

JAN 14, 2009



**AGENDA** ITEM 6

- Public Hearing
- Ordinance
- Consent Calendar
- Discussion/Transaction

**WALNUT CITY COUNCIL**

**AGENDA DATE: JANUARY 14, 2009**

**TO:** Mayor Lim and Council Members

**VIA:** Rob Wishner, City Manager *RW*  
Mary Rooney, Community Services Director *MR*  
Dave Gilbertson, City Engineer *dg*

**FROM:** Joe Palencia, Deputy City Engineer *gp*

**SUBJECT:** City-Wide 2008 Speed Survey Establishing Speed Limits on Certain Streets in the City of Walnut

**RECOMMENDATION:**

It is recommended that the City Council:

1. Approve the City-Wide 2008 Speed Survey as prepared by the City Engineer/Traffic Engineer and authorize filing of said report with the appropriate judicial court
2. Introduce Ordinance No. 09-01 to confirm existing speed limits and establish new speed limits for certain streets within the City of Walnut, and
3. Appropriate \$10,000 from the General Fund Reserve to Special Maintenance Projects Account No. 01-6206-6290.

**BACKGROUND:**

Statutes in the California Vehicle Code require that governmental agencies periodically review and update their speed limits. These periodic updates are required every five years in order that the Sheriff may enforce speed limits using radar. The process involves the review of existing posted speed limits, accidents, and field surveys of prevailing speeds.

Speed limits are determined on public streets in three different ways:

JAN 14, 2009

ITEM 6

1. **Prima Facie Speed Limits:** a) 15 MPH in alleys, within 100 feet of a railroad crossing and at intersections where a view of at least 100 feet down the approach of an intersecting roadway cannot be achieved. b) 25 MPH within residential and business district or when designated as a local street in the latest Caltrans functional usage and federal-aid system maps, school zones when children are present and adjacent to senior centers;
2. **Maximum Statewide Speed Limit:** All public roads are subject to this speed limit (65 MPH) unless the prima facie limit applies, Part 1, above, or a lower limit is established in accordance to Part 3, below.
3. **Posted Speed Limits:** These speed limits can be established by local ordinance on public streets which do not meet the definition of a local street or where the statewide speed limit of 65 MPH is higher than reasonable for the given street.

The enforcement of speed limits in Walnut is primarily through the use of radar. Speed enforcement involves routine enforcement throughout the City and selective enforcement at locations where a disproportionate number of traffic accidents have occurred and on those roadways where complaints or observations of speeding vehicles occur.

#### **STAFF ANALYSIS:**

In accordance to the California Vehicle Code Section 21400, the California Manual on Uniform Traffic Control Devices (CAMUTCD) is the standard used in the determination of speed limits. The CAMUTCD sets out a specific method for establishing speed limits. The CAMUTCD states, in part, that “the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup> percentile speed, where the engineering study indicates the need for a reduction in speed to match existing conditions with the traffic safety needs of the community”. Factors that may be considered when establishing the speed limits may be one or more of the following:

- Road characteristics, shoulder condition, grade, alignment, and sight distance;
- The pace speed;
- Roadside development and environment;
- Parking practices and pedestrian activity; and
- Reported crash experience for at least a 12-month period.

The CAMUTCD provides the following examples of how speed limits are established:

- If the 85<sup>th</sup> percentile speed in a speed survey was 37 mph, then the speed limit would be posted at 35 mph or optionally reduced to 30 mph.
- If the 85<sup>th</sup> percentile speed in a speed survey was 38 mph, then the speed limit would be posted at 40 mph or optionally reduced to 35 mph.

Exhibit 3, within the “City of Walnut Citywide Speed Survey/December 2008” Attachment, is a compilation of the 64 spot speed surveys and the recommended Traffic Safety Committee

speed limits. Fuerte Drive, which was one of the streets surveyed in 2003 Citywide Speed Survey is not shown in the 2008 Citywide Speed Survey. This street, which currently has a 25 MPH posted speed limit, is shown in the Caltrans functional usage and federal-aid maps as a local street, exempting it from the engineering and traffic survey requirement and enabling the street to maintain a 25 MPH prima facie speed limit.

The following are speed limits that will either (A) decrease or (B) increase per the recommendation.

Speed Limits That Will Be Decreased

Location	Speed Limit		85 <sup>th</sup> Percentile Speed	No. of Accidents	Accident Rating*
	Existing	Proposed			
Grand Avenue Mountaineer Rd/San Jose Hills Rd	45	40	45	24	2.04
Grand Avenue San Jose Hills Rd/Amar Rd	45	40	41	38	2.25
Lemon Avenue La Puente Road/Vejar Road	45	40	42	7	0.71
Lemon Avenue Vejar Road/Paseo Del Prado	45	40	42	7	1.17
Lemon Avenue Paseo Del Prado/Valley Blvd	45	40	35	10	1.99
San Jose Hills Road Grand Ave/Bookman Ave	35	30	31	11	7.91
San Jose Hills Road Bookman Ave/Heidelberg Ave	35	30	35	0	0
Temple Avenue Grand Ave/Mt. SAC Way	45	40	32	21	1.86
Temple Avenue Mt SAC Way/Bonita Ave	45	40	42	18	2.89

(B) Speed Limits That Will Be Increased

Location	Speed Limit		85 <sup>th</sup> Percentile Speed	No. of Accidents	Accident Rating*
	Existing	Proposed			
Camino De Teodoro Camino De Rosa/Calle Baja	30	35	38	3	1.99
Creekside Drive Amar Road/Shadow Oak Drive	30	35	39	6	2.29
Creekside Drive Shadow Oak Drive/Lemon Ave	30	35	39	5	1.97

Location	Speed Limit		85 <sup>th</sup> Percentile Speed	No. of Accidents	Accident Rating*
	Existing	Proposed			
Lemon Avenue Amar Road/Creekside Drive	35	40	45	20	2.57
Lemon Avenue Creekside Dr/Meadowpass Rd	35	40	35	2	2.79
Lemon Avenue Meadowpass Rd/La Puente Rd	35	40	43	7	.90
Mountaineer Road Grand Ave/Sundowner Ln	30	35	38	16	35.36
Pierre Road Cardin Street/La Puente Road	30	35	40	10	7.13
Pierre Road Vejar Road/Valley Boulevard	30	35	40	12	5.99
Shadow Oak Drive Nogales Street/Colusa Drive	30	35	40	1	1.34

\*Accident rating is the ratio of the City Accident Rate to the County Expected Accident Rate.

**FISCAL IMPACT:**

The estimated cost to install new pavement markings and signage is \$400 per location, totaling \$7,600, and with \$2,400 for contingencies, the appropriation request would be \$10,000.

