITH RIVER RD		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City Eastvale	County Riverside	Population 4	Rpt Dist 012F	Beat 064	Type 0	CalTrans	Badge 5183	Collision Date 20200912	Time 0321	Day SAT															
Primary Collision Factor UNKNOWN		Violation 23123A	Collision Type HIT OBJECT	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20201209																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run MSDMNR		Motor Vehicle Involved With FIXED OBJ		Lighting DARK - ST	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	F	H	HBD-NUI		PROC ST	S	A	0100	-	2008	- 1	N	-	M	G								
Primary Rd ARCHIBALD AV		Distance (ft) 189.	Direction S	Secondary Rd SMITH RIVER RD		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City Eastvale	County Riverside	Population 4	Rpt Dist 012E	Beat 064	Type 0	CalTrans	Badge N3202	Collision Date 20181128	Time 0618	Day WED															
Primary Collision Factor NOT DRIVER		Violation	Collision Type OTHER	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20190110																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With ANIMAL		Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																
Party Info											Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	65	M	O	HNBD		PROC ST	S	C	0200	CAN-A	2016	- 3	N	-	P	W	DRVR	COMP PN 65	65	M	1	1	P	W

**Mid-Block Collisions**  
**Archibald Avenue between Schleisman Road and Bellegrave Avenue/North City Limit**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		ARCHIBALD AV		Distance (ft)	870.	Direction	S	Secondary Rd		PROVIDENCE WY		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011M	Beat	063	Type	0	CalTrans	Badge	5640	Collision Date	20200224	Time	1600	Day	MON				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200618									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		FIXED OBJ		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	0	F	B	HNBD		PROC ST	N	A	0100	-	2014	-	3	N	-	L	G	PASS		21	F	3	0	L	G
Victim Info																										
Primary Rd		ARCHIBALD AV		Distance (ft)	484.	Direction	N	Secondary Rd		65TH ST		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011M	Beat	063	Type	0	CalTrans	Badge	N3202	Collision Date	20180905	Time	0740	Day	WED				
Primary Collision Factor		TOO CLOSE		Violation	21703	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180927									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int										
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	49	F	H	HNBD		PROC ST	N	A	0100	CHEVR	2018	-	3	N	-	M	G	PASS		67	F	3	0	M	G
2	DRVR	70	M	H	HNBD		STOPPED	N	A	0100	TOYOT	2014	-	3	N	-	M	G	PASS		10	M	4	0	M	G
Victim Info																										
Primary Rd		ARCHIBALD AV		Distance (ft)	600.	Direction	N	Secondary Rd		SCHLEISMAN RD		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	012G	Beat	064	Type	0	CalTrans	Badge	N3202	Collision Date	20180326	Time	0720	Day	MON				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180426									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int										
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	25	F	H	HNBD		PROC ST	S	A	0100	NISSA	2012	-	3	N	-	L	G								
2	DRVR	27	M	H	HNBD		SLOWING	S	D	2200	CHEVR	2001	-	3	N	-	M	G								
Victim Info																										

**Mid-Block Collisions**  
**Baron Road between Archibald Avenue and Northerly Terminus**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Bellegrave Avenue between Sumner Avenue and Hamner Avenue**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		BELLEGRAVE AV		Distance (ft)	450.	Direction	E	Secondary Rd		DELICIOUS WY		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans	Badge	4669	Collision Date	20180403	Time	1606	Day	TUE			
Primary Collision Factor		WRONG SIDE		Violation	21650	Collision Type	SIDESWIPE	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20180608								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0												
Hit and Run		MSDMNR		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int									
																		Party Info							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	M	H		FATG	PROC ST	W	A	0100	DODGE	1998	- 3	N	-	L	G	DRVR	COMP PN	31	M	1	3	L	G
2	DRVR	30	M	W	HNBD		PROC ST	E	A	0100	CHEVR	2000	- 3	N	-	M	G								
Primary Rd		BELLEGRAVE AV		Distance (ft)	200.	Direction	W	Secondary Rd		DELICIOUS WY		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans	Badge	N3202	Collision Date	20180507	Time	0523	Day	MON			
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20180613								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0												
Hit and Run				Motor Vehicle Involved With		PKD MV		Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int									
																		Party Info							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	F	H	HNBD		PROC ST	E	A	0100	LEXUS	1997	- 3	N	-	L	G	DRVR	COMP PN	23	F	1	0	L	G
2	PRKD	998	-				PARKED	E	F	2600	FORD	1997	- -	N	-	-	-								

**Mid-Block Collisions**  
**Bellegrave Avenue between Hamner Avenue and East City Limit**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Blossom Way between Harrison Avenue and Sumner Avenue**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Cantu-Galleano Ranch Road between Hamner Avenue and I-15 Freeway**  
**January 1, 2023 – December 31, 2024**

Source: California Crash Reporting System (CCRS), maintained by CA CHP

Collision Id	Report Number	Crash Date Time	Collision Type Description	MotorVehicleInvolvedWithDesc	Number Injure	Number Killed	PrimaryCollision FactorDescription	PrimaryRoad	Secondary Directio	Secondary Distance	SecondaryRoad	Study Segment
2223638	EV232060067	7/25/2023 20:55	SIDE SWIPE	OTHER MOTOR VEHICLE	1	0	21658(a)	CANTU GALLEANO RANCH RD	E	300	HAMNER AVE	14

**Mid-Block Collisions**  
**Chandler Street between Hellman Avenue and Harrison Avenue**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		CHANDLER LN		Distance (ft)	203.	Direction	E	Secondary Rd	HELLMAN AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	012	Beat	064	Type	0	CalTrans	Badge	5563	Collision Date	20191006	Time	1519	Day	SUN			
Primary Collision Factor		R-O-W AUTO		Violation	21801	Collision Type	HEAD-ON	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20191220								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0												
Hit and Run		MSDMNR		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
																		Party Info			Victim Info				
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety EQUIP	Ejected	
1F	DRVR	998	F	H	IMP UNK	IMP UNK	LFT TURN	-	A	0100	TOYOT	2007	-	1	F	-	L								
2	DRVR	33	M	H				W	A	0100	NISSA	2014	-	3	N	-	M								
3	OTHR	998	-			null		-	-	0000	-	-	-	-	-	-	-								

**Mid-Block Collisions**  
**Citrus Street between Harrison Avenue and Hamner Avenue**  
**January 1, 2018 – December 31, 2021**  
 Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd CITRUS ST		Distance (ft)	35.0	Direction	E	Secondary Rd SCHOLAR WY		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012C	Beat	065	Type	0	CalTrans	Badge	3831	Collision Date	20200101	Time	2500	Day	WED						
Primary Collision Factor		UNKNOWN		Violation		Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200215									
Weather1		Weather2		Rdwy Surface		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0												
Hit and Run		MSDMNR		Motor Vehicle Involved With		FIXED OBJ		Lighting		Ped Action		Cntrl Dev		Loc Type		Ramp/Int										
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1	DRVR	998	-		IMP UNK	IMP UNK	OTHER	E	-	9900	-	-	-	N	-	-										
Primary Rd CITRUS ST		Distance (ft)	389.	Direction	E	Secondary Rd GRANJA VISTA		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012C	Beat	065	Type	0	CalTrans	Badge	4050	Collision Date	20190326	Time	1804	Day	TUE						
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	3	Tow Away?	Y	Process Date	20190506									
Weather1		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0										
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int								
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	38	M	W	HNBD		PROC ST	E	A	0700	JEEP	2015	-	3	N	-	M	G	DRVR	COMP PN	38	M	1	0	M	G
2	DRVR	32	M	H	HNBD		STOPPED	E	A	0100	HONDA	2003	-	3	N	-	M	G	DRVR	COMP PN	32	M	1	0	M	G
3	DRVR	55	M	O	HNBD		STOPPED	E	A	0100	HONDA	2004	-	3	N	-	M	G	DRVR	COMP PN	55	M	1	0	M	G
Primary Rd CITRUS ST		Distance (ft)	460.	Direction	W	Secondary Rd CARROLLTON PL		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012C	Beat	0748	Type	0	CalTrans	Badge	N3202	Collision Date	20190319	Time	0748	Day	TUE						
Primary Collision Factor		WRONG SIDE		Violation	21460A	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190415									
Weather1		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0										
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int								
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	35	M	W	HNBD		PASSING	E	A	0100	TOYOT	2017	-	3	G	-	M	G	PASS		3	M	6	0	M	Q
2	DRVR	54	M	B	HNBD		PROC ST	E	A	0700	CHEVR	2004	-	3	G	-	M	G								
Primary Rd CITRUS ST		Distance (ft)	470.	Direction	E	Secondary Rd GRANJA VISTA		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012C	Beat	065	Type	0	CalTrans	Badge	N5791	Collision Date	20180529	Time	1503	Day	TUE						
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180711									
Weather1		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0										
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int								
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	51	M	H	HNBD		PROC ST	E	A	0100	KIA	2008	-	3	N	-	L	G								
2	DRVR	17	M	H	HNBD		STOPPED	E	A	0700	FORD	2015	-	3	N	-	M	G								

## Mid-Block Collisions Citrus Street between Harrison Avenue and Hamner Avenue (Page 2)

Primary Rd CITRUS ST		Distance (ft) 315.	Direction W	Secondary Rd HAMNER AV		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City Eastvale		County Riverside	Population 4	Rpt Dist 63	Beat 012C	Type 0	CalTrans	Badge 4050	Collision Date 20181220	Time 1603	Day THU														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 4	Tow Away? Y	Process Date 20190117																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	M	H	HNBD		PROC ST	E	A	0100	HONDA	2016	- 3	N	-	L	G	DRVR	OTH VIS	23	M	1	0	L	G
2	DRVR	28	F	H	HNBD		SLOWING	E	A	0100	KIA	2016	- 2	N	-	M	G	DRVR	COMP PN 28	F	1	0	M	G	
3	DRVR	31	M	W	HNBD		SLOWING	E	A	0700	JEEP	2018	- 2	N	-	M	G	DRVR	COMP PN 31	M	1	0	M	G	
																		PASS	COMP PN 26	F	3	0	M	G	
4	DRVR	44	F	W	HNBD		PROC ST	E	A	0700	INFIN	2014	- 3	N	-	M	G	PASS		14	M	3	0	M	G
																		PASS		11	-	4	0	M	G
Primary Rd CITRUS ST		Distance (ft) 90.0	Direction E	Secondary Rd NORTHVIEW ST		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City Eastvale		County Riverside	Population 4	Rpt Dist 012C	Beat 065	Type 0	CalTrans	Badge N5791	Collision Date 20181011	Time 1541	Day THU														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20181023																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		MSDMNR	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	M	W	IMP UNK	IMP UNK	PROC ST	E	A	0100	-	-	- 3	N	-	-	-	-	-	-	-	-	-	-	-
Primary Rd CITRUS ST		Distance (ft) 500.	Direction W	Secondary Rd SCHOLAR WY		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy														
City Eastvale		County Riverside	Population 4	Rpt Dist 012C	Beat 065	Type 0	CalTrans	Badge N5791	Collision Date 20180302	Time 1747	Day FRI														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 4	Tow Away? Y	Process Date 20180323																	
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																			
Hit and Run		Motor Vehicle Involved With OTHER MV	Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																	
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	F	W	HNBD		PROC ST	E	A	0700	FORD	2004	- 3	N	-	M	G	PASS		4	M	6	0	M	Q
2	DRVR	19	F	H	HNBD		STOPPED	E	A	0100	TOYOT	2006	- 3	N	-	M	G	DRVR	COMP PN 19	F	1	0	M	G	
																		PASS	COMP PN 16	-	3	0	M	G	
3	DRVR	16	F	O	HNBD		STOPPED	E	A	0100	KIA	2017	- 3	N	-	L	G	DRVR	COMP PN 16	F	1	0	L	G	
																		PASS	COMP PN 14	-	3	0	L	G	
4	DRVR	52	F	A	HNBD		STOPPED	E	A	0700	TOYOT	2007	- 3	N	-	M	G	PASS		12	M	3	0	M	G

