



Larry Tay
Deputy Public Works Director/
City Traffic Engineer

Kirsten Shea
Sr. Assistant City Attorney

Francisco Vasquez
Administrative Assistant

AGENDA

City Traffic Commission

August 12, 2026

5:30 PM Regular Session

City Council Chamber
300 E. Chapman Avenue
Orange, CA 92866

ADAM FELIZ
Chair

A.J. RICCI
Vice Chair

JOSEPH BARBEITO
Commissioner

SEAN CHAVARRIA
Commissioner

DOUGLAS REDDING
Commissioner

STEVE FREEMAN
Commissioner

ALEXIA DELIGIANNI-BRYDGES
Commissioner

Welcome to the City of Orange Traffic Commission Meeting. Regular meetings of the Traffic Commission are held bi-monthly on the second Wednesday of even numbered months at 5:30 p.m.

Agenda Information

The agenda contains a brief general description of each item to be considered. The agenda and supporting documentation is typically available after 4:00 p.m. on the Thursday prior to the Traffic Commission meeting on the City's website at www.cityoforange.org, at the Public Works Department located at 300 E. Chapman Avenue, and at the Main Public Library located at 407 E. Chapman Avenue. Written materials relating to an item on the agenda that are provided to the Traffic Commission after agenda packet distribution and within 72 hours before it is to consider the item will be made available for public inspection in the City Clerk's Office located at 300 E. Chapman Avenue, Orange, during normal business hours; at the Traffic Commission meeting; and made available on the City's website.

Public Participation

Traffic Commission meetings may be viewed on Spectrum Cable Channel 3 and AT&T U-verse Channel 99 or streamed live and on-demand on the City's website at www.cityoforange.org.

Pursuant to Government Code Section 54954.3, members of the public may address the Traffic Commission on any agenda items or matters within the jurisdiction of the governing body by using any of the following methods:

1) In-person Comments

To speak on an item on the agenda, complete a speaker card indicating your name, address, and identify the agenda item number or subject matter you wish to address. The card should be given to City staff prior to the start of the meeting. General comments are received during the "Public Comments" section at the beginning of the meeting. No action may be taken on off-agenda items unless authorized by law. Public Comments are limited to three (3) minutes per speaker unless a different time limit is announced. It is requested that you state your name for the record, then proceed to address the Commission. All speakers shall observe civility, decorum, and good behavior.

2) Written Public Comments via eComment

Members of the public can submit their written comments electronically for the Traffic Commission's consideration by using the eComment feature on the Agenda page of the City's website at www.cityoforange.org. To ensure

distribution to the Traffic Commission prior to consideration of the agenda, we encourage the public to submit written comments by 3:00 p.m. the day of the meeting. All written comments will be provided to the Commissioners for consideration and posted on the City's website after the meeting.

Please contact the City Clerk's Office at (714) 744-5500 with any questions.

ADA Requirements: In compliance with the Americans with Disabilities Act, if you need accommodations to participate in this meeting, contact the Clerk's office at (714) 744-5500. Notification at least 48 hours in advance of meeting will enable the City to make arrangements to assure accessibility to this meeting.

REMINDER: Please silence all electronic devices while the Traffic Commission is in session.

DATE ACTIONS BECOME EFFECTIVE

The actions of the Traffic Commission shall be final within fifteen (15) days of that action unless:

- City, County, or State statutes require a specific City Council action or approval.
- A written appeal is filed with the Public Works Department within the fifteen (15) day period.
- Approved traffic improvements with a significant fiscal impact that have not been budgeted within the Capital Improvement Program require City Council approval.

APPEAL PROCEDURE

A written appeal of a Traffic Commission determination must be submitted to the office of the City Traffic Engineer within fifteen (15) calendar days of that Commission action, and clearly state the basis for the appeal and the error made by the Traffic Commission in reaching their decision. This appeal shall be accompanied by an initial deposit of \$500.00; call Francisco Vasquez, Administrative Assistant, at (714) 744-5537 to prepare an estimate for you.

The City Clerk, upon filing of said appeal, will agendaize your appeal as an informal hearing before the City Council within thirty (30) calendar days of receipt. All owners of property located within 300 feet of the project site will be notified of said hearing. For additional information, please call (714) 744-5525.

1. OPENING/CALL TO ORDER**1.1 PLEDGE OF ALLEGIANCE**

Vice Chair A.J. Ricci

1.2 ROLL CALL**2. PUBLIC COMMENTS**

Opportunity for members of the public to address the Traffic Commission on matters not listed on the agenda which are within the subject matter jurisdiction of the Commission, provided that NO action may be taken on off-agenda items unless authorized by law. Public Comments are limited to three (3) minutes per speaker.

3. APPROVAL OF MINUTES**3.1 Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on June 10, 2026****Recommended Action:**

Approve minutes as presented.

Attachments: [Staff Report](#)
 [June 10, 2026 Regular Meeting minutes.](#)

4. NEW BUSINESS**4.1 Installation of red curb on both sides of the northern driveway serving Esplanade Elementary School****Recommended Action:**

Approve red curb on both sides of the northern driveway serving Esplanade Elementary School as follows: approximately 30 feet to the north and 25 feet to the south.

Attachments: [Staff Report](#)
 [Letter of Request](#)
 [Support Email from Esplanade Elementary School](#)
 [Support Email from Orange County Classical Academy](#)
 [Vicinity Map](#)
 [Area Map & Site Sketch](#)
 [Notification Letter](#)

4.2 Request for permit parking on both sides of Washington Avenue from Grand Street to Center Street**Recommended Action:**

1. Approve the implementation of permit parking along residential frontages on both sides of Washington Avenue from Grand Street to Center Street.
2. Forward to the City Council for final action.

Attachments: [Staff Report](#)
 [Letter of Request](#)
 [Vicinity Map](#)
 [Area Map](#)
 [Site Sketch & Petition Area](#)
 [Notification Letter](#)

4.3 Request for permit parking on the south side of Almond Avenue from Olive Street to Glassell Street

Recommended Action:

1. Approve the implementation of permit parking along residential frontages on the south side of Almond Avenue from Olive Street to Glassell Street.
2. Forward to the City Council for final action.

Attachments: [Staff Report](#)
 [Letter of Request](#)
 [Vicinity Map](#)
 [Area Map](#)
 [Site Sketch & Petition Area](#)
 [Notification Letter](#)

4.4 Request for overnight parking restrictions on Poplar Street, north of Orangewood Avenue, and Sequoia Avenue, east of Eckhoff Street

Recommended Action:

Approve the prohibition of overnight parking between the hours of 2:00 AM to 6:00 AM on the following streets:

- a) Both sides of Poplar Street, north of Orangewood Avenue; and
- b) Both sides of Sequoia Avenue, east of Eckhoff Street.

Attachments: [Staff Report](#)
 [Letter of Request](#)
 [Area Map & Site Sketch Map](#)
 [Notification Letter](#)

4.5 Recommended changes to posted speed limits on various city streets

Recommended Action:

1. Recommend the speed limit changes presented in Table 1 of the staff report.
2. Forward to the City Council for approval.

Attachments: [Staff Report](#)
[February 10, 2026, City Council Staff Report \(no attachments\)](#)
[AGA Report \(no appendices\)](#)
[Map \(Existing Speed Limits\)](#)
[Map \(Proposed Speed Limits\)](#)
[Map \(Speed Limit Changes\)](#)

5. COMMISSION BUSINESS

5.1 Selection of Traffic Commission Officers

Recommended Action:

Select a Chair and Vice Chair, effective August 13, 2026, for two-year terms.

Attachments: [Staff Report](#)

6. ADJOURNMENT

The next Regular City Traffic Commission Meeting will be held on Wednesday, October 14, 2026, at 5:30 p.m., in the Council Chamber.

I, Tricia del Rio, Administrative Assistant for the City of Orange, hereby declare, under penalty of perjury, that a full and correct copy of this agenda was posted pursuant to Government Code Section 54950 et. seq., at the following locations: Orange Civic Center kiosk and Orange City Clerk's Office at 300 E. Chapman Avenue, Orange Main Public Library at 407 E. Chapman Avenue, Police facility at 1107 N. Batavia, and uploaded to the City's website www.cityoforange.org.

Date posted: August 6, 2026



Agenda Item

City Traffic Commission

Item #: 3.1

8/12/2026

File #: 26-0459

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Tricia del Rio, Administrative Assistant

1. SUBJECT

Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on June 10, 2026

2. SUMMARY

Submitted for your consideration and approval are the minutes of the above meeting(s).

3. RECOMMENDED ACTION

Approve minutes as presented.

4. ATTACHMENTS

- June 10, 2026 Regular Meeting minutes.



Agenda Item

City Traffic Commission

Item #: 3.1

8/12/2026

File #: 26-0459

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Tricia del Rio, Administrative Assistant

1. SUBJECT

Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on June 10, 2026

2. SUMMARY

Submitted for your consideration and approval are the minutes of the above meeting(s).

3. RECOMMENDED ACTION

Approve minutes as presented.

4. ATTACHMENTS

- June 10, 2026 Regular Meeting minutes.

MINUTES - DRAFT

City of Orange

City Traffic Commission

June 10, 2026

The Traffic Commission of the City of Orange, California, convened on Wednesday, June 10, 2026, at 5:30 p.m. for a Regular Meeting in the Council Chamber, 300 E. Chapman Avenue, Orange, California.

1. OPENING/CALL TO ORDER

Chair Feliz called the meeting to order at 5:30 p.m.

1.1 PLEDGE OF ALLEGIANCE

Commissioner Steve Freeman led the flag salute.

1.2 ROLL CALL

Present: Ricci, Barbeito, Chavarria, Redding, Freeman, Feliz, and Deligianni-Brydges

Absent: None

2. PUBLIC COMMENTS

Public Speakers

Shay Murphy spoke about removing red curb in front of his home to add available parking.

3. APPROVAL OF MINUTES

3.1. Approval of minutes of the City of Orange Traffic Commission Regular Meeting held on April 08, 2026.

A motion was made by Commissioner Freeman, seconded by Commissioner Chavarria, to approve minutes as presented. The motion carried by the following vote:

Ayes: Ricci, Barbeito, Chavarria, Redding, Freeman, Feliz, and Deligianni-Brydges

Noes: None

Absent: None

4. NEW BUSINESS

4.1. Proposed loading zone in front of 233 N. Lemon Street

Associate Engineer Junie Vuong provided a brief staff report utilizing a PowerPoint Presentation.

Responding to Commissioner inquiry, staff clarified that any existing yellow curb markings not included in the recommended action would be removed and not included as part of the proposed loading zone.

A motion was made by Vice-Chair Ricci, seconded by Commissioner Deligianni-Brydges, to: 1. Recommend the installation of a 35-foot-long loading zone in front of 233 N. Lemon Street. 2. Forward the recommendation to the City Council for approval. The motion carried by the following vote:

Ayes: Ricci, Barbeito, Chavarria, Redding, Freeman, Feliz, and Deligianni-Brydges

Noes: None

Absent: None

4.2. Installation of 25 feet of red curb on the west side of Kendra Drive north of Hampshire Road

Transportation Analyst Jose A La Torre provided a brief staff report utilizing a PowerPoint Presentation.

Public Speakers

Anna Baez and Jacob Gallacher generally spoke in support, but expressed concern if the length of red curb approved were to exceed staff recommendation.

Michael Young spoke in favor.

During discussion, staff confirmed it is possible to extend the red curb further than 25 feet.

A motion was made by Vice-Chair Ricci, seconded by Commissioner Redding, to approve 25 feet of red curb on the west side of Kendra Drive north of Hampshire Road. The motion carried by the following vote:

Ayes: Ricci, Barbeito, Chavarria, Redding, Freeman, Feliz, and Deligianni-Brydges

Noes: None

Absent: None

4.3. Installation of a school bus loading zone on the west side of California Street adjacent to California Inspire Academy

Transportation Analyst Jose A La Torre provided a brief staff report utilizing a PowerPoint Presentation.

A typographical error in the body of the staff report, indicating a school bus loading zone on the north, rather than west, side of California Street, was noted by the City Attorney's Office.

Staff clarified the loading zone would be located on the west side of California Street between Adams Avenue and Collins Avenue, consistent with the recommended action and exhibit contained in the staff report.

A motion was made by Commissioner Chavarria, seconded by Commissioner Freeman, to approve the installation of a school bus loading zone and associated red curb on the west side of California Street between Adams Avenue and Collins Avenue. The motion carried by the following vote:

Ayes: Ricci, Barbeito, Chavarria, Redding, Freeman, Feliz, and Deligianni-Brydges

Noes: None

Absent: None

4.4. Installation of 35 feet of red curb on the northwest corner of the Highland Street/Dana Place intersection

Transportation Analyst Jose A La Torre provided a brief staff report utilizing a Power Point Presentation.

Responding to Commissioner inquiry, staff clarified the schedule for installing a future curb ramp at the affected intersection corner.

Public Speakers

Nadiya (no last name provided) spoke in opposition.

Regina Hoskins spoke in favor.

Responding to Commissioner inquiries, staff clarified that multifamily dwellings have the ability to participate in the permit parking program. Staff also reviewed parking restrictions at intersection corners.

A motion was made by Vice-Chair Ricci, seconded by Commissioner Freeman, to approve 35 feet of red curb on the northwest corner of the Highland Street/Dana Place intersection. The motion carried by the following vote:

Ayes: Ricci, Barbeito, Chavarria, Redding, Freeman, Feliz, and Deligianni-Brydges

Noes: None

Absent: None

5. ADJOURNMENT

There being no further business, the meeting was adjourned at 6:11 p.m.

The next Regular City Traffic Commission Meeting will be held on Wednesday, August 12, 2026, at 5:30 p.m., in the Council Chamber.

LARRY TAY
DEPUTY PUBLIC WORKS DIRECTOR/
CITY TRAFFIC ENGINEER



Agenda Item

City Traffic Commission

Item #: 4.1

8/12/2026

File #: 26-0449

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Jose A La Torre, Transportation Analyst

1. SUBJECT

Installation of red curb on both sides of the northern driveway serving Esplanade Elementary School

2. SUMMARY

The requested red curb is to provide easier access from the school and enhance visibility.

