

Citywide Speed Limit Assessment

Prepared for



August 2026



Prepared by





CERTIFICATION

I, Ruben Perales, do hereby certify that this Engineering and Traffic Survey for the City of Orange was performed under my supervision and is accurate and complete. I certify that I am both experienced in performing surveys of this type and duly registered in the State of California as a professional Traffic Engineer.

A handwritten signature in black ink, appearing to be "RP" or "Ruben Perales", written over a horizontal line.

Ruben Perales

RCE #83169, RTE #2838

8/4/2026

Date



Traffic No. 2838



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SECTION 1.0 – INTRODUCTION

The purpose of this report is to document the results of an Engineering and Traffic Survey (E&TS) conducted to update the speed limits at various segments throughout the City of Orange.

The overall study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within city boundaries. Roadways within business and residential districts have an established speed limit of 25 miles per hour, while alleys are 15 miles per hour. Both speed limits are designated by California law. As such they are not typically included in the study. Intermediate speed limits between 15 and 65 miles per hour may be established by local authorities based on engineering and traffic surveys.

It is a common belief that posting speed limit traffic signs will influence drivers to drive at that speed; however, the facts indicate otherwise. Driver behavioral research conducted in many parts of this country over a span of several decades shows that the average driver is influenced by the appearance of the highway itself and the prevailing traffic conditions in choosing the speed at which a person drives. Recognizing this, the California Vehicle Code (CVC) requires that speed limits be established in accordance with appropriate engineering practice and methods. Excerpts from the CVC regarding regulations governing speed limits and definition of terms used in speed zone surveys are detailed in **Appendix A**.

This report contains sufficient information to document that the conditions of the latest edition of the CVC Section 627 have been satisfied and that other conditions not readily apparent to motorists are properly identified. To legally use radar for speed enforcement, Section 40802 of the CVC requires that speed limits be established per Sections 22357 and 22358 of the CVC. The limits must be justified by an E&TS conducted within five years prior to the date of the alleged violation. However, a change in State law allows cities to extend the survey period to seven or fourteen years depending on specific criteria¹.

The latest edition of the CVC has highlighted bicycle and pedestrian safety as part of the study, and this aspect was considered as a part of this report. Additionally, effective January 1, 2022, several of the CVC sections mentioned above were amended and additional sections were added related to traffic safety and speed limits. These changes to the CVC were made in accordance with Assembly Bill No. 43 (AB 43) which was approved by the State of California on October 8, 2021. AB 43 is included in Appendix A for reference. The following are some key highlights of AB 43:

- Allows a prima facie speed limit of 25 mph on State highways located in any business or residential district.
- Authorizes Caltrans and a local authority to declare a speed of 20 or 15 mph on State highways.
- Authorizes a lower speed limit on a section of highway contiguous to a business activity district. Definition of "business activity district" is identified in AB 43 text.

¹ Refer to Appendix A for specific survey criteria.



- Authorizes a local authority to further reduce the speed limit beyond the 5-mph reduction after June 30, 2024, if certain conditions are met.
- Extends the validity of speed surveys from 10 years to 14 years if evaluated by a registered engineer.
- Local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general-purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

The current study will establish, validate and/or decrease the existing speed limits along the study segments based on the data and results of this survey. The surveys were conducted in April of 2026.

Spot speed surveys were taken at the project segments throughout the City of Orange in conformance with the State law for conducting engineering and traffic surveys for the purpose of establishing prima facie speed limits. The data was collected per the 2026 California Manual on Uniform Traffic Control Devices (CA MUTCD). Sections of the CA MUTCD detailing regulations for conducting the required "Engineering and Traffic Survey" are presented in **Appendix B**.

The actual speed zone surveys were conducted by National Data & Surveying Services (NDS). A California registered traffic engineer from AGA reviewed the streets, the survey data, and the crash statistics to arrive at the recommended speed limits for each segment.



SECTION 2.0 – STUDY METHODOLOGY

The study involved three categories of data collection and analysis: (1) geometric and characteristic street surveillance; (2) collision rate analysis; and (3) spot speed survey.

The street surveillance process used field observations to determine the existing roadway characteristics, condition and placement of signs and pavement markings, land uses, pedestrian and bicycle activity, and other roadway characteristics that may not be readily apparent to motorists.

Historical collision data was obtained from the City of Orange Crossroads Collision Database for the period from January 1, 2021, to December 31, 2025 (i.e., five years) for the roadway segments. The collision rate was calculated and considered in recommending the speed limit by using the average daily traffic (ADT) volumes provided by the City of Orange.

Spot speed surveys, utilizing a calibrated radar gun, were conducted at one hundred and eighty-six (186) segment locations to determine existing vehicular travel speeds. A copy of the "Traffic Radar Certification" is provided in **Appendix C**. Typically, a minimum of 100 observations were recorded, 50 for each direction of travel, on all the streets included in the study. This data was used to calculate statistical information such as the 85th percentile travel speed, 10-mile per hour (mph) pace speed, percentage of vehicles within the 10-mph pace, median speed, and other pertinent data for analysis.



SECTION 3.0 – SURVEY RESULTS

3.1 Street Surveillance

Section 2B.21 “Speed Limit Sign (R2-1)” of the CA MUTCD (see Appendix B) states that the speed limit should be established at the nearest five mile per hour increment (rounded per standard mathematical practice) 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 change in speed. Whenever such factors are considered to establish the speed limit, they should be documented in the speed survey or in the accompanying engineering report.

The survey streets were reviewed by Mr. Ruben Perales, P.E., T.E, Vice President at AGA Engineers, Inc., who is a registered Traffic Engineer in the State of California. The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver, land use types adjoining the street (commercial, residential, school zone, parks, etc.), and type of roadway (divided, undivided, number of lanes, etc.) were recorded as part of the study. The roadway characteristics were used to determine if any physical conditions warranted consideration of a five mile per hour reduction of the recommended speed in accordance with CVC Section 627 and if roadway segments have changed since the preparation of the previous E&TS. The speed survey segment roadway characteristics for each segment are indicated on the Engineering and Traffic Survey Summary sheets in **Appendix D**. Raw speed survey data collected in the field is included in **Appendix E**.

3.2 Accident Rate Analysis

The collision rate for each speed survey segment was determined using the most recent available collision records as required by CVC Section 627. The mid-block collision totals are based on a review of the collision reports from the City of Orange Crossroads Collision Database from (January 1, 2021, to December 31, 2025). Subsequently, these totals were used to calculate the mid-block collision rate, which also uses ADT volume data. ADT counts were provided by the City of Orange for all project segments and are included in **Appendix F**. The mid-block collision rate for each street surveyed was calculated in terms of “collisions per million vehicle miles traveled” (C/MVM) and is shown on the Engineering and Traffic Survey Summary Reports. The following shows a sample calculation.

The rate was calculated using the following equation:

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

The number of mid-block collisions is based on three years’ collision data (January 1, 2021, to December 31, 2025), recent 24-hour traffic volume (for both directions) within the survey segment, and the segment’s length given in miles.

**Example:**

Segment: Bond Avenue between Prospect Street and Hewes Street:

$$\begin{aligned} \text{Collision Rate} &= \frac{7 \times 10^6}{8,435 \times 365 \times 0.53 \times 5} \\ &= 0.85 \text{ C/MVM} \end{aligned}$$

The Average Expected Collision Rate for this segment is 1.07 and is based on the “2024 Crash Data on California State Highways²”. Therefore, the calculated collision rate of 0.85 is well below the expected rate for this segment which identifies the segment as one with no significant accident history.

The results of the collision rate calculations, including the Average Expected Collision Rates for each type of roadways, are shown in **Table 1** on the following page and detailed in **Appendix E**. The following Average Expected Collision Rates were obtained from “2024 Crash Data on California State Highways” for Orange County published by the California Department of Transportation (Caltrans):

♦ Conventional 2 lanes or less (<45 mph):	1.07 C/MVM
♦ Conventional 2 lanes or less (≥ 45 mph):	0.61 C/MVM
♦ Conventional 3 lanes	1.61 C/MVM
♦ Undivided 4 lanes (<45 mph):	0.66 C/MVM
♦ Undivided 4 lanes (≥ 45 mph):	0.77 C/MVM
♦ Divided 4 lanes (<45 mph):	0.64 C/MVM
♦ Divided 4 lanes (≥ 45 mph):	0.93 C/MVM
♦ Divided 5 lanes or more (<45 mph):	0.75 C/MVM
♦ Divided 5 lanes or more (≥ 45 mph):	0.87 C/MVM

² 2024 Crash Data on California State Highways, State of California Department of Transportation.