**Mid-Block Collisions**  
**Fieldmaster Street between Hall Road and Archibald Avenue**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Goodman Avenue between Cantu-Galleano Ranch Road and Hamner Avenue**  
**January 1, 2023 – December 31, 2024**

Source: California Crash Reporting System (CCRS), maintained by CA CHP

Collision Id	Report Number	Crash Date Time	Collision Type Description	MotorVehicleInvolvedWithDesc	Number Injure	Number Killed	PrimaryCollision FactorDescription	PrimaryRoad	Secondary Directic	Secondary Distance	SecondaryRoad	Study Segment
2135805	EV230280005	1/28/2023 5:09	OTHER	NON-COLLISION	1	0		GOODMAN RD	S	788	CANTU GALLEANO RANCH RD	19
2113495	EV231720040	6/21/2023 16:07	REAR END	OTHER MOTOR VEHICLE	2	0	22350	GOODMAN WAY	S	1760	THE STATION	19
2544569	EV232210004	8/9/2023 5:26	BROADSIDE	OTHER MOTOR VEHICLE	1	0	22100B	GOODMAN WY	S	1390	THE STATION	19
2225982	EV233000012	10/27/2023 6:45	HIT OBJECT	FIXED OBJECT	0	0	22107	GOODMAN WAY	S	37	CANTU GALLEANO RANCH RD	19
2252447	EV233220033	11/18/2023 18:36	BROADSIDE	OTHER MOTOR VEHICLE	2	0	21801(A)	GOODMAN WAY	S	1695	CANTU GALLEANO RANCH ROAD	19
4462763	EV242130062	7/31/2024 21:50	HIT OBJECT	FIXED OBJECT	0	1	23152(f)	GOODMAN WY	E	1040	HAMNER AV	19
4387437	EV242480050	9/4/2024 12:38	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	22106	GOODMAN WY.	S	150	THE STATION	19
4405260	EV242600006	9/17/2024 5:33	REAR END	OTHER MOTOR VEHICLE	0	0	22106	GOODMAN WAY	S	416	THE STATION	19
4492749	EV243270009	11/22/2024 7:30	REAR END	OTHER MOTOR VEHICLE	0	0	22350	GOODMAN WY	S	213	CANTU GALLEANO RANCH RD	19

**Mid-Block Collisions**  
**Hamner Avenue between Citrus Street/South City Limit and Schleisman Road**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		HAMNER AV		Distance (ft)	458	Direction	N	Secondary Rd	CITRUS ST		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City	Eastvale	County	Riverside	Population	4	Rpt Dist	011F	Beat	065	Type	0	CalTrans	Badge	3831	Collision Date	20201210	Time	1437	Day	THU					
Primary Collision Factor	UNSAFE SPEED		Violation	22350	Collision Type	REAR END		Severity	INJURY		#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20201217							
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run			Motor Vehicle Involved With	OTHER MV		Lighting	DAYLIGHT		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type			Ramp/Int							
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	19	F	O	HNBD		STOPPED	S	A	0700	GMC	2018	- 3	N	-	M	G	DRVR	POSSIBL	19	F	1	0	M	G
2F	DRVR	22	M	O	HNBD		PROC ST	S	A	0100	FORD	2016	- 3	N	-	L	G								

**Mid-Block Collisions  
Hamner Avenue between Schleisman Road and Limonite Avenue  
January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd HAMNER AV		Distance (ft)	500.	Direction	S	Secondary Rd	OAKDALE ST	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City	Eastvale	County	Riverside	Population	4	Rpt Dist	011K	Beat	061	Type	0	CalTrans	Badge	N5791	Collision Date	20200530	Time	1716	Day	SAT						
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20201117									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type	Ramp/Int													
Party Info																Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	20	M	H	HNBD		PROC ST	N	A	0100	-	2006	-	3	N	-	M	G	DRVR	COMP PN	20	M	1	0	M	G
2	DRVR	28	M	B	HNBD		STOPPED	N	A	0700	-	2006	-	3	N	-	M	G	PASS		21	M	3	0	M	G
Primary Rd HAMNER AV		Distance (ft)	243.	Direction	N	Secondary Rd	RIVERBOAT DR	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City	Eastvale	County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans	Badge	N5791	Collision Date	20200502	Time	1421	Day	SAT						
Primary Collision Factor		LANE CHANGE		Violation	21658A	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?		Process Date	20200824									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int													
Party Info																Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	67	F	H	HNBD		CHANG LN	S	A	0700	-	2018	-	3	N	-	M	G	PASS		18	F	3	0	M	G
2	DRVR	31	F	H	HNBD		PROC ST	S	A	0700	-	2015	-	3	N	-	M	G	PASS							
Primary Rd HAMNER AV		Distance (ft)	406.	Direction	N	Secondary Rd	SCHLEISMAN RD	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012C	Beat	061	Type	0	CalTrans	Badge	4730	Collision Date	20190316	Time	1158	Day	SAT						
Primary Collision Factor		R-O-W AUTO		Violation	21804A	Collision Type	BROADSIDE	Severity	INJURY	#Killed	0	#Injured	3	Tow Away?	Y	Process Date	20190423									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type	Ramp/Int													
Party Info																Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	63	M	W	HNBD		LFT TURN	N	F	2600	CHEVR	2012	-	3	N	-	M	G	PASS		50	F	3	0	M	G
																PASS		35	M	6	0	M	G			
2	DRVR	36	F	H	HNBD		PROC ST	S	A	0100	FORD	2017	-	3	N	-	L	G	DRVR	COMP PN	36	F	1	0	L	G
																PASS		35	M	3	0	L	G			
																PASS		33	F	6	0	M	G			
																PASS		2	M	7	0	M	Q			
Primary Rd HAMNER AV		Distance (ft)	530.	Direction	S	Secondary Rd	LIMONITE AV	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City	Eastvale	County	Riverside	Population	4	Rpt Dist	011C	Beat	061	Type	0	CalTrans	Badge	N5791	Collision Date	20190529	Time	1615	Day	WED						
Primary Collision Factor		R-O-W AUTO		Violation	21801A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20190621									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int													
Party Info																Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	48	F	H	HNBD		LFT TURN	N	A	0700	GMC	2007	-	3	N	-	M	G								
2	DRVR	22	M	W	HNBD		PROC ST	S	A	0700	FORD	2001	-	3	N	-	L	G								

## Mid-Block Collisions Hamner Avenue between Schleisman Road and Limonite Avenue (Page 2)

Primary Rd HAMNER AV		Distance (ft) 200.	Direction N	Secondary Rd RIVERBOAT DR	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale		County Riverside	Population 4	Rpt Dist 011E	Beat 062	Type 0	CalTrans	Badge 4865	Collision Date 20190203	Time 1520 Day SUN																	
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type HEAD-ON	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20190320																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With MV ON OTHER RD		Lighting DAYLIGHT	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected				
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	-	-	0000	TOYOT	-	-	N	-	-	-	-	-	-	-	-	-				
2	DRVR	63	F	W	HNBD		LFT TURN	N	A	0100	FORD	2013	-	N	-	N	G										
Primary Rd HAMNER AV		Distance (ft) 469.	Direction S	Secondary Rd LIMONITE AV	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale		County Riverside	Population 4	Rpt Dist 011C	Beat 061	Type 0	CalTrans	Badge 3831	Collision Date 20180503	Time 1115 Day THU																	
Primary Collision Factor IMPROPR TURN		Violation 22107	Collision Type HIT OBJECT	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180625																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With FIXED OBJ		Lighting DAYLIGHT	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected				
1F	DRVR	18	F	H	HNBD		LFT TURN	W	A	0100	NISSA	2012	-	3	A	22100	-	L	G	PASS		21	M	3	0	L	G
Primary Rd HAMNER AV		Distance (ft) 200.	Direction N	Secondary Rd MISSISSIPPI DR	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale		County Riverside	Population 4	Rpt Dist 012C	Beat 1627	Type 0	CalTrans	Badge 4859	Collision Date 20180106	Time 1627 Day SAT																	
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? Y	Process Date 20180615																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected				
1F	DRVR	24	M	H	HNBD		PROC ST	S	A	0100	TOYOT	2012	-	3	N	-	M	G									
2	DRVR	18	F	H	HNBD		PROC ST	S	A	0100	NISSA	2008	-	3	N	-	L	G									
3	DRVR	24	F	W	HNBD		SLOWING	S	A	0100	CHEVR	2010	-	3	N	-	M	G									
Primary Rd HAMNER AV		Distance (ft) 460.	Direction S	Secondary Rd OAKDALE ST	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale		County Riverside	Population 4	Rpt Dist 011C	Beat 061	Type 0	CalTrans	Badge 4859	Collision Date 20180512	Time 0300 Day SAT																	
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type OTHER	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20180727																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With BICYCLE		Lighting DARK - ST	Ped Action	Cntl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected				
1F	BICY	26	M	W	IMP UNK	IMP UNK	PROC ST	S	L	0400	-	-	-	3	N	-	-	-	-	BICY	SEVERE	26	M	1	0	P	-
Primary Rd HAMNER AV		Distance (ft) 400.	Direction S	Secondary Rd RIVERBOAT DR	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale		County Riverside	Population 4	Rpt Dist 012C	Beat 065	Type 0	CalTrans	Badge N3202	Collision Date 20180130	Time 0737 Day TUE																	
Primary Collision Factor STRTNG/BCKNG		Violation 22106	Collision Type REAR END	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180302																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																					
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntl Dev	FNCTNG	Loc Type	Ramp/Int																		
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected				
1F	DRVR	16	M	W	HNBD		STOPPED	S	D	2200	CHEVR	2000	-	3	N	-	M	G									
2	DRVR	42	F	H	HNBD		STOPPED	S	A	0700	CHEVR	2015	-	3	N	-	M	G	PASS		17	F	3	0	M	G	

## Mid-Block Collisions Hamner Avenue between Schleisman Road and Limonite Avenue (Page 3)

Primary Rd		HAMNER AV		Distance (ft)	330.	Direction	S	Secondary Rd		RIVERBOAT DR		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	012C	Beat	065	Type	0	CalTrans	Badge	N5791	Collision Date	20180425	Time	1511	Day	WED				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180628									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	84	M	H	HNBD		PROC ST	S	A	0100	HONDA	2015	-	3	N	-	M	G								
2	DRVR	37	F	W	HNBD		STOPPED	S	A	0700	TOYOT	2006	-	3	N	-	M	G	PASS		1	M	4	0	M	G
3		41	F	H	HNBD		STOPPED	S	D	2200	CHEVR	2017	-	-	N	-	M	G								
Party Info																										
Primary Rd		HAMNER AV		Distance (ft)	270.	Direction	N	Secondary Rd		SCHLEISMAN RD		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	012C	Beat	065	Type	0	CalTrans	Badge	3717	Collision Date	20180323	Time	0411	Day	FRI				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HEAD-ON	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180416									
Weather1		CLOUDY		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		OTHER OBJ		Lighting	DARK - NO	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	19	M	H	HNBD	FATG	PROC ST	S	-	0000	HONDA	2002	-	3	N	-	-	G								

