



AGENDA ITEM 2

- Public Hearing
- Ordinance
- Consent Calendar
- Discussion

**WALNUT CITY COUNCIL**

**AGENDA DATE: JULY 24, 2013**

**TO:** Mayor Cartagena and Council Members

**VIA:** Rob Wishner, City Manager *ll for RU*  
Mary Rooney, Community Services Director *ll*

**FROM:** David Gilbertson, City Engineer *dg*

**SUBJECT:** Ordinance No. 13-05 – 2013 Citywide Speed Survey Establishing Speed Limits on Certain Streets in the City of Walnut

**RECOMMENDATION:**

It is recommended that the City Council:

1. Approve the 2013 Citywide Speed Survey and authorize the filing of said report with the appropriate judicial court;
2. Introduce Ordinance No. 13-05 amending Walnut Municipal Code Sections 16-2 through 16-4.1 thereof, revising the speed limit on certain streets, read by title only, and waive further reading; and
3. Appropriate \$15,000 from the General Fund Reserve and transfer to Special Maintenance Projects Account No. 016206-6290.

**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 for the Sheriff's Department to enforce speed limits utilizing 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:

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 a residential and

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**ITEM 2**

business district or when designated as a local street in the latest Caltrans functional usage and federal-aid system maps; and c) school zones when children are present and adjacent to senior centers.

2. Maximum Statewide Speed Limit: All public roads are subject to the maximum speed limit of 65 mph (or 70 mph where permitted by Caltrans) unless the prima facie limit applies in accordance to Part 1 described above, or if a lower limit is established in accordance to Part 3 described 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 the reasonable and safe speed for the given street segment.

The enforcement of speed limits and the 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 or on those roadways where complaints of speeding vehicles are received.

#### **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 speed limit shall be established at the nearest 5 mph increment of the 85<sup>th</sup> percentile speed of free-flowing traffic, except the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup> percentile speed where an engineering study indicates the need for a reduction in speed is warranted to match the 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 established at 35 mph or optionally reduced to 30 mph if the conditions and justification for using the lower speed limited is documented.

- 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 if the conditions and justification for using the lower speed limited is documented.

Attachment 3 in the 2013 Citywide Speed Survey is a compilation of the 67 spot speed surveys including a compilation of an analysis of the roadway characteristics, the development adjacent to the segments, and the accident rates. Staff presented the speed survey results to the Traffic Safety Committee (TSC) for concurrence at their June 2013 meeting. The TSC adopted a recommendation for approval.

Based on the results of the 2013 Citywide Speed Survey, staff is recommending that the speed limits be reduced on the following street segments:

Location	Speed Limit	
	Existing	Proposed
Amar Road from Nogales Street to Sunset Bluff Road	50	45
Amar Road from Sunset Bluff Road to Grand Avenue	45	40
Camino de Teodoro from Valley Boulevard to Calle Baja	35	30
Lemon Avenue from Amar Road to Creekside Drive	40	35
Mountaineer Road from Grand Avenue to Sundowner Lane	35	30
Pierre Road from Cardin Street to Vejar Road	35	30

The 2013 Citywide Speed Survey results identify no street segments that require an increase in their speed limit.

**FISCAL IMPACT:**

There are thirteen street segments that require the pavement markings and signage to be changed due to the revised speed limit. Each segment has two (2) locations each, one in each direction of traffic. The estimated cost to install new pavement markings and signage is \$575 per location for a total cost of \$15,000.

**RELATION TO MISSION STATEMENT:**

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

- Attachments: 1) Ordinance 13-05  
 2) 2013 Citywide Speed Survey

## ORDINANCE NO. 13-05

### AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WALNUT AMENDING WALNUT MUNICIPAL CODE 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 "2013 Citywide Speed Survey" as prepared by the City Engineer, which is on file in the City Clerk's Office.