**RELATION TO MISSION STATEMENT:**

The proposed traffic control installations will enhance civic pride by promoting public safety.

Attachments: 1) City of Walnut Citywide Speed Survey/December 2008

**CITY OF WALNUT**  
**CITYWIDE SPEED SURVEY**

**DECEMBER 2008**

**CITY OF WALNUT**  
**CITYWIDE SPEED LIMIT ANALYSIS**

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**CITY OF WALNUT .  
CITYWIDE SPEED LIMIT ANALYSIS**

**BACKGROUND**

Statutes in the California Vehicle Code (CVC) require that governmental agencies periodically review and update their posted speed limits. These periodic updates are required every five years in order that the City's enforcement agency may enforce speed limits utilizing radar. The process involves the review of existing posted speed limits for adequacy in terms of adjacent land use, traffic demands, roadway conditions, continuity of speed limits, accidents, and field surveys of motorists' driving patterns (speed survey).

The Los Angeles County Sheriff's Department enforces speed limits on City roadways. The enforcement of speed limits and response to speed-related problems is primarily through the use of radar. Speed enforcement involves routine enforcement throughout the City and selective enforcement at locations where a disproportionate number of traffic accidents have occurred, and on those roadways where complaints of speeding vehicles are received.

The CVC regulates the use of radar for enforcement of speed limits and specifies certain requirements and limitations for the use of radar. Section 40802 (a, 2) of the CVC defines a "Speed Trap," in part, as follows:

*"(2) A particular section of a highway with a prima facie speed limit provided by this code or by local ordinance if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects."*

**ENGINEERING AND TRAFFIC SURVEY**

The definition of an "Engineering and Traffic Survey" is contained in Section 627 of the CVC and is as follows:

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

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

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

**BASIC SPEED LAW (CVC 22350)**

The CVC has set certain regulations regarding the posting and enforcement of speed zones. These regulations generally reflect the viewpoint that speed zoning should be based on traffic conditions and natural driver behavior and not because of an arbitrary response to a traffic event or occurrence. This concept is known as the "Basic Speed Law." All fifty states of the United States base their speed regulations on a "Basic Speed Law". In California, the CVC 22350 defines the "Basic Speed Law" as:

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

This law recognizes that driving conditions vary widely from time-to-time and place-to-place and, therefore, no set or fixed driving rules will adequately serve all conditions. The motorists will constantly adjust their driving behavior to fit the conditions they encounter and must learn to do this with a minimum of assistance from the police. The "Basic Speed Law" is founded on the belief that a majority of motorists are able to modify their driving behavior properly, as long as they are aware of the conditions around them.

Several other statutes of the CVC are also significant in the evaluation of speed limits, among these are:

#### Maximum Speed Limit (CVC 22349)

Except as provided in Section 22356, the maximum speed for any passenger vehicle is 65 mph (or 70 mph where permitted by Caltrans). The maximum speed for most trucks and for vehicles towing any trailer is 55 miles per hour. These are absolute limits, which may not be legally exceeded under any circumstances.

#### Prima Facie Speed Limits (CVC 22352)

All other speed limits are prima facie limits, which, "on the face of it," are reasonable and prudent under normal conditions. A driver may exceed any prima facie limit if it is safe to do so under prevailing conditions. However, when a police officer cites a driver for exceeding a prima facie speed limit, it is up to the driver to prove, if he can, that he was driving in a reasonable and prudent manner under the existing conditions. The opportunity given to the driver to exceed a prima facie speed limit, when it is safe to do so, recognizes the fact that any posted speed limit cannot adequately reflect the many different conditions of traffic, weather, visibility, etc., that may be found on the same highway at different times.

Certain blanket (or automatic) prima facie limits are established by the CVC 22352 including a 15 mph limit in alleys, blind intersections, and blind railroad crossings and the 25 mph limit in business and residential districts. There is also a part-time 25 mph limit in school zones when children are present enroute to or from school.

Business and residential districts are defined in the CVC as specific areas meeting a specified minimum density of roadside development. The CVC Sections 235 and 240 define their regulations. A count of houses or active businesses facing on a highway must be made to determine whether or not a valid business or residential district exists. The law does not require posting of prima facie speed limits when such roadside conditions are readily apparent. However, the City has adopted a policy to identify most major residential areas with posting of 25 mph signs.

#### Intermediate Speed Zones

State law permits local authorities to lower the maximum speed limit (65 mph or 70 mph where permitted by Caltrans) or to raise the 25 MPH speed limit in business and residential districts on the basis of a Traffic and Engineering Survey. These "intermediate speed limits" between 25 mph and 65 mph must be posted to clearly define the limits of the zone and the prima facie speed established. The CVC 22357 authorizes the increase in limits and the CVC 22354 authorizes the decrease in limits.



These intermediate speed zones are the zones most typically enforced by radar. As a result, a current Engineering and Traffic Survey is required to facilitate or justify these zones.

## **SPEED ZONING PROCEDURES**

Caltrans, in its California Manual on Uniform Traffic Control Devices under Section 2B.13, entitled "Speed Limit Sign (R2-1)", specifies a "short method" for providing an Engineering and Traffic Survey of speed limits on City and County roadways and local streets. This method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered are the most recent two year accident record, roadway design speed, safe stopping distance, super elevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driving characteristics, pedestrian traffic in roadways without sidewalks, etc. In most situations, this specified method will be adequate, but the procedure used on State highways may be used at the option of the local agency.

In determining the proper speed limits, the speed limits will be either verified, increased, or decreased depending on the results of the survey. Exhibit 1, the Spot Speed Study, shows the format used to record speed observations. The speed limit normally should be established at the first five mile per hour increment below the 85<sup>th</sup> percentile speed (critical speed). However, in matching existing conditions with the traffic safety needs of the community, engineering judgement may indicate the need for a further reduction of five miles per hour. The factors justifying such a further reduction are the same factors mentioned above. Whenever such factors are considered to establish the speed limit, they should be documented on the speed zone survey or the accompanying engineering report.

The establishment of a speed limit of more than 5 miles per hour below the critical speed needs to be carefully evaluated since speed limits set lower than the critical speed will make a large number of reasonable drivers "illegal" for each 5 MPH increment speed reduction. Lastly, The Engineering and Traffic Survey should contain sufficient information to document that the conditions of the CVC Section 627 have been complied with and that other conditions not readily apparent to a motorist are properly identified.

### Definitions

Important speed zoning definitions are as follows:

#### *Percentile Speeds -*

The percentile speed is a speed at or below which that percentage of the total sample is traveling. For example, the 50<sup>th</sup> percentile, median speed, is the speed at or below which 50 percent of the traffic is traveling. Similarly, the 85<sup>th</sup> percentile speed, or critical speed, is the speed at or below which 85 percent of the traffic is traveling and motorists exceeding this percentile are generally considered driving faster than is safe under prevailing conditions. This percentile typically serves as the guide for establishing the posted speed limit.