**Mid-Block Collisions**  
**Hamner Avenue between Limonite Avenue and Bellegrave Avenue**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		HAMNER AV		Distance (ft)	291.	Direction	S	Secondary Rd		SWAN LAKE AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans	Badge	5582	Collision Date	20200904	Time	1139	Day	FRI				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20201120									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int						
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	61	F	W	HNBD		STOPPED	N	A	0700	-	2015	-	3	N	-	M	G								
2F	DRVR	20	M	H	HNBD		PROC ST	N	A	0100	-	2012	-	3	N	-	M	G								
Victim Info																										
Primary Rd		HAMNER AV		Distance (ft)	540.	Direction	N	Secondary Rd		EASTVALE		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011C	Beat	061	Type	0	CalTrans	Badge	N5791	Collision Date	20201120	Time	1738	Day	FRI				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	2	Tow Away?	Y	Process Date	20201217									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting		DARK - ST		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int						
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	42	M	O	HNBD		PROC ST	S	A	0100	FORD	2015	-	3	N	-	L	G								
2	DRVR	54	F	O	HNBD		STOPPED	S	A	0700	LINCO	2020	-	2	N	-	M	G	DRVR	POSSIBL	54	F	1	0	M	G
3	DRVR	21	F	O	HNBD		STOPPED	S	A	0100	FORD	2013	-	3	N	-	M	G	DRVR	POSSIBL	22	F	1	0	M	G
Victim Info																										
Primary Rd		HAMNER AV		Distance (ft)	562.	Direction	S	Secondary Rd		58TH ST		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011A	Beat	060	Type	0	CalTrans	Badge	3760	Collision Date	20191218	Time	1802	Day	WED				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200131									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2			Spec Cond	0											
Hit and Run		MSDMNR		Motor Vehicle Involved With		OTHER MV		Lighting		DARK - ST		Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int						
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-	-	HBD-UNK		PROC ST	N	A	0100	DODGE	2004	-	3	N	-	-	-								
2	DRVR	57	M	W	HNBD		PROC ST	N	D	2200	TOYOT	2017	-	3	N	-	M	G								
Victim Info																										

## Mid-Block Collisions Hamner Avenue between Limonite Avenue and Bellegrave Avenue (Page 2)

Primary Rd		HAMNER AV		Distance (ft)	200.	Direction	S	Secondary Rd		SWAN LAKE AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans	Badge	N5791	Collision Date	20190103	Time	1706	Day	THU			
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190202								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0												
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DUSK/DAWN	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int									
Party Info																	Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	81	M	H	HNBD		PROC ST	N	A	0100	TOYOT	2012	- 3	N	-	M	G	PASS		16	M	3	0	M	G
2	DRVR	38	F	O	HNBD		STOPPED	N	A	0700	TOYOT	2018	- 3	N	-	M	G	PASS							
Primary Rd		HAMNER AV		Distance (ft)	223.	Direction	S	Secondary Rd		SWAN LAKE AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans	Badge	N5791	Collision Date	20190515	Time	1308	Day	WED			
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190610								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0												
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int									
Party Info																	Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	43	F	H	HNBD		PROC ST	N	A	0800	HONDA	2014	- 3	N	-	M	G	PASS		8	M	6	0	M	G
2	DRVR	52	M	W	HNBD		STOPPED	N	A	0700	GMC	2019	- 3	N	-	M	G	PASS		55	M	3	0	M	G
																		PASS		61	M	4	0	M	G
																		PASS		22	F	5	0	M	G
																		PASS		34	F	6	0	M	G
Primary Rd		HAMNER AV		Distance (ft)	300.	Direction	S	Secondary Rd		AMBERHILL AV		NCIC	3313	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City		Riverside		County	Riverside	Population	7	Rpt Dist	011A	Beat	060	Type	0	CalTrans	Badge	4865	Collision Date	20191227	Time	1733	Day	FRI			
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200219								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0												
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int									
Party Info																	Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	42	M	H	HNBD		PROC ST	N	A	0100	TOYOT	2005	- -	N	-	M	G								
2	DRVR	28	F	H	HNBD		PROC ST	N	A	0100	LEXUS	2014	- -	N	-	M	G								
Primary Rd		HAMNER AV		Distance (ft)	264.	Direction	S	Secondary Rd		BELLEGRAVE		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011A	Beat	060	Type	0	CalTrans	Badge	N3642	Collision Date	20190929	Time	1420	Day	SUN			
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20191024								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0												
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int									
Party Info																	Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	H	HNBD		PROC ST	N	D	2200	FORD	1999	- 3	N	-	M	G								
2	DRVR	32	F	O	HNBD		STOPPED	N	A	0100	BMW	2018	- 3	N	-	M	G	PASS		45	-	3	0	M	G

## Mid-Block Collisions Hamner Avenue between Limonite Avenue and Bellegrave Avenue (Page 3)

Primary Rd HAMNER AV		Distance (ft) 300.	Direction S	Secondary Rd BELLGRAVE AV	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale	County Riverside	Population 4	Rpt Dist 011A	Beat 060	Type 0	CalTrans	Badge N5791	Collision Date 20191018	Time 1848	Day FRI																	
Primary Collision Factor LANE CHANGE		Violation 21658A	Collision Type SIDESWIPE	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20191202																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	60	M	W	HNBD		CHANG LN	N	D	2200	TOYOT	2019	-	3	N	-	M	G	DRVR	COMP PN	60	M	1	0	M	G	
2	DRVR	62	M	W	HNBD		PROC ST	N	A	0100	HONDA	2015	-	3	N	-	M	G	PASS		59	F	3	0	M	G	
Primary Rd HAMNER AV		Distance (ft) 335.	Direction S	Secondary Rd CANTU	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale	County Riverside	Population 4	Rpt Dist 011D	Beat 060	Type 0	CalTrans	Badge 5247	Collision Date 20190501	Time 1531	Day WED																	
Primary Collision Factor TOO CLOSE		Violation 21703	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 2	Tow Away? Y	Process Date 20190626																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int																		
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	25	M	H		DRUG	PROC ST	N	A	0100	HONDA	2018	-	2	A	23152	-	L	G	PASS	COMP PN	28	M	2	0	L	B
2	DRVR	44	M	W	IMP UNK	IMP UNK	STOPPED	N	D	2200	FORD	2014	-	3	F	-	M	G	PASS	COMP PN	23	M	2	0	L	B	
Primary Rd HAMNER AV		Distance (ft) 311.	Direction S	Secondary Rd AMBERHILL AV	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale	County Riverside	Population 4	Rpt Dist 011B	Beat 060	Type 0	CalTrans	Badge N5791	Collision Date 20180511	Time 1735	Day FRI																	
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20180628																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																		
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	67	M	A	HNBD		PROC ST	S	A	0100	MERCE	2002	-	3	N	-	L	G	DRVR	OTH VIS	47	M	1	0	M	G	
2	DRVR	47	M	H	HNBD		STOPPED	S	A	0100	TOYOT	2009	-	3	N	-	M	G									
Primary Rd HAMNER AV		Distance (ft) 225.	Direction N	Secondary Rd AMBERHILL AV	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale	County Riverside	Population 4	Rpt Dist 011B	Beat 060	Type 0	CalTrans	Badge N3202	Collision Date 20181216	Time 1315	Day SUN																	
Primary Collision Factor LANE CHANGE		Violation 21658A	Collision Type SIDESWIPE	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20190131																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int																		
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	49	F	B	HNBD		CHANG LN	S	A	0700	INFIN	2010	-	3	N	-	M	G									
2	DRVR	37	F	H	HNBD		PROC ST	W	A	0800	TOYOT	2017	-	3	N	-	M	G	PASS	COMP PN	8	M	6	0	M	G	
Primary Rd HAMNER AV		Distance (ft) 231.	Direction S	Secondary Rd BELLEGRAVE AV	NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy																	
City Eastvale	County Riverside	Population 4	Rpt Dist 012D	Beat 061	Type 0	CalTrans	Badge 4050	Collision Date 20180709	Time 1136	Day MON																	
Primary Collision Factor IMPROP TURN		Violation 22107	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180913																			
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2	Spec Cond 0																				
Hit and Run		MDSMNR	Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																	
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	59	M	W	HNBD		CHANG LN	N	A	0100	KIA	2000	-	3	N	-	M	G									
2	DRVR	22	M	H	HNBD		PROC ST	N	D	2200	FORD	2003	-	3	N	-	M	G									

## Mid-Block Collisions Hamner Avenue between Limonite Avenue and Bellegrave Avenue (Page 4)

Primary Rd HAMNER AV		Distance (ft) 580.	Direction N	Secondary Rd EASTVALE		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy													
City Eastvale	County Riverside	Population 4	Rpt Dist 011K	Beat 61C1	Type 0	CalTrans	Badge 4050	Collision Date 20180216	Time 1734	Day FRI														
Primary Collision Factor R-O-W AUTO		Violation 21804A	Collision Type SIDESWIPE	Severity PDO	#Killed 0	#Injured 0	Tow Away? N	Process Date 20180303																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int															
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	71	M	A	HNBD		PROC ST	N	A	0100	JEEP	2015	- 3	N	-	M G	PASS		63	F	3	0	M	G
2	DRVR	30	M	H	HNBD		RGT TURN	N	A	0100	HONDA	2008	- 3	N	-	M G								
Primary Rd HAMNER AV		Distance (ft) 573.	Direction N	Secondary Rd EASTVALE PKWY		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy													
City Eastvale	County Riverside	Population 4	Rpt Dist 011K	Beat 061	Type 0	CalTrans	Badge 3831	Collision Date 20180125	Time 1040	Day THU														
Primary Collision Factor R-O-W AUTO		Violation 21804A	Collision Type BROADSIDE	Severity INJURY	#Killed 0	#Injured 1	Tow Away? N	Process Date 20180410																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With MV ON OTHER RD		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int															
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	66	M	H	HNBD		RGT TURN	W	A	0100	NISSA	2009	- 3	N	-	M G								
2	DRVR	30	M	O	HNBD		PROC ST	N	A	0100	HONDA	2006	- 3	N	-	L G	DRVR	COMP PN	30	M	1	0	L	G
Primary Rd HAMNER AV		Distance (ft) 1032	Direction N	Secondary Rd LIMONITE AV		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy													
City Eastvale	County Riverside	Population 4	Rpt Dist 011C	Beat 61C1	Type 0	CalTrans	Badge 4859	Collision Date 20181229	Time 1848	Day SAT														
Primary Collision Factor UNSAFE SPEED		Violation 22350	Collision Type HIT OBJECT	Severity INJURY	#Killed 0	#Injured 1	Tow Away? Y	Process Date 20190313																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With FIXED OBJ		Lighting DARK - ST	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int															
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	32	M	H	HNBD		PROC ST	S	D	2200	DODGE	2001	- 3	N	-	L G	DRVR	COMP PN	32	M	1	0	L	G
2	DRVR	71	M	O	HNBD		STOPPED	S	A	0100	TOYOT	2017	- 3	N	-	M G								
Primary Rd HAMNER AV		Distance (ft) 610.	Direction S	Secondary Rd SWAN LAKE AV		NCIC 3300	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy													
City Eastvale	County Riverside	Population 4	Rpt Dist 011F	Beat 060	Type 0	CalTrans	Badge 3760	Collision Date 20180726	Time 2138	Day THU														
Primary Collision Factor OTHER HAZ		Violation 21451A	Collision Type REAR END	Severity INJURY	#Killed 0	#Injured 2	Tow Away? N	Process Date 20181005																
Weather1 CLEAR		Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0																		
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DARK - ST	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int															
Party Info																								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	F	H	HNBD		PROC ST	N	A	0800	HONDA	2016	- 3	F	-	L G	PASS	OTH VIS	3	M	4	0	M	Q
																	PASS	OTH VIS	25	F	3	0	M	G
																	PASS	OTH VIS	2	M	6	0	M	Q
2	DRVR	36	M	W	HNBD		STOPPED	N	D	2200	CHEVR	2015	- 3	N	-	M G	PASS	OTH VIS	29	F	9	0	-	-