City of Orange
Table 1. 2026 Speed Zone Survey - Accident Survey Analysis

Street	No.	Location	Distance (Miles)	Distance (Feet)	2026 ADT	Accidents ¹ (5 Years Total)	Accident Rate	Expected ² Acc. Rate
Almond Avenue	1	Flower Street to Main Street	0.57	3,032	1,462	6	3.92	1.07
Anaheim Way	2	The City Drive/State College Boulevard to Orangewood Avenue (NCL)	0.34	1,792	6,065	1	0.27	1.61
Batavia Street	3	La Veta Avenue to Chapman Avenue	0.51	2,667	9,275	34	3.98	1.07
	4	Chapman Avenue to AT&SF RR	0.69	3,631	12,508	20	1.27	0.66
	5	AT&SF RR to Collins Avenue	0.31	1,658	12,029	6	0.87	0.66
	6	Collins Avenue to Katella Avenue	0.46	2,413	12,737	7	0.66	0.64
	7	Katella Avenue to Taft Avenue	0.46	2,455	13,992	4	0.34	0.64
	8	Taft Avenue to Lincoln Avenue	1.33	7,040	15,402	25	0.67	0.64
Bond Avenue	9	Prospect Street to Hewes Street	0.53	2,810	8,435	7	0.85	1.07
	10	Hewes Street to Rancho Santiago Boulevard	0.25	1,328	2,377	4	3.67	0.66
Cambridge Street	11	South City Limits to Palmyra Avenue	0.54	2,838	8,658	11	1.30	1.07
	12	Palmyra Avenue to Katella Avenue	1.72	9,074	5,617	32	1.82	1.07
	13	Katella Avenue to Taft Avenue	0.47	2,500	8,224	5	0.70	0.66
	14	Taft Avenue to Meats Avenue	0.53	2,783	6,207	4	0.67	0.66
Canal Street	15	Meats Avenue to Heim Avenue	0.53	2,778	5,514	7	1.32	1.07
Cannon Street	16	Chapman Avenue to Creekside Avenue	0.40	2,098	8,469	4	0.65	0.64
	17	Creekside Avenue to Cliffway Drive	0.36	1,905	6,203	2	0.49	0.64
	18	Cliffway Drive to Santiago Canyon Road	0.99	5,225	5,499	3	0.30	0.64
	19	Santiago Canyon Road to Serrano Avenue	0.62	3,279	33,296	8	0.21	0.93
	20	Serrano Avenue to Via Escala	1.17	6,198	25,211	16	0.30	0.93
Canyon View Avenue	21	Chapman Avenue to Outrider Street	0.82	4,349	7,065	1	0.09	0.64
	22	Outrider Street to Newport Boulevard	0.43	2,258	8,133	1	0.16	0.64
	23	Newport Boulevard to White Oak Ridge	0.42	2,230	5,368	2	0.48	0.64
	24	White Oak Ridge to Jamboree Road	0.35	1,836	5,368	3	0.88	0.64
Chapman Avenue	25	West City Limits to Lewis Street	0.41	2,178	33,423	3	0.12	0.75
	26	Lewis Street to The City Drive South	0.39	2,038	31,229	11	0.50	0.75
	27	The City Drive South to Eckhoff Street	0.94	4,978	35,932	19	0.31	0.75
	28	Eckhoff Street to Main Street	0.45	2,350	27,839	27	1.19	0.75
	29	Main Street to Batavia Street	0.31	1,662	18,126	10	0.96	0.64
	30	Batavia Street to Lemon Street	0.38	1,987	14,881	25	2.45	0.64
	31	Lemon Street to Center Street	0.33	1,729	12,499	32	4.28	1.07
	32	Center Street to Cambridge Street	0.31	1,649	18,535	9	0.85	0.64
	33	Cambridge Street to Tustin Street	0.50	2,638	23,405	15	0.70	0.64
	34	Tustin Street to Yorba Street	0.31	1,620	65,612	28	0.76	0.75
	35	Yorba Street to Prospect Street	0.50	2,637	50,659	53	1.15	0.75
	36	Prospect Street to Rancho Santiago Boulevard	0.98	5,184	39,410	70	0.99	0.75
	37	Rancho Santiago Boulevard to Crawford Canyon/Cannon	0.32	1,673	29,279	7	0.41	0.87
	38	Crawford Canyon/Cannon to Calle Grande	0.92	4,837	16,585	10	0.36	0.93
	39	Calle Grande to Newport Boulevard	0.73	3,861	15,677	4	0.19	0.93
	40	Newport Boulevard to Jamboree Road	0.61	3,247	15,607	9	0.51	0.87
The City Drive	41	Garden Grove Boulevard to Outlet Drive	0.51	2,670	16,092	8	0.54	0.75
	42	Outlet Drive to Chapman Avenue	0.49	2,584	30,944	10	0.36	0.75
	43	Chapman Avenue to Anaheim Way/Interstate 5 Northbound On/Off Ramps	0.26	1,379	27,349	2	0.15	0.75
Collins Avenue	44	Eckhoff Street to Main Street	0.43	2,263	6,393	4	0.80	0.66
	45	Main Street to Batavia Street	0.28	1,469	10,701	1	0.18	0.66
	46	Batavia Street to Glassell St	0.50	2,635	14,923	19	1.40	0.64
	47	Glassell Street Cambridge Street	0.50	2,664	17,820	11	0.67	0.66
	48	Cambridge Street to Tustin Street	0.50	2,648	15,689	27	1.88	0.66
	49	Tustin Street to Handy Street	0.50	2,642	13,479	9	0.73	0.66
	50	Handy Street to Wanda Road	0.29	1,535	16,990	6	0.67	0.66
	51	Wanda Road to Bond Avenue	0.63	3,317	17,262	15	0.76	0.64

1. Accident Data from 1/1/2021 to 12/31/2025 (Source: Orange)

2. Expected Accident Rates from 2024 Collision Data on California State Highways.



City of Orange
Table 1. 2026 Speed Zone Survey - Accident Survey Analysis

Street	No.	Location	Distance (Miles)	Distance (Feet)	2026 ADT	Accidents ¹ (5 Years Total)	Accident Rate	Expected ² Acc. Rate
Eckhoff Street	52	Sycamore Avenue to Orangewood Avenue	0.21	1,097	3,542	1	0.74	1.07
	53	Orangewood Avenue to Collins Avenue	0.46	2,439	7,855	5	0.76	1.07
Esplanade Street	54	Fairhaven Avenue to La Veta Avenue	0.47	2,488	3,429	3	1.02	0.77
	55	La Veta Avenue to Chapman Avenue	0.51	2,694	5,340	4	0.80	0.66
Fairhaven Avenue	56	Greengrove Street to Yorba Street	0.66	3,487	14,994	7	0.39	0.64
Fletcher Avenue	57	Batavia Street to Glassell Street	0.51	2,669	3,190	2	0.68	1.07
Garden Grove Boulevard	58	West City Limits to The City Drive	0.42	2,229	16,792	12	0.93	0.64
	59	The City Drive to East City Limits	0.14	727	35,223	12	1.36	0.75
Glassell Street	60	South City Limits (22 Freeway) to La Veta Avenue	0.38	1,995	31,471	7	0.32	0.64
	61	La Veta Avenue to Almond Avenue	0.38	1,980	12,496	23	2.69	1.07
	62	Almond Avenue to Maple Avenue	0.27	1,441	9,739	19	3.92	1.07
	63	Maple Avenue to Walnut Avenue	0.37	1,966	8,467	13	2.26	1.07
	64	Walnut Avenue to Collins Avenue	0.50	2,644	13,001	14	1.18	1.07
	65	Collins Avenue to Katella Avenue	0.46	2,440	13,728	14	1.21	0.64
	66	Katella Avenue to Taft Avenue	0.46	2,422	21,720	18	0.99	0.64
	67	Taft Avenue to Meats Avenue	0.50	2,633	13,707	6	0.48	0.93
	68	Meats Avenue to Fletcher Avenue	0.44	2,299	17,583	3	0.21	0.93
	69	Fletcher Avenue to Lincoln Avenue	0.45	2,360	17,252	7	0.50	0.93
	70	Lincoln Avenue to North City Limits (Riverdale)	0.64	3,362	22,072	13	0.51	0.93
Grove Avenue	71	Glassell Street to Batavia Street	0.51	2,698	3,095	4	1.39	1.07
	72	Batavia Street to Main Street	0.30	1,600	1,705	2	2.12	1.07
Hewes Street	73	South City Limits to Marmon Avenue	0.71	3,726	7,953	15	1.46	0.66
	74	Marmon Avenue to Chapman Avenue	0.30	1,580	9,311	12	2.36	0.66
	75	Chapman Avenue to Walnut Avenue	0.50	2,659	11,442	3	0.29	0.64
	76	Walnut Avenue to Bond Avenue	0.25	1,328	9,554	1	0.23	0.66
	77	Bond Avenue to Rancho Santiago Boulevard	0.64	3,368	7,456	2	0.23	0.93
Jamboree Road	78	South City Limits to Canyon View Avenue	0.75	3,936	20,943	4	0.14	0.93
	79	Canyon View Avenue to Chapman Avenue	0.54	2,829	16,158	3	0.19	0.87
	80	Chapman Avenue to Santiago Canyon Road	0.23	1,202	19,862	0	0.00	0.75
Katella Avenue	81	West City Limits to Main Street	0.51	2,694	22,220	2	0.10	0.75
	82	Main Street to Batavia Street	0.28	1,480	31,114	9	0.57	0.75
	83	Batavia Street to Glassell Street	0.53	2,776	32,519	9	0.29	0.75
	84	Glassell Street to Cambridge Street	0.49	2,608	31,767	28	0.98	0.75
	85	Cambridge Street to Tustin Street	0.50	2,645	33,444	26	0.85	0.75
	86	Tustin Street to Sacramento Street	0.34	1,801	44,486	29	1.05	0.75
	87	Sacramento Street to Handy Street	0.17	918	37,625	18	1.51	0.75
	88	Handy Street to East City Limits	0.29	1,532	33,584	10	0.56	0.64
La Veta Avenue	89	West City Limits to Main Street	0.55	2,900	21,342	28	1.31	0.93
	90	Main Street to Batavia Street	0.32	1,705	27,546	7	0.43	0.75
	91	Batavia Street to Glassell Street	0.50	2,630	14,546	11	0.83	0.66
	92	Glassell Street to Shaffer Street	0.25	1,317	9,606	8	1.83	1.07
	93	Shaffer Street to Cambridge Street	0.25	1,318	5,937	5	1.85	1.07
	94	Tustin Street to Yorba Street	0.52	2,725	8,637	2	0.25	0.64
	95	Yorba Street to Chipwood Street	0.86	4,552	7,016	14	1.27	0.66
Lewis Street	96	Chipwood Street to Esplanade Street	0.14	747	4,526	3	2.57	1.07
	97	South City Limits to Metropolitan/Lampson Avenue	0.52	2,728	13,695	7	0.54	0.64
	98	Metropolitan/Lampson Avenue to Chapman Avenue	0.50	2,624	16,317	17	1.15	0.64
	99	Chapman Avenue to North City Limits	0.25	1,316	11,975	7	1.29	1.07