3. RECOMMENDED ACTION

Approve red curb on both sides of the northern driveway serving Esplanade Elementary School as follows: approximately 30 feet to the north and 25 feet to the south.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology.

6. DISCUSSION AND BACKGROUND

Staff received a request for red curb on both sides of the northern driveway serving Esplanade Elementary School, to enhance visibility when exiting the school driveway. The school is located near the intersection of Esplanade Street and Spring Street. The northern driveway for the school, currently designated outbound only, is on the east side of Esplanade Street, approximately 600 feet north of the intersection.

Esplanade Street, spanning from Spring Street to Walnut Avenue, is a two-lane roadway measuring 38 feet in width, with parking permitted on both sides of the street. The land use along this stretch of Esplanade Street is generally comprised of single-family residences and schools.

A field review conducted by City Staff determined that there is approximately 30 feet of curbside parking available north of the subject driveway, accommodating one parking space. Staff recommends installing 30 feet of red curb north of the driveway. South of the driveway, there is approximately 85 feet of curbside parking available, accommodating four parking spaces. Staff recommends installing 25 feet of red curb south of the driveway. Esplanade Elementary's

administration and the neighboring Orange County Classical Academy have been informed of, and indicated support for, the red curb.

7. ATTACHMENTS

- Letter of Request
- Support Email from Esplanade Elementary School
- Support Email from Orange County Classical Academy
- Vicinity Map
- Area Map & Site Sketch
- Notification Letter



Agenda Item

City Traffic Commission

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Esplanade Street, spanning from Spring Street to Walnut Avenue, is a two-lane roadway measuring 38 feet in width, with parking permitted on both sides of the street. The land use along this stretch of Esplanade Street is generally comprised of single-family residences and schools.

A field review conducted by City Staff determined that there is approximately 30 feet of curbside parking available north of the subject driveway, accommodating one parking space. Staff recommends installing 30 feet of red curb north of the driveway. South of the driveway, there is approximately 85 feet of curbside parking available, accommodating four parking spaces. Staff recommends installing 25 feet of red curb south of the driveway. Esplanade Elementary's

administration and the neighboring Orange County Classical Academy have been informed of, and indicated support for, the red curb.

7. ATTACHMENTS

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- Support Email from Esplanade Elementary School
- Support Email from Orange County Classical Academy
- Vicinity Map
- Area Map & Site Sketch
- Notification Letter

FW: Dangerous driving conditions by Esplanade Elementary

From Gabrielle Hayes <ghayes@cityoforange.org>

Date Thu 5/28/2026 1:01 PM

To Jose A La Torre <jalatorre@cityoforange.org>

See below.

Regards,

Gabrielle Hayes, P.E.

Direct: (714) 744-5561

-----Original Message-----

From: Candace

Sent: Wednesday, March 11, 2026 5:22 PM

To: pwinfo <pwinfo@cityoforange.org>

Subject: Dangerous driving conditions by Esplanade Elementary

Dear Mr. Tay - My children go to Esplanade Elementary School. I drop them off every weekday morning between 7:45am-8am. There are two issues I would like to bring to your attention.

#1 - There is a one-way entrance to the school driveway/lot and one-way exit out of the driveway/lot. There is a no left turn (before 8:30am) sign posted at the exit. Please consider making the street/curb between the entrance to the school driveway and the exit of the driveway a No Parking zone. Even though there is a No Left Turn sign posted at the exit, the overwhelming majority of exiting vehicles turn left anyway. Regardless, for those of us abiding by the sign and turning right, we cannot see oncoming traffic until we are in the middle of the street, because of the vehicles parked on the stretch of the street between the entrance and exit.

#2 - Further to the above. For those of us turning right at the exit of the schools driveway, we find ourselves coming head to head to the cars exiting the driveway (especially those turning left on Esplanade) of the charter school next door. Please consider making the street/curb between the driveway exit of Esplanade Elementary and the Charter School lot exit a No Parking zone.

I have seen many near-misses on this section of Esplanade street. It is very dangerous, I would invite you or your staff to visit Esplanade Elementary school during 7:45-8:10am time during the week and enter/exit as if you were a parent dropping off children. The dangerous driving conditions will be very apparent to you.

I don't know if the above are issues in the afternoon when parents pickup their children, because my kids take the school bus home.

Thank you for giving this your attention and priory. I can be reached at
with me.

if you'd like to speak

Regards, Candace

SUPPORT EMAIL FROM ESPLANADE ELEMENTARY SCHOOL

Re: City of Orange - Information Requested for Esplanade ES

From Torres, Paula <@orangeusd.org>

Date Fri 5/29/2026 5:09 PM

To Jose A La Torre <jalatorre@cityoforange.org>; Celeste-Russo, Christina <@orangeusd.org>; Sanchez, Ramon <@orangeusd.org>; Harlin, Stephen <@orangeusd.org>

Cc Morgan, Jeffrey <jmorgan@orangeusd.org>

I would LOVE that! We have been asking for it all year. 😊

Paula Torres
Principal



From: Jose A La Torre <jalatorre@cityoforange.org>

Sent: Friday, May 29, 2026 4:36 PM

To: Celeste-Russo, Christina <@orangeusd.org>; Sanchez, Ramon <@orangeusd.org>; Harlin, Stephen <@orangeusd.org>; Torres, Paula <@orangeusd.org>

Cc: Morgan, Jeffrey <@orangeusd.org>

Subject: Re: City of Orange - Information Requested for Esplanade ES

Good evening everyone,

Please find the map(s) attached for your reference.

Please let me know if there are any questions I can answer.

Thank you,

Jose A La Torre
Phone: (714) 744-5537

From: Celeste-Russo, Christina <@orangeusd.org>

Sent: Thursday, May 28, 2026 4:00 PM

To: Sanchez, Ramon <@orangeusd.org>; Harlin, Stephen <@orangeusd.org>; Torres, Paula

< @orangeusd.org>

Cc: Jose A La Torre <jalatorre@cityoforange.org>; Morgan, Jeffrey < @orangeusd.org>

Subject: City of Orange - Information Requested for Esplanade ES

Hello,

I spoke with Jose at the City of Orange regarding Esplanade ES. There is a resident requesting to add a "No Parking" zone or red curbing – north and south of the exit of the parking lot.

During our conversation, I shared my perspective on the request, but I also wanted to make sure the rest of you were aware and had an opportunity to provide feedback.

I explained that the current situation at this location is primarily the result of traffic congestion during school arrival and dismissal times. School buses currently pull inside the school grounds, but I am not sure how this signage would ultimately impact the parents and families of students at Esplanade ES.

Jose can reply with a map indicating where the signage/red curbing is being requested so everyone can provide insight into the matter before it is decided on and placed on the Traffic Commission meeting agenda for a vote.

Thank you,

Christina A. Celeste-Russo

Director of Transportation

Orange Unified School District

@orangeusd.org

(Office)

(Dispatch)



E-mail correspondence, along with any attachments, may be subject to the California Public Records Act; and as such may be subject to public disclosure unless otherwise exempt under the Act.



Outlook

SUPPORT EMAIL FROM ORANGE COUNTY CLASSICAL ACADEMY

Proposed red curb between OCCA & Esplanade elementary exit gates

From Sentry Agent <@orangecountyclassicalacademy.org>

Date Thu 7/30/2026 11:55 AM

To Jose A La Torre <jalatorre@cityoforange.org>

Cc Safety Team <@orangecountyclassicalacademy.org>

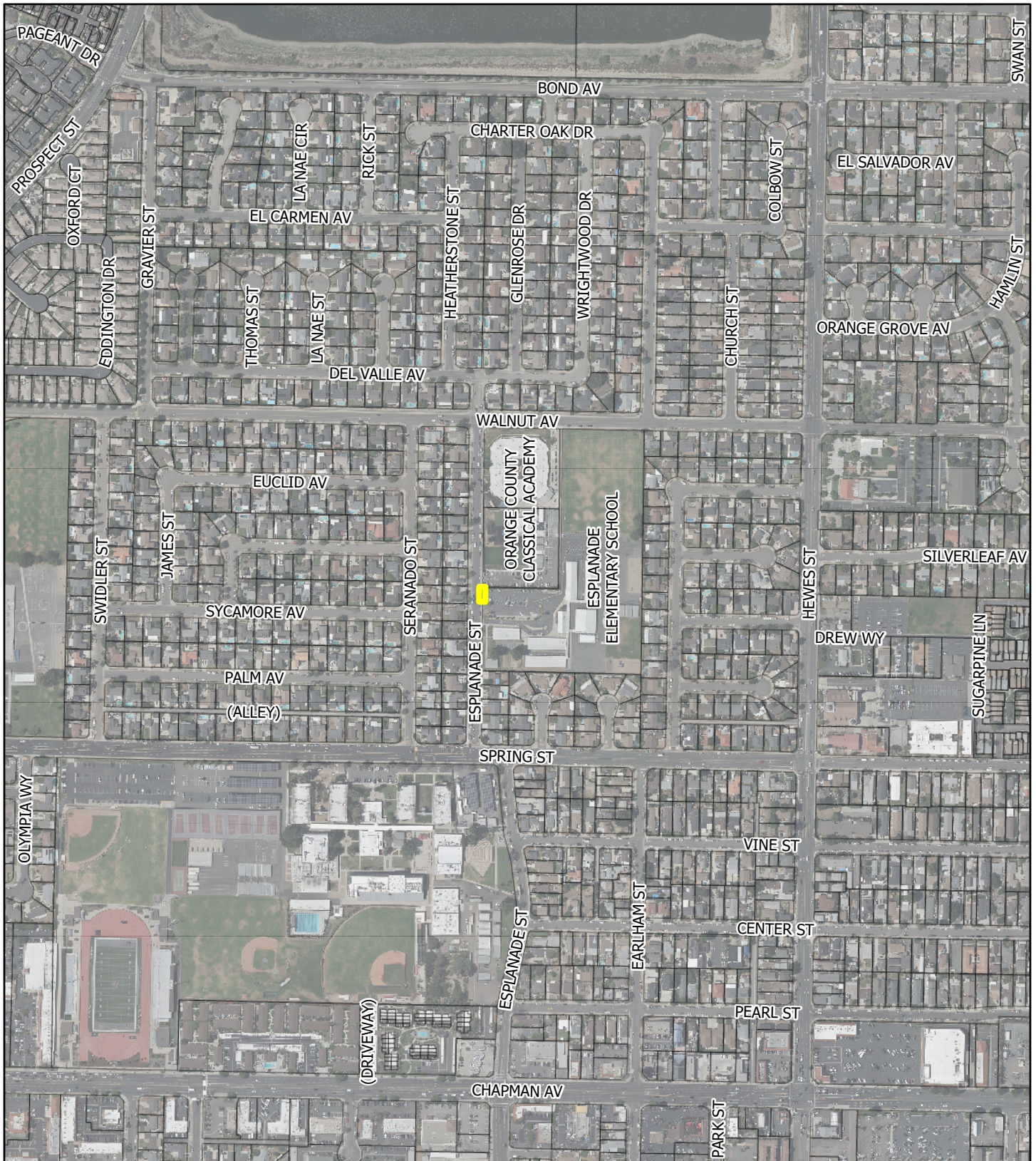
Jose,

James Mulligan OCCA Security here. Great to speak to you recently. I have received approval for this measure from school leadership. We enthusiastically support this project and the safety it creates. When will this project be completed? Student/parents are on campus starting Aug 13th. Thank you for assistance with this matter.

Regards,

James Mulligan

Sent from my iPhone



Legend

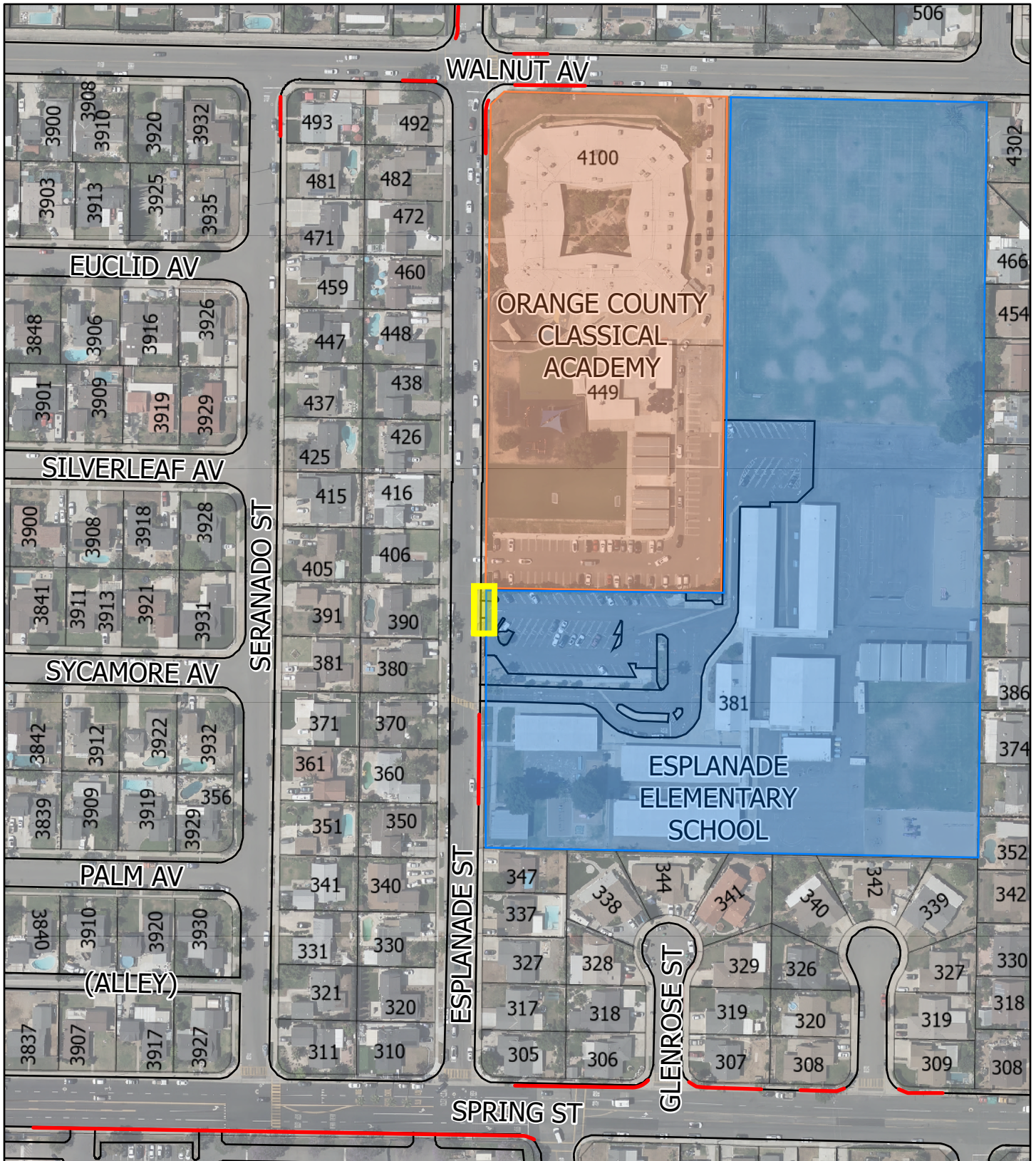
 Subject Area

Item 4.1 Red Curb on Esplanade Street

7/30/2026

Source: City of Orange (2024)