**Mid-Block Collisions**  
**Hamner Avenue between Bellegrave Avenue and Cantu-Galleano Ranch Road**  
**January 1, 2023 – December 31, 2024**

Source: California Crash Reporting System (CCRS), maintained by CA CHP

Collision Id	Report Number	Crash Date Time	Collision Type Description	MotorVehicleInvolvedWithDesc	Number Injure	Number Killed	PrimaryCollision FactorDescription	PrimaryRoad	Secondary Directic	Secondary Distance	SecondaryRoad	Study Segment
2362608	EV240710037	3/11/2024 11:52	HIT OBJECT	FIXED OBJECT	0	0	21804(a)	HAMNER AV	N	1040	CANTU GALLEANO RANCH RD	24

**Mid-Block Collisions**  
**Hamner Avenue between Cantu-Galleano Ranch Road and Riverside Drive**  
**January 1, 2023 – December 31, 2024**

Source: California Crash Reporting System (CCRS), maintained by CA CHP

Collision Id	Report Number	Crash Date Time	Collision Type Description	MotorVehicleInvolvedWithDesc	Number Injure	Number Killed	PrimaryCollision FactorDescription	PrimaryRoad	Secondary Directic	Secondary Distance	SecondaryRoad	Study Segment
2362608	EV240710037	3/11/2024 11:52	HIT OBJECT	FIXED OBJECT	0	0	21804(a)	HAMNER AV	N	1040	CANTU GALLEANO RANCH RD	24

**Mid-Block Collisions**  
**Harrison Avenue between Chandler Street and Schleisman Road**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		HARRISON AV		Distance (ft)	220.	Direction	N	Secondary Rd	ROBINBROOK CT		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist	011	Beat	063	Type	0	CalTrans	Badge	4318	Collision Date	20180916	Time	0440	Day	SUN						
Primary Collision Factor	IMPROP TURN		Violation	22107	Collision Type	SIDESWIPE		Severity	INJURY		#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20181024								
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0												
Hit and Run			Motor Vehicle Involved With	PKD MV		Lighting	DARK - ST		Ped Action	IN RD,		Cntrl Dev	NT PRS/FCTR		Loc Type		Ramp/Int									
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	25	M	B	HNBD		PROC ST	N	A	0100	CHEVR	2017	- 3	N	-	L	E									
2	PRKD	998	-		HNBD		PARKED	N	A	0100	DODGE	2012	- 3	N	-	-	-									
3	PED	28	M	H	HNBD			N	N	6000	-	-	- 3	N	-	-	-	PED	COMP PN 28	M		9	0	-	-	

**Mid-Block Collisions**  
**Harrison Avenue between Schleisman Road and Limonite Avenue**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		HARRISON AV		Distance (ft)	490.	Direction	S	Secondary Rd		LIMONITE AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011M	Beat	063	Type	0	CalTrans	Badge	N3642	Collision Date	20180504	Time	2220	Day	FRI					
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180625										
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int											
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	19	M	B	HNBD			CHANG LN	N	A	0100	NISSA	2005	-	3	N	-	L	G	PASS		20	M	6	0	M	G
2	DRVR	52	M	O	HNBD			CHANG LN	N	A	0100	TOYOT	2017	-	3	N	-	M	G	PASS		52	-	3	0	M	G
Victim Info																											
Primary Rd		HARRISON AV		Distance (ft)	525.	Direction	N	Secondary Rd		WHISPERING		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011M	Beat	063	Type	0	CalTrans	Badge	3760	Collision Date	20180227	Time	1844	Day	TUE					
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180326										
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		MSDMNR		Motor Vehicle Involved With	OTHER OBJ	Lighting	DARK - ST	Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int											
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	998	-	HBD-UNK				PROC ST	S	D	2200	FORD	2004	-	3	N	-	-	-								

**Mid-Block Collisions**  
**Harrison Avenue between Limonite Avenue and Blossom Way**  
**January 1, 2023 – December 31, 2024**  
Source: California Crash Reporting System (CCRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Hellman Avenue between Chandler Street and River Road**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		HELLMAN AV		Distance (ft)	87.0	Direction	N	Secondary Rd	RIVER RD		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Eastvale		County	Riverside	Population	4	Rpt Dist	012F	Beat	064	Type	0	CalTrans	Badge	N5791	Collision Date	20191121	Time	1740	Day	THU				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HEAD-ON	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20200118									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DARK - NO	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	58	M	O	HNBD		PROC ST	S	D	2200	TOYOT	2003	- 3	N	-	M	G	PASS		34	M	3	0	M	G	
2	DRVR	30	F	H	HNBD		PROC ST	N	A	0100	TOYOT	2015	- 3	N	-	L	G									
Primary Rd		HELLMAN AV		Distance (ft)	1813	Direction	S	Secondary Rd	CHANDLER AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Eastvale		County	Riverside	Population	4	Rpt Dist	64	Beat	012	Type	0	CalTrans	Badge	4097	Collision Date	20180207	Time	0700	Day	WED				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180302									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int												
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	W	HNBD		PROC ST	N	D	2200	DODGE	2015	- 3	N	-	M	G									
2	DRVR	48	M	H	HNBD		SLOWING	N	A	0700	DODGE	2001	- 3	N	-	M	G									

**Mid-Block Collisions**  
**Hellman Avenue between Schleisman Road and Chandler Street**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd	HELLMAN	Distance (ft)	576	Direction	S	Secondary Rd	WALTERS	NCIC	3300	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Eastvale	County	Riverside	Population	4	Rpt Dist	12	Beat	060	Type	0	CalTrans		Badge	4097	Collision Date	20180726	Time	0745	Day	THU				
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180827										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type									Ramp/Int				
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	O	HNBD		PROC ST	N	A	0100	TOYOT	2002	- 3	N		-	L G								
2	DRVR	34	M	H	HNBD		STOPPED	N	D	2200	CHEVR	2005	- 3	N		-	M G								

**Mid-Block Collisions**  
**Limonite Avenue between Hellman Avenue and Cucamonga Creek Channel**  
**January 1, 2023 – December 31, 2024**

Source: California Crash Reporting System (CCRS), maintained by CA CHP

Collision Id	Report Number	Crash Date Time	Collision Type Description	MotorVehicleInvolvedWithDesc	Number Injure	Number Killed	PrimaryCollision FactorDescription	PrimaryRoad	Secondary Directio	Secondary Distance	SecondaryRoad	Study Segment
4408463	EV242050067	7/23/2024 14:05	HIT OBJECT	FIXED OBJECT	0	0	22350	LIMONITE AV	E	1420	TAYLOR WAY	32

**Mid-Block Collisions**  
**Limonite Avenue between Cucamonga Creek Channel and Archibald Avenue**  
**January 1, 2023 – December 31, 2024**

Source: California Crash Reporting System (CCRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Limonite Avenue between Sumner Avenue and East City Limit**  
**January 1, 2023 – December 31, 2024**  
Source: California Crash Reporting System (CCRS), maintained by CA CHP

Collision Id	Report Number	Crash Date Time	Collision Type Description	MotorVehicleInvolvedWithDesc	Number Injure	Number Killed	PrimaryCollision FactorDescription	PrimaryRoad	Secondary Directie	Secondary Distance	SecondaryRoad	Study Segment
2008461	EV230540054	2/23/2023 17:23	REAR END	PARKED MOTOR VEHICLE	0	0	23152(b)	12435 LIMONITE AVE			EASTVALE GATEWAY	35
2020173	EV230620026	3/3/2023 12:08	REAR END	OTHER MOTOR VEHICLE	0	0	22350	LIMONITE AV	E	388	EASTVALE GATEWAY (2)	35
2034141	EV230840035	3/25/2023 13:20	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	Unsafe Backing	12376 LIMONITE AVE			EASTVALE GATEWAY	35
2169562	EV232370054	8/25/2023 20:47	VEHICLE/PEDESTRAIN	PEDESTRIAN	1	0		LIMONITE AV	E	735	HAMNER AV	35
2206585	EV232780067	10/5/2023 19:01	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	22107	LIMONITE AV	W	305	N 15 FRWY ON RAMP	35
2243606	EV233070075	11/3/2023 23:55	VEHICLE/PEDESTRAIN	PEDESTRIAN	1	0	21954(A)	LIMONITE AV	W	150	SCHOLAR WY	35
2287224	EV233640013	12/30/2023 13:06	BROADSIDE	OTHER MOTOR VEHICLE	1	0	21804(a)	LIMONITE AV	E	500	SUMNER AV	35
2329515	EV240600075	2/29/2024 18:26	REAR END	OTHER MOTOR VEHICLE	1	0	22350	LIMONITE AV	E	200	CLOVERDALE MKPL	35
2388833	EV241240043	5/3/2024 18:11	SIDE SWIPE	OTHER MOTOR VEHICLE	0	0	UNSAFE BACKING	12351 LIMONITE AVE			EASTVALE GATEWAY	35
2418898	EV241590045	6/7/2024 16:30	BROADSIDE	OTHER MOTOR VEHICLE	1	0	FAILURE TO YIELD	12447 LIMONITE AVE			EASTVALE GATEWAY	35
4378550	EV242370019	8/24/2024 14:12	REAR END	OTHER MOTOR VEHICLE	0	0	22106	LIMONITE AV	E	490	EASTVALE GATEWAY (1)	35
4474430	EV243080033	11/3/2024 13:21	BROADSIDE	OTHER MOTOR VEHICLE	0	0	unsafe backing	12411 LIMONITE AVE	E	0	EASTVALE GATEWAY (1)	35

**Mid-Block Collisions**  
**Mission Boulevard between S Milliken Avenue and Ontario Freeway (I-15)**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Orange Street between Sumner Avenue and Scholar Way**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		ORANGE ST		Distance (ft)	300.	Direction	E	Secondary Rd	CALINA LN		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012C	Beat	065	Type	0	CalTrans	Badge	4050	Collision Date	20180327	Time	1455	Day	TUE					
Primary Collision Factor	R-O-W AUTO		Violation	21801A	Collision Type	BROADSIDE		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180416								
Weather1	CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0											
Hit and Run			Motor Vehicle Involved With	OTHER MV		Lighting	DAYLIGHT		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int									
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	37	F	W	HNBD		U-TURN	E	A	0700	MAZDA	2014	- 3	N	-	M	G	PASS		9	F	3	0	L	G
2	DRVR	38	F	B	HNBD		PROC ST	W	A	0100	JAGUA	2009	- 3	N	-	M	G	PASS		4	M	4	0	L	J
																		PASS		5	M	5	0	L	G