**SECTION 2.** Based on the 2013 Citywide Speed Survey for the City of Walnut, Section 16-2 of Article I, of Chapter 16, of the Title III of the Walnut Municipal Code, is amended to read as follows:

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

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

**SECTION 3.** Based on the 2013 Citywide Speed Survey for the City of Walnut, 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 of thirty miles per hour is hereby established on the following streets:

- Camino de Gloria, from Valley Boulevard to Calle Baja
- Camino de Teodoro, from Valley Boulevard to Calle Baja
- La Puente Road, from Grand Avenue to Snow Creek Drive
- Meadowpass Road, from Lemon Avenue to Amar Road
- Morningside Drive, from La Puente Road to Valley Boulevard
- Mountaineer Road, from Grand Avenue to Granite Wells Drive
- Pierre Road, from Meadowpass Road and Vejar Road
- San Jose Hills Road, from Grand Avenue to Heidelberg Avenue
- Shadow Oak Drive, from Colusa Drive to Creekside Drive

**SECTION 4.** Based on the 2013 Citywide Speed Survey for the City of Walnut, 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 thirty-five miles per hour is hereby established on the following streets:

- Creekside Drive, from Amar Road to Lemon Avenue
- Lemon Avenue, from Amar Road to Creekside Drive
- Pierre Road, from Vejar Road to Valley Boulevard
- Shadow Oak Drive, from Nogales Street to Colusa Drive

**SECTION 5.** Based on the 2013 Citywide Speed Survey for the City of Walnut, 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 limit of forty miles per hour is hereby established on the following streets:

- Amar Road, from Sunset Bluff to Grand Avenue
- Carrey Road, from Lemon Avenue to Pierre Road
- Grand Avenue, from Mountaineer Road to Amar Road/Temple Avenue
- La Puente Road, from Lemon Avenue to Grand Avenue
- Lemon Avenue, from Creekside Drive to Valley Boulevard
- Temple Avenue, from Grand Avenue to Bonita Avenue

**SECTION 6.** Based on the 2013 Citywide Speed Survey for the City of Walnut, 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 of forty five miles per hour is hereby established on the following streets:

- Amar Road, from Nogales Street to Sunset Bluff Road
- Grand Avenue, from northerly city limits to Mountaineer Road
- La Puente Road, from westerly city limits to Lemon Avenue

**SECTION 7.** Based on the 2013 Citywide Speed Survey for the City of Walnut, Section 16-4.1 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 fifty miles per hour is hereby established on the following streets:

- Grand Avenue, from Amar Road/Temple Avenue to Valley Boulevard
- Nogales Street, from Amar Road to Bel Air Drive (southerly city limit)
- Temple Avenue, from Bonita Avenue to easterly city limits

**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 \_\_\_\_\_, 2013.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
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. 13-05 being:

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WALNUT  
AMENDING WALNUT MUNICIPAL CODE 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 24<sup>th</sup> day of July, 2013, and thereafter, said Ordinance was duly adopted and passed at a regular meeting of the City Council on the \_\_\_\_\_ day of \_\_\_\_\_, 2013, by the following vote to wit:

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

ATTEST:

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



**2013**

**CITY OF WALNUT**

**CITYWIDE SPEED SURVEY**

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

### 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 Caltrans, 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 adjacent to senior centers and 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 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 nearest five mile per hour increment of the 85<sup>th</sup> percentile speed (critical speed). However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85<sup>th</sup> percentile speed, the local agency may decide to instead round down the speed limit to the lower five miles per hour increment, but the local agency shall not reduce the speed limit any further for any reason.

### 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. Exhibit 2 compiles the City's street accident rating in comparison to the County's rates for the time period from January 1, 2011 to January 1, 2013.

*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 for the speed zone survey:

- 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.
- 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.
- 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 one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:*

- (A) Roadway width of not of more than 40 feet.

- (B) *Not more than one-half of a 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.

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.

National Data & Surveying 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.