CITY OF ORANGE
VICINITY MAP



Legend

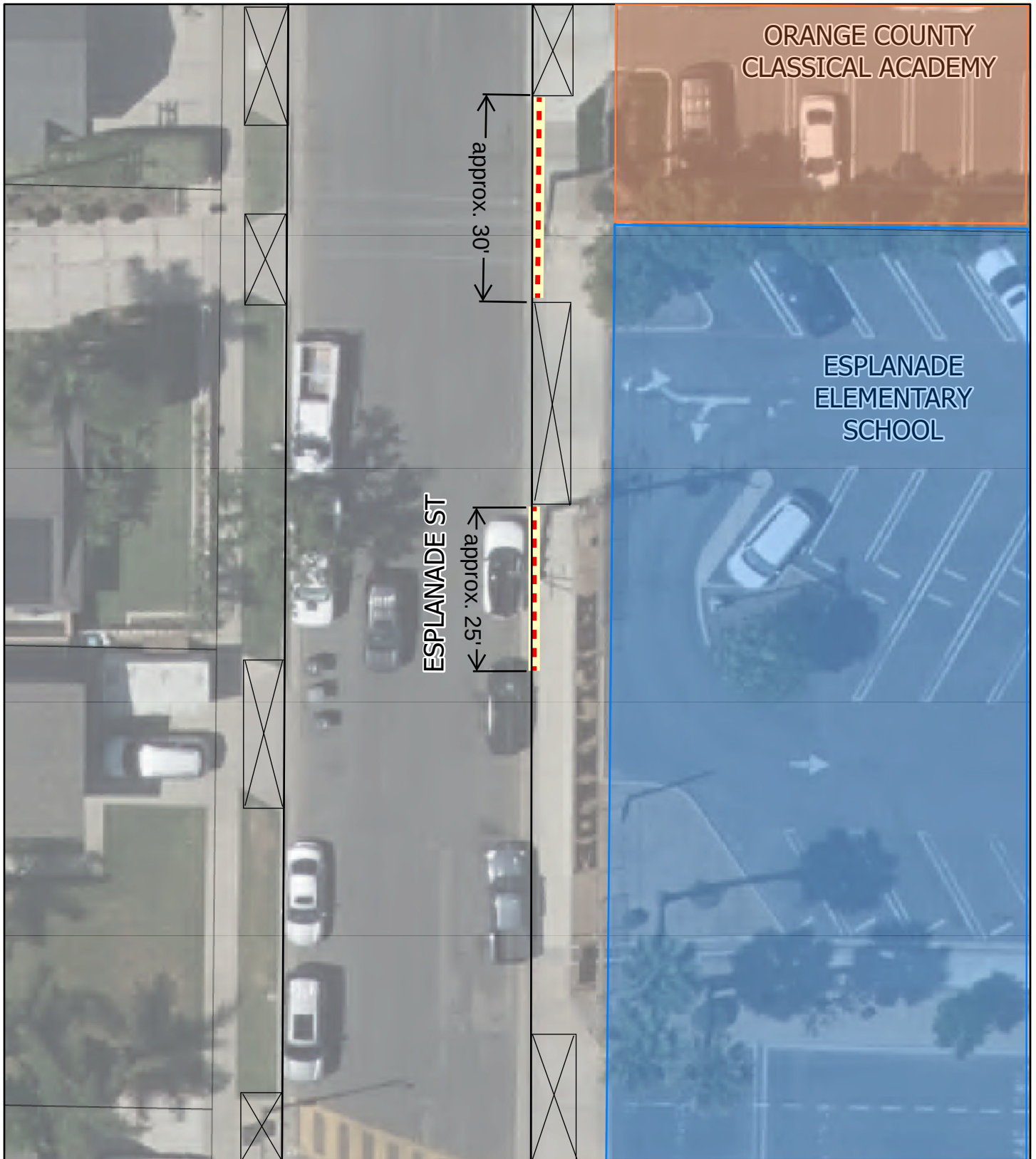
- Subject Area
- Red Curb (Existing)
- Orange County Classical Academy
- Esplanade Elementary School

Item 4.1 Red Curb on Esplanade Street

CITY OF ORANGE
AREA MAP

7/30/2026

Source: City of Orange (2024)



Legend

- - - Red Curb (Proposed)
- X Driveway (Existing)
- Orange County Classical Academy
- Esplanade Elementary School

Item 4.1 Red Curb on Esplanade Street



City of Orange

Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

July 24, 2026

Dear Resident/Property Owner:

This letter is to inform you that an item will be presented to the City Traffic Commission regarding:

- **Installation of red curb on Esplanade Street adjacent to Esplanade Elementary School.**

The matter will be considered at the **August 12, 2026**, meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Jose A La Torre at (714) 744-5525 or jalatorre@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer/
Deputy Public Works Director



(714) 744-5525



www.cityoforange.org



pwinfo@cityoforange.org



Agenda Item

City Traffic Commission

Item #: 4.2

8/12/2026

File #: 26-0447

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Jose A La Torre, Transportation Analyst

1. SUBJECT

Request for permit parking on both sides of Washington Avenue from Grand Street to Center Street

2. SUMMARY

A request for permit parking on Washington Avenue, located within Permit Parking Opportunity Area "6", was made and evaluated in accordance with the City's Neighborhood Permit Parking Program. The request meets the intent and minimum requirements of the Permit Parking Program.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking along residential frontages on both sides of Washington Avenue from Grand Street to Center Street.
2. Forward to the City Council for final action.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology.

6. DISCUSSION AND BACKGROUND

Background:

A property owner on the affected block of Washington Avenue submitted a request to implement permit parking. The subject street is outlined and shown on the attached Area Map. In accordance with the City's Neighborhood Permit Parking Program (NPPP), staff performed an initial screening of the study area to determine the following:

1. Whether the street is eligible for permit parking; and
2. If so, does said street lie within a City-defined permit parking opportunity area with a streamlined implementation procedure.

The NPPP provides a mechanism for protecting residential streets from external parking overflow when certain criteria are satisfied. To streamline the permit parking application process in certain

highly parked areas, the City Council established seven Permit Parking Opportunity Areas (PPOA's). PPOA's are subject to different criteria and procedures. Specifically, the application fee and parking occupancy study are waived, and the required neighborhood support level is reduced from 75% to 55%.

Opportunity Area #6, in which Washington Avenue is contained, was created in conjunction with the Old Towne Paid Parking Program to address protentional of parking demand spillover.

Since Washington Avenue qualifies for permit parking and is in a designated PPOA, a parking occupancy survey was not conducted. However, the proposal must receive sufficient support from property owners before a permit parking recommendation can be made. The petition results are outlined below.

Petition Results:

A petition letter, along with a list of permit parking advantages and disadvantages, was provided by the Traffic Division to each property owner on the street. The table below shows the results of the neighborhood polling.

Affected Street	Household in Favor		Household Opposed		Unreturned	
Washington Avenue	5	72%	1	14%	1	14%

The results of the petition process indicated that Washington Avenue exceeds the required minimum 55% of property owners in favor of the permit parking program.

Findings:

Since the level of stakeholder support meets the minimum requirements under the City's NPPP, permit parking is recommended.

It should be kept in mind that any vehicle parking in a designated parking-by-permit area without a permit is subject to citation. Parking permits do not supersede the street sweeping restrictions in the neighborhood

7. ATTACHMENTS

- Letter of Request
- Vicinity Map
- Area Map
- Site Sketch & Petition Area Map
- Notification Letter



Agenda Item

City Traffic Commission

Item #: 4.2

8/12/2026

File #: 26-0447

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Jose A La Torre, Transportation Analyst

1. SUBJECT

Request for permit parking on both sides of Washington Avenue from Grand Street to Center Street

2. SUMMARY

A request for permit parking on Washington Avenue, located within Permit Parking Opportunity Area "6", was made and evaluated in accordance with the City's Neighborhood Permit Parking Program. The request meets the intent and minimum requirements of the Permit Parking Program.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking along residential frontages on both sides of Washington Avenue from Grand Street to Center Street.
2. Forward to the City Council for final action.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology.

6. DISCUSSION AND BACKGROUND

Background:

A property owner on the affected block of Washington Avenue submitted a request to implement permit parking. The subject street is outlined and shown on the attached Area Map. In accordance with the City's Neighborhood Permit Parking Program (NPPP), staff performed an initial screening of the study area to determine the following:

1. Whether the street is eligible for permit parking; and
2. If so, does said street lie within a City-defined permit parking opportunity area with a streamlined implementation procedure.

The NPPP provides a mechanism for protecting residential streets from external parking overflow when certain criteria are satisfied. To streamline the permit parking application process in certain

highly parked areas, the City Council established seven Permit Parking Opportunity Areas (PPOA's). PPOA's are subject to different criteria and procedures. Specifically, the application fee and parking occupancy study are waived, and the required neighborhood support level is reduced from 75% to 55%.

Opportunity Area #6, in which Washington Avenue is contained, was created in conjunction with the Old Towne Paid Parking Program to address protentional of parking demand spillover.

Since Washington Avenue qualifies for permit parking and is in a designated PPOA, a parking occupancy survey was not conducted. However, the proposal must receive sufficient support from property owners before a permit parking recommendation can be made. The petition results are outlined below.

Petition Results:

A petition letter, along with a list of permit parking advantages and disadvantages, was provided by the Traffic Division to each property owner on the street. The table below shows the results of the neighborhood polling.

Affected Street	Household in Favor		Household Opposed		Unreturned	
Washington Avenue	5	72%	1	14%	1	14%

The results of the petition process indicated that Washington Avenue exceeds the required minimum 55% of property owners in favor of the permit parking program.

Findings:

Since the level of stakeholder support meets the minimum requirements under the City's NPPP, permit parking is recommended.

It should be kept in mind that any vehicle parking in a designated parking-by-permit area without a permit is subject to citation. Parking permits do not supersede the street sweeping restrictions in the neighborhood

7. ATTACHMENTS

- Letter of Request
- Vicinity Map
- Area Map
- Site Sketch & Petition Area Map
- Notification Letter