**Mid-Block Collisions**  
**Prairie Smoke Road between Hellman Avenue and Whitewell Road**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**River Road between Hellman Avenue and Archibald Avenue**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd RIVER RD		Distance (ft)	585.	Direction	S	Secondary Rd	BARON DR	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City Eastvale		County	Riverside	Population	4	Rpt Dist	012F	Beat	064	Type	0	CalTrans	Badge	4050	Collision Date	20190504	Time	0833	Day	SAT						
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HEAD-ON	Severity	FATAL	#Killed	1	#Injured	2	Tow Away?	Y	Process Date	20191226									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type		Ramp/Int											
Party Info																Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	20	M	H	HNBD		PROC ST	N	A	0100	HONDA	2013	- 3	N	-	L	G	DRVR	KILLED	20	M	1	0	L	G	
2	DRVR	28	M	H	HNBD		PROC ST	S	D	2200	GMC	2010	- 3	N	-	L	G	DRVR	COMP PN 28	M	1	0	L	G		
3	DRVR	62	-			null		-	-	0000	NISSA	2011	- -	-	-	-	-	PASS	COMP PN 29	M	3	0	L	G		
Primary Rd RIVER RD		Distance (ft)	249.	Direction	S	Secondary Rd	BARON DR	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City Eastvale		County	Riverside	Population	4	Rpt Dist	012F	Beat	064	Type	0	CalTrans	Badge	3831	Collision Date	20191216	Time	0523	Day	MON						
Primary Collision Factor		PED VIOL		Violation	21966	Collision Type	AUTO/PED	Severity	FATAL	#Killed	1	#Injured	0	Tow Away?	N	Process Date	20200922									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	PED	Lighting	DARK - NO	Ped Action	IN RD,	Cntrl Dev		NT PRS/FCTR	Loc Type		Ramp/Int											
Party Info																Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	39	M	H	HNBD		PROC ST	S	D	2200	FORD	2012	- 3	N	-	-	M	G								
2F	PED	22	M	H	IMP UNK	IMP UNK		S	N	6000			- -	N	-	-	-	PED	KILLED	22	M	-	-	-	-	
Primary Rd RIVER RD		Distance (ft)	387.	Direction	S	Secondary Rd	BARON DR S	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City Eastvale		County	Riverside	Population	4	Rpt Dist	012	Beat	065	Type	0	CalTrans	Badge	4900	Collision Date	20191209	Time	2230	Day	MON						
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20200214									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type		Ramp/Int											
Party Info																Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	M	O	HNBD		PROC ST	N	A	0100	HONDA	2005	- 3	N	-	L	G	DRVR	OTH VIS	23	M	1	0	L	G	
Primary Rd RIVER RD		Distance (ft)	435.	Direction	S	Secondary Rd	BARON RD	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy											
City Eastvale		County	Riverside	Population	4	Rpt Dist	012F	Beat	064	Type	0	CalTrans	Badge	3760	Collision Date	20190107	Time	1835	Day	MON						
Primary Collision Factor		OTHER HAZ		Violation	23114A	Collision Type	OTHER	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190319									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev		FNCTNG	Loc Type		Ramp/Int											
Party Info																Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	30	M	H	HNBD		PROC ST	N	D	2200	FORD	2012	- 3	N	-	-	M	G								
2	DRVR	43	F	W	HNBD		PROC ST	S	A	0100	HYUND	2016	- 3	N	-	L	G									
3	DRVR	28	F	H	HNBD		PROC ST	N	A	0700	CHEVR	2016	- 3	N	-	M	G									

**Mid-Block Collisions**  
**Riverboat Drive between Massy Harris Way and Wells Springs Street**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Riverside Drive between Hamner Avenue and East City Limit**  
**January 1, 2023 – December 31, 2024**  
Source: California Crash Reporting System (CCRS), maintained by CA CHP

Collision Id	Report Number	Crash Date Time	Collision Type Description	MotorVehicleInvolvedWithDesc	Number Injure	Number Killed	PrimaryCollision FactorDescription	PrimaryRoad	Secondary Directic	Secondary Distance	SecondaryRoad	Study Segment
2233307	EV232400011	8/28/2023 5:20	VEHICLE/PEDESTRAIN	PEDESTRIAN	0	1	21956(A)	RIVERSIDE DR	W	263	SHARP ST	41
2245936	EV232610037	9/18/2023 11:59	REAR END	OTHER MOTOR VEHICLE	0	0	UNSAFE SPEED	RIVERSIDE DR			HAMNER AVE	41
2309693	EV240220004	1/22/2024 5:53	BROADSIDE	OTHER MOTOR VEHICLE	1	0	21801(a)	RIVERSIDE DR	W	986	SHARP ST	41

**Mid-Block Collisions**  
**Schleisman Road between Hellman Avenue and Archibald Avenue**  
**January 1, 2018 – December 31, 2021**  
 Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		SCHLEISMAN RD		Distance (ft)	367.	Direction	E	Secondary Rd	ALDERGATE DR	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City Eastvale		County Riverside		Population	4	Rpt Dist	012F	Beat	064	Type	0	CalTrans	Badge	N3202	Collision Date	20190306	Time 1258 Day WED						
Primary Collision Factor		LANE CHANGE		Violation	21658A	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190404						
Weather1		CLOUDY		Weather2	RAINING	Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0										
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	17	M	H	HNBD		CHANG LN	E	A	0100	MERCE	2009	- 3	N	- M G	PASS		16	M	3	0	M	G
2	DRVR	45	M	O	HNBD		PROC ST	E	A	0100	BENTL	2016	- 3	N	- M G								
Primary Rd		SCHLEISMAN RD		Distance (ft)	600.	Direction	W	Secondary Rd	ARCHIBALD AV	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City Eastvale		County Riverside		Population	4	Rpt Dist	012G	Beat	064	Type	0	CalTrans	Badge	N3202	Collision Date	20190203	Time 1307 Day SUN						
Primary Collision Factor		R-O-W AUTO		Violation	21804A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190226						
Weather1		RAINING		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0										
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	F	W	HNBD		RGT TURN	N	A	0700	JEEP	2014	- 3	N	- M G	PASS		998	M	6	0	M	Q
Primary Rd		SCHLEISMAN RD		Distance (ft)	660.	Direction	W	Secondary Rd	ARCHIBALD AV	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City Eastvale		County Riverside		Population	4	Rpt Dist	012G	Beat	064	Type	0	CalTrans	Badge	4900	Collision Date	20191202	Time 1800 Day MON						
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200206						
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0										
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	F	W	HNBD		LFT TURN	W	A	0100	FORD	2018	- 3	N	- L G								
2	DRVR	48	M	W	HNBD		PROC ST	E	A	0100	FORD	2018	- 3	N	- M G								
Primary Rd		SCHLEISMAN RD		Distance (ft)	265.	Direction	E	Secondary Rd	ENCLAVE DR	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City Eastvale		County Riverside		Population	4	Rpt Dist	012G	Beat	064	Type	0	CalTrans	Badge	N5791	Collision Date	20190913	Time 1555 Day FRI						
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20191009						
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0										
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	W	HNBD		PROC ST	E	A	0100	VOLKS	2009	- 3	N	- M G								
2	DRVR	25	F	H	HNBD		STOPPED	E	A	0100	CHEVR	2013	- 3	N	- M G								
Primary Rd		SCHLEISMAN RD		Distance (ft)	290.	Direction	W	Secondary Rd	GYPSUM CREEK	NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City Eastvale		County Riverside		Population	4	Rpt Dist	012G	Beat	064	Type	0	CalTrans	Badge	3831	Collision Date	20190206	Time 1835 Day WED						
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190225						
Weather1		CLOUDY		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0										
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int							
Party Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	F	H	HBD-UNK		CHANG LN	E	D	2200	FORD	2015	- 3	N	- M G								
2	DRVR	34	F	H	HBD-UNK		PROC ST	E	A	0100	HONDA	2010	- 3	N	- M G								

## Mid-Block Collisions Schleisman Road between Hellman Avenue and Archibald Avenue (Page 2)

Primary Rd		SCHLEISMAN RD		Distance (ft)	319.	Direction	W	Secondary Rd	GYPSUM CREEK		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011M	Beat	063	Type	0	CalTrans	Badge	N3642	Collision Date	20190502	Time	1700	Day	THU				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190621									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0												
Hit and Run		MSDMNR		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int										
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	M	B	HBD-UNK		PROC ST	E	A	0100	OTHER	-	-	N	-	-	-									
2	DRVR	57	M	H	HNBD		STOPPED	E	A	0100	ACURA	2002	-	3	N	-	M	G								
Primary Rd		SCHLEISMAN RD		Distance (ft)	434.	Direction	E	Secondary Rd	KENTON PL		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Eastvale		County	Riverside	Population	4	Rpt Dist	012F	Beat	064	Type	0	CalTrans	Badge	3760	Collision Date	20190328	Time	1950	Day	THU				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190506									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0												
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST		Ped Action		Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int										
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		HBD-UNK		LFT TURN	W	-	9900	-	-	3	N	-	-	-									
2	DRVR	59	F	W	HBD-NUI		PROC ST	W	A	0100	KIA	2017	-	3	N	-	L	G								
3	DRVR	39	M	W	HBD-NUI		PROC ST	W	A	0100	TOYOT	2016	-	3	N	-	L	G								
Primary Rd		SCHLEISMAN RD		Distance (ft)	118.	Direction	E	Secondary Rd	KENTON PL		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011M	Beat	063	Type	0	CalTrans	Badge	4097	Collision Date	20190610	Time	0650	Day	MON				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20190625									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0												
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int										
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	49	M	H	HNBD		STOPPED	W	D	2200	CHEVR	1992	-	-	N	-	M	G	DRVR	COMP PN	49	M	1	3	M	G
2F	DRVR	35	F		HNBD		PROC ST	W	A	0100	FORD	2015	-	-	N	-	L	G								
Primary Rd		SCHLEISMAN RD		Distance (ft)	125.	Direction	W	Secondary Rd	SUMNER AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans	Badge	N3202	Collision Date	20190526	Time	1014	Day	SUN				
Primary Collision Factor		STRNG BCKNG		Violation	22106	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190621									
Weather1		CLOUDY		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0												
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT		Ped Action		Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int										
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	43	F	H	HNBD		STOPPED	E	A	0100	HONDA	2005	-	3	N	-	M	G	PASS		22	M	3	0	M	G
2	DRVR	67	M	O	HNBD		STOPPED	E	A	0100	MERCE	2012	-	3	N	-	M	G								
Primary Rd		SCHLEISMAN RD		Distance (ft)	602.	Direction	W	Secondary Rd	SUMNER AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans	Badge	N6853	Collision Date	20191004	Time	1900	Day	FRI				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20191127									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0												
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST		Ped Action		Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int										
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	B	HNBD		PROC ST	E	A	0100	KIA	2007	-	3	A	-	L	G	DRVR	COMP PN	32	M	1	0	L	G