#### *Pace -*

The pace is the 10 mph range of speeds containing the largest number of observations. This can usually be determined by visual inspection of the Vehicle Speed Survey Sheet. After determining the pace, it is useful to compute the percentage of vehicles in the pace, the percentage over the pace, and the percentage under the pace. A normal speed distribution will contain approximately 70% of the sample within the pace with 15 % above and 15 % below.

#### *Accident Rate -*

Accident rates are calculated for intersections or roadway segments. Rates are usually calculated as accidents per million vehicles entering the intersection or per million vehicle miles of travel. The Los Angeles County guidelines classify as excessive any accident rate that exceeds the County expected rate (taken from Countywide experience charts) of 1.6 accidents per million vehicle miles. Thus, for example, if the City mid-block accident rate exceeds the County rate, a 5 mph reduction of the speed limit from the critical approach speed may be justified. Exhibit 2 compiles the City's street accident rating in comparison to the County's rates for the time period from June 1, 2006 to June 1, 2008.

#### *Speed Zone Survey -*

The intent of the speed measurements is to determine the actual speed of the unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements. The following are important speed zone survey:

- Typically, only one person is required for the fieldwork. Speeds can be read directly from a radar speed meter.
- Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles unaffected by platoon movement may be used. Special applications of devices other than radar are particularly appropriate on low volume facilities.
- A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.
- Speed measurements should be taken during off-peak hours on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic. The weather should be fair with no unusual conditions prevailing. It is important that the surveyor and his equipment be so inconspicuous as not to affect the traffic speeds. For this reason an unmarked car is recommended, with radar speed meter located as inconspicuously as possible. It should be placed so as to be able to survey traffic in both directions, and should not make an angle greater than 15 degrees with the roadway centerline.
- In order for the sample to be representative of the actual traffic flow, it is desirable to have a minimum sample of 100 vehicles in each survey. In no case should the sample for any survey contain less than 50 vehicles.
- Short speed zones of less than half a mile should be avoided, except in transition areas.
- Speed zone changes should be in 10 mph increments except in urban areas where 5 mph increments are preferable.
- Speed zoning should be coordinated with adjacent jurisdictions.

### Local Street Exemption (CVC 40802)

Many streets are designated as "Local" streets per the CVC 40802. These streets are exempt from the Engineering and Traffic Survey requirement. Therefore, the speed limit for these streets does not require special jurisdiction. The CVC 40802 (b, 1) states as follows:

*"For purposes of this section, a local street or road is defined by the latest functional usage and federal-aid system maps as submitted to the Federal Highway Administration, except that when these maps have not been submitted, or when the street or road is not shown on the maps, a "local street or road" means a street or road that primarily provides access abutting residential property and meets the following three conditions:*

- (A) *Roadway width not of more than 40 feet.*
- (B) *Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control signals, as defined in Section 445.*
- (C) *Not more than one traffic lane in each direction."*

### Other Considerations

Every street should be inspected for unusual traffic, roadway and roadside conditions not readily apparent to a motorist. A check should be made of the adequacy of traffic control devices, roadway alignment, width, surface condition, accident history, and any unique traffic hazards that may exist. Any of these conditions may warrant the selection of a speed lower than the 85<sup>th</sup> percentile speed for speed zoning.

Also, the 25 mph prima facie speed limit stipulated in residential districts may not be reduced except on narrow streets as authorized by Section 22358.3 of the CVC.

### **SPEED SURVEY DATA**

#### Procedures Used for the Spot Speed Survey Program

To identify the speed characteristics of vehicular traffic on the street system, a spot speed survey program was performed. Locations were selected on all arterial and collector streets in the City that had been previously speed zoned, plus certain new roadways or unposted roadways. Sufficient spot speed survey locations were selected to obtain a speed profile on each roadway.

Field Data Services conducted the spot speed survey data collection. In order to insure the credibility of vehicular speed analysis, the following guidelines were adhered to in the spot speed survey field data collection:

- a. It was imperative that drivers not be influenced to slow down by the presence of the speed survey vehicle, equipment, or personnel. The survey vehicle and equipment were unmarked and emphasis was placed on locating them in an inconspicuous location.
- b. Measurements were made at sufficient distance from intersections where signals or other control devices would have minimal effects on normal operating speeds.

- c. Measurements were not taken at locations where geometric or roadway factors existed that could cause drivers to slow down from normal operating speeds. Such factors were sharp horizontal or vertical curves, poor pavement surface, roadway construction, etc.
- d. The data was recorded on the "Radar Speed Meter – Data and Analysis Forms."
- e. The vehicles were selected on a random basis. The samples were representative and did not include unusually high or low proportions of "speeders," sports cars, trucks, etc.
- f. The sample size was large enough to form a bell-shaped curve. This normally required 50 or more observations for each location, depending on the size and use of the streets.
- g. The traffic conditions during the period of measurement were representative of normal traffic conditions.

### Roadway Conditions

Field reviews of the roadways in the City were conducted and incorporated into the final recommended speed limits. These were pertinent roadway characteristics, surrounding land uses, and other factors that could have a bearing on the establishment of speed zones.

For this study, each roadway was divided into study sections. All data was then correlated and reviewed, and summarized in Exhibit 3 and illustrated on a map (Exhibit 4).

### Speed Limit Posting

Speed limit signing should be installed in conformance with the California Manual on Uniform Traffic Control Devices. The following are policies typically adhered to in the placement of speed limit signs:

- Speed limit signs shall be located at the beginning of all restricted speed zones.
- Speed limit signs should be posted on street entrances to the City approximately 200 to 400 feet beyond the City entrance sign.
- Speed limit signs should be installed approximately 200 feet, but not more than 500 feet beyond major intersections.
- Speed limit signs should be posted so that the distance between speed limit signs will be approximately one mile.
- Streets with speed prima facie limits of 25 mph need not be posted with speed limit signs, unless the streets are arterials or may appear to the driver to be arterials, and an engineering and traffic investigation indicates that speed limit signing for 25 mph is required. Walnut has adopted a policy to identify most major residential areas with posting of 25 mph signs.
- A speed limit sign should not be installed within 500 feet in advance of or within a curve or turn, which has been posted with a curve or turn warning sign.
- Pavement markings are not required, but may be used in conjunction with postings. Walnut has adopted a policy to add pavement markings to all traffic control signs.