CITY OF WALNUT  
CITY AND COUNTY ACCIDENT RATES  
(January 01, 2011 to January 01, 2013)

EXHIBIT 2

LIMITS	#	ADT	LENGTH	AMVM	CITY RATE	COUNTY EXPECTED RATE	RATING
<b>AMAR ROAD</b>							
NOGALES STREET TO AMBER VALLEY DRIVE	2	22,061	0.43	8.05	0.29	2.17	0.13
AMBER VALLEY DRIVE TO CREEKSIDE DRIVE	1	21,744	0.28	7.94	0.22	1.51	0.15
CREEKSIDE DRIVE TO BRAES RIVER DRIVE	3	20,974	0.30	7.66	0.65	1.51	0.43
BRAES RIVER DRIVE TO LEMON AVENUE	6	21,245	0.23	7.75	1.68	1.51	1.11
LEMON AVE TO COUNTRY HOLLOW DRIVE/MEADOWPASS ROAD	6	20,269	0.88	7.40	0.46	1.51	0.31
COUNTRY HOLLOW DR/MEADOWPASS ROAD TO HEIDELBERG AVE	7	22,220	0.28	8.11	1.54	1.51	1.02
HEIDELBERG AVENUE TO SUNSET BLUFF ROAD	2	23,425	0.20	8.55	0.58	2.17	0.27
SUNSET BLUFF ROAD TO GRAND AVENUE	4	23,608	0.23	8.62	1.01	2.17	0.47
<b>CALLE BAJA</b>							
AVENIDA ALIPAZ TO CAMINO DE GLORIA	1	1,020	0.27	0.37	4.97	1.49	3.34
CAMINO DE GLORIA TO CAMINO DE TEODORO	0	794	0.14	0.29	0.00	1.49	0.00
<b>CAMINO DE GLORIA</b>							
VALLEY BOULEVARD TO CAMINO DE ROSA	2	1,337	0.55	0.49	3.73	1.49	2.50
<b>CAMINO DE TEODORO</b>							
VALLEY BOULEVARD TO CAMINO DE ROSA	0	1,786	0.75	0.65	0.00	1.49	0.00
<b>CARREY ROAD</b>							
LEMON AVENUE TO PIERRE ROAD	2	6,066	0.76	2.21	0.59	1.26	0.47
<b>CREEKSIDE DRIVE</b>							
AMAR ROAD TO SHADOW OAK DRIVE	1	4,043	0.50	1.48	0.68	0.98	0.69
SHADOW OAK DRIVE TO LEMON AVENUE	1	6,270	0.55	2.29	0.40	0.98	0.41
<b>GRAND AVENUE</b>							
NORTH CITY LIMIT TO SHADOW MOUNTAIN ROAD/COLLEGE VISTA AVE	4	32,473	0.40	11.85	0.42	1.51	0.28
SHADOW MOUNTAIN ROAD/COLLEGE VISTA AVE TO MOUNTAINEER ROAD	6	33,663	0.46	12.29	0.53	1.51	0.35
MOUNTAINEER ROAD TO SAN JOSE HILLS ROAD	5	34,156	0.14	12.47	1.43	2.17	0.66
SAN JOSE HILLS ROAD TO AMAR ROAD/TEMPLE AVENUE	5	34,720	0.21	12.67	0.94	2.17	0.43
AMAR ROAD/TEMPLE AVENUE TO SNOW CREEK DRIVE	7	37,175	0.68	13.57	0.38	1.51	0.25
SNOW CREEK DRIVE TO LA PUENTE ROAD	8	36,810	0.38	13.44	0.78	1.51	0.52
LA PUENTE ROAD TO VALLEY BOULEVARD	8	36,748	0.19	13.41	1.57	2.17	0.72
<b>LA PUENTE ROAD</b>							
WEST CITY LIMITS TO FLEMINGTON DRIVE	0	11,710	0.78	4.27	0.00	1.51	0.00
FLEMINGTON DRIVE TO LEMON AVENUE	2	12,780	0.17	4.66	1.26	1.32	0.96
LEMON AVE TO PIERRE ROAD	2	11,592	0.85	4.23	0.28	1.32	0.21
PIERRE ROAD TO SUZANNE ROAD	0	13,600	0.16	4.96	0.00	1.32	0.00
SUZANNE ROAD TO GARTEL DRIVE	0	13,354	0.23	4.87	0.00	1.32	0.00
GARTEL DRIVE TO MORNINGSIDE DRIVE	0	14,171	0.11	5.17	0.00	1.32	0.00
MORNINGSIDE DRIVE TO SPUR TRAIL AVENUE	2	13,437	0.23	4.90	0.89	1.32	0.67
SPUR TRAIL AVENUE TO GRAND AVENUE	0	13,071	0.26	4.77	0.00	0.81	0.00
GRAND AVENUE TO SNOW CREEK DRIVE	1	2,158	0.36	0.79	1.76	1.49	1.18