## Mid-Block Collisions Schleisman Road between Hellman Avenue and Archibald Avenue (Page 3)

Primary Rd		SCHLEISMAN RD		Distance (ft)	430.	Direction	W	Secondary Rd	ARCHIBALD AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012F	Beat	064	Type	0	CalTrans	Badge	3760	Collision Date	20180205	Time	1538	Day	MON						
Primary Collision Factor		STOP SGN\SIG		Violation	21453A	Collision Type	REAR END	Severity	INJURY		#Killed	0	#Injured	1	Tow Away?	N	Process Date	20180328								
Weather1	CLEAR		Weather2	Rdwy Surface DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2	Spec Cond		0		Hit and Run	Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action	Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int	
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	22	M	H	HNBD		PROC ST	W	A	0100	CADIL	2005	- 3	F	-	L	G	DRVR	COMP PN	22	M	1	0	L	G	
2	DRVR	37	F	B	HNBD		STOPPED	W	A	0700	TOYOT	2005	- 3	N	-	M	G									
3	DRVR	25	F	H	HNBD		STOPPED	W	A	0100	KIA	2011	- 3	N	-	M	G									

**Mid-Block Collisions**  
**Schleisman Road between Archibald Avenue and Sumner Avenue**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		SCHLEISMAN RD		Distance (ft)	457.	Direction	W	Secondary Rd		HARRISON AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011M	Beat	063	Type	0	CalTrans	Badge	3831	Collision Date	20180222	Time	1915	Day	THU				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180413									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run		MSDMNR		Motor Vehicle Involved With		MV ON OTHER RD		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	CHANG LN	E	D	2200	DODGE	-	-	N	-	-	-									
2	DRVR	62	F	A	HNBD		PROC ST	E	A	0100	TOYOT	2015	-	3	N	-	M	G								
Party Info																										
Primary Rd		SCHLEISMAN RD		Distance (ft)	230.	Direction	W	Secondary Rd		HARRISON AV		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	012C	Beat	064	Type	0	CalTrans	Badge	N5791	Collision Date	20180405	Time	1132	Day	THU				
Primary Collision Factor		LANE CHANGE		Violation	21658A	Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180601									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	M	H	HNBD		CHANG LN	W	F	2600	FORD	2017	-	3	N	-	M	G								
2	DRVR	35	F	A	HNBD		PROC ST	W	A	0100	HONDA	2007	-	3	N	-	M	G								

**Mid-Block Collisions**  
**Schleisman Road between Sumner Avenue and Scholar Way**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		SCHLEISMAN RD		Distance (ft)	525.		Direction	E		Secondary Rd	SUMNER AV		NCIC	3300		State Hwy?	N		Route	Postmile Prefix	Postmile	Side of Hwy									
City		Eastvale		County	Riverside		Population	4		Rpt Dist	011F		Beat	062		Type	0		CalTrans	Badge	4097		Collision Date	20190522		Time	1335		Day	WED	
Primary Collision Factor		DRVR		ALC DRG		Violation	23152A		Collision Type	REAR END		Severity	PDO		#Killed	0		#Injured	0		Tow Away?	Y		Process Date	20190724						
Weather1		RAINING		Weather2		Rdwy Surface	WET		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2	Spec Cond		0																
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT		Ped Action	Cntrl Dev		FUNCTNG	Loc Type		Ramp/Int																
Party Info																Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected						
1	DRVR	41	F	H	HNBD	STOPPED	W	A	0100	TOYOT	2012	-	3	N	-	M	G	PASS		18	F	3	0	M	G						
																		PASS		8	M	5	0	P	G						
																		PASS		10	M	6	0	P	G						
2	DRVR	47	F	H	HNBD	STOPPED	W	A	0700	CHEVR	2016	-	3	N	-	M	G														
3	DRVR	24	M	H	HNBD	STOPPED	W	A	0100	MAZDA	2000	-	3	N	-	M	G														
4F	DRVR	25	M	H	HBD-UI	PROC ST	W	A	0100	TOYOT	2002	-	3	N	-	M	H														

**Mid-Block Collisions**  
**Schleisman Road between Scholar Way and Hamner Avenue**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Scholar Way between Citrus Street and Schleisman Road**  
**January 1, 2023 – December 31, 2024**  
Source: California Crash Reporting System (CCRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Scholar Way between Schleisman Road and Limonite Avenue**  
**January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Scholar Way between Limonite Avenue and Bellegrave Avenue**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd	SCHOLAR WY	Distance (ft)	1200	Direction	N	Secondary Rd	LIMONITE AV	NCIC	3300	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans		Badge	5510551	Collision Date	20200619	Time	0907	Day	FRI					
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20201110											
Weather1	CLOUDY	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int												
Party Info																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	F	H	HNBD	FATG	WRONG WY	N	A	0100	-	2013	-	3	F	-	L	G								

**Mid-Block Collisions  
Sumner Avenue between Citrus Street and 65th Street  
January 1, 2018 – December 31, 2021**

Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

**Mid-Block Collisions**  
**Sumner Avenue between 65th Street and Bellegrave Avenue**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		SUMNER AV		Distance (ft)	120.	Direction	S	Secondary Rd		FOOTHILL DR		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011F	Beat	062	Type	0	CalTrans	Badge	3760	Collision Date	20180314	Time	2240	Day	WED				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	BROADSIDE	Severity	INJURY	#Killed	0	#Injured	4	Tow Away?	N	Process Date	20180327									
Weather1		RAINING		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int										
																	Party Info					Victim Info				
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	21	M	O	HNBD		OPPOS LN	N	A	0100	MERCE	2013	- 3	N	- M G	DRVR	COMP PN 21	M	1	0	M	G				
																PASS	COMP PN 23	M	3	0	M	G				
2	DRVR	25	F	H	HNBD		PROC ST	S	A	0100	TOYOT	2015	- 3	N	- L G	DRVR	COMP PN 25	F	1	0	L	G				
																PASS	COMP PN 26	M	3	0	L	G				
Primary Rd		SUMNER AV		Distance (ft)	303.	Direction	N	Secondary Rd		LINNEA ST		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Eastvale		County	Riverside	Population	4	Rpt Dist	011M	Beat	062	Type	0	CalTrans	Badge	4669	Collision Date	20181002	Time	1959	Day	TUE				
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20181023									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int										
																	Party Info					Victim Info				
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1 Viol	OAF2 Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected			
1F	DRVR	24	F	H	HBD-UI		PROC ST	N	A	0100	HYUND	2015	- 3	A	23152 - M G			25	M	2	0	M	G			
2	DRVR	23	F	A	HNBD		PROC ST	N	A	0100	NISSA	2009	- 3	N	- M G	PASS										

**Mid-Block Collisions**  
**Whitewell Road between Schleisman Road and Prairie Smoke Road**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

Primary Rd		WHITEWELL RD		Distance (ft)	60.0	Direction	N	Secondary Rd		BITTERCRESS WY		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist	012F	Beat	060	Type	0	CalTrans	Badge	5022	Collision Date	20180317	Time	0858	Day	SAT							
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180523										
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		Motor Vehicle Involved With		FIXED OBJ		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	37	F	H	HNBD		RAN OFF RD	N	A		0700	CHEVR	2014	-	3	F	-	M	G								
Primary Rd		WHITEWELL RD		Distance (ft)	18.0	Direction	S	Secondary Rd		PRAIRIE SMOKE		NCIC	3300	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City	Eastvale	County	Riverside	Population	4	Rpt Dist	011D	Beat	063	Type	0	CalTrans	Badge	5019	Collision Date	20180819	Time	1708	Day	SUN							
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20181025										
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		Motor Vehicle Involved With		FIXED OBJ		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int									
Party Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	36	M		HNBD	FATG	PROC ST	E	A		0100	TOYOT	2011	-	3	M	-	M	G	PASS		5	M	6	0	M	G

**Mid-Block Collisions**  
**Mission Boulevard between S Milliken Avenue and Ontario Freeway (I-15)**  
**January 1, 2018 – December 31, 2021**  
Source: Statewide Integrated Traffic Records System (SWITRS), maintained by CA CHP

***No Relevant Collisions Found.***

## **APPENDIX G**

### **Radar/Lidar Gun and Operator(s) Certifications** (Updated August 2025)



# SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397  
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 041547 + antenna 034081 was tested on February 01, 2024, 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	Yes
Radar Device Tuning Fork <b>FF010828</b>	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.748 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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: February 01, 2024  
Paige Petrie, Radar/Lidar Technician, for  
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 2397  
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 043351 + antenna 031418 was tested on February 01, 2024, 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	Yes
Radar Device Tuning Fork <b>FF010828</b>	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.721 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.13	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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: February 01, 2024  
Paige Petrie, Radar/Lidar Technician, for  
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 2397  
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 043351 + antenna 031418 was tested on February 01, 2024, 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	Yes
Radar Device Tuning Fork <b>FF010828</b>	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.721 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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: February 01, 2024  
Paige Petrie, Radar/Lidar Technician, for  
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 2397  
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 041547 + antenna 034081 was tested on February 01, 2024, 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%	+1.00	Yes
Radar Device Tuning Fork <b>FF010828</b>	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.748 GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.13	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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: February 01, 2024  
Paige Petrie, Radar/Lidar Technician, for  
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 2397  
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 049804 + antenna 049804 was tested on February 01, 2024, 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%	+0.00	Yes
Radar Device Tuning Fork <b>FF010828</b>	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.791GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.13	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density	0dBm/cm <sup>2</sup>		-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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: February 01, 2024  
Paige Petrie, Radar/Lidar Technician, for  
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 2397  
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 049804 + antenna 049804 was tested on February 01, 2024, 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%	+1.00	Yes
Radar Device Tuning Fork <b>FF010828</b>	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.791GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.13	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density	0dBm/cm <sup>2</sup>		-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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: February 01, 2024  
Paige Petrie, Radar/Lidar Technician, for  
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 2397  
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 044661 + antenna 0941489 was tested on February 01, 2024, 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%	+0.00	Yes
Radar Device Tuning Fork <b>FF010828</b>	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.734GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.13	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density		0dBm/cm <sup>2</sup>	-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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: February 01, 2024  
Paige Petrie, Radar/Lidar Technician, for  
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 2397  
Borrego Springs, CA 92004

I certify that the Stalker Dual Radar, Serial Number 044661 + antenna 0941489 was tested on February 01, 2024, 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	Yes
Radar Device Tuning Fork <b>FF010828</b>	-1MPH	+1MPH	0	Yes
Microwave Frequency -Ka Band	-100MHz	+100MHz	34.734GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+.013	Yes
Antenna Horizontal Bandwidth Ka-Band	-	15°	11°	Yes
Low Voltage Supply	-	10.8V	10.2	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
Accuracy-Moving Mode	-2MPH	+2MPH	0	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.2dB	Yes
Antenna Near Field Maximum Power Density	0dBm/cm <sup>2</sup>		-21.20dBm/cm <sup>2</sup> -22.15dBm/cm <sup>2</sup>	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: February 01, 2024  
Paige Petrie, Radar/Lidar Technician, for  
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995  
www.SoCalRadar-laserCertificationLab.com

**Rob Harvick**

---

Attended a 2 day course  
For daily testing and operation of Police RADAR:

**RADAR OPERATOR COURSE**

Course meets or exceeds California POST Radar Operator Certification.