1. Accident Data from 1/1/2021 to 12/31/2025 (Source: Orange)

2. Expected Accident Rates from 2024 Collision Data on California State Highways.



City of Orange
Table 1. 2026 Speed Zone Survey - Accident Survey Analysis

Street	No.	Location	Distance (Miles)	Distance (Feet)	2026 ADT	Accidents ¹ (5 Years Total)	Accident Rate	Expected ² Acc. Rate
Lincoln Avenue	100	West City Limits to Glassell Street	0.63	3,340	20,164	14	0.60	0.87
	101	Glassell Street to Orange-Olive Road	0.35	1,873	22,814	29	1.96	0.93
	102	Orange-Olive Road to Tustin Street	0.62	3,275	23,097	41	1.57	0.93
Main Street	103	South City Limits to Chapman Avenue	0.63	3,338	30,078	26	0.75	0.75
	104	Chapman Avenue to Walnut Avenue	0.51	2,715	22,090	29	1.40	0.64
	105	Walnut Avenue to Collins Avenue	0.50	2,636	17,680	17	1.06	0.64
	106	Collins Avenue to Katella Avenue	0.45	2,394	15,824	3	0.23	0.64
	107	Katella Avenue to Taft Avenue	0.46	2,450	12,269	5	0.48	0.64
Manchester Avenue	108	North City Limits to Chapman Avenue	0.20	1,077	5,263	1	0.51	0.64
	109	Chapman Avenue to The City Way	0.23	1,214	8,707	7	1.92	0.75
Meats Avenue	110	Glassell Street to Cambridge Street	0.51	2,683	14,161	6	0.46	0.66
	111	Cambridge Street to Tustin Street	0.48	2,508	14,650	19	1.50	0.66
	112	Tustin Street to Santiago Boulevard	0.58	3,070	16,780	18	1.01	0.64
	113	Featherhill Drive to East City Limits	0.96	5,071	9,009	7	0.44	0.93
Metropolitan Drive	114	Lewis Street to The City Drive	0.57	3,029	17,023	6	0.34	0.64
Newport Boulevard	115	South City Limits (Kings Bridge Road) to Canyon View Avenue	0.35	1,838	8,744	3	0.54	0.93
	116	Canyon View Avenue to Chapman Avenue	0.55	2,928	5,883	1	0.17	0.64
	117	Chapman Avenue to Santiago Canyon Road	0.38	2,017	5,733	1	0.25	0.64
Nohl Ranch Road	118	Tustin Street to East City Limits	0.55	2,883	7,954	1	0.13	1.07
Orangewood Avenue	119	West City Limits to Main Street	0.78	4,105	16,784	6	0.25	0.64
Orange-Olive Road	120	Glassell Street to Meats Avenue	0.47	2,463	12,137	10	0.97	0.93
	121	Meats Avenue to Heim Avenue	0.52	2,750	12,197	9	0.78	0.93
	122	Heim Avenue to Lincoln Avenue	0.42	2,234	10,580	10	1.22	0.93
	123	Lincoln Avenue to Santa Ana Canyon Road	0.40	2,110	6,896	4	0.80	0.93
	124	Santa Ana Canyon Road to Riverdale Avenue	0.28	1,497	6,179	7	2.19	0.77
Parker Street	125	La Veta Avenue to Town & Country Road	0.28	1,456	12,620	2	0.31	1.07
Prospect Street	126	Fairhaven Avenue to La Veta Avenue	0.48	2,539	6,061	9	1.69	1.07
	127	La Veta Avenue to Palmyra Avenue	0.25	1,328	8,956	12	2.92	0.66
	128	Palmyra Avenue to Chapman Avenue	0.25	1,329	8,956	5	1.22	0.66
	129	Chapman Avenue to Spring Street	0.25	1,344	21,884	17	1.67	0.64
	130	Spring Street to Walnut Avenue	0.25	1,337	15,846	4	0.55	0.64
	131	Walnut Avenue to Bond Avenue	0.32	1,676	14,540	5	0.59	0.64
Rampart Street	132	Chapman Avenue to North City Limits	0.46	2,409	2,440	3	1.48	1.07
Rancho Santiago Boulevard	133	Chapman Avenue to Walnut Avenue	0.50	2,650	3,899	0	0.00	1.07
	134	Walnut Avenue to Bond Avenue	0.25	1,336	4,217	6	3.08	1.07
	135	Bond Avenue to Hewes Street	0.54	2,857	3,065	0	0.00	1.07
Riverdale Avenue	136	Glassell Street to Orange-Olive Road	0.60	3,159	4,229	8	1.73	0.66
	137	Orange-Olive Road to East City Limits	0.41	2,152	11,607	8	0.93	0.66
Santa Ana Canyon Road	138	Orange-Olive Road to Tustin Street	0.68	3,581	1,286	5	3.14	1.07
Santiago Boulevard	139	South City Limits (Wanda Road) to Meats Avenue	0.60	3,142	13,902	7	0.46	0.64
	140	Meats Avenue to Nohl Ranch Road	1.00	5,303	13,693	24	0.96	0.64
	141	Nohl Ranch Road to North City Limits	0.27	1,412	11,126	4	0.74	0.61

1. Accident Data from 1/1/2021 to 12/31/2025 (Source: Orange)

2. Expected Accident Rates from 2024 Collision Data on California State Highways.



City of Orange
Table 1. 2026 Speed Zone Survey - Accident Survey Analysis

Street	No.	Location		Distance (Feet)	2026 ADT	Accidents ¹ (5 Years Total)	Accident Rate	Expected ² Acc. Rate
Santiago Canyon Road	142	West City Limits to Orange Park Boulevard	0.88	4,634	23,310	10	0.27	0.93
	143	Orange Park Boulevard to Meads Avenue (County)	0.27	1,448	23,492	6	0.51	0.93
	144	Meads Avenue to Kennymead Street	0.24	1,250	22,321	1	0.10	0.93
	145	Kennymead Street to Amapola Avenue	0.87	4,600	22,321	4	0.11	0.93
	146	Amapola Avenue to Newport Boulevard	0.35	1,825	22,321	4	0.28	0.93
	147	Newport Boulevard to Jamboree Road	0.49	2,573	19,748	2	0.11	0.87
	148	Jamboree Road to East City Limits (SR 241 Freeway)	1.22	6,432	21,627	11	0.23	0.93
Serrano Avenue	149	Cannon Street to Orange Park Boulevard	0.75	3,967	19,590	5	0.19	0.64
	150	Orange Park Boulevard to San Lorenzo Court/Parkhurst Drive	0.65	3,431	16,485	2	0.10	0.64
	151	San Lorenzo Court/Parkhurst Drive to Kendra Drive	0.67	3,520	15,768	2	0.10	0.64
Skylark Place	152	Canyon View Avenue to Newport Boulevard	0.44	2,339	3,011	1	0.41	1.07
Spring Street	153	Prospect Street to Esplanade Street	0.50	2,643	7,868	14	1.95	0.64
	154	Esplanade Street to East City Limits	0.23	1,197	4,134	2	1.17	1.07
State College Boulevard	155	Anaheim Way/Interstate 5 Northbound On/Off Ramps to North City Limits	0.25	1,295	21,139	2	0.21	0.75
Struck Avenue	156	Katella Avenue to Batavia Street	0.54	2,840	7,405	4	0.55	1.07
	157	Batavia Street to Easterly Terminus	0.22	1,156	2,059	3	3.65	1.07
Taft Avenue	158	West City Limits to Glassell Street	1.03	5,442	18,191	19	0.56	0.93
	159	Glassell Street to Cambridge Street	0.43	2,280	12,059	9	0.95	0.93
	160	Cambridge Street to Tustin Street	0.55	2,895	11,981	1	0.08	0.64
	161	Tustin Street to Santiago Boulevard	0.74	3,889	10,151	10	0.73	0.64
	162	Sycamore Avenue to Cannon Street	1.59	8,375	6,413	0	0.00	1.07
Town & Country Road	163	Main Street to Lawson Way	0.23	1,237	15,071	1	0.16	0.64
	164	Lawson Way to Parker Street	0.21	1,110	8,982	8	2.32	0.64
Tustin Street	165	South City Limits to La Veta Avenue	0.43	2,292	32,124	34	1.34	0.75
	166	La Veta Avenue to Chapman Avenue	0.57	3,000	31,389	12	0.37	0.75
	167	Chapman Avenue to Walnut Avenue	0.50	2,638	37,882	15	0.43	0.75
	168	Walnut Avenue to Katella Avenue	0.97	5,145	31,300	55	0.99	0.75
	169	Katella Avenue to Meats Avenue	0.95	5,000	38,493	42	0.63	0.75
	170	Meats Avenue to Lincoln Street	0.83	4,380	32,587	46	0.93	0.75
	171	Lincoln Street to North City Limits	0.58	3,040	16,844	13	0.73	0.64
Via Escola	172	Meats Avenue to Cannon Street	1.11	5,854	4,134	5	0.60	0.64
Walnut Avenue	173	Main Street to Batavia Street	0.27	1,432	11,145	15	2.72	1.07
	174	Batavia Street to Glassell Street	0.50	2,644	11,414	12	1.15	1.07
	175	Glassell Street to Cambridge Street	0.50	2,651	8,406	23	2.99	1.07
	176	Cambridge Street to Tustin Street	0.50	2,640	7,617	24	3.45	1.07
	177	Tustin Street to Malena Street	0.72	3,792	6,091	7	0.88	1.07
	178	Prospect Street to Gravier Street	0.21	1,117	3,046	2	1.70	1.07
	179	Gravier Street to Hewes Street	0.50	2,651	3,455	4	1.26	1.07
	180	Hewes Street to Easterly Terminus	0.35	1,856	2,200	1	0.71	1.07
Wanda Road	181	Collins Avenue to Katella Avenue	0.55	2,928	12,202	7	0.57	0.66
	182	Katella Avenue to North City Limits	0.13	670	21,419	2	0.40	0.64
White Oak Ridge	183	Newport Boulevard to Canyon View Avenue	0.94	4,985	1,483	1	0.39	1.07
Yorba Street	184	Fairhaven Avenue to La Veta Avenue	0.50	2,644	6,834	5	0.80	0.66
	185	La Veta Avenue to Palmyra Avenue	0.25	1,318	5,747	2	0.76	0.66
	186	Palmyra Avenue to Chapman Avenue	0.25	1,343	5,747	5	1.87	0.66

1. Accident Data from 1/1/2021 to 12/31/2025 (Source: Orange)

2. Expected Accident Rates from 2024 Collision Data on California State Highways.



3.3 Spot Speed Survey

Spot speed surveys were conducted at each street segment to assess the actual behavior of the majority of motorists. A reasonable and effective speed limit is based on the premise that a speed limit, thus established, conforms to the actual behavior of the majority of motorists. The speed limit should typically be established at the five mph increment nearest the 85th percentile speed recorded for the surveyed segment. However, engineering judgment and other factors such as street surveillance (Section 3.1) and collision rates (Section 3.2) may indicate the need for further reduction in establishing reasonable and effective speed limits.

The criteria used in conducting the radar survey are listed in **Appendix B**. The information collected and data calculated for the radar speed survey are as follows:

- | | |
|-----------------------------------|--|
| ◆ Date and time of speed survey | ◆ Collision history and rate |
| ◆ Direction of survey | ◆ Posted speed limit |
| ◆ Number of vehicles observed | ◆ Average speed |
| ◆ Pedestrian and bicycle activity | ◆ Range of speeds |
| ◆ Road description | ◆ 50th and 85 th Percentile speed |
| ◆ Average Daily Traffic | ◆ 10 mph and percent over pace speed |

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



SECTION 4.0 – SURVEY FINDINGS AND RECOMMENDATIONS

In accordance with the State-imposed speed limit establishment regulation as defined by CVC Section 627 and the recently adopted Assembly Bill No. 43, there are several factors that may be considered to justify setting the prima facie speed limits five miles per hour below the observed 85th percentile speed.

It should be noted that the regulations found in Appendix B also state that “the establishment of a speed limit of five mph below the 85th percentile speed should be done with great care”.

The factors to be considered are:

- Most recent accident record (mid-block)
- Roadway design speed
- Safe stopping sight distance
- Super-elevation
- Grades
- Shoulder condition
- Profile condition
- Intersection spacing offsets
- Commercial driveway characteristics (land use)
- Pedestrian traffic with and without sidewalks
- Pedestrian and bicycle safety

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix D. The 85th percentile speed and the above factors were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). The 2026 Speed Zone Survey – Accident Survey Analysis (Table 1) lists the total number of accidents, calculated accident rate, and the expected accident rate. **Table 2** on the next page shows the surveyed road segments with posted and recommended speed limits. California Vehicle Code sections are defined in Appendix A.