CITY OF WALNUT  
CITY AND COUNTY ACCIDENT RATES  
(January 01, 2011 to January 01, 2013)

EXHIBIT 2

LIMITS	#	ADT	LENGTH	AMVM	CITY RATE	COUNTY EXPECTED RATE	RATING
<b>LEMON AVENUE</b>							
AMAR ROAD TO CREEKSIDE DRIVE	7	7,116	0.80	2.60	1.68	1.26	1.34
CREEKSIDE DRIVE TO MEADOWPASS ROAD	0	13,877	0.11	5.07	0.00	0.71	0.00
MEADOWPASS ROAD TO LA PUENTE ROAD	1	14,716	0.38	5.37	0.24	1.22	0.20
LA PUENTE ROAD TO VEJAR ROAD	1	18,043	0.36	6.59	0.21	1.97	0.11
VEJAR ROAD TO PASEO DEL PRADO	0	19,117	0.32	6.98	0.00	1.26	0.00
PASEO DEL PRADO TO VALLEY BOULEVARD	3	18,166	0.17	6.63	1.33	1.26	1.06
<b>MEADOWPASS ROAD</b>							
LEMON AVENUE TO PIERRE ROAD	1	4,135	0.53	1.51	0.63	1.49	0.42
PIERRE ROAD TO WALNUT CANYON ROAD	0	4,590	0.23	1.68	0.00	1.26	0.00
WALNUT CANYON ROAD TO AMAR ROAD	5	4,567	0.35	1.67	4.28	1.26	3.40
<b>MORNINGSIDE DRIVE</b>							
LA PUENTE ROAD TO SOMERSET DRIVE	0	2,042	0.22	0.75	0.00	0.98	0.00
SOMERSET DRIVE TO VALLEY BOULEVARD	0	1,240	0.41	0.45	0.00	0.98	0.00
<b>MOUNTAINEER ROAD</b>							
GRAND AVENUE TO SUNDOWNER LANE	6	9,256	0.36	3.38	2.47	1.49	1.66
SUNDOWNER LANE TO GRANITE WELLS DRIVE	0	1,112	0.32	0.41	0.00	1.49	0.00
<b>NOGALES STREET</b>							
AMAR ROAD TO FRANCESCA DRIVE	1	18,082	0.20	6.60	0.38	2.17	0.17
FRANCESCA DRIVE TO SHADOW OAK DRIVE	0	20,193	0.40	7.37	0.00	2.17	0.00
SHADOW OAK DRIVE TO SHAKESPEARE DRIVE	0	24,100	0.24	8.80	0.00	1.54	0.00
SHAKESPEARE DRIVE TO BEL AIR DRIVE	1	27,711	0.16	10.11	0.31	0.76	0.41
<b>PIERRE ROAD</b>							
MEADOWPASS ROAD TO CURT WAY	0	2,473	0.29	0.90	0.00	1.49	0.00
CURT WAY TO CARDIN STREET	0	2,547	0.16	0.93	0.00	0.71	0.00
CARDIN STREET TO LA PUENTE ROAD	2	3,017	0.34	1.10	2.67	1.49	1.79
LA PUENTE ROAD TO VEJAR ROAD	2	5,724	0.19	2.09	2.52	1.49	1.69
VEJAR ROAD TO VALLEY BOULEVARD	5	6,505	0.40	2.37	2.63	3.35	0.79
<b>SAN JOSE HILLS ROAD</b>							
GRAND AVENUE TO BOOKMAN AVENUE	4	3,715	0.32	1.36	4.61	1.26	3.66
BOOKMAN AVENUE TO HEIDELBERG AVENUE	0	2,439	0.24	0.89	0.00	0.75	0.00
<b>SHADOW OAK DRIVE</b>							
NOGALES STREET TO COLUSA DRIVE	6	4,894	0.60	1.79	2.80	1.49	1.88
COLUSA DRIVE TO CREEKSIDE DRIVE	2	4,834	0.27	1.76	2.10	1.49	1.41
<b>TEMPLE AVENUE</b>							
GRAND AVE & MT. SAC WAY	19	22,595	0.17	8.25	6.78	1.55	4.37
MT. SAC WAY & BONITA AVENUE	16	21,457	0.33	7.83	3.10	1.55	2.00
BONITA AVE & EASTERLY CITY LIMIT	5	23,319	0.36	8.51	0.82	1.55	0.53