Approved: George Maglaras Date: March 4<sup>th</sup> & 5<sup>th</sup> 2017

*George Maglaras - CAD Zone Trainer/Master Instructor*  
LTI Laser Mapping & Laser Operator Instructor  
Total Station Mapping Instructor  
POST Radar/Laser Instructor POST Course # 1270-21830-9001 40 hours  
West Sacramento, CA Completed 31<sup>st</sup> day of July 2009.  
The CAD Zone, Inc. – 4790 SW Watson Ave - Beaverton, OR 97005  
Phone: (503) 641-0334 Fax: (503) 641-9077  
Electro-Optical Instr. Co - 7914 Raytheon Rd. – San Diego, CA 92111  
Phone: (858)467-9110  
Laser Technology Inc. – 6912 S. Quentin St – Centennial, CO 80112  
(303)649-1000





## AGENDA STAFF REPORT

City Council Meeting

CITY COUNCIL BUSINESS

Agenda Item No. 13.1

March 11, 2026

## Modification to Authorized Position List

---

### Prepared By:

Maricela Mejia, Assistant HR & Risk Management Director

### Recommended Action(s)

Staff recommends that the City Council adopt a Resolution Amending the Adopted Authorized Positions for the Fiscal Year 2025-2026, Effective March 12, 2026.

### Summary

The City of Eastvale routinely evaluates its organizational structure to ensure staffing resources remain aligned with operational needs, service delivery expectations, and fiscal responsibility. While organizational changes are typically considered as part of the annual fiscal year budget process, staff vacancies occasionally present opportunities to realign resources in a manner that better supports departmental functions.

At this time, staff is proposing targeted position changes within the Community Development Department and Economic Development Division. These changes include reallocating administrative support to better serve department-specific needs and adjusting classifications to reflect the appropriate level of service.

The proposed adjustments are operationally necessary, space-conscious, and provide cost savings while strengthening service delivery across multiple departments.

### Background

The Community Development Department currently has one (1) Senior Administrative Specialist and one (1) Administrative Specialist position. The Administrative Specialist is dedicated exclusively to the Building & Safety Division, while the Senior Administrative Specialist provides administrative

support to both the Community Development Department and the Economic Development Division.

This shared support structure was appropriate when the Economic Development function was housed within the Community Development Department. However, at the beginning of the FY 2025 26 fiscal year, Economic Development was formally moved out of Community Development and into the City Manager’s Office. As a result, the current administrative staffing model no longer aligns with the City’s organizational structure.

Following this transition, staff evaluated administrative support needs across departments and identified an opportunity to realign resources in a manner that better supports Economic Development operations while maintaining service levels within Community Development.

## **Analysis**

### **DETAIL OF AUTHORIZED POSITION CHANGES**

Staff propose the following changes to better align administrative support with current departmental responsibilities:

#### **De-authorize Existing Position**

One (1) Administrative Specialist currently supporting the Building & Safety Division within the Community Development Department.

-

#### **Authorize New Position:**

One (1) Senior Administrative Specialist assigned to the Economic Development Division within the City Manager's Office.

This change allows each department to receive dedicated administrative support, improve efficiency, responsiveness, and workload distribution.

To accommodate this adjustment and address existing space and seating constraints at City Hall, staff further proposes removing the utilization of (1) Coro Fellow and (1) WRCOG Fellow.

The removal of these contract positions allows the City to implement the proposed administrative structure without creating space limitations while maintaining operational effectiveness.

## **Environmental**

Not applicable.

### **Strategic Plan Action - Priority Level: N/A | Target #: G | Goal #: C**

Organizational Development-Right-size the organization and staffing consistent with City services, needs, expectations, and strategic plan priorities.

## **Fiscal Impact**

### **2025-26 Budget**

Overall impact: \$3,235 overall cost savings

Economic Development: The addition of one (1) Senior Administrative Specialist for a partial year is partially offset by the elimination of the WRCOG Fellow and Coro Fellow positions. After accounting for these adjustments, the Economic Development Division reflects a net partial year cost increase of \$20,925 associated with the senior level administrative position.

Community Development: The elimination of one (1) Administrative Specialist position within the Building & Safety Division generates partial year savings of \$24,160, as the remaining Senior Administrative Specialist position will absorb the expanded scope of administrative responsibilities. These savings fully offset the Economic Development Division impact, resulting in a net Citywide savings of \$3,235 for FY 2025-26.

Budget will be administratively moved between departments to account for the increase in Economic Development and offsetting decrease in Community Development.

### **2026-27 Budget**

Overall impact: \$6,606 overall cost savings

Economic Development: The full year cost of one (1) Senior Administrative Specialist is partially offset by the elimination of the WRCOG Fellow and Coro Fellow positions, resulting in a cost increase of \$95,174 associated with the senior-level administrative position.

Community Development: The permanent elimination of the Building & Safety Administrative Specialist position generates full year savings of \$101,780, as the department retains senior level administrative capacity sufficient to absorb the expanded workload.

The combined impact of these adjustments results in a net savings of \$6,606 in FY 2026-27 and will be included in the proposed budget for the new fiscal year.

### **Prior City Council/Commission Action**

On June 25, 2025, the City Council adopted the Fiscal Year 2025-26 Budget.

### **Attachment(s)**

[Attachment 1 - Resolution: Authorized Positions](#)

[Attachment 2 - Exhibit A: Authorized Position List](#)

**RESOLUTION NO. 26-XX**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA,  
AMENDING THE ADOPTED AUTHORIZED POSITIONS FOR THE FISCAL-YEAR 2025-  
2026, EFFECTIVE, MARCH 12, 2026**

**WHEREAS**, the City of Eastvale’s Personnel Policies and Procedures (“Personnel Rules”) require that the City classification titles, salary schedule and range table be adopted by resolution by the City Council for providing adequate and appropriate staffing levels to provide efficient and effective public services; and

**WHEREAS**, City Departments may not hire in excess of the approved number of positions as indicated in the adopted authorized position list without the approval of City Council; and

**WHEREAS**, the City of Eastvale seeks to eliminate one (1) Full-Time Equivalent Administrative Specialist position at Range 7 within the Building & Safety Division of the Community Development Department and;

**WHEREAS**, the City of Eastvale seeks to authorize one (1) Full-Time Equivalent Senior Administrative Specialist position at Range 16 within the Economic Development Division; and

**WHEREAS**, the City of Eastvale desires to amend the authorized positions in the Council adopted budget for the fiscal year 2025-2026 as indicated above.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:**

**SECTION 1.** The City Council of the City of Eastvale orders that the adopted Authorized Position for fiscal year 2025-2026 shall be amended, effective March 12, 2026, as shown in Exhibit “A”;

**SECTION 2.** The City Manager is authorized to proceed with backfilling vacant authorized positions with temporary employees for the duration of said vacancy.

**PASSED, APPROVED AND ADOPTED** this 11<sup>th</sup> day of March, 2026.

---

Jocelyn Yow  
Mayor

APPROVED AS TO FORM:

ATTEST:

---

Erica Vega  
City Attorney

---

Marc A. Donohue, MMC  
Government Services Director/City Clerk

STATE OF CALIFORNIA)  
COUNTY OF RIVERSIDE) §  
CITY OF EASTVALE )

I, Marc A. Donohue, Government Services Director/City Clerk of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution No. 26-XX, was duly adopted by the City Council of the City of Eastvale, California, at a meeting held on the 11<sup>th</sup> day of March 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Marc A. Donohue, MMC  
Government Services Director/City Clerk



**Personnel** Authorized Position List

	Department	Full or Part Time	Range	2022-23 Amended	2023-24 Amended	2024-25 Amended	2025-26 Adopted	2025-26 Amended	Change
<b>CITY COUNCIL</b>									
Mayor	100	Elect	Resolutic	1.00	1.00	1.00	1.00	1.00	-
Mayor Pro Tem	100	Elect	Resolutic	1.00	1.00	1.00	1.00	1.00	-
Council Member	100	Elect	Resolutic	3.00	3.00	3.00	3.00	3.00	-
<b>Subtotal City Council</b>				<b>5.00</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>	-
<b>Total City Council</b>				<b>5.00</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>	<b>5.00</b>	-
<b>CITY MANAGER</b>									
<b>Administration</b>									
City Manager	200	Full	Contract	1.00	1.00	1.00	1.00	1.00	-
Assistant to the City Manager	200	Full	45	1.00	1.00	1.00	1.00	1.00	-
Intern	200	Part	1	-	-	0.50	0.50	0.50	-
<b>Subtotal Administration</b>				<b>2.00</b>	<b>2.00</b>	<b>2.50</b>	<b>2.50</b>	<b>2.50</b>	-
<b>Economic Development Division</b>									
Economic Development Manager	302	Full	45	-	-	-	1.00	1.00	-
Senior Management Analyst	302	Full	35	-	-	-	-	-	-
Management Analyst	302	Full	28	-	-	-	1.00	1.00	-
Management Assistant	302	Full	23	-	-	-	1.00	1.00	-
Senior Administrative Specialist	302	Full	16	-	-	-	-	1.00	1.00
Intern	302	Part	1	-	-	-	0.50	0.50	-
<b>Subtotal Economic Development Division</b>				-	-	-	<b>3.50</b>	<b>4.50</b>	<b>1.00</b>
<b>Human Resources &amp; Risk Management Division</b>									
^ Assistant Human Resources/Risk Management Director	220	Full	52	1.00	1.00	1.00	1.00	1.00	-
Human Resources & Risk Management Analyst	220	Full	38	1.00	1.00	1.00	-	-	-
Senior Payroll Coordinator	220	Full	30	-	-	-	1.00	1.00	-
Payroll Coordinator	220	Full	25	1.00	1.00	1.00	-	-	-
** Human Resources Specialist	220	Full	21	-	-	1.00	1.00	1.00	-
Human Resources Technician	220	Full	18	1.00	1.00	-	1.00	1.00	-
Intern	220	Part	1	0.50	0.50	0.50	0.50	0.50	-
<b>Subtotal Human Resources Division</b>				<b>4.50</b>	<b>4.50</b>	<b>4.50</b>	<b>4.50</b>	<b>4.50</b>	-
<b>Community Services and Recreation Division</b>									
^ Assistant Community Services and Recreation Director	720	Full	52	-	-	1.00	1.00	1.00	-
Community Services and Recreation Supervisor	720	Full	26	-	-	-	1.00	1.00	-
Management Analyst - UF	720	Full	28	-	-	1.00	1.00	1.00	-
^ Community Services & Recreation Coordinator - 1 UF	720	Full	14	-	-	2.00	2.00	2.00	-
^ Community Services & Recreation Leader I	720	Part	2	-	-	1.00	1.00	1.00	-
<b>Subtotal Community Services and Recreation Division</b>				-	-	<b>5.00</b>	<b>6.00</b>	<b>6.00</b>	-
<b>Total City Manager</b>				<b>6.50</b>	<b>6.50</b>	<b>12.00</b>	<b>16.50</b>	<b>17.50</b>	<b>1.00</b>