4.1 Speed Limit Signing

All California motorists are required to know the basic 15, 25, and 65 mph statutory or prima facie speed laws and are tested on the subject when applying for a driver’s license. The maximum speed limit on most California highways is 65 mph. However, drivers are permitted to travel 70 mph where posted as such. Unless otherwise posted, the maximum speed limit in California is 55 mph on two-lane undivided highways and for vehicles towing trailers – provided the street is not within a business or residential district. Consequently, speed limit signs covering these prima facie conditions need not be posted on city streets. Although not required by law, speed limit signs for these limits can be posted by a jurisdiction when an engineer determines doing so would enhance public awareness and compliance of the basic speed law.

Typically, such postings occur upon streets that have the following:

- Significant daily vehicular traffic volumes
- Significant grades
- Safe stopping sight distance
- Other unusual characteristics
- Cut-through traffic problems
- Continued violation of 25 mph speed zones
- Commercial driveway characteristics (land use)



Table 2: 2026 City of Orange Segment Spot Speed Survey

Street	No	Segment	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Almond Avenue	1	Flower Street to Main Street	E/W	4/20/2026	21-30	66	27	32	30	25	Decrease, CVC22358.6(b), OP, MD, NR, HAR, RD, Prima Facia 25mph
Anaheim Way	2	The City Drive/State College Boulevard to Orangewood Avenue (NCL)	E/W	4/13/2026	40-49	84	46	50	45	45	No Change, CVC22358.6(b), HPA, HOS, HOR
Batavia Street	3	La Veta Avenue to Chapman Avenue	N/S	4/20/2026	22-31	74	28	32	30	25	Decrease, CVC22358.6(b), MD, RES, OP, XNG, HAR
	4	Chapman Avenue to AT&SF RR	N/S	4/20/2026	28-37	68	32	37	35	30	Decrease, CVC22358.6(b), OP, RES, RXR, HAR
	5	AT&SF RR to Collins Avenue	N/S	4/15/2026	33-42	67	37	42	35	35	No Change, CVC22358.6(b), MD, OP, NLT, RXR
	6	Collins Avenue to Katella Avenue	N/S	4/15/2026	23-32	73	28	33	35	35	No Change, CVC22358.6(a)
	7	Katella Avenue to Taft Avenue	N/S	4/20/2026	31-40	75	35	39	40	35	Decrease, CVC22358.6(c), RXR, MD
Bond Avenue	8	Taft Avenue to Lincoln Avenue	N/S	4/20/2026	32-41	60	38	44	40	40	No Change, CVC22358.6(c)
	9	Prospect Street to Hewes Street	E/W	4/22/2026	39-48	86	44	48	40	40	No Change, CVC22358.8, BT, OP, RES
Cambridge Street	10	Hewes Street to Rancho Santiago Boulevard	E/W	4/13/2026	28-37	71	33	39	30	30	No Change, CVC22358.7(a)(2), OP, RD, MD, HAR
	11	South City Limits to Palmyra Avenue	N/S	4/20/2026	27-36	91	32	35	35	35	No Change, CVC22358.6(a)
	12	Palmyra Avenue to Katella Avenue	N/S	4/20/2026	21-30	95	25	28	25	25	No Change, CVC22358.6(c), HAR
	13	Katella Avenue to Taft Avenue	N/S	4/20/2026	32-41	77	37	41	35	30	Decrease, CVC22358.7(a)(2), BL, HOR, RES, NLT
Canal Street	14	Taft Avenue to Meats Avenue	N/S	4/21/2026	24-33	81	28	33	35	30	Decrease, CVC22358.6(c), BL, HOR, RES, SCH, NLT, XNG
	15	Meats Avenue to Heim Avenue	N/S	4/14/2026	28-37	88	33	37	30	30	No Change, CVC22358.6(b), HOR, OP, NLT, PAR
Cannon Street	16	Chapman Avenue to Creekside Avenue	N/S	4/16/2026	27-36	82	32	37	35	35	No Change, CVC22358.6(a)
	17	Creekside Avenue to Cliffway Drive	N/S	4/16/2026	34-43	66	39	44	40	40	No Change, CVC22358.6(c)
	18	Cliffway Drive to Santiago Canyon Road	N/S	4/16/2026	34-43	66	39	43	40	40	No Change, CVC22358.6(c)
	19	Santiago Canyon Road to Serrano Avenue	N/S	4/16/2026	36-45	69	39	44	45	45	No Change, CVC22358.6(a)
	20	Serrano Avenue to Via Escola	N/S	4/13/2026	46-55	70	51	57	50	50	No Change, CVC22358.6(b), BL, COS, HOR, LD
Canyon View Avenue	21	Chapman Avenue to Outrider Street	E/W	4/21/2026	37-46	99	41	44	40	40	No Change, CVC22358.6(c)
	22	Outrider Street to Newport Boulevard	E/W	4/21/2026	36-45	96	40	43	40	40	No Change, CVC22358.6(c)
	23	Newport Boulevard to White Oak Ridge	E/W	4/22/2026	34-43	86	38	41	40	40	No Change, CVC22358.6(a)
	24	White Oak Ridge to Jamboree Road	E/W	4/23/2026	37-46	88	41	44	40	40	No Change, CVC22358.6(c)
Chapman Avenue	25	West City Limits to Lewis Street	E/W	4/13/2026	41-50	96	45	48	40	40	No Change, CVC22358.8 (45mph in GG)
	26	Lewis Street to The City Drive South	E/W	4/13/2026	35-44	86	40	44	35	35	No Change, CVC22358.8
	27	The City Drive South to Eckhoff Street	E/W	4/14/2026	37-46	92	42	45	40	40	No Change, CVC22358.6(b), HPA, HOS, COS
	28	Eckhoff Street to Main Street	E/W	4/16/2026	27-36	75	32	38	40	40	No Change, CVC22358.6(a), COS
	29	Main Street to Batavia Street	E/W	4/16/2026	29-38	80	34	38	40	35	Decrease, CVC22358.6(c), XNG, COS, HAR
	30	Batavia Street to Lemon Street	E/W	4/20/2026	24-33	68	30	36	35	30	Decrease, CVC22358.6(b), HPA, RXR, MD, XNG, HAR
	31	Lemon Street to Center Street	E/W	4/20/2026	20-29	80	25	29	25	25	No Change, CVC22358.6(c)
	32	Center Street to Cambridge Street	E/W	4/20/2026	28-37	77	33	37	35	30	Decrease, CVC22358.6(b), HPA, LD
	33	Cambridge Street to Tustin Street	E/W	4/20/2026	28-37	78	33	37	40	35	Decrease, CVC22358.6(a)
	34	Tustin Street to Yorba Street	E/W	4/15/2026	35-44	79	39	43	40	40	No Change, CVC22358.6(c)
	35	Yorba Street to Prospect Street	E/W	4/15/2026	33-42	70	36	41	40	40	No Change, CVC22358.6(a)
	36	Prospect Street to Rancho Santiago Boulevard	E/W	4/15/2026	37-46	85	41	44	40	40	No Change, CVC22358.6(c)
	37	Rancho Santiago Boulevard to Crawford Canyon/Cannon	E/W	4/15/2026	41-50	74	45	49	45	45	No Change, CVC22358.6(c)
	38	Crawford Canyon/Cannon to Calle Grande	E/W	4/21/2026	45-54	90	49	52	50	50	No Change, CVC22358.6(a)
	39	Calle Grande to Newport Boulevard	E/W	4/21/2026	46-55	100	50	52	50	50	No Change, CVC22358.6(a)
	40	Newport Boulevard to Jamboree Road	E/W	4/22/2026	45-54	95	50	52	50	50	No Change, CVC22358.6(a)
The City Drive	41	Garden Grove Boulevard to Outlet Drive	N/S	4/14/2026	30-39	98	35	38	35	35	No Change, CVC22358.6(c)
	42	Outlet Drive to Chapman Avenue	N/S	4/14/2026	30-39	97	35	38	35	35	No Change, CVC22358.6(c)
	43	Chapman Avenue to Anaheim Way/Interstate 5 Northbound On/Off Ramps	N/S	4/13/2026	40-49	85	45	48	40	40	No Change, CVC22358.7(a)(2), HPA, HOS, COS

Legend: BL - bike lane, BR - bike route, COS - continuity of speed, DD - downtown district, HAR - high accident rate, HOR - horizontal curve, HOS - hospital area, HPA - high pedestrian activity, HT - horse trail, LD - lane drop, MD - multiple driveways, NLT - no left turn pockets (left turning vehicles stop in lane), NR - narrow road, NS - no sidewalk, OP - street parking, PAR - park, RD - residential district, RES - residential, RXR - railroad crossing, SCH - school area, SHO - shopping center area, VER - vertical curve, XNG - uncontrolled pedestrian crossing