June 12, 2026

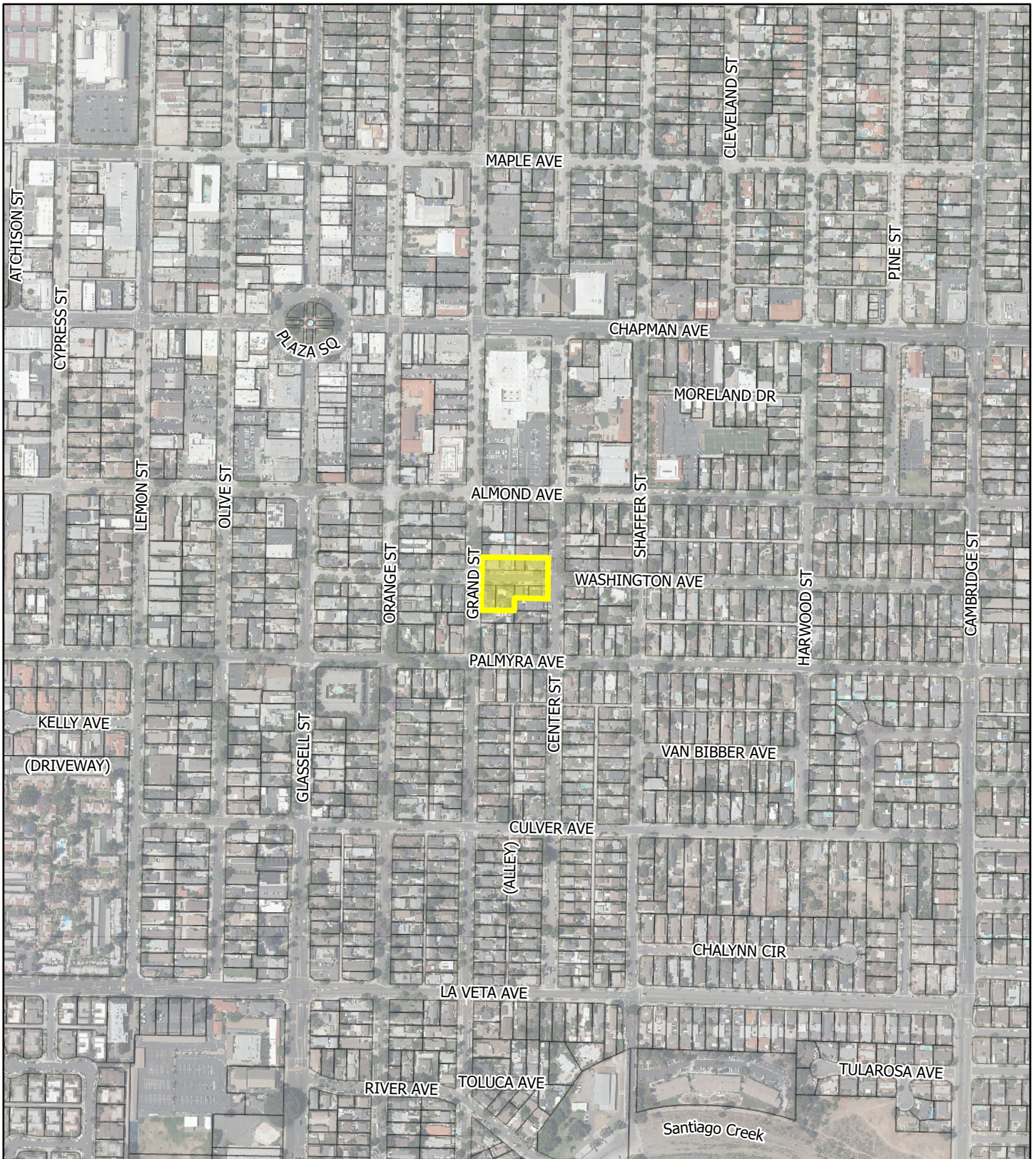
City of Orange Public Works,

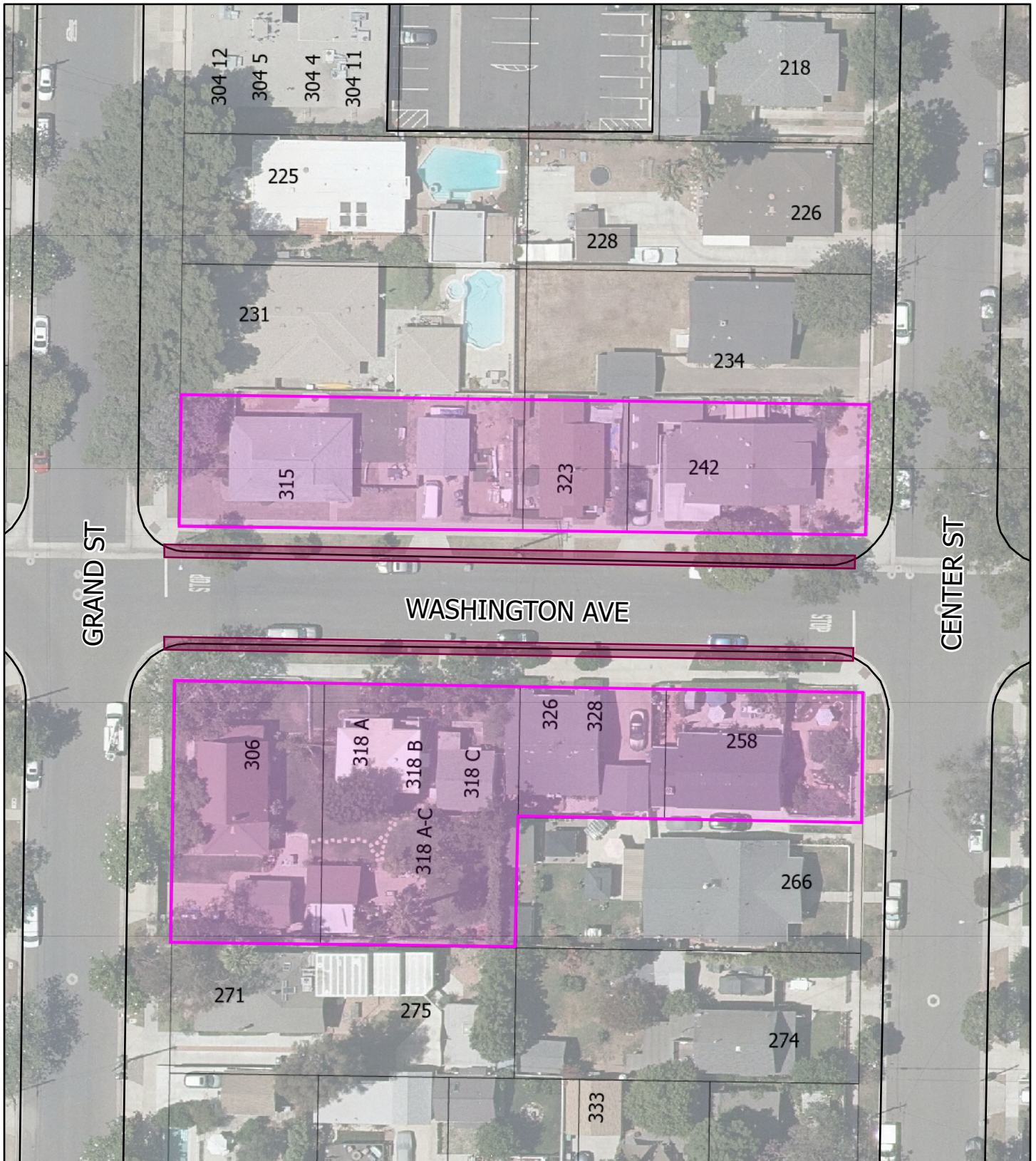
We would like to request permit parking
between Center St and Grand St. on
Washington Ave. On the Washington Ave
there are 8 people who don't have
parking spaces.

We are property owners at
S. Center St.

Jean

George





Legend

- Petition Area
- Proposed Permit Parking Area

Item 4.2 Permit Parking Washington Ave

CITY OF ORANGE

SITE SKETCH & PETITION AREA

8/4/2026

Source: City of Orange (2024)



City of Orange

Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

July 24, 2026

Dear Resident/Property Owner:

This letter is to inform you that an item will be presented to the City Traffic Commission regarding:

- **Request to add Washington Avenue, between Grand Street and Center Street, to the Neighborhood Parking Permit Program.**

The matter will be considered at the **August 12, 2026**, meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Jose A La Torre at (714) 744-5525 or jalatorre@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer/
Deputy Public Works Director



(714) 744-5525



www.cityoforange.org



pwinfo@cityoforange.org



Agenda Item

City Traffic Commission

Item #: 4.3

8/12/2026

File #: 26-0448

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Jose A La Torre, Transportation Analyst

1. SUBJECT

Request for permit parking on the south side of Almond Avenue from Olive Street to Glassell Street

2. SUMMARY

A request for permit parking on Almond Avenue, located within Permit Parking Opportunity Area "6", was made and evaluated in accordance with the City's Neighborhood Permit Parking Program. The request meets the intent and minimum requirements of the Permit Parking Program.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking along residential frontages on the south side of Almond Avenue from Olive Street to Glassell Street.
2. Forward to the City Council for final action.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology.

6. DISCUSSION AND BACKGROUND

Background:

A property owner on the affected block of Almond Avenue submitted a request to implement permit parking. The subject street is outlined and shown on the attached Area Map. In accordance with the City's Neighborhood Permit Parking Program (NPPP), staff performed an initial screening of the study area to determine the following:

1. Whether the street is eligible for permit parking; and
2. If so, does said street lie within a City-defined permit parking opportunity area with a streamlined implementation procedure.

The NPPP provides a mechanism for protecting residential streets from external parking overflow when certain criteria are satisfied. To streamline the permit parking application process in certain

highly parked areas, the City Council established seven Permit Parking Opportunity Areas (PPOA's). PPOA's are subject to different criteria and procedures. Specifically, the application fee and parking occupancy study are waived, and the required neighborhood support level is reduced from 75% to 55%.

Opportunity Area #6, in which Almond Avenue is contained, was created in conjunction with the Old Towne Paid Parking Program to address protentional of parking demand spillover.

Since Almond Avenue qualifies for permit parking and is in a designated PPOA, a parking occupancy study was not required. However, the proposal must receive sufficient support from property owners before a permit parking recommendation can be made. The petition results are outlined below.

Petition Results:

A petition letter, along with a list of permit parking advantages and disadvantages, was provided by the Traffic Division to each property owner on the street. The table below shows the results of the neighborhood polling.

Affected Street	Household in Favor		Household Opposed		Unreturned	
Almond Avenue	2	100%	0	0%	0	0%

The results of the petition process indicated that Almond Avenue exceeds the required minimum 55% of property owners in favor of the permit parking program.

Findings:

Since the level of stakeholder support meets the minimum requirements under the City's NPPP, permit parking is recommended.

It should be kept in mind that any vehicle parking in a designated parking-by-permit area without a permit is subject to citation. Parking permits do not supersede the street sweeping restrictions in the neighborhood.

7. ATTACHMENTS

- Letter of Request
- Vicinity Map
- Area Map
- Site Sketch & Petition Area Map
- Notification Letter



Agenda Item

City Traffic Commission

Item #: 4.3

8/12/2026

File #: 26-0448

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Jose A La Torre, Transportation Analyst

1. SUBJECT

Request for permit parking on the south side of Almond Avenue from Olive Street to Glassell Street

2. SUMMARY

A request for permit parking on Almond Avenue, located within Permit Parking Opportunity Area "6", was made and evaluated in accordance with the City's Neighborhood Permit Parking Program. The request meets the intent and minimum requirements of the Permit Parking Program.

3. RECOMMENDED ACTION

1. Approve the implementation of permit parking along residential frontages on the south side of Almond Avenue from Olive Street to Glassell Street.
2. Forward to the City Council for final action.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and minimal expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology.

6. DISCUSSION AND BACKGROUND

Background:

A property owner on the affected block of Almond Avenue submitted a request to implement permit parking. The subject street is outlined and shown on the attached Area Map. In accordance with the City's Neighborhood Permit Parking Program (NPPP), staff performed an initial screening of the study area to determine the following:

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Petition Results:

A petition letter, along with a list of permit parking advantages and disadvantages, was provided by the Traffic Division to each property owner on the street. The table below shows the results of the neighborhood polling.

Affected Street	Household in Favor		Household Opposed		Unreturned	
Almond Avenue	2	100%	0	0%	0	0%

The results of the petition process indicated that Almond Avenue exceeds the required minimum 55% of property owners in favor of the permit parking program.

Findings:

Since the level of stakeholder support meets the minimum requirements under the City's NPPP, permit parking is recommended.

It should be kept in mind that any vehicle parking in a designated parking-by-permit area without a permit is subject to citation. Parking permits do not supersede the street sweeping restrictions in the neighborhood.

7. ATTACHMENTS

- Letter of Request
- Vicinity Map
- Area Map
- Site Sketch & Petition Area Map
- Notification Letter