Figure 2B-104 (CA). Example of Vehicle Speed Survey Sheet (For 40 MPH and Under)

Jurisdiction : \_\_\_\_\_  
Residential Area or Subdivision : \_\_\_\_\_

VEHICLE SPEED DATA		
Location : _____		Weather : _____
Record : _____	Date : _____	Begin Time : _____ End Time : _____
mph	NUMBER OF VEHICLES	TOTAL OF EACH SPEED
40 & over		
35		
30	X	1
	X	1
	X	2
	X	3
	X	6
25	X	11
	X	7
	X	6
	X	6
20	X	4
	X	3
	X	2
	X	1
	X	0
15 & under	X	1
	X	1
<b>mph</b>	<b>TOTAL NUMBER OF VEHICLES OBSERVED</b>	<b>54</b>

**CRITICAL SPEED CALCULATION**

Total 54 multiplied by 0.15 = 8  
Count this number of vehicles down from the highest speed observed to determine the critical speed

← **CRITICAL SPEED = 26 mph**

Other Considerations : \_\_\_\_\_  
Accident History : \_\_\_\_\_

Unusual Conditions : \_\_\_\_\_  
\_\_\_\_\_

Date : \_\_\_\_\_ Signed : \_\_\_\_\_ Title : \_\_\_\_\_



CITY OF WALNUT  
CITY AND COUNTY ACCIDENT RATES  
(History Period: June 01, 2006 to June 01, 2008)

EXHIBIT 2

LIMITS (BETWEEN)	#	ADT	LENGTH	AMVM	CITY RATE	COUNTY EXPECTED RATE	RATING
<b>AMAR ROAD</b>							
NOGALES STREET & AMBER VALLEY DRIVE	6	25,060	0.40	9.15	0.82	1.97	0.42
AMBER VALLEY DRIVE & CREEKSIDE DRIVE	6	23,730	0.33	8.66	1.05	1.43	0.73
CREEKSIDE DRIVE & BRAES RIVER DRIVE	14	23,036	0.40	8.41	2.08	1.06	1.96
BRAES RIVER DRIVE & LEMON AVE	12	22,937	0.27	8.37	2.65	1.06	2.50
LEMON AVE & COUNTRY HOLLOW DRIVE/MEADOWPASS ROAD	27	25,785	0.97	9.41	1.48	1.06	1.40
COUNTRY HOLLOW DRIVE/MEADOWPASS ROAD & HEIDELBERG AV	7	24,961	0.30	9.11	1.28	1.06	1.21
HEIDELBERG AVE & SUNSET BLUFF ROAD	10	25,023	0.26	9.13	2.11	1.33	1.58
SUNSET BLUFF ROAD & GRAND AVE	36	25,335	0.25	9.25	7.79	1.48	5.26
<b>CALLE BAJA</b>							
AVENIDA ALIPAZ & CAMINO DE GLORIA	1	1,947	0.27	0.71	2.61	1.5	1.74
CAMINO DE GLORIA & CAMINO DE TEODORO	0	1,197	0.14	0.44	0.00	1.5	0.00
<b>CAMINO DE GLORIA</b>							
CALLE BAJA & CAMINO DE ROSA	2	1,485	0.52	0.54	3.55	1.5	2.37
<b>CAMINO DE TEODORO</b>							
CALLE BAJA & CAMINO DE ROSA	3	2,643	0.52	0.96	2.99	1.5	1.99
<b>CARREY ROAD</b>							
LEMON AVE & PIERRE ROAD	12	5,320	0.77	1.94	4.01	1.22	3.29
<b>CREEKSIDE DRIVE</b>							
AMAR ROAD & SHADOW OAK DRIVE	6	4,489	0.60	1.64	3.05	1.33	2.29
SHADOW OAK DRIVE & LEMON AVE	5	5,035	0.52	1.84	2.62	1.33	1.97
<b>GRAND AVENUE</b>							
NORTH CITY LIMIT & SHADOW MOUNTAIN ROAD/COLLEGE VISTA AV	2	34,567	0.50	12.62	0.16	1.01	0.16
SHADOW MOUNTAIN ROAD/COLLEGE VISTA AVE & MOUNTAINEER ROAD	12	35,671	0.80	13.02	0.58	1.36	0.42
MOUNTAINEER ROAD & SAN JOSE HILLS ROAD	24	37,173	0.20	13.57	4.42	2.17	2.04
SAN JOSE HILLS ROAD & AMAR ROAD/TEMPLE AVE	38	35,550	0.30	12.98	4.88	2.17	2.25
AMAR ROAD/TEMPLE AVE & SNOW CREEK DRIVE	22	37,138	0.77	13.56	1.05	1.97	0.53
SNOW CREEK DRIVE & LA PUENTE ROAD	9	37,127	0.70	13.55	0.47	1.00	0.47
LA PUENTE ROAD & VALLEY BOULEVARD	13	36,476	0.30	13.31	1.63	1.48	1.10
<b>LA PUENTE ROAD</b>							
WEST CITY LIMITS & FLEMINGTON DRIVE	8	11,765	0.69	4.29	1.35	1.33	1.02
FLEMINGTON DRIVE & LEMON AVE	3	13,611	0.36	4.97	0.84	1.33	0.63
LEMON AVE & PIERRE ROAD	15	13,658	0.85	4.99	1.77	1.22	1.45
PIERRE ROAD & SUZANNE ROAD	4	14,596	0.20	5.33	1.88	1.22	1.54
SUZANNE ROAD & GARTEL DRIVE	3	14,449	0.25	5.27	1.14	1.22	0.93
GARTEL DRIVE & MORNINGSIDE DRIVE	8	15,238	0.10	5.56	7.19	1.22	5.89
MORNINGSIDE DRIVE & SPUR TRAIL AVE	3	14,930	0.25	5.45	1.10	1.22	0.90
SPUR TRAIL AVE & GRAND AVE	4	14,525	0.27	5.30	1.40	0.37	3.78
GRAND AVE & SNOW CREEK DRIVE	3	2,196	0.50	0.80	3.74	1.00	3.74

CITY OF WALNUT  
CITY AND COUNTY ACCIDENT RATES  
(History Period: June 01, 2006 to June 01, 2008)