Table 2: 2026 City of Orange Segment Spot Speed Survey

Street	No	Segment	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Collins Avenue	44	Eckhoff Street to Main Street	E/W	4/14/2026	34-43	69	37	42	40	40	No Change, CVC22358.6(a)
	45	Main Street to Batavia Street	E/W	4/14/2026	31-40	70	37	42	40	40	No Change, CVC22358.6(a)
	46	Batavia Street to Glassell St	E/W	4/14/2026	29-38	71	34	38	40	35	Decrease, CVC22358.6(c), MD, RXR, XNG
	47	Glassell Street Cambridge Street	E/W	4/14/2026	28-37	75	33	39	35	35	No Change, CVC22358.6(c)
	48	Cambridge Street to Tustin Street	E/W	4/14/2026	31-40	79	36	40	35	35	No Change, CVC22358.6(b), SCH, HAR, OP, RES, XNG, HPA
	49	Tustin Street to Handy Street	E/W	4/14/2026	34-43	79	38	43	35	35	No Change, CVC22358.7(a)(2), SCH, NLT, COS, VER, OP
	50	Handy Street to Wanda Road	E/W	4/23/2026	35-44	96	40	43	35	35	No Change, CVC22358.7(a)(2), NLT, COS, OP, RES, S.C. Trail, MD
	51	Wanda Road to Bond Avenue	E/W - N/S	4/22/2026	35-44	90	40	43	35	35	No Change, CVC22358.7(a)(2), COS, OP, RES, BT, HOR, MD
Eckhoff Street	52	Sycamore Avenue to Orangewood Avenue	N/S	4/16/2026	26-35	81	31	35	35	35	No Change, CVC22358.6(a)
	53	Orangewood Avenue to Collins Avenue	N/S	4/16/2026	30-39	69	35	40	40	40	No Change, CVC22358.6(a)
Esplanade Street	54	Fairhaven Avenue to La Veta Avenue	N/S	4/28/2026	33-42	73	38	42	45	35	Decrease, CVC22358.6(b), OP, RES, NLT, XNG, SCH, MD
	55	La Veta Avenue to Chapman Avenue	N/S	4/16/2026	32-41	77	36	41	35	35	No Change, CVC22358.6(b), LD, NLT, RES, COS, OP
Fairhaven Avenue	56	Greengrove Street to Yorba Street	E/W	4/28/2026	34-43	61	39	45	40	40	No Change, CVC22358.6(b), VER, COS(40mph in Santa Ana)
Fletcher Avenue	57	Batavia Street to Glassell Street	E/W	4/16/2026	29-38	66	34	40	35	30	Decrease, CVC22358.7(a)(2), OP, SCH, HPA, XNG
Garden Grove Boulevard	58	West City Limits to The City Drive	E/W	4/14/2026	37-46	94	42	45	40	40	No Change, CVC22358.6(b), LD, OP, COS(40mph in Garden Grove)
	59	The City Drive to East City Limits	E/W	4/14/2026	37-46	90	41	45	40	40	No Change, CVC22358.6(b), LD, HAR, COS(35mph in Santa Ana)
Glassell Street	60	South City Limits (22 Freeway) to La Veta Avenue	N/S	4/22/2026	26-35	90	31	34	35	30	Decrease, CVC22358.6(c), OP, XNG, PAR
	61	La Veta Avenue to Almond Avenue	N/S	4/22/2026	23-32	86	28	32	30	30	No Change, CVC22358.6(a)
	62	Almond Avenue to Maple Avenue	N/S	4/22/2026	15-24	91	7	21	25	25	No Change, CVC22358.6(a)
	63	Maple Avenue to Walnut Avenue	N/S	4/15/2026	22-31	87	26	30	30	25	Decrease, CVC22358.6(b), COS, OP, HAR, HPA, DD, XNG
	64	Walnut Avenue to Collins Avenue	N/S	4/14/2026	25-34	77	30	34	35	30	Decrease, CVC22358.6(c), OP, RES, XNG
	65	Collins Avenue to Katella Avenue	N/S	4/13/2026	27-36	66	32	38	40	35	Decrease, CVC22358.6(c), OP, RES, LD
	66	Katella Avenue to Taft Avenue	N/S	4/20/2026	30-39	68	37	43	40	40	No Change, CVC22358.6(c)
	67	Taft Avenue to Meats Avenue	N/S	4/16/2026	31-40	67	37	44	45	45	No Change, CVC22358.6(a)
	68	Meats Avenue to Fletcher Avenue	N/S	4/14/2026	39-48	81	44	48	45	45	No Change, CVC22358.6(c)
	69	Fletcher Avenue to Lincoln Avenue	N/S	4/20/2026	35-44	78	40	43	45	45	No Change, CVC22358.6(a)
	70	Lincoln Avenue to North City Limits (Riverdale)	N/S	4/21/2026	35-44	76	39	44	45	45	No Change, CVC22358.6(a)
Grove Avenue	71	Glassell Street to Batavia Street	E/W	4/16/2026	25-34	75	29	34	35	35	No Change, CVC22358.6(a)
	72	Batavia Street to Main Street	E/W	4/16/2026	24-33	70	29	36	35	30	Decrease, CVC22358.6(b), OP, HAR, RXR, MD
Hewes Street	73	South City Limits to Marmon Avenue	N/S	4/16/2026	33-42	76	37	41	35	35	No Change, CVC22358.6(b), PAR, XNG, HAR, HOR
	74	Marmon Avenue to Chapman Avenue	N/S	4/15/2026	29-38	82	36	39	35	35	No Change, CVC22358.6(c)
	75	Chapman Avenue to Walnut Avenue	N/S	4/14/2026	32-41	71	37	41	35	35	No Change, CVC22358.6(b), COS, XNG, RES
	76	Walnut Avenue to Bond Avenue	N/S	4/13/2026	33-42	80	37	42	40	35	Decrease, CVC22358.6(b), COS, RES, OP, MD
	77	Bond Avenue to Rancho Santiago Boulevard	N/S	4/13/2026	37-46	66	43	48	45	45	No Change, CVC22358.6(c)
Jamboree Road	78	South City Limits to Canyon View Avenue	N/S	4/23/2026	48-57	77	53	57	55	55	No Change, CVC22358.6(a)
	79	Canyon View Avenue to Chapman Avenue	N/S	4/23/2026	48-57	75	53	58	55	55	No Change, CVC22358.6(c)
	80	Chapman Avenue to Santiago Canyon Road	N/S	4/22/2026	36-45	86	40	45	40	40	No Change, CVC22358.6(b), BL
Katella Avenue	81	West City Limits to Main Street	E/W	4/13/2026	30-39	64	35	41	40	40	No Change, CVC22358.6(a)
	82	Main Street to Batavia Street	E/W	4/13/2026	32-41	70	36	41	40	40	No Change, CVC22358.6(a)
	83	Batavia Street to Glassell Street	E/W	4/13/2026	32-41	60	36	42	40	40	No Change, CVC22358.6(a)
	84	Glassell Street to Cambridge Street	E/W	4/13/2026	37-46	65	40	46	40	40	No Change, CVC 22358.6(b), OP, MD, COS
	85	Cambridge Street to Tustin Street	E/W	4/13/2026	35-44	74	39	43	40	40	No Change, CVC22358.6(c)
	86	Tustin Street to Sacramento Street	E/W	4/21/2026	28-37	78	33	37	40	35	Decrease, CVC22358.6(a)
	87	Sacramento Street to Handy Street	E/W	4/14/2026	31-40	59	36	42	40	35	Decrease, CVC22358.6(b), HAR, COS
	88	Handy Street to East City Limits	E/W	4/14/2026	31-40	61	37	43	40	40	No Change, CVC22358.6(c)

Legend: BL - bike lane, BR - bike route, COS - continuity of speed, DD - downtown district, HAR - high accident rate, HOR - horizontal curve, HOS - hospital area, HPA - high pedestrian activity, HT - horse trail, LD - lane drop, MD - multiple driveways, NLT - no left turn pockets (left turning vehicles stop in lane), NR - narrow road, NS - no sidewalk, OP - street parking, PAR - park, RD - residential district, RES - residential, RXR - railroad crossing, SCH - school area, SHO - shopping center area, VER - vertical curve, XNG - uncontrolled pedestrian crossing


Table 2: 2026 City of Orange Segment Spot Speed Survey

Street	No	Segment	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
La Veta Avenue	89	West City Limits to Main Street	E/W	4/22/2026	35-44	70	38	43	45	40	Decrease, CVC22358.6(c), OP, MD, VER, COS (40mph in Santa Ana)
	90	Main Street to Batavia Street	E/W	4/22/2026	26-35	68	30	36	35	35	No Change, CVC22358.6(a)
	91	Batavia Street to Glassell Street	E/W	4/21/2026	29-38	80	34	38	35	35	No Change, CVC22358.6(c)
	92	Glassell Street to Shaffer Street	E/W	4/22/2026	25-34	90	29	32	30	25	Decrease, CVC22358.6(b), RES, OP, NR, HAR
	93	Shaffer Street to Cambridge Street	E/W	4/22/2026	26-35	95	31	34	30	30	No Change, CVC22358.6(c)
	94	Tustin Street to Yorba Street	E/W	4/28/2026	35-44	70	39	46	40	40	No Change, CVC22358.6(b), COS, HOR, VER, OP
	95	Yorba Street to Chipwood Street	E/W	4/23/2026	34-43	72	40	46	40	35	Decrease, CVC22358.7(a)(2), COS, NLT, XNG, SCH, HAR
	96	Chipwood Street to Esplanade Street	E/W	4/22/2026	25-34	86	29	32	30	30	No Change, CVC22358.6(a)
Lewis Street	97	South City Limits to Metropolitan/Lampson Avenue	N/S	4/22/2026	36-45	72	40	45	40	40	No Change, CVC22358.6(b), HOR, VER, COS
	98	Metropolitan/Lampson Avenue to Chapman Avenue	N/S	4/13/2026	36-45	93	40	43	40	40	No Change, CVC22358.6(c)
	99	Chapman Avenue to North City Limits	N/S	4/13/2026	37-46	96	41	45	40	40	No Change, CVC22358.6(b), OP, COS
Lincoln Avenue	100	West City Limits to Glassell Street	E/W	4/20/2026	37-46	61	40	45	45	40	Decrease, CVC22358.6(b), OP, RXR, COS(40mph in Anaheim)
	101	Glassell Street to Orange-Olive Road	E/W	4/21/2026	36-45	80	41	46	45	40	Decrease, CVC22358.6(b), OP, RXR, HAR, COS
	102	Orange-Olive Road to Tustin Street	E/W	4/21/2026	35-44	82	40	44	45	40	Decrease, CVC22358.6(c), COS
Main Street	103	South City Limits to Chapman Avenue	N/S	4/22/2026	22-31	60	27	34	40	35	Decrease, CVC22358.6(a)
	104	Chapman Avenue to Walnut Avenue	N/S	4/16/2026	29-38	65	34	39	35	35	No Change, CVC22358.6(c)
	105	Walnut Avenue to Collins Avenue	N/S	4/16/2026	34-43	74	39	43	40	40	No Change, CVC22358.6(c)
	106	Collins Avenue to Katella Avenue	N/S	4/13/2026	27-36	70	33	38	40	40	No Change, CVC22358.6(a)
	107	Katella Avenue to Taft Avenue	N/S	4/20/2026	34-43	74	38	43	40	40	No Change, CVC22358.6(c)
Manchester Avenue	108	North City Limits to Chapman Avenue	N/S	4/22/2026	30-39	70	34	39	35	35	No Change, CVC22358.6(c)
	109	Chapman Avenue to The City Way	N/S	4/14/2026	20-29	95	24	27	25	25	No Change, CVC22358.6(a)
Meats Avenue	110	Glassell Street to Cambridge Street	E/W	4/14/2026	35-44	79	39	43	40	40	No Change, CVC22358.6(c)
	111	Cambridge Street to Tustin Street	E/W	4/14/2026	37-46	82	40	43	40	40	No Change, CVC22358.6(c)
	112	Tustin Street to Santiago Boulevard	E/W	4/14/2026	34-43	73	38	42	35	35	No Change, CVC22358.6(b), BL, VER, HAR
	113	Featherhill Drive to East City Limits	E/W	4/14/2026	42-51	68	45	51	45	45	No Change, CVC22358.6(b), HOR, COS(45mph in Villa Park)
Metropolitan Drive	114	Lewis Street to The City Drive	E/W	4/14/2026	35-44	85	39	43	30	30	No Change, CVC22358.8
Newport Boulevard	115	South City Limits (Kings Bridge Road) to Canyon View Avenue	N/S	4/22/2026	39-48	92	44	46	45	45	No Change, CVC22358.6(a)
	116	Canyon View Avenue to Chapman Avenue	N/S	4/21/2026	36-45	100	40	43	40	40	No Change, CVC22358.6(c)
	117	Chapman Avenue to Santiago Canyon Road	N/S	4/15/2026	30-39	68	36	42	40	40	No Change, CVC22358.6(a)
Nohl Ranch Road	118	Tustin Street to East City Limits	E/W	4/22/2026	32-41	82	38	42	35	35	No Change, CVC22358.6(b), HOR, LD
Orangewood Avenue	119	West City Limits to Main Street	E/W	4/16/2026	27-36	69	32	38	35	35	No Change, CVC22358.6(c)
Orange-Olive Road	120	Glassell Street to Meats Avenue	N/S	4/21/2026	39-48	68	42	48	45	45	No Change, CVC22358.6(c)
	121	Meats Avenue to Heim Avenue	N/S	4/21/2026	40-49	69	44	49	45	45	No Change, CVC22358.6(c)
	122	Heim Avenue to Lincoln Avenue	N/S	4/21/2026	41-50	80	45	50	45	45	No Change, CVC22358.6(b), COS, OP
	123	Lincoln Avenue to Santa Ana Canyon Road	N/S	4/22/2026	40-49	64	42	48	45	45	No Change, CVC22358.6(c)
	124	Santa Ana Canyon Road to Riverdale Avenue	N/S	4/22/2026	37-46	68	43	48	45	45	No Change, CVC22358.6(c)
Parker Street	125	La Veta Avenue to Town & Country Road	N/S	4/21/2026	29-38	80	33	37	40	35	Decrease, CVC22358.6(a)
Prospect Street	126	Fairhaven Avenue to La Veta Avenue	N/S	4/23/2026	33-42	71	39	45	40	35	Decrease, CVC22358.7(a)(2), COS, RES, OP, HAR
	127	La Veta Avenue to Palmyra Avenue	N/S	4/16/2026	32-41	88	38	41	40	35	Decrease, CVC22358.6(b), HAR, COS, OP, PAR
	128	Palmyra Avenue to Chapman Avenue	N/S	4/16/2026	29-38	81	34	38	40	35	Decrease, CVC22358.6(c), SCH, OP
	129	Chapman Avenue to Spring Street	N/S	4/14/2026	27-36	65	32	38	35	35	No Change, CVC22358.6(c)
	130	Spring Street to Walnut Avenue	N/S	4/14/2026	32-41	78	38	41	40	40	No Change, CVC22358.6(a)
	131	Walnut Avenue to Bond Avenue	N/S	4/28/2026	36-45	66	40	46	40	40	No Change, CVC22358.6(b), BL, COS