CITY OF WALNUT  
 CITY AND COUNTY ACCIDENT RATES  
 (January 01, 2011 to January 01, 2013)

EXHIBIT 2

LIMITS	#	ADT	LENGTH	AMVM	CITY RATE	COUNTY EXPECTED RATE	RATING
<b>VEJAR ROAD</b>							
LEMON AVENUE TO SCHERER AVENUE	0	1,491	0.14	0.54	0.00	1.49	0.00
SCHERER AVENUE TO CENTINARY DRIVE	0	1,128	0.23	0.41	0.00	1.49	0.00
CENTINARY DRIVE TO BARBADOS DRIVE	0	1,241	0.22	0.45	0.00	1.49	0.00
BARBADOS DRIVE TO CARBONIA AVENUE	0	1,564	0.20	0.57	0.00	1.49	0.00
CARBONIA AVENUE TO PIERRE ROAD	1	1,322	0.11	0.48	9.42	1.49	6.32
<b>WALNUT CANYON ROAD</b>							
MEADOWPASS ROAD TO FUERTE DRIVE	0	1,062	0.08	0.39	0.00	1.49	0.00
FUERTE DRIVE TO PEACH BLOSSOM ROAD	1	779	0.33	0.28	5.33	1.49	3.58

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2013**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
	<b>AMAR ROAD</b>							
1	Nogales Street to Amber Valley Drive Access to considerable residential development. Arterial street. Amar Road westerly is 45 MPH.	42-51	77	47	52	0.13	50	<b>45</b>
2	Amber Valley Drive to Creekside Drive Access to considerable residential development. Arterial street.	42-51	77	46	51	0.15	50	<b>45</b>
3	Creekside Drive to Braes River Drive Access to considerable residential development. Arterial street.	40-49	67	45	51	0.43	50	<b>45</b>
4	Braes River Drive to Lemon Avenue Access to considerable residential development. Arterial street.	40-49	74	44	49	1.11	50	<b>45</b>
5	Lemon Avenue to Country Hollow Drive/Meadowpass Road Access to considerable residential development. Adjacent to school. Arterial street.	43-52	67	46	51	0.31	50	<b>45</b>
6	Country Hollow Drive/Meadowpass Road to Heidelberg Avenue Access to considerable residential development. Arterial street.	39-48	66	44	49	1.02	50	<b>45</b>
7	Heidelberg Avenue to Sunset Bluff Road Access to residential and commercial development. Arterial street.	36-45	70	41	46	0.27	50	<b>45</b>
8	Sunset Bluff Road to Grand Avenue Access to residential and commercial development and Mt. San Antonio College (Mt. SAC) with existing traffic signals. Arterial street.	28-37	72	33	40	0.47	45	<b>40</b>
	<b>CALLE BAJA</b>							
9	Avenida Alipaz to Camino de Gloria Residential area, vertical curve and adjacent to elementary school.	22-31	75	27	31	3.34	25	<b>25</b>
10	Camino de Gloria to Camino de Teodoro Residential area and access to a number of residential driveways.	20-29	79	24	29	0.00	25	<b>25</b>
	<b>CAMINO DE GLORIA</b>							
11	Valley Boulevard to Calle Baja Residential area, horizontal and vertical curve and access to a number of private driveways.	27-36	71	31	37	2.50	30	<b>30</b>