EXHIBIT 2

LIMITS (BETWEEN)	#	ADT	LENGTH	AMVM	CITY RATE	COUNTY EXPECTED RATE	RATING
<b>LEMON AVENUE</b>							
AMAR ROAD & CREEKSIDE DRIVE	20	9,429	0.85	3.44	3.42	1.33	2.57
CREEKSIDE DRIVE & MEADOWPASS ROAD	2	14,869	0.20	5.43	0.92	0.33	2.79
MEADOWPASS ROAD & LA PUENTE ROAD	7	13,304	0.60	4.86	1.20	1.33	0.90
LA PUENTE ROAD & VEJAR ROAD	7	18,403	0.60	6.72	0.87	1.22	0.71
VEJAR ROAD & PASEO DEL PRADO	7	18,605	0.50	6.79	1.03	0.88	1.17
PASEO DEL PRADO & VALLEY BOULEVARD	10	18,830	0.30	6.87	2.42	1.22	1.99
<b>MEADOWPASS ROAD</b>							
LEMON AVE & PIERRE ROAD	1	2,017	0.50	0.74	1.36	0.37	3.67
<b>MORNINGSIDE DRIVE</b>							
LA PUENTE ROAD & SOMERSET DRIVE	2	1,929	0.20	0.70	7.10	0.7	10.14
SOMERSET DRIVE & VALLEY BOULEVARD	0	1,466	0.40	0.54	0.00	0.37	0.00
<b>MOUNTAINEER ROAD</b>							
GRAND AVE & SUNDOWNER LANE	16	1,345	0.36	0.49	45.27	1.28	35.36
SUNDOWNER LANE & GRANITE WELLS DRIVE	0	1,415	0.24	0.52	0.00	0.34	0.00
<b>NOGALES STREET</b>							
AMAR ROAD & FRANCESCA DRIVE	5	20,715	0.30	7.56	1.10	1.48	0.74
FRANCESCA DRIVE & SHADOW OAK DRIVE	10	24,797	0.60	9.05	0.92	1.45	0.63
SHADOW OAK DRIVE & SHAKESPEARE DRIVE	5	28,581	0.40	10.43	0.61	1.45	0.42
SHAKESPEARE DRIVE & BEL AIR DRIVE	1	32,639	0.20	11.91	0.21	0.86	0.24
<b>PIERRE ROAD</b>							
MEADOWPASS ROAD & CURT WAY	2	1,571	0.40	0.57	4.36	0.33	13.21
CURT WAY & CARDIN STREET	1	2,028	0.30	0.74	2.25	1.08	2.08
CARDIN STREET & LA PUENTE ROAD	10	2,501	0.60	0.91	9.13	1.28	7.13
LA PUENTE ROAD & VEJAR ROAD	9	5,864	0.30	2.14	7.01	0.94	7.46
VEJAR ROAD & VALLEY BOULEVARD	12	5,159	0.60	1.88	5.27	0.88	5.99
<b>SAN JOSE HILLS ROAD</b>							
GRAND AVE & BOOKMAN AVE	11	5,667	0.20	2.07	13.29	1.68	7.91
BOOKMAN AVE & HEIDELBERG AVE	0	2,525	0.26	0.92	0.00	0.37	0.00
<b>SHADOW OAK DRIVE</b>							
NOGALES STREET & COLUSA DRIVE	5	6,098	0.84	2.23	1.34	1.00	1.34
COLUSA DRIVE & CREEKSIDE DRIVE	0	5,907	0.26	2.16	0.00	0.37	0.00
<b>TEMPLE AVENUE</b>							
GRAND AVE & MT. SAC WAY	21	26,182	0.30	9.56	3.66	1.97	1.86
MT. SAC WAY & BONITA AVE	18	23,874	0.25	8.71	4.13	1.43	2.89
BONITA AVE & EASTERLY CITY LIMIT	8	23,246	0.25	8.48	1.89	1.33	1.42

CITY OF WALNUT  
 CITY AND COUNTY ACCIDENT RATES  
 (History Period: June 01, 2006 to June 01, 2008)

EXHIBIT 2

LIMITS (BETWEEN)	#	ADT	LENGTH	AMVM	CITY RATE	COUNTY EXPECTED RATE	RATING
<b>VEJAR ROAD</b>							
LEMON AVE & SCHERER AVE	1	2,077	0.20	0.76	3.30	0.51	6.47
SCHERER AVE & CENTINARY DRIVE	0	2,056	0.30	0.75	0.00	0.51	0.00
CENTINARY DRIVE & BARBADOS DRIVE	0	1,963	0.20	0.72	0.00	0.37	0.00
BARBADOS DRIVE & CARBONIA AVE	1	1,690	0.20	0.62	4.05	0.37	10.95
CARBONIA AVE & PIERRE ROAD	6	2,388	0.20	0.87	17.21	0.37	46.51
<b>WALNUT CANYON ROAD</b>							
FUERTE DRIVE & PEACH BLOSSOM ROAD	3	1,252	0.50	0.46	6.51	1.06	6.14



**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2008**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
1	<b>AMAR ROAD</b> Nogales Street to Amber Valley Drive Access to considerable residential development. Route Consistency with adjacent jurisdiction	41-50	82	45	50	0.42	50	50
2	Amber Valley Drive to Creekside Drive Access to considerable residential development. Route Consistency with adjacent jurisdiction	42-51	73	46	50	0.73	50	50
3	Creekside Drive to Braes River Drive Access to considerable residential development. Route Consistency with adjacent jurisdiction	42-51	78	46	50	1.96	50	50
4	Braes River Drive to Lemon Avenue Access to considerable residential development. Route Consistency with adjacent jurisdiction	42-51	77	46	50	2.50	50	50
5	Lemon Avenue to Country Hollow Drive/Meadowpass Road Access to considerable residential development. Route Consistency with adjacent jurisdiction	43-52	71	48	53	1.40	50	50
6	Country Hollow Drive to Heidelberg Avenue Access to considerable residential development. Route Consistency with adjacent jurisdiction	42-51	83	46	50	1.21	50	50
7	Heidelberg Avenue to Sunset Bluff Road Access to considerable residential development. Route Consistency with adjacent jurisdiction	38-47	69	45	50	1.58	50	50
8	Sunset Bluff Road to Grand Avenue Access to residential and commercial development and Mt. San Antonio College (Mt. SAC) with existing traffic signals	39-48	85	44	47	5.26	45	45
9	<b>CALLE BAJA</b> Avenida Alipaz to Camino de Gloria Residential area, vertical curve and elementary school	20-29	70	24	29	1.74	25	25
10	Camino de Gloria to Camino de Teodoro Residential area, vertical curve and elementary school	20-29	73	24	29	0.00	25	25