Legend: BL - bike lane, BR - bike route, COS - continuity of speed, DD - downtown district, HAR - high accident rate, HOR - horizontal curve, HOS - hospital area, HPA - high pedestrian activity, HT - horse trail, LD - lane drop, MD - multiple driveways, NLT - no left turn pockets (left turning vehicles stop in lane), NR - narrow road, NS - no sidewalk, OP - street parking, PAR - park, RD - residential district, RES - residential, RXR - railroad crossing, SCH - school area, SHO - shopping center area, VER - vertical curve, XNG - uncontrolled pedestrian crossing



Table 2: 2026 City of Orange Segment Spot Speed Survey

Street	No	Segment	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Rampart Street	132	Chapman Avenue to North City Limits	N/S	4/22/2026	27-36	82	32	36	35	35	No Change, CVC22358.6(a)
Rancho Santiago Boulevard	133	Chapman Avenue to Walnut Avenue	N/S	4/21/2026	30-39	97	35	38	35	30	Decrease, CVC22358.7(a)(2), BL, OP, RES, XNG
	134	Walnut Avenue to Bond Avenue	N/S	4/13/2026	25-34	77	29	33	35	30	Decrease, CVC22358.6(c), BL, RES, OP
	135	Bond Avenue to Hewes Street	N/S	4/13/2026	30-39	81	35	39	35	30	Decrease, CVC22358.7(a)(2), BL, NS(East Side), HOR, RES, COS
Riverdale Avenue	136	Glassell Street to Orange-Olive Road	E/W	4/22/2026	34-43	74	40	45	40	40	No Change, CVC22358.6(b), HOR, HAR, OP, RXR
	137	Orange-Olive Road to East City Limits	E/W	4/21/2026	40-49	80	45	48	40	40	No Change, CVC22358.7(a)(2), BL, COS, NLT, RXR
Santa Ana Canyon Road	138	Orange-Olive Road to Tustin Street	E/W	4/23/2026	27-36	80	32	36	35	30	Decrease, CVC22358.6(b), BL, HOR, VER, HAR
Santiago Boulevard	139	South City Limits (Wanda Road) to Meats Avenue	N/S	4/14/2026	30-39	64	36	42	35	35	No Change, CVC22358.6(b), BL, COS
	140	Meats Avenue to Nohl Ranch Road	N/S	4/16/2026	31-40	77	35	39	35	35	No Change, CVC22358.6(c)
	141	Nohl Ranch Road to North City Limits	N/S	4/23/2026	42-51	86	47	50	45	45	No Change, CVC22358.6(b), BL, NR, HOR
Santiago Canyon Road	142	West City Limits to Orange Park Boulevard	E/W	4/14/2026	46-55	86	52	55	50	50	No Change, CVC22358.6(b), BL, LD, HOR
	143	Orange Park Boulevard to Meads Avenue (County)	E/W	4/14/2026	43-52	59	44	51	50	50	No Change, CVC22358.6(a)
	144	Meads Avenue to Kennymead Street	E/W	4/14/2026	45-54	74	48	53	50	50	No Change, CVC22358.6(c)
	145	Kennymead Street to Amapola Avenue	E/W	4/14/2026	46-55	73	53	57	50	50	No Change, CVC22358.6(b), BL, HOR, COS
	146	Amapola Avenue to Newport Boulevard	E/W	4/15/2026	46-55	80	51	55	50	50	No Change, CVC22358.6(b), BL, COS, HT
	147	Newport Boulevard to Jamboree Road	E/W	4/15/2026	43-52	87	48	51	50	50	No Change, CVC22358.6(a)
	148	Jamboree Road to East City Limits (SR 241 Freeway)	E/W	4/22/2026	47-56	80	52	55	55	55	No Change, CVC22358.6(a)
Serrano Avenue	149	Cannon Street to Orange Park Boulevard	E/W	4/13/2026	38-47	76	42	47	40	40	No Change, CVC22358.6(b), HOR, COS
	150	Orange Park Boulevard to San Lorenzo Court/Parkhurst Drive	E/W	4/13/2026	28-37	57	34	41	40	40	No Change, CVC22358.6(a)
	151	San Lorenzo Court/Parkhurst Drive to Kendra Drive	E/W	4/13/2026	44-53	69	47	52	40	40	No Change, CVC22358.7(a)(2), PAR, HOR, VER, COS, HT
Skylark Place	152	Canyon View Avenue to Newport Boulevard	E/W	4/15/2026	27-36	78	32	36	35	35	No Change, CVC22358.6(a)
Spring Street	153	Prospect Street to Esplanade Street	E/W	4/14/2026	32-41	69	36	41	35	30	Decrease, CVC22358.7(a)(2), HAR, COS, PAR, SCH, HPA, XNG
	154	Esplanade Street to East City Limits	E/W	4/14/2026	26-35	79	30	34	35	30	Decrease, CVC22358.6(c), OP, RES, COS
State College Boulevard	155	Anaheim Way/Interstate 5 Northbound On/Off Ramps to North City Limits	N/S	4/13/2026	38-47	88	42	46	40	40	No Change, CVC22358.8
Struck Avenue	156	Katella Avenue to Batavia Street	E/W	4/13/2026	24-33	65	30	36	35	35	No Change, CVC22358.6(a)
	157	Batavia Street to Easterly Terminus	E/W	4/22/2026	20-29	81	24	29	25	25	No Change, CVC22358.6(c)
Taft Avenue	158	West City Limits to Glassell Street	E/W	4/20/2026	39-48	70	42	47	45	40	Decrease, CVC22358.6(b), BL, COS(40mph in Anaheim)
	159	Glassell Street to Cambridge Street	E/W	4/20/2026	35-44	70	41	46	45	40	Decrease, CVC22358.6(b), BL, COS
	160	Cambridge Street to Tustin Street	E/W	4/20/2026	37-46	85	42	45	40	40	No Change, CVC22358.6(b), BL, COS
	161	Tustin Street to Santiago Boulevard	E/W	4/21/2026	34-43	73	38	43	40	40	No Change, CVC22358.6(c)
	162	Sycamore Avenue to Cannon Street	N/S	4/15/2026	27-36	82	32	35	35	35	No Change, CVC22358.6(a)
Town & Country Road	163	Main Street to Lawson Way	E/W	4/21/2026	24-33	83	30	33	35	35	No Change, CVC22358.6(a)
	164	Lawson Way to Parker Street	E/W	4/21/2026	27-36	76	32	37	35	35	No Change, CVC22358.6(a)
Tustin Street	165	South City Limits to La Veta Avenue	N/S	4/23/2026	29-38	59	35	42	40	40	No Change, CVC22358.6(a)
	166	La Veta Avenue to Chapman Avenue	N/S	4/23/2026	33-42	76	37	42	40	40	No Change, CVC22358.6(a)
	167	Chapman Avenue to Walnut Avenue	N/S	4/15/2026	32-41	69	38	43	40	40	No Change, CVC22358.6(c)
	168	Walnut Avenue to Katella Avenue	N/S	4/14/2026	29-38	75	34	39	40	40	No Change, CVC22358.6(a)
	169	Katella Avenue to Meats Avenue	N/S	4/21/2026	28-37	68	33	40	40	40	No Change, CVC22358.6(a)
	170	Meats Avenue to Lincoln Street	N/S	4/23/2026	28-37	65	31	38	40	40	No Change, CVC22358.6(a)
	171	Lincoln Street to North City Limits	N/S	4/23/2026	39-48	75	43	48	35	35	No Change, CVC22358.8
Via Eschola	172	Meats Avenue to Cannon Street	E/W	4/16/2026	29-38	67	35	41	40	35	Decrease, CVC22358.6(b), HOR, PAR, XNG