Parking Permit - W Almond Ave

From Samuel

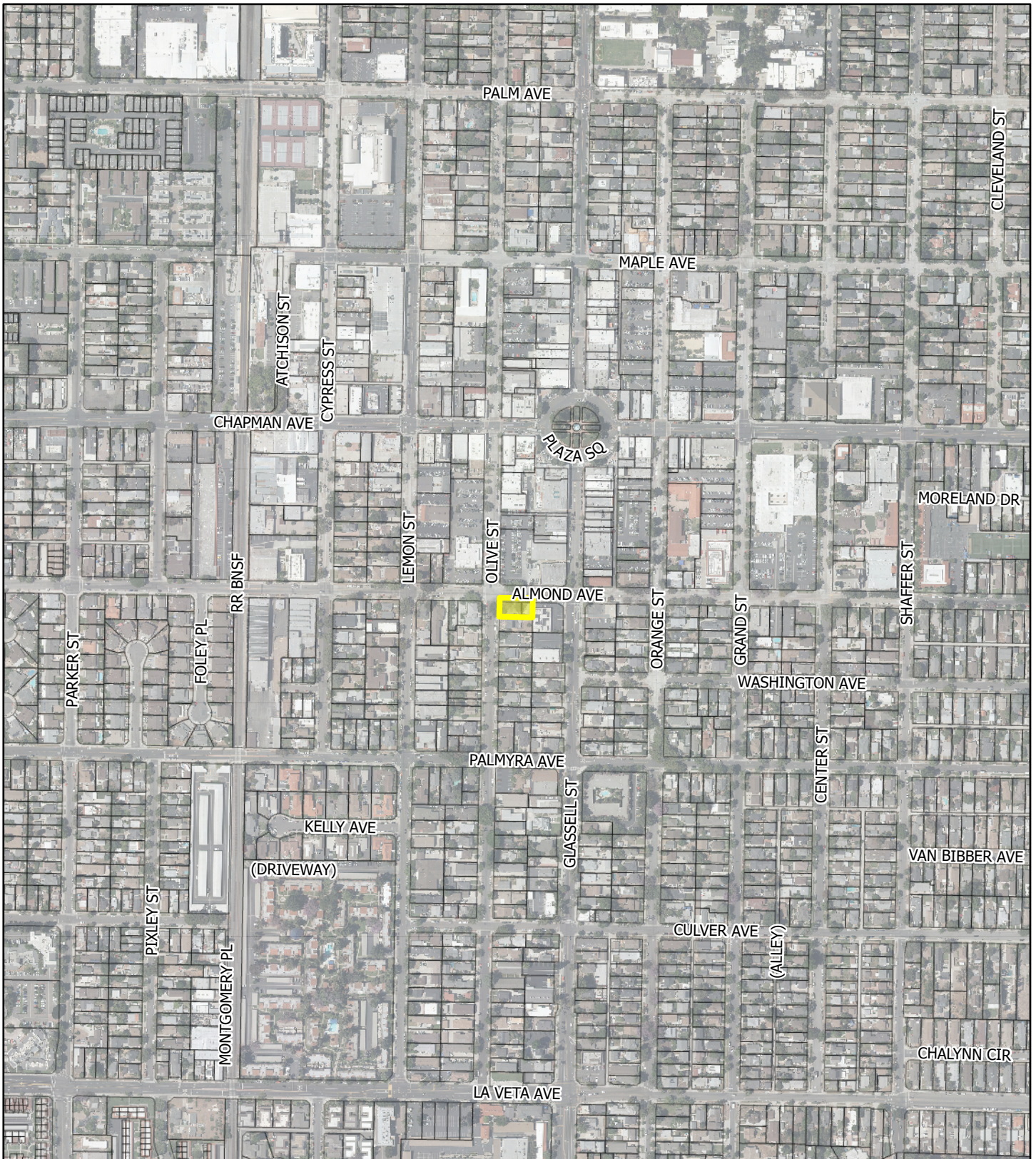
Date Tue 6/2/2026 11:40 AM

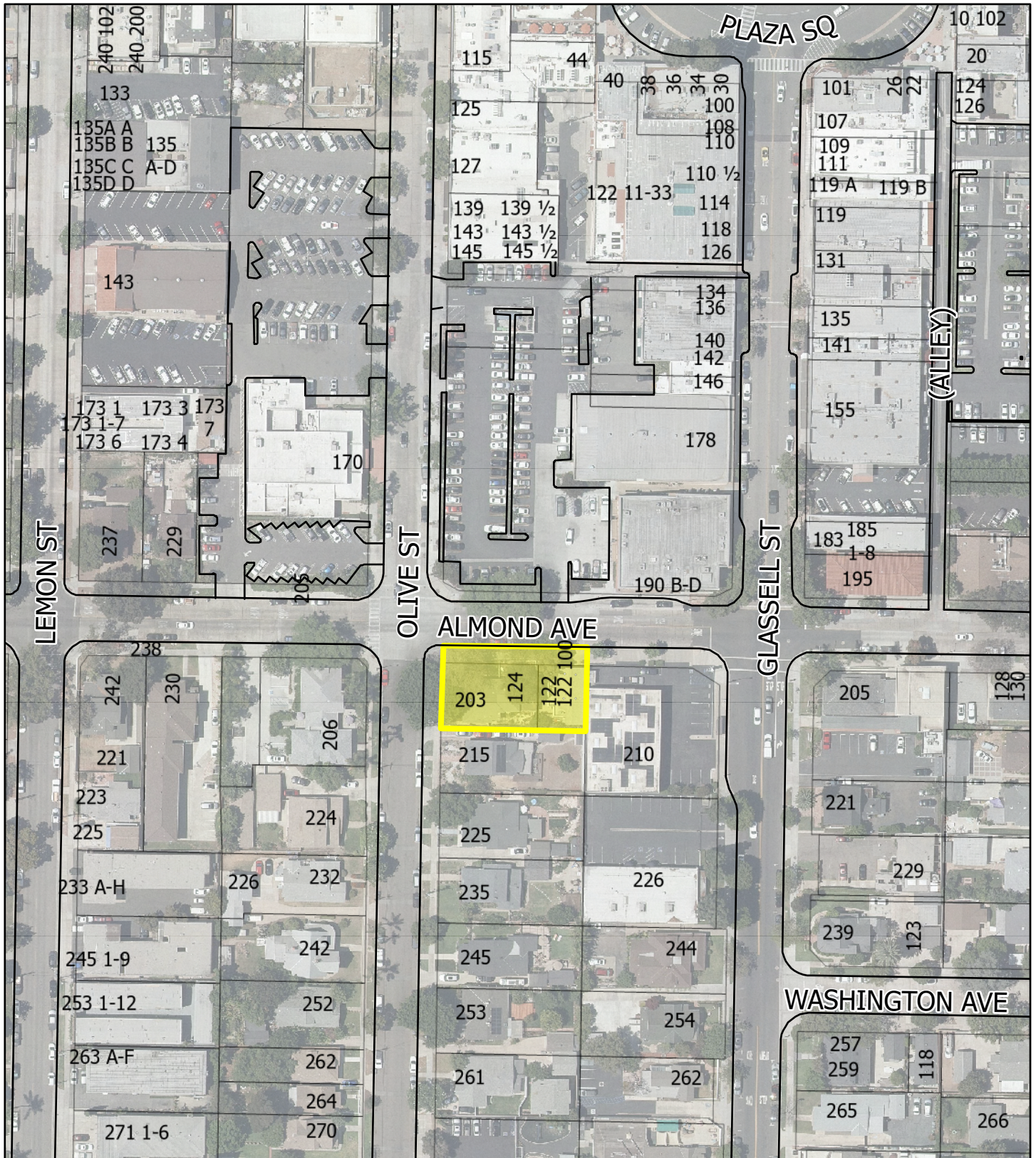
To Jose A La Torre <jalatorre@cityoforange.org>

Afternoon, as owners of the apartments at W Almond Ave would like to request parking permits for their tenants living at W Almond. Olive turning to permits, DT turning to meters, leaves little to no parking for tenants living at W Almond Ave, nestled between commercial buildings and the residential neighborhood on Olive.

Thank you for hearing out our request,
Sam

W Almond Ave





Legend

- Curbs
- Subject Area

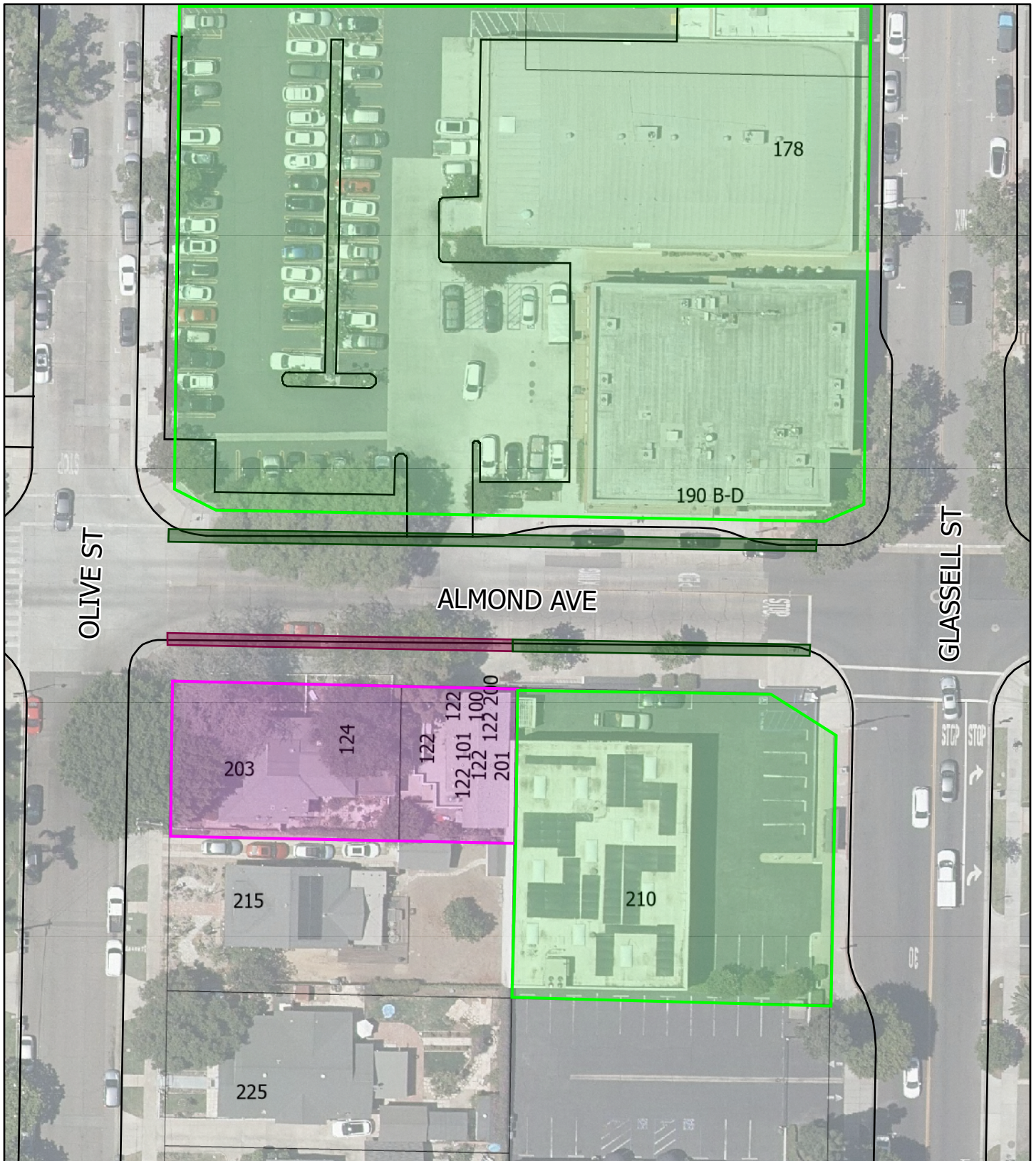
Item 4.3 Permit Parking Almond Ave



7/29/2026

Source: City of Orange (2024)

CITY OF ORANGE
AREA MAP



Legend

- Petition Area
- Proposed Permit Parking Area
- Not Eligible for Permits (Non-residential)
- Old Towne Orange Paid Parking

Item 4.3 Permit Parking Almond Ave

CITY OF ORANGE

SITE SKETCH & PETITION AREA

8/4/2026

Source: City of Orange (2024)



City of Orange

Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

July 24, 2026

Dear Resident/Property Owner:

This letter is to inform you that an item will be presented to the City Traffic Commission regarding:

- **Request to add the south side of Almond Avenue, between Olive Street and Glassell Street, to the Neighborhood Parking Permit Program.**

The matter will be considered at the **August 12, 2026**, meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Jose A La Torre at (714) 744-5525 or jalatorre@cityoforange.org if you have any questions.

Sincerely,

Larry Tay, P.E., PTOE
City Traffic Engineer/
Deputy Public Works Director



(714) 744-5525



www.cityoforange.org



pwinfo@cityoforange.org



Agenda Item

City Traffic Commission

Item #: 4.4

8/12/2026

File #: 26-0461

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Gabrielle Hayes, Principal Civil Engineer

1. SUBJECT

Request for overnight parking restrictions on Poplar Street, north of Orangewood Avenue, and Sequoia Avenue, east of Eckhoff Street

2. SUMMARY

Local businesses have been impacted by long term parking. A request was made to prohibit parking during nighttime hours. This regulation, combined with enforcement, is expected to provide adequate mitigation.

3. RECOMMENDED ACTION

Approve the prohibition of overnight parking between the hours of 2:00 AM to 6:00 AM on the following streets:

- a) Both sides of Poplar Street, north of Orangewood Avenue; and
- b) Both sides of Sequoia Avenue, east of Eckhoff Street.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology.

6. DISCUSSION AND BACKGROUND

This request to implement overnight parking restrictions for Poplar Street, north of Orangewood Avenue, and Sequoia Avenue, east of Eckhoff Street, was made by an affected business owner, with the support of other neighboring businesses. The basis for this request is to better provide on-street parking for local businesses by removing vehicles from the aforementioned streets that are not associated with any of the businesses on these streets. Furthermore, the no overnight parking would also address vehicles owners using the streets as overflow storage for their vehicles.

Both Poplar Street and Sequoia Avenue are surrounded by commercial land uses. Businesses in the area utilize the street parking for customers and employees, particularly in the busy morning hours.

According to the proponents, many vehicles appear to be stored in the subject area. The presence of such vehicles substantially reduces availability of street parking for local businesses and their clients or operational needs. Moreover, these vehicles are often associated with nuisance activities, and the Police Department has indicated these two streets generate a higher-than-normal volume of calls for service. The vehicles are moved frequently enough to avoid citation under the vehicle code.

The proposed overnight parking restrictions are not expected to have a negative impact on local businesses since restrictions would go into effect each day after business closing times and no known businesses in the area operate overnight. Street sweeping operations are on alternating Thursdays of the month from 3:00 AM to 6:00 AM. Posting the subject streets consistent with street sweeping restrictions would allow for the replacement of the existing street sweeping signs, which will not add to area sign pollution.

7. ATTACHMENTS

- Letter of Request
- Area Map & Site Sketch Map
- Notification Letter



Agenda Item

City Traffic Commission

Item #: 4.4

8/12/2026

File #: 26-0461

TO: Chair and Members of the City Traffic Commission

THRU: Larry Tay, Deputy Public Works Director/Traffic Engineer

FROM: Gabrielle Hayes, Principal Civil Engineer

1. SUBJECT

Request for overnight parking restrictions on Poplar Street, north of Orangewood Avenue, and Sequoia Avenue, east of Eckhoff Street

2. SUMMARY

Local businesses have been impacted by long term parking. A request was made to prohibit parking during nighttime hours. This regulation, combined with enforcement, is expected to provide adequate mitigation.

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Approve the prohibition of overnight parking between the hours of 2:00 AM to 6:00 AM on the following streets:

- a) Both sides of Poplar Street, north of Orangewood Avenue; and
- b) Both sides of Sequoia Avenue, east of Eckhoff Street.

4. FISCAL IMPACT

None. Implementation involves minimal staff time and expenditures that have already been approved in the City's operating budget.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology.

6. DISCUSSION AND BACKGROUND

This request to implement overnight parking restrictions for Poplar Street, north of Orangewood Avenue, and Sequoia Avenue, east of Eckhoff Street, was made by an affected business owner, with the support of other neighboring businesses. The basis for this request is to better provide on-street parking for local businesses by removing vehicles from the aforementioned streets that are not associated with any of the businesses on these streets. Furthermore, the no overnight parking would also address vehicles owners using the streets as overflow storage for their vehicles.

Both Poplar Street and Sequoia Avenue are surrounded by commercial land uses. Businesses in the area utilize the street parking for customers and employees, particularly in the busy morning hours.

According to the proponents, many vehicles appear to be stored in the subject area. The presence of such vehicles substantially reduces availability of street parking for local businesses and their clients or operational needs. Moreover, these vehicles are often associated with nuisance activities, and the Police Department has indicated these two streets generate a higher-than-normal volume of calls for service. The vehicles are moved frequently enough to avoid citation under the vehicle code.