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2008**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
11	<b>CAMINO DE GLORIA</b> Camino de Rosa to Calle Baja Residential area, horizontal and vertical curve and access to a number of privat driveways.	27-36	77	30	35	2.37	30	30
12	<b>CAMINO DE TEODORO</b> Camino de Rosa to Calle Baja Residential area, horizontal and vertical curve and access to a number of privat driveways.	29-38	83	33	38	1.99	30	35
13	<b>CARREY ROAD</b> Lemon Avenue to Pierre Road Residential area on north side, with light industrial and commercial development on the south side. Roadway width varies.	32-41	77	36	40	3.29	40	40
14	<b>CREEKSIDE DRIVE</b> Amar Road to Shadow Oak Drive Residential area, horizontal curves, elementary school, park and equestrian trail crossing.	27-36	71	33	39	2.29	30	35
15	Shadow Oak Drive to Lemon Avenue Residential area, horizontal curves, elementary school, park and equestrian trail crossing.	30-39	81	35	39	1.97	30	35
16	<b>GRAND AVENUE</b> Northerly City Limits to Shadow Mountain Road Combination of horizontal and vertical curves existing midway and no superelevation. Consistent with adjacent jurisdiction	43-52	80	47	52	0.16	45	45
17	Shadow Mountain Road to Mountaineer Road Combination of horizontal and vertical curves existing midway and no superelevation. Horizontal curves and % grad, Mt. SAC and traffic signals.	39-48	68	44	49	0.42	45	45
18	Mountaineer Road to San Jose Hills Road Combination of horizontal and vertical curves existing midway and no superelevation. Horizontal curves and % grad, Mt. SAC and traffic signals.	32-41	63	39	45	2.04	45	40
19	<b>GRAND AVENUE</b> (continued) San Jose Hills Road to Amar Road/Temple Avenue	31-40	76	36	41	2.25	45	40

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2008**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
	Combination of horizontal and vertical curves existing midway and no superelevation. Horizontal curves and % grad, Mt. SAC and traffic signals, considerable cross traffic and pedestrian movement							
20	Amar Road/Temple Avenue to Snow Creek Drive Minimum points of access, good sight distance.	44-53	77	48	52	0.53	50	50
21	Snow Creek Drive to La Puente Road Minimum points of access, good sight distance.	41-50	75	46	50	0.47	50	50
22	La Puente Road to Valley Boulevard Minimum points of access, good sight distance.	41-50	75	45	49	1.10	50	50
	<b>LA PUENTE ROAD</b>							
23	West City Limit to Flemington Drive South portion of street is within the jurisdiction of West Covina and provides route consistency	40-49	75	44	49	1.02	45	45
24	Flemington Drive to Lemon Avenue South portion of street is within the jurisdiction of West Covina and provides route consistency	41-50	80	45	49	0.63	45	45
25	Lemon Avenue to Pierre Road Cross streets, fire station and commercial development	37-46	93	42	45	1.45	40	40
26	Pierre Road to Suzanne Road Walnut High School and Suzanne Middle School, churches and Civic Center. Horizontal and vertical curves, equestrian/hiking trail, traffic signals at both locations.	35-44	89	40	44	1.54	40	40
27	Suzanne Road to Gartel Drive Walnut High School and Suzanne Middle School, churches and Civic Center. Horizontal and vertical curves, equestrian/hiking trail, traffic signals at both locations.	37-46	89	42	45	0.93	40	40
28	Gartel Drive to Morningside Drive Civic Center, horizontal and vertical curves, equestrian/hiking trail and traffic signals.	37-46	88	42	45	5.89	40	40

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2008**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
29	<b>LA PUENTE ROAD</b> (continued) Morningside Drive to Spur Trail Avenue Civic Center, horizontal and vertical curves, equestrian/hiking trail and traffic signals.	31-40	77	35	40	0.90	40	40
30	Spur Trail Avenue to Grand Avenue Civic Center, horizontal and vertical curves, equestrian/hiking trail and traffic signals.	37-46	81	41	45	3.78	40	40
31	Grand Avenue to Snow Creek Drive Residential area (no homes fronting on La Puente Road), horizontal curve	22-31	72	28	33	3.74	30	30
32	<b>LEMON AVENUE</b> Amar Road to Creekside Drive Residential area, horizontal and vertical curves and median	34-43	66	38	45	2.57	35	40
33	Creekside Drive to Meadowpass Road Residential area, horizontal and vertical curves, roadway narrow, equestrian trail and traffic signals	26-35	70	31	35	2.79	35	40
34	Meadowpass Road to La Puente Road Residential area with church, equestrian center and fire station, horizontal and vertical curves, roadway narrows, equestrian trail and traffic signals.	35-44	86	39	43	0.90	35	40
34	La Puente Road to Vejar Road Generally business district and fire station with raised median, traffic signals at both locations.	34-43	76	39	44	0.71	45	40
36	Vejar Road to Paseo Del Prado Generally business district with raised median and traffic signals at both locations	32-41	68	37	42	1.17	45	40
37	Paseo del Prado to Valley Boulevard Generally business district with raised median and traffic signals at both locations	26-35	82	31	35	1.99	45	40
38	<b>MEADOWPASS ROAD</b> Lemon Avenue to Pierre Road Residential area, church, equestrian center and trail, horizontal curves, roadway curb-to-curb width greater than 30 feet.	28-37	84	32	36	3.67	30	30

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2008**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
39	<b>MORNINGSIDE DRIVE</b> La Puente Road to Somerset Drive Civic Center and residential area, no homes fronting on Morningside Drive	20-29	67	26	30	10.14	30	30
40	Somerset Drive to Valley Boulevard Civic Center and residential area, no homes fronting on Morningside Drive	22-31	69	25	30	0.00	30	30
41	<b>MOUNTAINEER ROAD</b> Grand Avenue to Sundowner Lane Residential area, no home fronting on Mountaineer Road, access to Mt. SAC.	31-40	84	34	38	35.36	30	35
42	Sundowner Lane to Granite Wells Drive Residential area, no home fronting on Mountaineer Road, access to Mt. SAC.	28-37	72	31	37	0.00	30	30
43	<b>NOGALES STREET</b> Amar Road to Francesca Drive Residential and business area, east side Walnut jurisdiction, West side West Covina, route consistency.	32-41	73	38	43	0.74	50	50
44	Francesca Drive to Shadow Oak Drive Residential and business area, east side Walnut jurisdiction, West side West Covina, route consistency.	39-48	83	44	48	0.63	50	50
45	Shadow Oak Drive to Shakespeare Drive Residential and business area, east side Walnut jurisdiction, West side West Covina, route consistency.	39-48	80	43	47	0.42	50	50
46	Shakespeare Drive to Bel Air Drive Residential and business area, east side Walnut jurisdiction, West side West Covina, route consistency.	38-47	75	43	47	0.24	50	50
47	<b>PIERRE ROAD</b> Meadowpass Road to Curt Way Residential area, width of roadway varies, horizontal curves.	23-32	73	28	33	13.21	30	30
48	Curt Way to Cardin Street Residential area, width of roadway varies, horizontal curves.	23-32	86	28	31	2.08	30	30