Legend: BL - bike lane, BR - bike route, COS - continuity of speed, DD - downtown district, HAR - high accident rate, HOR - horizontal curve, HOS - hospital area, HPA - high pedestrian activity, HT - horse trail, LD - lane drop, MD - multiple driveways, NLT - no left turn pockets (left turning vehicles stop in lane), NR - narrow road, NS - no sidewalk, OP - street parking, PAR - park, RD - residential district, RES - residential, RXR - railroad crossing, SCH - school area, SHO - shopping center area, VER - vertical curve, XNG - uncontrolled pedestrian crossing


Table 2: 2026 City of Orange Segment Spot Speed Survey

Street	No	Segment	Direction	Date	10-Mile Pace (mph)	% in 10-Mile Pace	50th % Tile (mph)	85th % Tile (mph)	Posted Speed Limit (mph)	Recommended Speed Limit (mph)	Comments
Walnut Avenue	173	Main Street to Batavia Street	E/W	4/16/2026	23-32	79	28	33	35	30	Decrease, CVC22358.6(c), RES, OP, MD
	174	Batavia Street to Glassell Street	E/W	4/15/2026	27-36	74	32	37	35	30	Decrease, CVC22358.6(b), OP, RES, RXR, MD, NR, XNG
	175	Glassell Street to Cambridge Street	E/W	4/15/2026	24-33	91	29	32	35	30	Decrease, CVC22358.6(a)
	176	Cambridge Street to Tustin Street	E/W	4/15/2026	28-37	71	34	39	35	30	Decrease, CVC22358.7(a)(2), BL, SCH, RES, OP
	177	Tustin Street to Malena Street	E/W	4/28/2026	24-33	82	28	32	30	30	No Change, CVC22358.6(a)
	178	Prospect Street to Gravier Street	E/W	4/21/2026	25-34	87	28	32	25	25	No Change, CVC22358.6(b), PAR, HAR
	179	Gravier Street to Hewes Street	E/W	4/21/2026	29-38	72	34	39	35	30	Decrease, CVC22358.7(a)(2), SCH, OP, RD
	180	Hewes Street to Easterly Terminus	E/W	4/13/2026	20-29	80	25	29	25	25	No Change, CVC22358.6(c)
Wanda Road	181	Collins Avenue to Katella Avenue	N/S	4/16/2026	31-40	75	36	43	40	40	No Change, CVC22358.6(c)
	182	Katella Avenue to North City Limits	N/S	4/16/2026	28-37	70	33	39	35	35	No Change, CVC22358.6(c)
White Oak Ridge	183	Newport Boulevard to Canyon View Avenue	E/W - N/S	4/22/2026	26-35	94	31	34	35	30	Decrease, CVC22358.6(c), PAR, XNG
Yorba Street	184	Fairhaven Avenue to La Veta Avenue	N/S	4/21/2026	34-43	76	39	43	35	35	No Change, CVC22358.7(a)(2), RES, NLT, OP
	185	La Veta Avenue to Palmyra Avenue	N/S	4/16/2026	34-43	86	38	41	35	35	No Change, CVC22358.6(b), COS, NLT, OP
	186	Palmyra Avenue to Chapman Avenue	N/S	4/21/2026	32-41	91	38	40	35	35	No Change, CVC22358.6(b), COS, PAR, NLT, HAR

Legend: BL - bike lane, BR - bike route, COS - continuity of speed, DD - downtown district, HAR - high accident rate, HOR - horizontal curve, HOS - hospital area, HPA - high pedestrian activity, HT - horse trail, LD - lane drop, MD - multiple driveways, NLT - no left turn pockets (left turning vehicles stop in lane), NR - narrow road, NS - no sidewalk, OP - street parking, PAR - park, RD - residential district, RES - residential, RXR - railroad crossing, SCH - school area, SHO - shopping center area, VER - vertical curve, XNG - uncontrolled pedestrian crossing



It is standard engineering practice to recommend the posting of speed limit signs only on streets that have specific speed limits enacted by city ordinance or determined to be justified by an engineer who has performed an E&TS.

When an E&TS shows that the statutory or prima facie speed limits are not applicable for the existing conditions, the speed limits can be altered with the posting of a different speed limit, which must be determined according to the findings of the study. CVC Section 22354 covers decreasing highway speeds from 65 mph, and CVC Section 22358 addresses decreasing local speed limits. The CVC does not address decreasing the speed limit below 55 mph on undivided highways; however, the CA MUTCD states that speed zones (other than statutory speed limits) shall only be established based on an E&TS that has been performed in accordance with traffic engineering practices. Even though it is not codified in the CVC, Caltrans has established the practice of using an E&TS for any reduction below a statutory 55 mph speed limit. Law enforcement agencies and courts are accustomed to seeing surveys for these areas and it may be difficult to defend a speed violation citation without one.

Speed limit signs should be installed at approximately every one-half mile on streets which have been speed zoned. Signs are typically installed at the beginning of the speed zone on the departure side of a traffic signal-controlled intersection. It is also advisable to install signs at key intersections where there is high side street vehicle entry. It is important that motorists be given adequate notice of the speed limit without over signing, since doing so increases maintenance costs and rarely results in increased compliance.

The CA MUTCD outlines speed limit sign size specifications based on the type of roadway facility. Sign sizes vary from a minimum of 24-inches by 30-inches on a single lane conventional roadway to 48-inches by 60-inches on a freeway. It is also important to post signs in a manner that they are clearly visible to approaching traffic from a distance. Care should be taken to maintain landscaping and other vegetation, so it does not grow to block the motorist's view of the signs. In certain circumstances, when an engineer has determined that additional motorist awareness of the speed limit is needed, the speed limit can also be painted on the roadway surface immediately adjacent to a speed limit sign.

Enforcement problems 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

An engineering speed study was conducted per CVC Section 627 and includes documentation of existing roadway conditions, radar spot speed surveys, and midblock collision analysis. A total of 186 roadway segments at various locations throughout the City of Orange were surveyed. The collision rate for these segments is well below the expected collision rates published by the State of California unless otherwise noted. Based on the radar speed survey, collision history, and field conditions, it is recommended that the existing speed limits on the various project segments be retained as existing with the exception of the following segments listed below.

Speed Limit Decreases

- ◆ **Almond Avenue between Flower Street and Main Street**, it is recommended that the existing speed limit of 30 mph be decreased to 25 mph. Based on the 85th percentile speed of 32 mph, CVC 22358.6(b), on-street parking, multiple driveways, narrow roadway, a high accident rate, and the segment being in a residential district, it is recommended that the speed limit be set at **25 mph**.
- ◆ **Batavia Street between La Veta Avenue and Chapman Avenue**, it is recommended that the existing speed limit of 30 mph be decreased to 25 mph. Based on the 85th percentile speed of 32 mph, CVC 22358.6(b), multiple driveways, residential area, on-street parking, a high accident rate, and the uncontrolled pedestrian crosswalk, it is recommended that the speed limit be set at **25 mph**.
- ◆ **Batavia Street between Chapman Avenue and AT&SF RR**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 37 mph, CVC 22358.6(b), on-street parking, residential area, railroad crossing, and a high accident rate, it is recommended that the speed limit be set at **30 mph**.
- ◆ **Batavia Street between Katella Avenue and Taft Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 37 mph, CVC 22358.6(b), on-street parking, residential area, railroad crossing, and a high accident rate, it is recommended that the speed limit be set at **30 mph**.
- ◆ **Cambridge Street between Katella Avenue and Taft Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 41 mph, CVC 22358.7(a)(2), bike lane, horizontal curvature, residential area, and no left turn storage lanes, it is recommended that the speed limit be set at **30 mph**.
- ◆ **Cambridge Street between Taft Avenue and Meats Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 33 mph, CVC 22358.6(c), bike lane, horizontal curvature, residential area, school area, pedestrian crossing, and no left turn storage lanes, it is recommended that the speed limit be set at **30 mph**.



- ♦ **Chapman Avenue between Main Street and Batavia Street**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 38 mph, CVC 22358.6(c), pedestrian crossing, multiple driveways, and for continuity of speed, it is recommended that the speed limit be set at **35 mph**.
- ♦ **Chapman Avenue between Batavia Street and Lemon Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 36 mph, CVC 22358.6(b), high pedestrian activity, railroad crossing, multiple driveways, pedestrian crossings, and a high accident rate, it is recommended that the speed limit be set at **30 mph**.
- ♦ **Chapman Avenue between Center Street and Cambridge Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 37 mph, CVC 22358.6(b), high pedestrian activity, and the lane drop at Center Street, it is recommended that the speed limit be set at **30 mph**.
- ♦ **Chapman Avenue between Cambridge Street and Tustin Street**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 37 mph, and CVC 22358.6(a), it is recommended that the speed limit be set at **35 mph**.
- ♦ **Collins Avenue between Batavia Street and Glassell Street**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 38 mph, CVC 22358.6(c), multiple driveways, railroad crossing, and pedestrian crossing, it is recommended that the speed limit be set at **35 mph**.
- ♦ **Esplanade Street between Fairhaven Avenue and La Veta Avenue**, it is recommended that the existing speed limit of 45 mph be decreased to 35 mph. Based on the 85th percentile speed of 42 mph, CVC 22358.6(b), on-street parking, residential area, no left turn storage lanes, pedestrian crossing, school area, and multiple driveways, it is recommended that the speed limit be set at **35 mph**.
- ♦ **Fletcher Avenue between Batavia Street and Glassell Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 40 mph, CVC 22358.7(a)(2), on-street parking, school area, high pedestrian activity, and pedestrian crossing, it is recommended that the speed limit be set at **30 mph**.
- ♦ **Glassell Street between South City Limits (22 Freeway) and La Veta Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 34 mph, CVC 22358.6(c), on-street parking, pedestrian crossing, church area, and park, it is recommended that the speed limit be set at **30 mph**.
- ♦ **Glassell Street between Maple Avenue and Walnut Avenue**, it is recommended that the existing speed limit of 30 mph be decreased to 25 mph. Based on the 85th percentile speed of 30 mph, CVC 22358.6(b), continuity of speed, on-street parking, high accident rate, high pedestrian activity, downtown district, and pedestrian crossing, it is recommended that the speed limit be set at **25 mph**.