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7. ATTACHMENTS

- Letter of Request
- Area Map & Site Sketch Map
- Notification Letter

Gabrielle Hayes

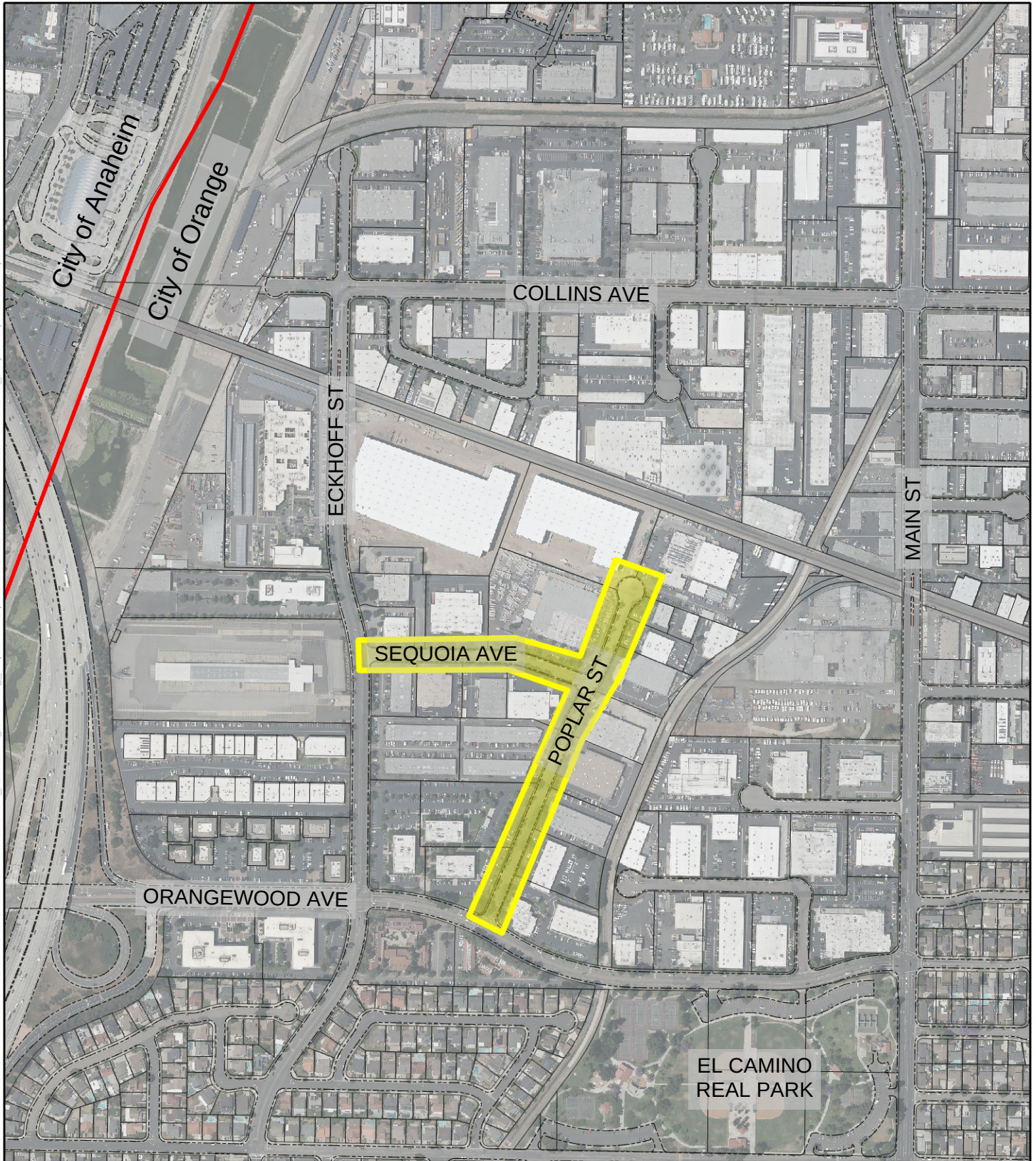
From: Mike Barth <[REDACTED]@gmail.com>
Sent: Tuesday, July 8, 2025 6:52 PM
To: Maria Prado Flores
Subject: Re: No Overnight parking signs

Follow Up Flag: Follow up
Flag Status: Flagged

Maria, my building is at 749 North Poplar St. I would propose the entire block to Orangewood and West Sequoia to North Eckhoff Street . Attached see a picture of a motorhome and a boat parked on our street
Thanks Mike
Barth







Legend
 Subject Area



0 250 500
Feet

7/30/2026

Source: City of Orange (2025)

Item 4.4 Overnight Parking Restriction on Poplar St & Sequoia Ave

CITY OF ORANGE
AREA MAP

NOTE: Recent data updates may not be reflected on this map at the time of printing, use at your discretion. No part of this map shall be reproduced for commercial purposes.

Legend

-  Subject Area
 Red Curb (Existing)
 Overnight Parking Restriction (Proposed)

CITY OF ORANGE

SITE SKETCH MAP

NOTE: Recent data updates may not be reflected on this map at the time of printing, use at your discretion. No part of this map shall be reproduced for commercial purposes.



City of Orange

Public Works Department
300 E. Chapman Ave.
Orange, CA 92866

July 30, 2026

Dear Business/Property Owner:

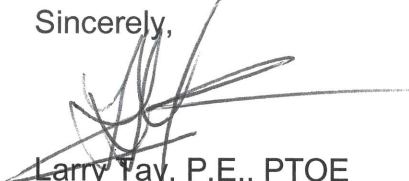
This is to inform you that the City Traffic Commission will be hearing a request **to prohibit overnight parking on the following street(s):**

- Both sides of Poplar Street north of Orangewood Avenue.
- Both sides of Sequoia Avenue east of Eckhoff Street.

The matter will be considered at the **August 12, 2026**, meeting of the City Traffic Commission. The meeting is scheduled at **5:30 p.m.**, in the **City Council Chamber**, located at 300 East Chapman Avenue.

You and any other interested party are encouraged to attend this meeting and express your opinions and/or concerns regarding this issue. Please feel free to contact Gabrielle Hayes at (714) 744-5525 or ghayes@cityoforange.org if you have any questions.

Sincerely,



Larry Tay, P.E., PTOE
City Traffic Engineer/
Deputy Public Works Director



Agenda Item

City Traffic Commission

Item #: 4.5

8/12/2026

File #: 26-0439

TO: Chair and Members of the City Traffic Commission

FROM: Larry Tay, Deputy Public Works Director/Traffic Engineer

1. SUBJECT

Recommended changes to posted speed limits on various city streets

2. SUMMARY

To be enforceable, posted speed limits must be established in accordance with state law. Assembly Bill 43 provides local agencies with greater flexibility and local control in establishing speed limits. The recommendations resulting from a citywide speed limit study, which considered the provisions of AB 43, are presented below.

3. RECOMMENDED ACTION

1. Recommend the speed limit changes presented in Table 1 of the staff report.
2. Forward to the City Council for approval.

4. FISCAL IMPACT

None.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

Background

Based on state law, specifically the California Vehicle Code ("CVC"), speed limits are established either by:

(1) Statute, or

(2) Speed zones, which require the conduct of Engineering and Traffic Surveys (E&TS).

Common examples of statutory speed limits include the 65-mph maximum speed on many freeways and 25-mph maximum speed in school zones and on certain types of local streets. These speed limits do not need to be supported (established or re-validated) through the conduct of an E&TS.

Notwithstanding certain statutory limits, many speed limits (typically between 30 mph and 60 mph, at 5-mph increments) on city streets do need to be supported by an E&TS and approved by local

ordinance, to be enforceable. This requirement generally applies to city streets that are not classified by the State as a local street. The City of Orange has 186 roadway segments (arterial and collector streets) that are subject to this requirement.

Engineering and Traffic Surveys (E&TS)

Setting, maintaining, and changing speed limits on the 186 street segments requiring E&TS is also governed by procedures set forth by state law. The basis of the procedure is the 85th percentile speed of traffic, determined by conducting speed surveys (using radar gun.) The 85th percentile speed is the speed at which 85 percent of drivers are traveling at or below. For many years, the 85th percentile speed, rounded to the nearest 5-mph increment, would generally determine the posted speed limit. While local agencies would also have the option of exercising a 5-mph speed limit reduction if certain conditions were present, the ability to implement speed limit reductions from the 85th percent was more limited than it is today. In addition, E&TS previously had a maximum re-validation interval of 10 years (between re-surveys,) and all streets had to be resurveyed when their E&TS expired, without exception.

The posted speed limits on all 186 street segments that required E&TS were developed based on the above requirements. Furthermore, the effective and expiration dates of these E&TS were historically staggered, with a batch of surveys expiring every few months. It is staff's belief that this approach, presumably taken because of resource limitations associated with in-house data collection, is less efficient than keeping all E&TS on the same cycle. An added benefit of the below-referenced citywide assessment is the opportunity to get all the E&TS on a single cycle.

AB 43

State Assembly Bill 43 (AB 43), passed in 2021, and fully effective June 30, 2024, provides cities with greater flexibility and local control in setting posted speed limits. While the 85th percentile speed still serves as the basis of the overall process, there are more mechanisms for lowering posted speeds. Among other changes, it allows for rounding the speed survey results downward, to the nearest 5 mph increment below (rather than to the nearest 5 mph increment as in the past.) Moreover, the CVC now recognizes additional characteristics such as safety, land use, bicyclists, transit activity, pedestrians, disabled persons, and vulnerable populations, among other things, as justifications for further speed reduction.

AB 43 also contains other provisions beyond modifying E&TS procedures, including, but not limited to: extending the expiration of E&TS, from 10 to 14 years; allowing for 15 mph limits on certain streets (not being recommended at this time); and allowing agencies to revert back to a previously approved E&TS if certain roadway conditions are satisfied, to avoid the potential of speed limit creep that can occur when streets are resurveyed.

Citywide Assessment

At their February 10, 2026, meeting, City Council approved a professional services agreement with AGA Engineers, Inc. (AGA), to evaluate speed limits citywide, with the goal of applying AB 43's provisions where appropriate. In addition, re-evaluating all of the city's speed limits at once, together with a few of AB 43's "consistency provisions" (that either extend the shelf life of a E&TS or reduce the need for future re-surveys), provides the added benefit of getting all of the city's E&TS on the same cycle. Staff expect doing so to improve operational efficiency moving forward, with fewer resources necessary to manage the city's posted speed limits.

While one of the expected outcomes of this assessment (and the legislative intent of AB 43) was the reduction of posted speed limits on some city streets, it is important to keep in mind that there remain limitations, both legal and practical, to such reductions. This includes the locations where reductions are recommended as well as the magnitude of such reductions. Specifically:

- The basis of any posted speed limit is still the 85th percentile speed, as defined above; and the maximum speed differential between the posted speed limit and the observed 85th percentile speed cannot exceed 12.4 mph (sometimes less, depending on road conditions).
- While the list of allowable justifications for reducing posted speed limits has expanded, engineering judgement and standards must still be applied.
- Continuity (minimizing fluctuations in the posted speed limit); citywide mobility; expected driver compliance (reasonableness); and enforceability play a substantial role in the recommendations.

Recommendations

Based on the revised E&TS prepared by AGA, and the objectives and constraints discussed above, the recommended speed limit changes are delineated in the table below.

Of the 186 roadway segments surveyed, 46 are recommended for a 5-mph speed limit reduction. One segment, Esplanade Street between Fairhaven and La Veta avenues, is recommended for a 10-mph reduction. No speed limit increases are recommended at this time. In general, streets affected by the proposed changes are in residential areas, downtown and high pedestrian areas; near schools and parks; and/or on high-accident corridors. The recommendations were developed in consultation with the Orange Police Department (enforcement) and Orange County Public Works Department (shared streets).

Table 1: Recommended Speed Limit Changes

Street	Segment	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
Almond Avenue	Flower Street to Main Street	30	25
Batavia Street	La Veta Avenue to Chapman Avenue	30	25
	Chapman Avenue to AT&SF Railroad	35	30
	Katella Avenue to Taft Avenue	40	35
Cambridge Street	Katella Avenue to Taft Avenue	35	30
	Taft Avenue to Meats Avenue	35	30
Chapman Avenue	Main Street to Batavia Street	40	35
	Batavia Street to Lemon Street	35	30
	Center Street to Cambridge Street	35	30
	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 Street to Glassell Street	35	30
Glassell Street	South City Limits to La Veta Avenue	35	30
	Maple Avenue to Walnut Avenue	30	25
	Walnut Avenue to Collins Avenue	35	30
	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
	Sacramento Street to Handy Street	40	35
La Veta Avenue	West City Limits to Main Street	45	40
	Glassell Street to Shaffer Street	30	25
	Yorba Street to Chipwood Street	40	35
Lincoln Avenue	West City Limits to Glassell Street	45	40
	Glassell Street to Orange-Olive Road	45	40
	Orange-Olive Road to Tustin Street	45	40
Main Street	South City Limits to Chapman Avenue	40	35
Parker Street	Town & Country Road to La Veta Avenue	40	35
Prospect Street	Fairhaven Avenue to La Veta Avenue	40	35
	La Veta Avenue to Palmyra Avenue	40	35
	Palmyra Avenue to Chapman Avenue	40	35
Rancho Santiago Boulevard	Chapman Avenue to Walnut Avenue	35	30
	Walnut Avenue to Bond Avenue	35	30
	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
	Esplanade Street to East City Limits	35	30
Taft Avenue	West City Limits to Glassell Street	45	40
	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
	Batavia Street to Glassell Street	35	30
	Glassell Street to Cambridge Street	35	30
	Cambridge Street to Tustin Street	35	30
	Gravier Street to Hewes Street	35	30
White Oak Ridge	Newport Boulevard to Canyon View Avenue	35	30

City Council Action

In accordance with the City's municipal code and CVC, changes in posted speed limits must be approved by ordinance. Accordingly, the recommendations in this report, together with any significant public comments or commission discussion, will be presented to City Council for potential action. Approved speed limit changes would take effect 30 days after the second reading of the associated ordinance and any replacement signs and corresponding pavement markings being installed.

7. ATTACHMENTS

- February 10, 2026, City Council Staff Report (no attachments)
- AGA Report (no appendices)
- Map (Existing Speed Limits)
- Map (Proposed Speed Limits)
- Map (Speed Limit Changes)



Agenda Item

City Traffic Commission

Item #: 4.5

8/12/2026

File #: 26-0439

TO: Chair and Members of the City Traffic Commission

FROM: Larry Tay, Deputy Public Works Director/Traffic Engineer

1. SUBJECT

Recommended changes to posted speed limits on various city streets

2. SUMMARY

To be enforceable, posted speed limits must be established in accordance with state law. Assembly Bill 43 provides local agencies with greater flexibility and local control in establishing speed limits. The recommendations resulting from a citywide speed limit study, which considered the provisions of AB 43, are presented below.

3. RECOMMENDED ACTION

1. Recommend the speed limit changes presented in Table 1 of the staff report.
2. Forward to the City Council for approval.

4. FISCAL IMPACT

None.

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

Background

Based on state law, specifically the California Vehicle Code ("CVC"), speed limits are established either by:

(1) Statute, or

(2) Speed zones, which require the conduct of Engineering and Traffic Surveys (E&TS).

