

**CITY OF TEMECULA  
AGENDA REPORT**

**TO:** City Manager/City Council

**FROM:** Ron Moreno, Director of Public Works/City Engineer

**DATE:** January 27, 2026

**SUBJECT:** Introduce Ordinance Amending Section 10.28.010(D) of the Temecula Municipal Code Regarding Prima Facie Speed Limits on Certain Streets

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**PREPARED BY:** Erick Escobedo, Associate Traffic Engineer  
Nick Minicilli, Principal Traffic Engineer

**RECOMMENDATION:** That the City Council introduce an ordinance entitled:

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF  
TEMECULA, AMENDING SECTION 10.28.010(D) OF THE  
TEMECULA MUNICIPAL CODE REGARDING PRIMA FACIE  
SPEED LIMITS ON CERTAIN STREETS

**SUMMARY OF ORDINANCE:** The Temecula Municipal Code is hereby amended as follows to modify the declared prima facie speed limits on the following streets:

Name of Street	Portion Affected	Declared Prima Facie Speed Limit
Anza Road	Peppercorn to Drymen Ave	35 MPH
Commerce Center Drive	Via Montezuma to Overland Drive	30 MPH
	Overland Drive to Rider Way	30 MPH
Deer Hollow Way	Pechanga Parkway to Via La Colorada	35 MPH
	Via La Colorada to Peppercorn Drive	35 MPH
La Serena Way	Margarita Road to Calle Pina Colada	40 MPH
	Calle Pina Colada to Meadows Parkway	40 MPH
	Meadows Parkway to Calle Medusa	40 MPH
	Calle Medusa to Butterfield Stage Road	40 MPH
Margarita Road	Date Street to Rustic Glen Drive	40 MPH
	Rustic Glen Drive to Harveston Way	40 MPH
	Harveston Way to Winchester Road	40 MPH
	Winchester Road to N General Kearny Road	40 MPH
	N General Kearny Road to Overland Drive	40 MPH

	Overland Drive to Solana Way	40 MPH
	Solana Way to Moraga Road	40 MPH
	Moraga Road to Avenida Barca	40 MPH
	Avenida Barca to La Serena Way	40 MPH
	La Serena Way to Rancho California Road	40 MPH
	Rancho California Road to Rancho Vista Road	40 MPH
	Rancho Vista Road to Pauba Road	40 MPH
	Pauba Road to Santiago Road	40 MPH
	Santiago Road to Pio Pico Road	40 MPH
	Pio Pico Road to De Portola Road	40 MPH
	De Portola Road to Temecula Parkway	40 MPH
Meadows Parkway	La Serena Way to Royal Oaks Drive	45 MPH
	Royal Oaks Drive to Rancho California Road	45 MPH
	Rancho California Road to Rancho Vista Road	45 MPH
	Rancho Vista Road to Pauba Road	45 MPH
	Pauba Road to De Portola Road	45 MPH
	De Portola Road to Temecula Parkway	45 MPH
Rancho California Road	West City Limits to Diaz Road	45 MPH
	Diaz Road to I-15 Southbound Ramps	40 MPH
	I-15 Southbound Ramps to Ynez Road	40 MPH
	Ynez Road to Moraga Road	40 MPH
	Moraga Road to Cosmic Road	45 MPH
	Cosmic Road to Margarita Road	45 MPH
	Margarita Road to Tee Drive	50 MPH
	Tee Drive to Meadows Parkway	50 MPH
	Meadows Parkway to Butterfield Stage Road	50 MPH
Redwood Road	Loma Linda Road to Wolf Creek Drive N	30 MPH
Sommers Bend	Butterfield Stage Road to Lupine Drive	30 MPH
	Lupine Drive to Sorrel Lane	30 MPH
	Sorrel Lane to Butterfield Stage Road	30 MPH
Temecula Parkway	Bedford Court to Pechanga Parkway	45 MPH
	Pechanga Parkway to Avenida De Missiones	50 MPH
	Avenida De Missiones to Margarita Road	50 MPH
	Margarita Road to Butterfield Stage Road	50 MPH
	Butterfield Stage Road to East City Limits	50 MPH
Via La Vida	Margarita Road to Solana Way	30 MPH
Wolf Creek Drive N	Pechanga Parkway to Wolf Valley Road	30 MPH
Wolf Valley Road	Pechanga Parkway to Redhawk Parkway	40 MPH

**BACKGROUND:** The California Vehicle Code (CVC) requires local authorities to review, reaffirm, or adjust speed limits within their jurisdiction every seven (7) years based on an Engineering and Traffic (E&T) Survey. The CVC also allows local authorities to extend an E&T Survey to fourteen (14) years, if a Registered Engineer determines that no significant changes in roadway or traffic conditions have occurred, including major changes to adjacent property or land use, roadway width, or traffic volumes. The E&T survey provides the mechanism for enforcing

the posted speed limit through legal means, utilizing radar or other electronic speed-measuring devices.

As defined in the California Vehicle Code, an E&T Survey is “a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.” The survey shall include, but not be limited to, consideration of prevailing speeds as determined by traffic engineering measurements, accident statistics, and highway, traffic, and roadside conditions not readily apparent to the driver. These characteristics are all considered when determining a reasonable and prudent posted speed limit. It should be noted that establishing a speed limit, which is not consistent with the 85<sup>th</sup> percentile speed, constitutes a “speed trap” and is not enforceable by use of radar or any other electronic speed-measuring device.

Willdan Engineering conducted an E&T Survey on thirteen (13) roadways, which included fifty-two (52) segments. The survey indicates that many existing speed limits do not require a change, and the recommended speed limits are consistent with the existing posted speed limits. There are, however, thirteen (13) segments where a decrease to the posted speed limit is being recommended. The segments are as follows:

Name of Street	Portion Affected	MPH Decrease
Margarita Road	Date Street to Rustic Glen Drive	45 MPH to 40 MPH
	Rustic Glen Drive to Harveston Way	45 MPH to 40 MPH
	Harveston Way to Winchester Road	45 MPH to 40 MPH
	Solana Way to Moraga Road	45 MPH to 40 MPH
	Moraga Road to Avenida Barca	45 MPH to 40 MPH
	Pauba Road to Santiago Road	45 MPH to 40 MPH
	Santiago Road to Pio Pico Road	45 MPH to 40 MPH
	Pio Pico Road to De Portola Road	45 MPH to 40 MPH
Sommers Bend	Butterfield Stage Road to Lupine Drive	Not Posted to 30 MPH
	Lupine Drive to Sorrel Lane	Not Posted to 30 MPH
	Sorrel Lane to Butterfield Stage Road	Not Posted to 30 MPH
Temecula Parkway	Bedford Court to Pechanga Parkway	50 MPH to 45 MPH
	Butterfield Stage Road to East City Limits	55 MPH to 50 MPH

The recommended posted speed limits conform to the requirements of the California Vehicle Code and the Caltrans MUTCD for establishing prudent posted speed limits that are consistent with roadway conditions, prevailing speeds, and, more importantly, enforceable.

This action supports the City core values in the Quality of Life Master Plan e.g., A Safe and Prepared City and Transportation, Mobility and Connectivity.

Staff recommends that the City Council adopt an Ordinance establishing the speed limits identified in Attachment 2, Summary of Recommended Speed Limits.

**FISCAL IMPACT:** Adequate funds are available in the Public Works Signs Account

No. 001.164.601.5244 and Measure A Striping and Stenciling Account No. 170.199.199.5410.

**ATTACHMENTS:**

1. Ordinance
2. Summary of Recommended Speed Limits
3. 2025 Engineering & Traffic Survey Report