- ♦ **Glassell Street between Walnut Avenue and Collins Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 34 mph, CVC 22358.6(c), on-street parking, pedestrian crossing, and residential area, it is recommended that the speed limit be set at **30 mph**.
- ♦ **Glassell Street between Collins Avenue and Katella Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 38 mph, CVC 22358.6(c), on-street parking, residential area, and the lane drop at Collins Avenue, it is recommended that the speed limit be set at **35 mph**.
- ♦ **Grove Avenue between Batavia Street and Main Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 36 mph, CVC 22358.6(b), on-street parking, high accident rate, railroad crossing, and multiple driveways, it is recommended that the speed limit be set at **30 mph**.
- ♦ **Hewes Street between Walnut Avenue and Bond Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 42 mph, CVC 22358.6(b), continuity of speed, residential area, on-street parking, and multiple driveways, it is recommended that the speed limit be set at **35 mph**.
- ♦ **Katella Avenue between Tustin Street and Sacramento Street**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 37 mph, and CVC 22358.6(a), it is recommended that the speed limit be set at **35 mph**.
- ♦ **Katella Avenue between Sacramento Street and Handy Street**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 42 mph, CVC 22358.6(b), high accident rate, and continuity of speed, it is recommended that the speed limit be set at **35 mph**.
- ♦ **La Veta Avenue between West City Limits and Main Street**, it is recommended that the existing speed limit of 45 mph be decreased to 40 mph. Based on the 85th percentile speed of 43 mph, CVC 22358.6(c), on-street parking, multiple driveways, vertical curve, and continuity of speed, it is recommended that the speed limit be set at **40 mph**.
- ♦ **La Veta Avenue between Glassell Street and Shaffer Street**, it is recommended that the existing speed limit of 30 mph be decreased to 25 mph. Based on the 85th percentile speed of 32 mph, CVC 22358.6(b), residential area, on-street parking, narrow roadway, and high accident rate, it is recommended that the speed limit be set at **25 mph**.
- ♦ **La Veta Avenue between Yorba Street and Chipwood Street**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 46 mph, CVC 22358.7(a)(2), continuity of speed, no left turn storage lanes, pedestrian crossing, school area, and high accident rate, it is recommended that the speed limit be set at **35 mph**.



- ◆ **Lincoln Avenue between West City Limits and Glassell Street**, it is recommended that the existing speed limit of 45 mph be decreased to 40 mph. Based on the 85th percentile speed of 45 mph, CVC 22358.6(b), on-street parking, railroad crossing, and continuity of speed, it is recommended that the speed limit be set at **40 mph**.
- ◆ **Lincoln Avenue between Glassell Street and Orange-Olive Road**, it is recommended that the existing speed limit of 45 mph be decreased to 40 mph. Based on the 85th percentile speed of 46 mph, CVC 22358.6(b), on-street parking, railroad crossing, high accident rate, and continuity of speed, it is recommended that the speed limit be set at **40 mph**.
- ◆ **Lincoln Avenue between Orange-Olive Road and Tustin Street**, it is recommended that the existing speed limit of 45 mph be decreased to 40 mph. Based on the 85th percentile speed of 44 mph, CVC 22358.6(c), and continuity of speed, it is recommended that the speed limit be set at **40 mph**.
- ◆ **Main Street between South City Limits and Chapman Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 34 mph, and CVC 22358.6(a), it is recommended that the speed limit be set at **35 mph**.
- ◆ **Parker Street between La Veta Avenue and Town & Country Road**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 37 mph, and CVC 22358.6(a), it is recommended that the speed limit be set at **35 mph**.
- ◆ **Prospect Street between Fairhaven Avenue and La Veta Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 45 mph, CVC 22358.7(a)(2), continuity of speed, residential area, on-street parking, and high accident rate, it is recommended that the speed limit be set at **35 mph**.
- ◆ **Prospect Street between La Veta Avenue and Palmyra Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 41 mph, CVC 22358.6(b), high accident rate, continuity of speed, on-street parking, and park area, it is recommended that the speed limit be set at **35 mph**.
- ◆ **Prospect Street between Palmyra Avenue and Chapman Avenue**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 38 mph, CVC 22358.6(c), school area, and on-street parking, it is recommended that the speed limit be set at **35 mph**.
- ◆ **Rancho Santiago Boulevard between Chapman Avenue and Walnut Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 38 mph, CVC 22358.6(a)(2), bike lane, on-street parking, residential area, and pedestrian crossing, it is recommended that the speed limit be set at **30 mph**.
- ◆ **Rancho Santiago Boulevard between Walnut Avenue and Bond Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the



85th percentile speed of 33 mph, CVC 22358.6(c), bike lane, on-street parking, and residential area, it is recommended that the speed limit be set at **30 mph**.

- ◆ **Rancho Santiago Boulevard between Bond Avenue and Hewes Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 39 mph, CVC 22358.7(a)(2), bike lane, no sidewalk east side of north end of segment, horizontal curvature, residential, and for continuity of speed, it is recommended that the speed limit be set at **30 mph**.
- ◆ **Santa Ana Canyon Road between Orange-Olive Road and Tustin Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 36 mph, CVC 22358.6(b), bike lane, horizontal curvature, vertical curvature, and a high accident rate, it is recommended that the speed limit be set at **30 mph**.
- ◆ **Spring Street between Prospect Street and Esplanade Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 41 mph, CVC 22358.7(a)(2), high accident rate, continuity of speed, park area, school area, high pedestrian activity, and pedestrian crossing, it is recommended that the speed limit be set at **30 mph**.
- ◆ **Spring Street between Esplanade Street and East City Limits**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 34 mph, CVC 22358.6(c), on-street parking, residential area, and for continuity of speed, it is recommended that the speed limit be set at **30 mph**.
- ◆ **Taft Avenue between West City Limit and Glassell Street**, it is recommended that the existing speed limit of 45 mph be decreased to 40 mph. Based on the 85th percentile speed of 47 mph, CVC 22358.6(b), bike lane, and for continuity of speed, it is recommended that the speed limit be set at **40 mph**.
- ◆ **Taft Avenue between Glassell Street and Cambridge Street**, it is recommended that the existing speed limit of 45 mph be decreased to 40 mph. Based on the 85th percentile speed of 46 mph, CVC 22358.6(b), bike lane, and for continuity of speed, it is recommended that the speed limit be set at **40 mph**.
- ◆ **Via Escola between Meats Avenue and Cannon Street**, it is recommended that the existing speed limit of 40 mph be decreased to 35 mph. Based on the 85th percentile speed of 41 mph, CVC 22358.6(b), horizontal curvature, park area, and pedestrian crossing, it is recommended that the speed limit be set at **35 mph**.
- ◆ **Walnut Avenue between Main Street and Batavia Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 33 mph, CVC 22358.6(c), residential area, multiple driveways, and on-street parking, it is recommended that the speed limit be set at **30 mph**.



- ♦ **Walnut Avenue between Batavia Street and Glassell Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 37 mph, CVC 22358.6(b), on-street parking, residential area, railroad crossing, multiple driveways, narrow roadway, and pedestrian crossing, it is recommended that the speed limit be set at **30 mph**.
- ♦ **Walnut Avenue between Glassell Street and Cambridge Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 32 mph, and CVC 22358.6(a), it is recommended that the speed limit be set at **30 mph**.
- ♦ **Walnut Avenue between Cambridge Street and Tustin Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 39 mph, CVC 22358.7(a)(2), bike lane, school area, residential area, and on-street parking, it is recommended that the speed limit be set at **30 mph**.
- ♦ **Walnut Avenue between Gravier Street and Hewes Street**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 39 mph, CVC 22358.7(a)(2), school area, segment being in a residential district, and on-street parking, it is recommended that the speed limit be set at **30 mph**.
- ♦ **White Oak Ridge between Newport Boulevard and Canyon View Avenue**, it is recommended that the existing speed limit of 35 mph be decreased to 30 mph. Based on the 85th percentile speed of 34 mph, CVC 22358.6(c), park area, and pedestrian crossing, it is recommended that the speed limit be set at **30 mph**.

The table on the following pages summarizes the proposed speed limit changes:

**Table 3. Summary of Recommended Changes**

Street	Location	Existing Speed Limit	Proposed Speed Limit
<i>Speed Limit Decreases</i>			
Almond Avenue	Flower Street to Main Street	30	25
Batavia Street	La Veta Avenue to Chapman Avenue	30	25
Batavia Street	Chapman Avenue to AT&SF RR	35	30
Batavia Street	Katella Avenue to Taft Avenue	40	35
Cambridge Street	Katella Avenue to Taft Avenue	35	30
Cambridge Street	Taft Avenue to Meats Avenue	35	30
Chapman Avenue	Main Street to Batavia Street	40	35
Chapman Avenue	Batavia Street to Lemon Street	35	30
Chapman Avenue	Center Street to Cambridge Street	35	30
Chapman Avenue	Cambridge Street to Tustin Street	40	35
Collins Avenue	Batavia Street to Glassell Street	40	35
Esplanade Street	Fairhaven Avenue to La Veta Avenue	45	35
Fletcher Avenue	Batavia Avenue to Glassell Street	35	30
Glassell Street	South City Limit (22 Freeway) to La Veta Avenue	35	30
Glassell Street	Maple Avenue to Walnut Avenue	30	25
Glassell Street	Walnut Avenue to Collins Avenue	35	30
Glassell Street	Collins Avenue to Katella Avenue	40	35
Grove Avenue	Batavia Street to Main Street	35	30
Hewes Street	Walnut Avenue to Bond Avenue	40	35
Katella Avenue	Tustin Street to Sacramento Street	40	35
Katella Avenue	Sacramento Street to Handy Street	40	35
La Veta Avenue	West City Limit to Main Street	45	40
La Veta Avenue	Glassell Street to Shaffer Street	30	25
La Veta Avenue	Yorba Street to Chipwood Street	40	35
Lincoln Avenue	West City Limit to Glassell Street	45	40

**Table 3. Summary of Recommended Changes**

Street	Location	Existing Speed Limit	Proposed Speed Limit
<i>Speed Limit Decreases</i>			
Lincoln Avenue	Glassell Street to Orange-Olive Road	45	40
Lincoln Avenue	Orange-Olive Road to Tustin Street	45	40
Main Street	South City Limit to Chapman Avenue	40	35
Parker Street	La Veta Avenue to Town & Country Road	40	35
Prospect Street	Fairhaven Avenue to La Veta Avenue	40	35
Prospect Street	La Veta Avenue to Palmyra Avenue	40	35
Prospect Street	Palmyra Avenue to Chapman Avenue	40	35
Rancho Santiago Blvd	Chapman Avenue to Walnut Avenue	35	30
Rancho Santiago Blvd	Walnut Avenue to Bond Avenue	35	30
Rancho Santiago Blvd	Bond Avenue to Hewes Street	35	30
Santa Ana Canyon Road	Orange-Olive Road to Tustin Street	35	30
Spring Street	Prospect Street to Esplanade Street	35	30
Spring Street	Esplanade Street to East City Limit	35	30
Taft Avenue	West City Limit to Glassell Street	45	40
Taft Avenue	Glassell Street to Cambridge Street	45	40
Via Escola	Meats Avenue to Cannon Street	40	35
Walnut Avenue	Main Street to Batavia Street	35	30
Walnut Avenue	Batavia Street to Glassell Street	35	30
Walnut Avenue	Glassell Street to Cambridge Street	35	30
Walnut Avenue	Cambridge Street to Tustin Street	35	30
Walnut Avenue	Gravier Street to Hewes Street	35	30
White Oak Ridge	Newport Boulevard to Canyon View Avenue	35	30