Common examples of statutory speed limits include the 65-mph maximum speed on many freeways and 25-mph maximum speed in school zones and on certain types of local streets. These speed limits do not need to be supported (established or re-validated) through the conduct of an E&TS.

Notwithstanding certain statutory limits, many speed limits (typically between 30 mph and 60 mph, at 5-mph increments) on city streets do need to be supported by an E&TS and approved by local

ordinance, to be enforceable. This requirement generally applies to city streets that are not classified by the State as a local street. The City of Orange has 186 roadway segments (arterial and collector streets) that are subject to this requirement.

Engineering and Traffic Surveys (E&TS)

Setting, maintaining, and changing speed limits on the 186 street segments requiring E&TS is also governed by procedures set forth by state law. The basis of the procedure is the 85th percentile speed of traffic, determined by conducting speed surveys (using radar gun.) The 85th percentile speed is the speed at which 85 percent of drivers are traveling at or below. For many years, the 85th percentile speed, rounded to the nearest 5-mph increment, would generally determine the posted speed limit. While local agencies would also have the option of exercising a 5-mph speed limit reduction if certain conditions were present, the ability to implement speed limit reductions from the 85th percent was more limited than it is today. In addition, E&TS previously had a maximum re-validation interval of 10 years (between re-surveys,) and all streets had to be resurveyed when their E&TS expired, without exception.

The posted speed limits on all 186 street segments that required E&TS were developed based on the above requirements. Furthermore, the effective and expiration dates of these E&TS were historically staggered, with a batch of surveys expiring every few months. It is staff's belief that this approach, presumably taken because of resource limitations associated with in-house data collection, is less efficient than keeping all E&TS on the same cycle. An added benefit of the below-referenced citywide assessment is the opportunity to get all the E&TS on a single cycle.

AB 43

State Assembly Bill 43 (AB 43), passed in 2021, and fully effective June 30, 2024, provides cities with greater flexibility and local control in setting posted speed limits. While the 85th percentile speed still serves as the basis of the overall process, there are more mechanisms for lowering posted speeds. Among other changes, it allows for rounding the speed survey results downward, to the nearest 5 mph increment below (rather than to the nearest 5 mph increment as in the past.) Moreover, the CVC now recognizes additional characteristics such as safety, land use, bicyclists, transit activity, pedestrians, disabled persons, and vulnerable populations, among other things, as justifications for further speed reduction.

AB 43 also contains other provisions beyond modifying E&TS procedures, including, but not limited to: extending the expiration of E&TS, from 10 to 14 years; allowing for 15 mph limits on certain streets (not being recommended at this time); and allowing agencies to revert back to a previously approved E&TS if certain roadway conditions are satisfied, to avoid the potential of speed limit creep that can occur when streets are resurveyed.

Citywide Assessment

At their February 10, 2026, meeting, City Council approved a professional services agreement with AGA Engineers, Inc. (AGA), to evaluate speed limits citywide, with the goal of applying AB 43's provisions where appropriate. In addition, re-evaluating all of the city's speed limits at once, together with a few of AB 43's "consistency provisions" (that either extend the shelf life of a E&TS or reduce the need for future re-surveys), provides the added benefit of getting all of the city's E&TS on the same cycle. Staff expect doing so to improve operational efficiency moving forward, with fewer resources necessary to manage the city's posted speed limits.

While one of the expected outcomes of this assessment (and the legislative intent of AB 43) was the reduction of posted speed limits on some city streets, it is important to keep in mind that there remain limitations, both legal and practical, to such reductions. This includes the locations where reductions are recommended as well as the magnitude of such reductions. Specifically:

- The basis of any posted speed limit is still the 85th percentile speed, as defined above; and the maximum speed differential between the posted speed limit and the observed 85th percentile speed cannot exceed 12.4 mph (sometimes less, depending on road conditions).
- While the list of allowable justifications for reducing posted speed limits has expanded, engineering judgement and standards must still be applied.
- Continuity (minimizing fluctuations in the posted speed limit); citywide mobility; expected driver compliance (reasonableness); and enforceability play a substantial role in the recommendations.

Recommendations

Based on the revised E&TS prepared by AGA, and the objectives and constraints discussed above, the recommended speed limit changes are delineated in the table below.

Of the 186 roadway segments surveyed, 46 are recommended for a 5-mph speed limit reduction. One segment, Esplanade Street between Fairhaven and La Veta avenues, is recommended for a 10-mph reduction. No speed limit increases are recommended at this time. In general, streets affected by the proposed changes are in residential areas, downtown and high pedestrian areas; near schools and parks; and/or on high-accident corridors. The recommendations were developed in consultation with the Orange Police Department (enforcement) and Orange County Public Works Department (shared streets).

Table 1: Recommended Speed Limit Changes

Street	Segment	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
Almond Avenue	Flower Street to Main Street	30	25
Batavia Street	La Veta Avenue to Chapman Avenue	30	25
	Chapman Avenue to AT&SF Railroad	35	30
	Katella Avenue to Taft Avenue	40	35
Cambridge Street	Katella Avenue to Taft Avenue	35	30
	Taft Avenue to Meats Avenue	35	30
Chapman Avenue	Main Street to Batavia Street	40	35
	Batavia Street to Lemon Street	35	30
	Center Street to Cambridge Street	35	30
	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 Street to Glassell Street	35	30
Glassell Street	South City Limits to La Veta Avenue	35	30
	Maple Avenue to Walnut Avenue	30	25
	Walnut Avenue to Collins Avenue	35	30
	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
	Sacramento Street to Handy Street	40	35
La Veta Avenue	West City Limits to Main Street	45	40
	Glassell Street to Shaffer Street	30	25
	Yorba Street to Chipwood Street	40	35
Lincoln Avenue	West City Limits to Glassell Street	45	40
	Glassell Street to Orange-Olive Road	45	40
	Orange-Olive Road to Tustin Street	45	40
Main Street	South City Limits to Chapman Avenue	40	35
Parker Street	Town & Country Road to La Veta Avenue	40	35
Prospect Street	Fairhaven Avenue to La Veta Avenue	40	35
	La Veta Avenue to Palmyra Avenue	40	35
	Palmyra Avenue to Chapman Avenue	40	35
Rancho Santiago Boulevard	Chapman Avenue to Walnut Avenue	35	30
	Walnut Avenue to Bond Avenue	35	30
	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
	Esplanade Street to East City Limits	35	30
Taft Avenue	West City Limits to Glassell Street	45	40
	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
	Batavia Street to Glassell Street	35	30
	Glassell Street to Cambridge Street	35	30
	Cambridge Street to Tustin Street	35	30
	Gravier Street to Hewes Street	35	30
White Oak Ridge	Newport Boulevard to Canyon View Avenue	35	30

City Council Action

In accordance with the City's municipal code and CVC, changes in posted speed limits must be approved by ordinance. Accordingly, the recommendations in this report, together with any significant public comments or commission discussion, will be presented to City Council for potential action. Approved speed limit changes would take effect 30 days after the second reading of the associated ordinance and any replacement signs and corresponding pavement markings being installed.

7. ATTACHMENTS

- February 10, 2026, City Council Staff Report (no attachments)
- AGA Report (no appendices)
- Map (Existing Speed Limits)
- Map (Proposed Speed Limits)
- Map (Speed Limit Changes)



Agenda Item

Orange City Council

Item #: 3.4.

2/10/2026

File #: 26-0022

TO: Honorable Mayor and Members of the City Council

THRU: Jarad Hildenbrand, City Manager

FROM: Christopher Cash, Public Works Director

1. SUBJECT

Agreement with AGA Engineers, Inc. for Traffic Engineering Services to validate and reestablish speed limits citywide based on the provisions of Assembly Bill 43.

2. SUMMARY

The California Vehicle Code requires that local agencies conduct engineering studies to periodically validate or establish non-statutory speed limits on certain roadways. State Assembly Bill 43 allows for more flexibility and local control in setting those speed limits. This agreement would allow the consultant to assist the city in performing the work necessary to exercise the provisions of the assembly bill and reduce speed limits on city streets.

3. RECOMMENDED ACTION

Approve the agreement with AGA Engineers, Inc. in the total amount of \$150,000, representing the cost of traffic engineering services of \$82,252, plus a 22% contingency of \$17,748, plus \$50,000 for the purposes of exercising Optional Task 5 as set forth in Exhibit A of the professional services agreement; and authorize the Mayor and the City Clerk to execute on behalf of the City.

4. FISCAL IMPACT

The expense for this agreement is \$150,000 and will be funded through Transportation System (TSIP) (287):

287-5703-56999- Other Repair/Maint Services

5. STRATEGIC PLAN GOALS

Goal 5: Improve Infrastructure, Mobility, and Technology

6. DISCUSSION AND BACKGROUND

Purpose

The California Vehicle Code (CVC) requires that local agencies conduct engineering studies to periodically validate or reestablish non-statutory speed limits on certain types of (non-local) roadways. These engineering studies are critical to ensure that posted speed limits are enforceable.

The City has a large network of arterial, secondary and collector streets with non-statutory posted speed limits. Approximately 186 roadway segments (speed zones) in the City require the periodic

conduct of engineering and traffic surveys (E&TS) for speed limit validation. With many E&TS set to expire soon and AB 43 now in full effect, there is an opportunity to take advantage of the provisions of the legislation, including reducing posted speed limits and reducing the frequency of revalidation (and the staffing resources required to do so.)

State law dictates that speed surveys (effectively the speed at which motorists drive) determine a street's posted speed limit, with limited ability to adjust downward based on local conditions. Prior to AB 43, streets also had to be resurveyed and revalidated every five to ten years. While the conduct of speed surveys will still be the basis of establishing non-statutory posted speed limits, AB 43 provides for more opportunities for downward speed adjustments, consideration of bicycle and pedestrian activity, and the designation of certain safety corridors - which are eligible for further speed reductions. Moreover, speed surveys can now be valid for up to 14 years if certain conditions are satisfied, reducing the frequency with which staff needs to conduct E&TS.

Procurement:

The City requested proposals for a consultant to prepare E&TS's under the new state laws, recommend speed limits for each of the 186 speed zones citywide, and prepare a report. City staff issued a request for proposals (RFP) for traffic engineering services to qualified consultants on the City's "bench" of on-call engineering consultants related to the project on December 9, 2025, with a submittal deadline of January 6, 2026. Three consultants submitted their proposals for consideration, all demonstrating qualifying experience.

A three-member selection committee was assembled to evaluate the consultants' proposals based on project understanding and approach, relevant experience, project schedule, and cost. After evaluation of the three proposals, the selection committee selected AGA Engineers, Inc. as the top firm. AGA Engineers, Inc.'s proposal consistently demonstrated their experience with citywide speed limit assessments for many neighboring cities. Additionally, the cost proposal for AGA Engineers, Inc. was the lowest of the proposals submitted by the three firms for both the base scope of work and optional supplemental tasks. City Staff verified the qualifications of the AGA Engineers, Inc., with references provided for similar projects and received positive responses.

Scope of Work:

The work scope includes conducting a citywide E&TS for all 186 speed zones. It covers comprehensive data collection, field reviews, and analysis to develop speed limit recommendations in full compliance with all applicable guidelines and recent changes in law, including AB 43. The proposal also includes identifying and applying AB 43 opportunities such as MUTCD-compliant Safety Corridors and bicycle and pedestrian generators and preparing a stamped engineers report. Lastly, the proposal includes an Optional Task 5 to prepare signing and striping installation diagrams for any new signage and pavement markings in the field, if requested. Payment for Optional Task 5 will be made according to the actual cost of services requested (number of diagrams) by the City.

Staff recommends award of the agreement to AGA Engineers, Inc. The agreement includes a 22% contingency in the amount of \$17,748 for unforeseen conditions which may arise, plus \$50,000 for the purposes of exercising Optional Task 5 as set forth in Exhibit A of the professional services agreement. The total agreement amount is \$150,000.

Funding for this contract is included in the adopted Fiscal Year 2025-26 Traffic Operations and Projects budget. No appropriation is being requested at this time.

7. ATTACHMENTS

- Professional Services Agreement

Citywide Speed Limit Assessment

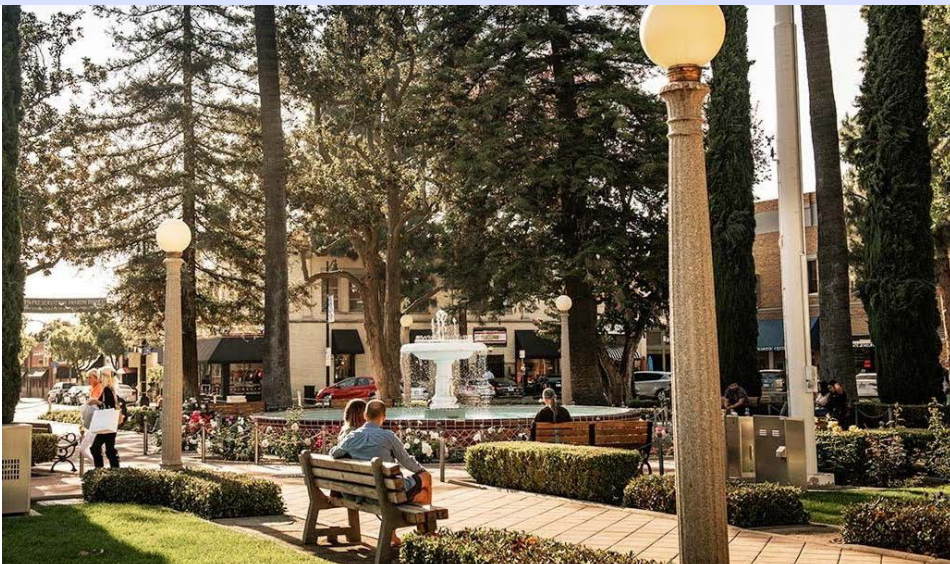
Prepared for



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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B	Speed Zoning Regulations from Caltrans
C	Traffic Radar Certifications
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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
	96	Chipwood Street to Esplanade Street	0.14	747	4,526	3	2.57	1.07
Lewis Street	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**.