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2013**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
12	<b>CAMINO DE TEODORO</b> Valley Boulevard to Calle Baja Residential area, horizontal and vertical curve and access to a number of private driveways.	26-35	74	31	36	0.00	35	30
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.	30-39	66	36	42	0.47	40	40
14	<b>CREEKSIDE DRIVE</b> Amar Road to Shadow Oak Drive Residential area, horizontal curves, elementary school, park and equestrian trail crossing.	29-38	72	34	38	0.69	35	35
15	Shadow Oak Drive to Lemon Avenue Residential area, horizontal curves, adjacent to elementary school, park and equestrian trail crossing.	25-34	70	30	36	0.41	35	35
16	<b>GRAND AVENUE</b> Northerly City Limits to Shadow Mountain Road Combination of horizontal and vertical curves existing midway and no superelevation. Grand Avenue northerly is 45 MPH.	38-47	61	43	49	0.28	45	45
17	Shadow Mountain Road to Mountaineer Road Combination of horizontal and vertical curves existing midway and no superelevation. Horizontal curves and steep grade, adjacent to Mt. SAC and traffic signals.	40-49	68	43	48	0.35	45	45
18	Mountaineer Road to San Jose Hills Road Combination of horizontal and vertical curves existing midway and no superelevation. Horizontal curves and steep grade, adjacent to Mt. SAC and traffic signals, considerable cross traffic and pedestrian movement.	28-37	72	33	38	0.66	40	40
19	San Jose Hills Road to Amar Road/Temple Avenue Combination of horizontal and vertical curves existing midway and no superelevation. Horizontal curves and steep grade, adjacent to Mt. SAC and traffic signals, considerable cross traffic and pedestrian movement.	29-38	67	34	40	0.43	40	40
20	Amar Road/Temple Avenue to Snow Creek Drive Minimum points of access, good sight distance.	42-51	73	48	53	0.25	50	50

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2013**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
21	<b>GRAND AVENUE</b> (Continued) Snow Creek Drive to La Puente Road Minimum points of access, good sight distance.	40-49	65	46	51	0.52	50	50
22	La Puente Road to Valley Boulevard Adjacent to shopping center on both sides of street. Grand Avenue southerly is 50 MPH.	35-44	73	40	46	0.72	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. La Puente Road westerly is 40 MPH.	37-46	67	42	48	0.00	45	45
24	Flemington Drive to Lemon Avenue Local collector street. Numerous residential driveways on south side.	31-40	65	36	44	0.96	45	45
25	Lemon Avenue to Pierre Road Cross streets, fire station and commercial development	38-47	74	42	47	0.21	40	40
26	Pierre Road to Suzanne Road Adjacent to Walnut High School and Suzanne Middle School and churches. Equestrian trail and traffic signals. Considerable cross traffic and pedestrian movement.	36-45	77	41	45	0.00	40	40
27	Suzanne Road to Gartel Drive Adjacent to Walnut High School and Suzanne Middle School and churches. Equestrian trail and traffic signals. Considerable cross traffic and pedestrian movement.	37-46	75	40	45	0.00	40	40
28	Gartel Drive to Morningside Drive Adjacent to Senior Center, horizontal and vertical curves, equestrian trail and traffic signals.	38-47	70	42	47	0.00	40	40
29	Morningside Drive to Spur Trail Avenue Adjacent to Civic Center and Library, horizontal and vertical curves, equestrian trail and traffic signals.	34-43	72	38	43	0.67	40	40
30	Spur Trail Avenue to Grand Avenue Horizontal and vertical curves, equestrian trail and traffic signals.	32-41	69	36	41	0.00	40	40