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2008**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
49	<b>PIERRE ROAD</b> (continued) Cardin Street to La Puente Road Residential area, width of roadway varies, horizontal curves.	31-40	80	36	40	7.13	30	35
50	La Puente Road to Vejar Road Residential area, Walnut High School with high peak periods and congestion, traffic signals at both locations.	30-39	74	33	37	7.46	30	30
51	Vejar Road to Valley Boulevard Residential area, Walnut High School with high peak periods and congestion, traffic signals at both locations.	31-40	78	35	40	5.99	30	35
53	<b>SAN JOSE HILLS ROAD</b> Grand Avenue to Bookman Avenue Entrance to Mt. SAC, commercial, residential, fire station, day care center, and elementary school crossing with considerable cross traffic and pedestrian movement.	22-31	87	28	31	7.91	35	30
52								
53	Bookman Avenue to Heidelberg Avenue Residential area and fire station.	26-35	62	31	35	0.00	35	30
54	<b>SHADOW OAK DRIVE</b> Nogales Street to Colusa Drive Residential area, elementary school and park	30-39	77	35	40	1.34	30	35
55	Colusa Drive to Creekside Drive Residential area, elementary school and park	25-34	70	30	35	0.00	30	30
56	<b>TEMPLE AVENUE</b> Grand Avenue to Mt. SAC Way Mt. SAC, four lane divided highway with considerable cross traffic and pedestrian movement.	22-31	64	27	32	1.86	45	40
67	Mt. SAC Way to Bonita Avenue College, four lane divided highway with considerable cross traffic.	30-39	68	36	42	2.89	45	40
58	Bonita Avenue to Easterly City Limit College, four lane divided highway with considerable cross traffic.	41-50	75	46	50	1.42	50	50

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2008**

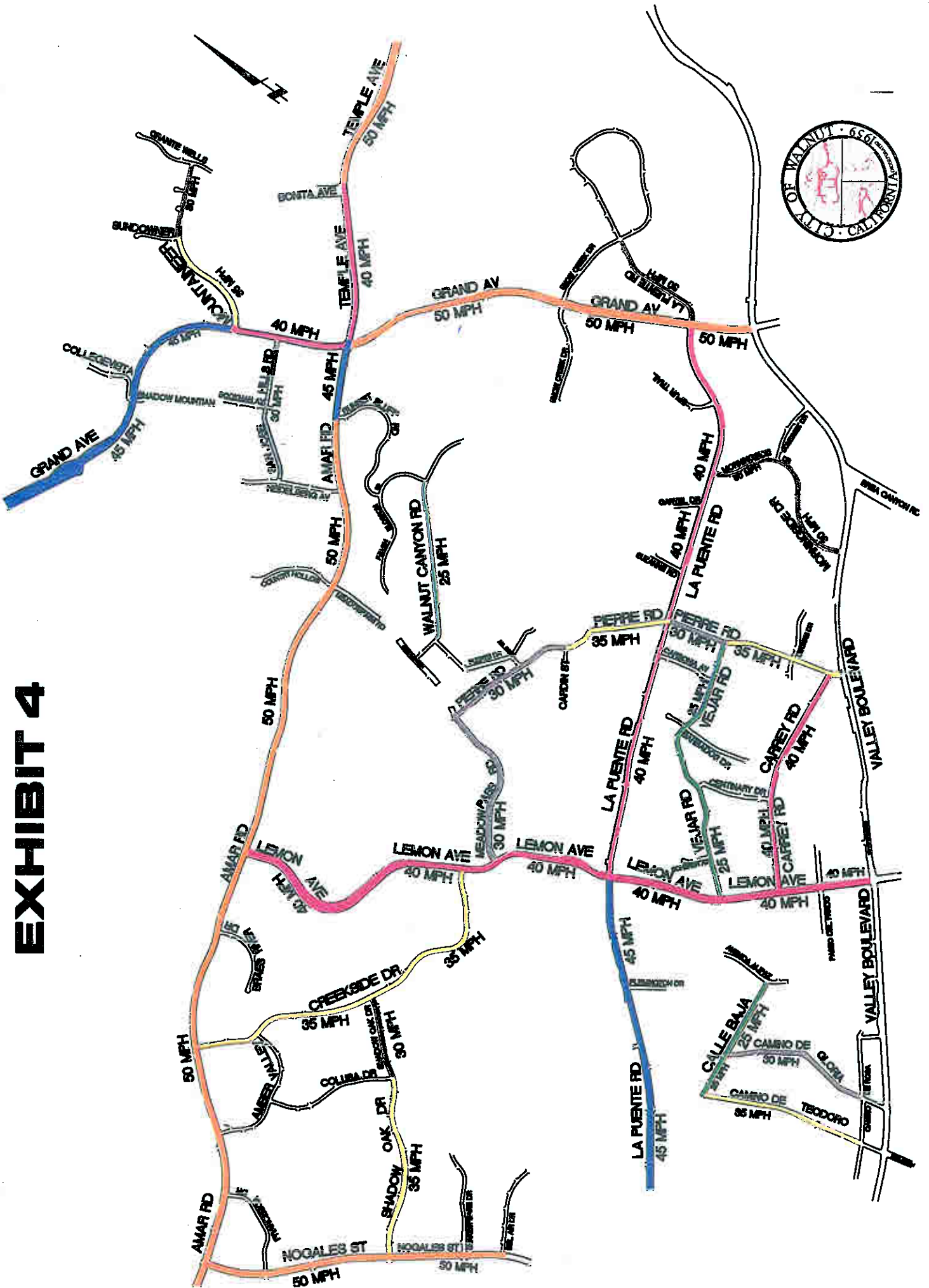
LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
59	<b>VEJAR ROAD</b> Lemon Avenue to Scherer Avenue Residential area and elementary school with high peak periods, congestion and pedestrian movement	23-32	74	28	32	6.47	25	25
60	Scherer Avenue to Centenary Drive Residential area.	20-29	80	24	28	0.00	25	25
61	Centenary Drive to Barbados Drive Residential area.	21-30	76	26	30	0.00	25	25
62	Barbados Drive to Carbonia Avenue Residential area.	19-28	84	24	28	10.95	25	25
63	Carbonia Avenue to Pierre Road Residential area and Walnut High School with high peak periods, congestion and pedestrian movement.	20-29	77	24	29	46.51	25	25
64	<b>WALNUT CANYON ROAD</b> Fuerte Drive to Peach Blossom Road Residential area with horizontal curves and semi-collector with speed humps.	22-31	75	27	32	6.14	25	25

Note: The Los Angeles County guidelines classify as excessive any accident rate that exceeds the County expected rate (and rating over 1), a 5 MPH reduction of the speed limit from the critical approach speed may be justified.