Personnel

Authorized Position List

				Full or Part		2022-23	2023-24	2024-25	2025-26	2025-26	
	Departme	Time	Range		Amended	Amended	Amended	Adopted	Amended	Change	
<b>GOVERNMENT SERVICES</b>											
<b>City Clerk Division</b>											
^	City Clerk/Government Services Director	120	Full	55	-	-	1.00	1.00	1.00	-	
	City Clerk/Communications Director	120	Full	34	1.00	1.00	-	-	-	-	
	Senior Management Analyst	120	Full	35	-	-	1.00	1.00	1.00	-	
	Assistant City Clerk	120	Full	28	1.00	1.00	-	-	-	-	
	Deputy City Clerk	120	Full	22	1.00	1.00	1.00	1.00	1.00	-	
	Senior Administrative Specialist	120	Full	16	-	-	-	1.00	1.00	-	
	Administrative Specialist	120	Full	7	0.75	1.00	1.00	-	-	-	
	<b>Subtotal City Clerk Division</b>				<b>3.75</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>	<b>-</b>	
<b>Communications Division</b>											
	Communications Officer	260	Full	32	1.00	1.00	1.00	1.00	1.00	-	
	Communications Specialist	260	Full	18	-	1.00	1.00	1.00	1.00	-	
	<b>Subtotal Communications Division</b>				<b>1.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>-</b>	
<b>Community Services Division</b>											
	Community Services Manager	720	Full	42	1.00	1.00	-	-	-	-	
	Community Services Coordinator - 1 UF	720	Full	18	2.00	2.00	-	-	-	-	
	Community Services Leader I	720	Part	2	-	1.00	-	-	-	-	
	<b>Subtotal Community Services Division</b>				<b>3.00</b>	<b>4.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
	<b>Total Government Services</b>				<b>7.75</b>	<b>10.00</b>	<b>6.00</b>	<b>6.00</b>	<b>6.00</b>	<b>-</b>	
<b>FINANCE</b>											
	Finance Director/City Treasurer	210	Full	61	1.00	1.00	1.00	1.00	1.00	-	
	Finance Manager	210	Full	45	1.00	1.00	1.00	1.00	1.00	-	
	Purchasing Manager	211	Full	42	-	-	1.00	1.00	1.00	-	
	Principal Accountant	210	Full	38	-	-	1.00	1.00	1.00	-	
	Finance Analyst	210	Full	33	-	-	-	1.00	1.00	-	
	Senior Accountant	210	Full	30	1.00	1.00	-	-	-	-	
	Accountant	210	Full	25	1.00	1.00	1.00	1.00	1.00	-	
	Senior Accounting Technician	211	Full	18	1.00	2.00	2.00	2.00	2.00	-	
	Accounting Technician	210	Full	13	2.00	2.00	2.00	2.00	2.00	-	
	Intern	210	Part	1	0.50	-	-	-	-	-	
	<b>Total Finance</b>				<b>7.50</b>	<b>8.00</b>	<b>9.00</b>	<b>10.00</b>	<b>10.00</b>	<b>-</b>	



Personnel Authorized Position List

	Departme	Full or Part Time	Range	2022-23 Amended	2023-24 Amended	2024-25 Amended	2025-26 Adopted	2025-26 Amended	Change
<b>COMMUNITY DEVELOPMENT</b>									
<b>Administration</b>									
Community Development Director	301	Full	61	1.00	1.00	1.00	1.00	1.00	-
Senior Administrative Specialist	301	Full	16	1.00	1.00	1.00	1.00	1.00	-
Administrative Specialist	301	Full	7	-	-	-	-	-	-
<b>Subtotal Administration</b>				<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	-
<b>Economic Development Division</b>									
Economic Development Manager	302	Full	45	1.00	1.00	1.00	-	-	-
Senior Management Analyst	302	Full	35	1.00	1.00	-	-	-	-
Management Analyst	302	Full	28	-	-	1.00	-	-	-
Management Assistant	302	Full	23	-	1.00	1.00	-	-	-
Intern	302	Part	1	0.50	0.50	0.50	-	-	-
<b>Subtotal Economic Development Division</b>				<b>2.50</b>	<b>3.50</b>	<b>3.50</b>	-	-	-
<b>Planning Division</b>									
City Planner	300	Full	52	1.00	1.00	1.00	1.00	1.00	-
Principal Planner	300	Full	45	-	-	1.00	1.00	1.00	-
Senior Planner	300	Full	38	1.00	1.00	1.00	1.00	1.00	-
Associate Planner	300	Full	30	1.00	1.00	-	-	-	-
Assistant Planner	300	Full	24	-	-	-	1.00	1.00	-
Planning Technician	300	Full	20	1.00	1.00	1.00	-	-	-
Intern	300	Part	1	0.50	0.50	-	-	-	-
<b>Subtotal Planning Division</b>				<b>4.50</b>	<b>4.50</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>	-
<b>Building Division</b>									
Building Official	310	Full	50	-	-	-	1.00	1.00	-
^ Lead Building Inspector	310	Full	34	-	-	-	2.00	2.00	-
^ Senior Building Inspector - UF	310	Full	27	-	-	-	1.00	1.00	-
^ Lead Permit Technician	310	Full	27	-	-	-	1.00	1.00	-
Senior Permit Technician	310	Full	19	-	-	-	2.00	2.00	-
Administrative Specialist	310	Full	7	-	-	-	1.00	-	(1.00)
<b>Subtotal Building Division</b>				-	-	-	<b>8.00</b>	<b>7.00</b>	<b>(1.00)</b>
<b>Total Community Development</b>				<b>9.00</b>	<b>10.00</b>	<b>9.50</b>	<b>14.00</b>	<b>13.00</b>	<b>(1.00)</b>



**Personnel** Authorized Position List

	Departme	Full or Part Time	Range	2022-23 Amended	2023-24 Amended	2024-25 Amended	2025-26 Adopted	2025-26 Amended	Change
<b>PUBLIC WORKS</b>									
<i>Engineering</i>									
Public Works Director/City Engineer	320	Full	62	1.00	1.00	1.00	1.00	1.00	-
Principal Engineer	320	Full	50	2.00	2.00	2.00	2.00	2.00	-
Senior Engineer - UF	320	Full	45	1.00	1.00	1.00	1.00	1.00	-
Associate Engineer	320	Full	40	1.00	1.00	1.00	1.00	1.00	-
Assistant Engineer	320	Full	35	1.00	1.00	1.00	1.00	1.00	-
GIS Analyst	320	Full	32	-	-	-	1.00	1.00	-
Management Analyst	320	Full	28	1.00	1.00	1.00	1.00	1.00	-
Management Assistant	320	Full	23	-	-	1.00	1.00	1.00	-
Engineering Technician	320	Full	22	1.00	1.00	1.00	1.00	1.00	-
Senior Administrative Specialist	320	Full	16	-	1.00	1.00	1.00	1.00	-
Intern	320	Part	1	-	-	-	0.50	0.50	-
<b>Subtotal Engineering Division</b>				<b>8.00</b>	<b>9.00</b>	<b>10.00</b>	<b>11.50</b>	<b>11.50</b>	-
<i>Public Works</i>									
Public Works Manager - UF	500	Full	44	-	-	1.00	1.00	1.00	-
Public Works Superintendent	500	Full	39	1.00	1.00	-	-	-	-
Senior Construction Inspector	500	Full	31	1.00	1.00	1.00	1.00	1.00	-
Construction Inspector	500	Full	26	-	-	1.00	1.00	1.00	-
Maintenance Coordinator	500	Full	23	-	1.00	1.00	1.00	1.00	-
Senior Street Maintenance Worker	500	Full	14	-	1.00	1.00	1.00	1.00	-
Street Maintenance Worker	500	Full	8	-	2.00	2.00	2.00	2.00	-
<b>Subtotal Public Works Division</b>				<b>2.00</b>	<b>6.00</b>	<b>7.00</b>	<b>7.00</b>	<b>7.00</b>	-
<i>Facilities &amp; Landscaping</i>									
Maintenance and Operations Manager	295	Full	44	1.00	1.00	1.00	1.00	1.00	-
Landscape & Facilities Superintendent	295	Full	39	-	-	-	-	-	-
Landscape & Facilities Maintenance Worker	295	Full	16	-	1.00	1.00	1.00	1.00	-
<b>Subtotal Facilities &amp; Landscape Division</b>				<b>1.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>	-
<b>Total Public Works</b>				<b>11.00</b>	<b>17.00</b>	<b>19.00</b>	<b>20.50</b>	<b>20.50</b>	-
<b>COMMUNITY SAFETY &amp; TECHNOLOGY</b>									
<i>Administration</i>									
Community Safety and Technology Director	311	Full	55	-	-	-	1.00	1.00	-
Community Safety Director	311	Full	55	1.00	1.00	1.00	-	-	-
* Senior Environmental Compliance Analyst	311	Full	38	-	-	1.00	1.00	1.00	-
* Environmental Compliance Analyst	311	Full	34	1.00	1.00	-	-	-	-
Emergency Management Specialist	311	Full	29	1.00	1.00	-	-	-	-
Administrative Specialist	311	Full	7	-	-	2.00	1.00	1.00	-
Intern	311	Part	1	0.50	0.50	0.50	0.50	0.50	-
<b>Subtotal Administration</b>				<b>3.50</b>	<b>3.50</b>	<b>4.50</b>	<b>3.50</b>	<b>3.50</b>	-

Exhibit "A"



Personnel Authorized Position List

	Departme	Full or Part Time	Range	2022-23 Amended	2023-24 Amended	2024-25 Amended	2025-26 Adopted	2025-26 Amended	Change
<b>Building Division</b>									
	310	Full	50	1.00	1.00	1.00	-	-	-
^	310	Full	34	-	-	1.00	-	-	-
^	310	Full	27	1.00	1.00	1.00	-	-	-
	310	Full	32	-	1.00	-	-	-	-
^	310	Full	27	-	-	1.00	-	-	-
	310	Full	19	1.00	1.00	1.00	-	-	-
	310	Full	18	1.00	1.00	-	-	-	-
	310	Full	16	1.00	1.00	-	-	-	-
	310	Full	14	1.00	1.00	-	-	-	-
	310	Full	8	1.00	1.00	-	-	-	-
<b>Subtotal Building Division</b>				<b>7.00</b>	<b>8.00</b>	<b>5.00</b>	-	-	-
<b>Code Enforcement Division</b>									
^	330	Full	44	1.00	1.00	-	-	-	-
^	330	Full	35	-	-	1.00	1.00	1.00	-
^	330	Full	24	1.00	1.00	1.00	2.00	2.00	-
^	330	Full	19	3.00	3.00	3.00	2.00	2.00	-
	330	Part	19	-	-	-	0.75	0.75	-
^^	330	Temp	19	-	-	-	0.50	0.50	-
	330	Full	16	1.00	1.00	1.00	1.00	1.00	-
<b>Subtotal Code Enforcement Division</b>				<b>6.00</b>	<b>6.00</b>	<b>6.00</b>	<b>7.25</b>	<b>7.25</b>	-
<b>Total Community Safety</b>				<b>16.50</b>	<b>17.50</b>	<b>15.50</b>	<b>10.75</b>	<b>10.75</b>	-
<b>Grand Total Full Time Equivalents</b>				<b>63.25</b>	<b>74.00</b>	<b>76.00</b>	<b>82.75</b>	<b>82.75</b>	-
				55.75	66.00	68.00	73.00	73.00	-
				2.50	3.00	3.00	4.25	4.25	-
				-	-	-	0.50	0.50	-
				5.00	5.00	5.00	5.00	5.00	-
<b>Grand Total Positions</b>				<b>63.25</b>	<b>74.00</b>	<b>76.00</b>	<b>82.75</b>	<b>82.75</b>	-

UF = Position is underfilled

\*Waste Management Franchise Agreement Funded

\*\*Classification and Compensation Study Reclassification Change

^Classification and Compensation Study Title Change

^^Temporary position authorized to backfill leave of absences; unbudgeted, uses salary savings

Full time 1.00 FTE is considered fully benefitted, 2080 hours worked per year

Part time 0.75 FTE is considered partially benefitted, 1,560 hours worked per year

Part Time 0.50 FTE is considered non-benefitted, 1,000 hours worked per year