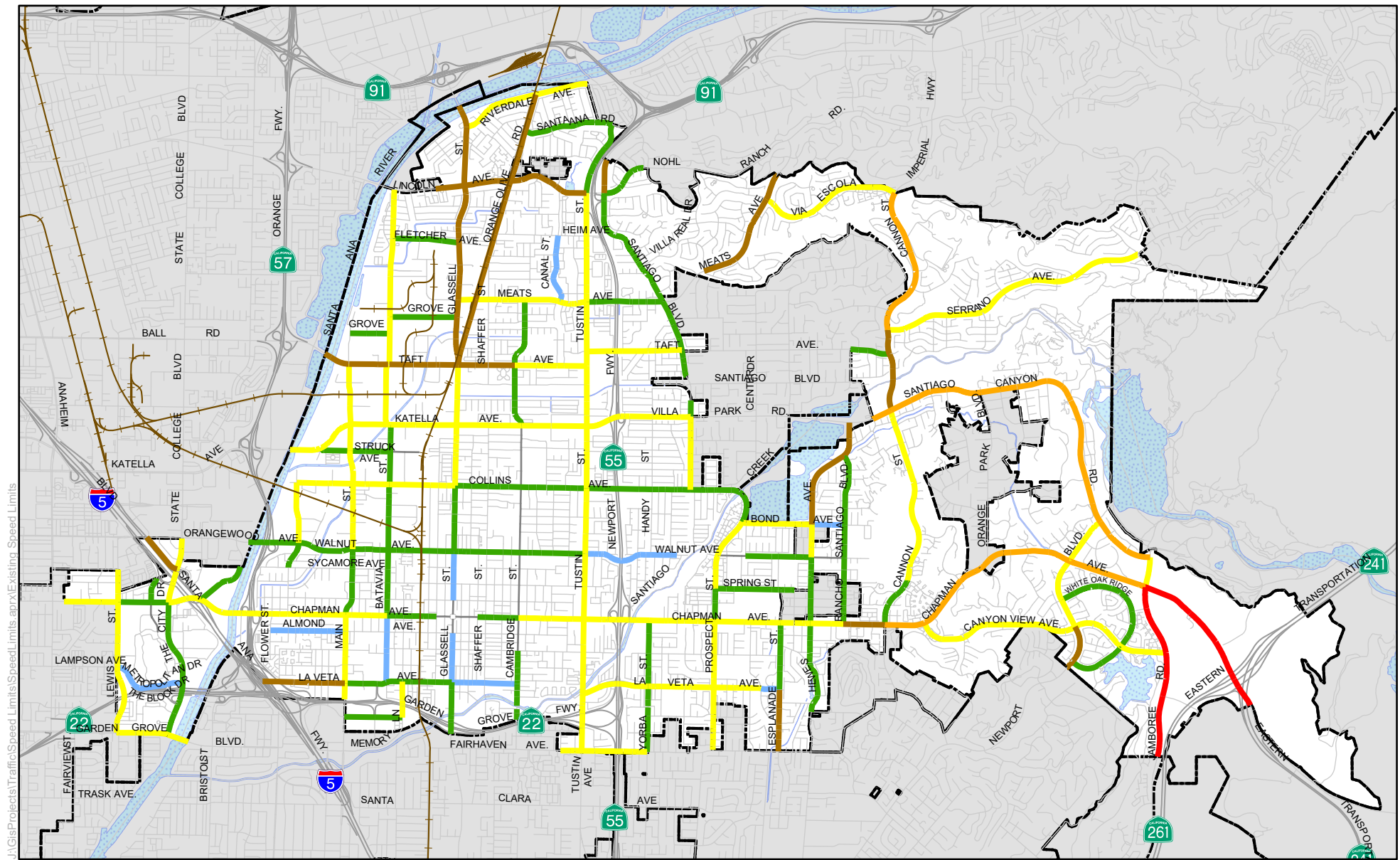
The table on the following pages summarizes the proposed speed limit changes:

**Table 3. Summary of Recommended Changes**

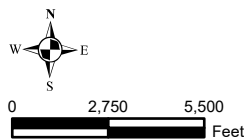
Street	Location	Existing Speed Limit	Proposed Speed Limit
<i>Speed Limit Decreases</i>			
Almond Avenue	Flower Street to Main Street	30	25
Batavia Street	La Veta Avenue to Chapman Avenue	30	25
Batavia Street	Chapman Avenue to AT&SF RR	35	30
Batavia Street	Katella Avenue to Taft Avenue	40	35
Cambridge 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



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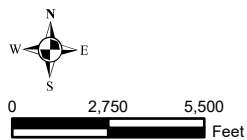
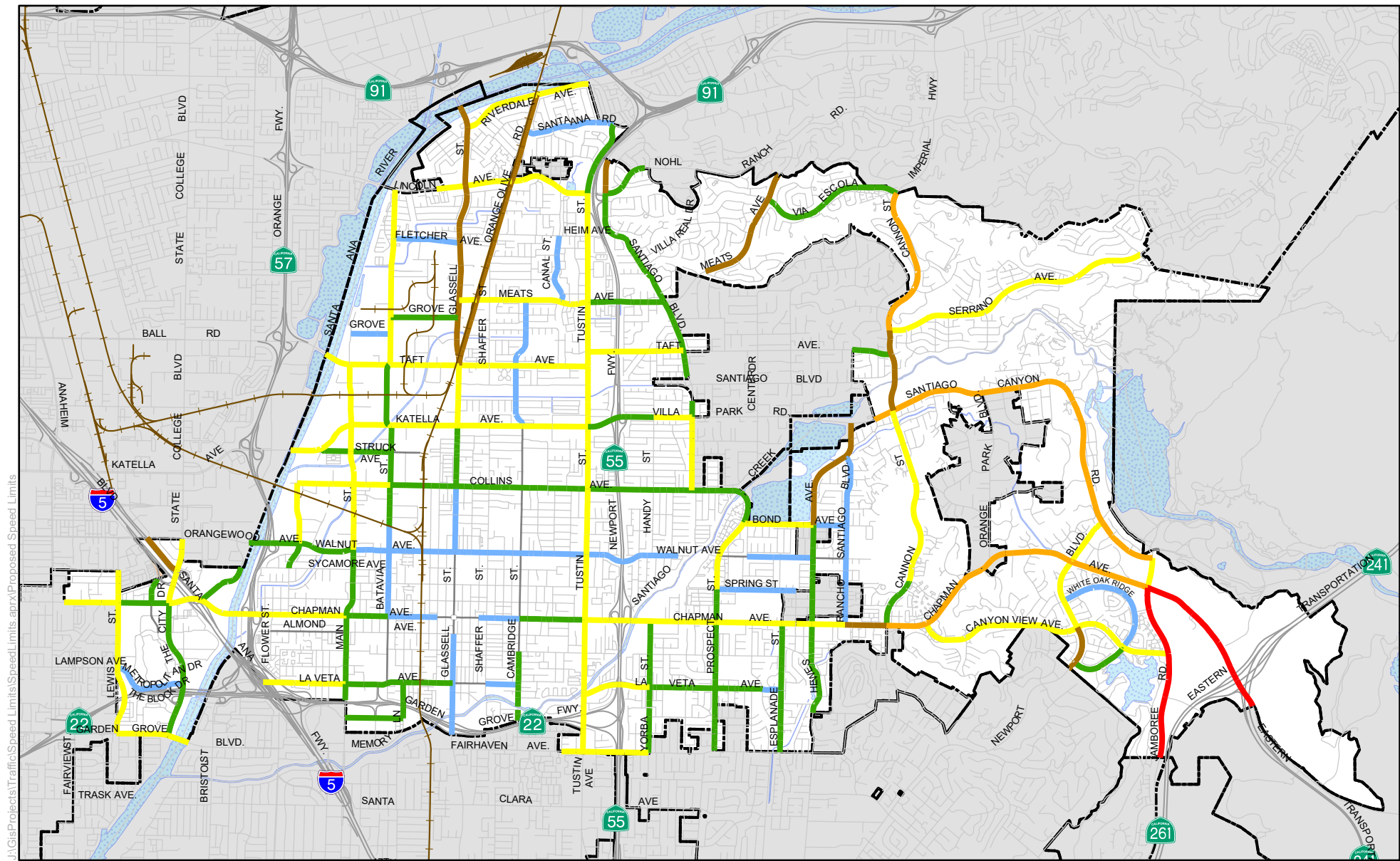
7/30/2026

Source: City of Orange (2026), AGA Engineers (2026)

**Legend
Speed Limit**

- | | |
|--------------|--------|
| ----- 15 mph | 40 mph |
| — 25 mph | 45 mph |
| — 30 mph | 50 mph |
| — 35 mph | 55 mph |
| — Other | |

CITY OF ORANGE
EXISTING SPEED LIMITS



8/4/2026

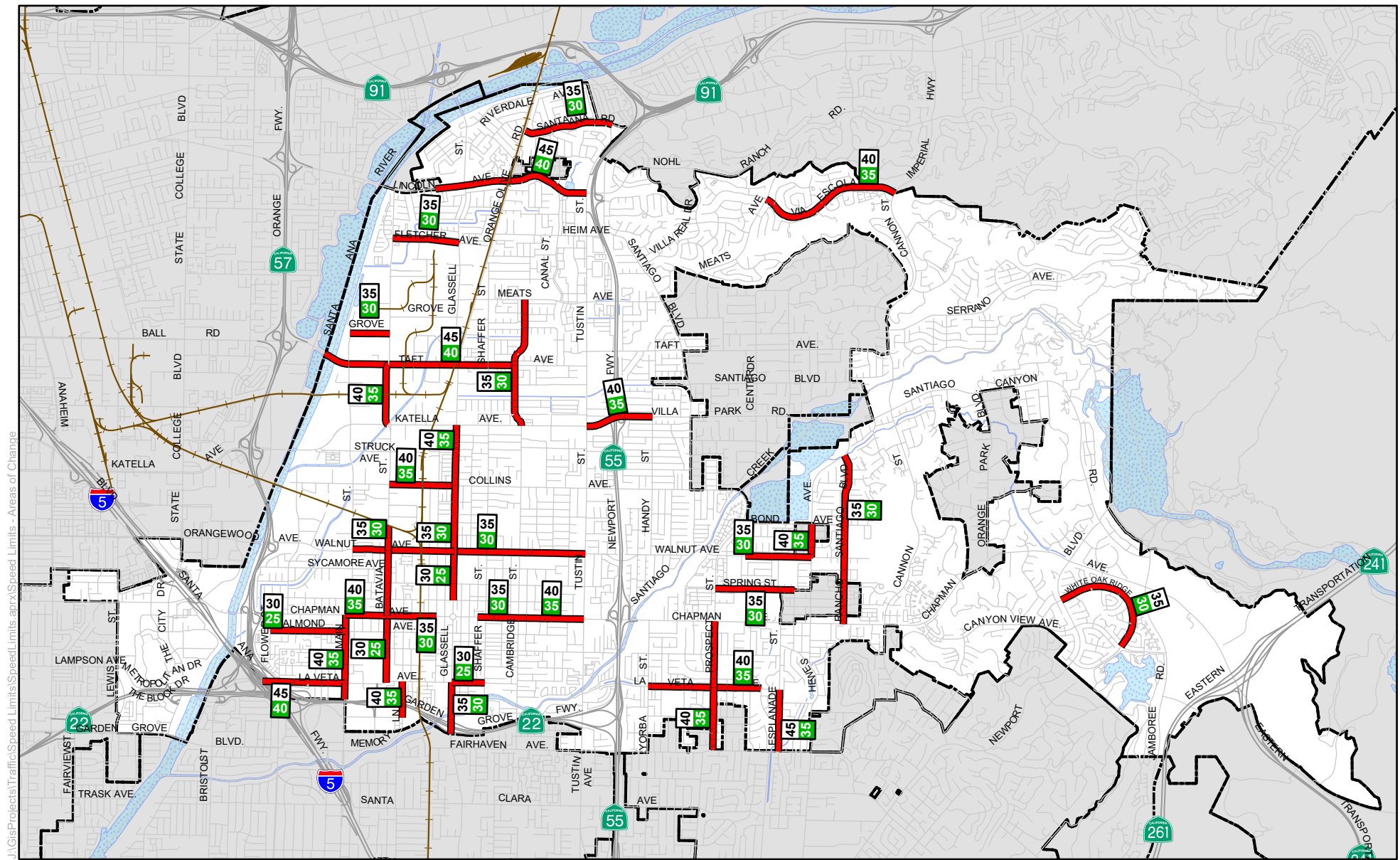
Source: City of Orange (2026), AGA Engineers (2026)

Legend

Recommended Speed Limit (mph)



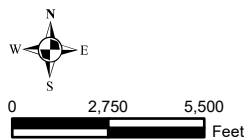
CITY OF ORANGE PROPOSED SPEED LIMITS



Legend

— Road Segments with Changed Limits

45 Existing Speed Limit
40 Proposed Speed Limit



CITY OF ORANGE

AREAS WITH PROPOSED SPEED LIMIT CHANGES



Agenda Item

City Traffic Commission

Item #: 5.1

8/12/2026

File #: 26-0469

TO: Chair and Members of the City Traffic Commission

FROM: Larry Tay, Deputy Public Works Director/Traffic Engineer

1. SUBJECT

Selection of Traffic Commission Officers

2. SUMMARY

Pursuant to Orange Municipal Code Section 10.06.020, at the first meeting after June 30 of every other year, the Traffic Commission shall select from their membership a chair and vice chair to serve two-year terms.

3. RECOMMENDED ACTION

Select a Chair and Vice Chair, effective August 13, 2026, for two-year terms.



Agenda Item

City Traffic Commission

Item #: 5.1

8/12/2026

File #: 26-0469

TO: Chair and Members of the City Traffic Commission

FROM: Larry Tay, Deputy Public Works Director/Traffic Engineer

1. SUBJECT

Selection of Traffic Commission Officers

2. SUMMARY

Pursuant to Orange Municipal Code Section 10.06.020, at the first meeting after June 30 of every other year, the Traffic Commission shall select from their membership a chair and vice chair to serve two-year terms.

3. RECOMMENDED ACTION

Select a Chair and Vice Chair, effective August 13, 2026, for two-year terms.