# CITYWIDE SPEED SURVEY MAP 2008

## EXHIBIT 4





**ORDINANCE NO. 09-01**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WALNUT  
AMENDING THE WALNUT MUNICIPAL CODE BY AMENDING SECTIONS  
16-2 THROUGH 16-4.1 THEREOF, REVISING THE SPEED LIMIT ON  
CERTAIN STREETS.**

WHEREAS, California Vehicle Code Sections 22357 and 22358 provide that local entities may declare prima facie speed limits of more than 25 miles per hour on City streets on the basis of an Engineering and Traffic Survey; and

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

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

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

WHEREAS, the City of Walnut has completed a new engineering and traffic survey pursuant to California Vehicle Code Section 22357 and 22358.

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

**SECTION 1.** The City Council of the City of Walnut finds and declares that a speed survey has been completed in full compliance with the requirements of the California Vehicle Code.

The Survey consists of the Report entitled "City of Walnut City-Wide Speed Survey dated December, 2008 as prepared by the City Engineer, which is on file in the City Clerk's Office.

**SECTION 2.** Based on the 2008 City-Wide Speed Survey for the City of Walnut, Section 16-2 of Article I, of Chapter 16, of Title III. of the Walnut Municipal Code, is amended to read as follows:

A prima facie speed of thirty miles per hour is hereby established on the following streets:

- Camino de Gloria, between Calle Baja and Camino de Rosa
- La Puente Road, between Grand Avenue and Snow Creek Drive
- Meadowpass Road, between Lemon Avenue and Pierre Road

- Morningside Drive, between La Puente Road and Valley Boulevard
- Mountaineer Road, between Sundowner Lane and Granite Wells Drive
- Pierre Road, between Meadowpass Road and Cardin Street
- Pierre Road, between La Puente Road and Vejar Road
- San Jose Hills Road, between Grand Avenue and Heidelberg Avenue
- Shadow Oak Drive, between Colusa Drive and Creekside Drive

**SECTION 3.** Based on the 2008 City-Wide Speed Survey for the City of Walnut, Section 16-2.1 of Article I, of Chapter 16, of the Title III of the Walnut Municipal Code, is commended to read as follows:

A prima facie speed limit of twenty-five miles per hour is hereby established on the following streets:

- Calle Baja, between Avenida Alipaz and Camino de Teodoro
- Vejar Road, from Lemon Avenue to Pierre Road
- Walnut Canyon Road, from Fuerte Drive to Peach Blossom Road

**SECTION 4.** Based on the 2008 City-Wide Speed Survey for the City of, Section 16-2.1 of Article I, of Chapter 16, of Title III. of the Walnut Municipal Code, is amended to read as follows:

A prima facie speed limit of thirty-five miles per hour is hereby established on the following streets:

- Camino de Teodoro, between Camino de Rosa and Calle Baja
- Creekside Drive, between Amar Road and Lemon Avenue
- Mountaineer Road, between Grand Avenue and Sundowner Lane
- Pierre Road, between Cardin Street to La Puente Road
- Pierre Road, between Vejar Road and Valley Boulevard
- Shadow Oak Drive, between Nogales Street and Colusa Drive

**SECTION 5.** Based on the 2008 City-Wide Speed Survey for the City of, Section 16-3 of Article I, of Chapter 16, of Title III. of the Walnut Municipal Code, is amended to read as follows:

A prima facie speed limit of forty miles per hour is hereby established on the following streets:

- Carrey Road, between Lemon Avenue and Pierre Road
- Grand Avenue, between Mountaineer Road and Amar Road/Temple Avenue
- La Puente Road, between Lemon Avenue to Grand Avenue
- Lemon Avenue, between Amar Road and Valley Boulevard
- Temple Avenue, between Grand Avenue and Bonita Avenue

**SECTION 6.** Based on the 2008 City-Wide Speed Survey for the City of, Section 16-3.1 of Article I, of Chapter 16, of Title III. of the Walnut Municipal Code, is amended to read as follows:

A prima facie speed of forty five miles per hour is hereby established on the following streets:

- Amar Road, between Sunset Bluff and Grand Avenue
- Grand Avenue, between Mountaineer Road and the northerly city limits
- La Puente Road, between westerly city limits and Lemon Avenue

**SECTION 7.** Based on the 2008 City-Wide Speed Survey for the City of, Section 16-4 of Article I, of Chapter 16, of Title III. of the Walnut Municipal Code, is amended to read as follows:

A prima facie speed limit of fifty miles per hour is hereby established on the following streets:

- Amar Road, between Nogales Street and Sunset Bluff Road
- Grand Avenue, between Amar Road/Temple Avenue and Valley Boulevard
- Nogales Street, between Amar Road and Bel Air Drive (southerly city limit)
- Temple Avenue, between Bonita Avenue and east city boundary

**SECTION 8.** The prima facie speed limits as set above are established upon the basis of an Engineering and Traffic Survey that the limit of 65 miles per hour is more than reasonable or safe upon the above City streets and it is hereby determined and declared that the lower speed limits as set forth above are more appropriate to facilitate the orderly movement of traffic in a reasonable and safe manner upon the said streets.

**SECTION 9.** The City Council hereby declares it would have passed this ordinance sentence by sentence, paragraph by paragraph, and section by section, and does hereby declare that the provisions of this ordinance are severable and, if for any reason any sentence, paragraph, or section of this ordinance shall be held invalid, such decision shall not affect the validity of the remaining parts of this ordinance.

**SECTION 10.** The City Clerk shall certify to the adoption of this ordinance, take necessary action to accomplish the proper posting of said streets, and the City Clerk shall cause this ordinance to be posted or published as prescribed by law.

ADOPTED AND APPROVED this \_\_\_\_\_ day of \_\_\_\_\_, 200\_.

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Mayor Joaquin Lim

ATTEST:

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Teresa De Dios, City Clerk

STATE OF CALIFORNIA        )  
COUNTY OF LOS ANGELES    ) ss.  
CITY OF WALNUT                )

I, Teresa De Dios, City Clerk of the City of Walnut, do hereby certify that the foregoing Ordinance No. 08- 06 being:

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WALNUT  
AMENDING THE WALNUT MUNICIPAL CODE BY AMENDING SECTIONS  
16-2 THROUGH 16-4.1 THEREOF, REVISING THE SPEED LIMIT ON  
CERTAIN STREETS.**

was duly introduced and placed upon the first reading at a regular meeting of the City Council on the 14<sup>th</sup> day of January, 2009, and thereafter, said Ordinance was duly adopted and passed at a regular meeting of the City Council on the \_\_\_\_ day of \_\_\_\_\_, 200\_\_, by the following vote to wit:

AYES:           COUNCILMEMBER(S):  
NOES:           COUNCILMEMBER(S):  
ABSTAIN:       COUNCILMEMBER(S):  
ABSENT:         COUNCILMEMBER(S):

ATTEST:

\_\_\_\_\_  
Teresa De Dios, City Clerk