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2013**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
31	<b>LA PUENTE ROAD (Continued)</b> Grand Avenue to Snow Creek Drive Residential area (no homes fronting on La Puente Road), horizontal curve, and equestrian trail crossing.	25-34	80	39	34	1.18	30	30
32	<b>LEMON AVENUE</b> Amar Road to Creekside Drive Residential area, horizontal and vertical curves with reverse superelevation and median.	32-41	73	37	41	1.34	40	35
33	Creekside Drive to Meadowpass Road Residential area, horizontal and vertical curves, equestrian trail and traffic signals.	33-42	76	38	43	0.00	40	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.	32-41	74	37	42	0.20	40	40
35	La Puente Road to Vejar Road Adjacent to commercial area.	36-45	68	41	46	0.11	40	40
36	Vejar Road to Paseo Del Prado Business district with raised median and traffic signals at both locations	33-42	63	39	45	0.00	40	40
37	Paseo Del Prado to Valley Boulevard Business district with raised median and traffic signals. Lemon Avenue southerly is 40 MPH.	26-35	62	32	39	1.06	40	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	81	33	37	0.42	30	30
39	Pierre Road to Walnut Canyon Road Residential area, equestrian trail, horizontal curves, one-lane roadway in each direction with raised median	25-34	73	28	33	0	30	30
40	Walnut Canyon Road to Amar Road Residential area, equestrian trail, horizontal curves, one-lane roadway in each direction with raised median.	22-31	87	27	30	3.4	30	30

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2013**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
	<b>MORNINGSIDE DRIVE</b>							
41	La Puente Road to Somerset Drive Civic Center and residential area, no homes fronting on Morningside Drive.	21-30	82	26	30	0.00	30	30
42	Somerset Drive to Valley Boulevard Civic Center and residential area, no homes fronting on Morningside Drive.	23-32	84	28	32	0.00	30	30
	<b>MOUNTAINEER ROAD</b>							
43	Grand Avenue to Sundowner Lane Residential area, no home fronting on Mountaineer Road, access to Mt. SAC.	23-32	67	28	33	1.66	35	30
44	Sundowner Lane to Granite Wells Drive Residential area, no home fronting on Mountaineer Road, access to Mt. SAC.	23-32	73	28	33	0.00	30	30
	<b>NOGALES STREET</b>							
45	Amar Road to Francesca Drive Residential and business area, east side Walnut jurisdiction, west side West Covina jurisdiction.	30-39	68	36	41	0.17	50	50
46	Francesca Drive to Shadow Oak Drive Residential and business area, east side Walnut jurisdiction, west side West Covina jurisdiction.	35-44	67	41	47	0	50	50
47	Shadow Oak Drive to Shakespeare Drive Residential and business area, east side Walnut jurisdiction, west side West Covina jurisdiction.	37-46	72	41	46	0	50	50
48	Shakespeare Drive to Bel Air Drive Residential and business area, east side Walnut jurisdiction, west side West Covina jurisdiction. Nogales southerly is 50 MPH.	37-46	67	41	46	0.76	50	50
	<b>PIERRE ROAD</b>							
49	Meadowpass Road to Curt Way Residential area, width of roadway varies, horizontal curves.	24-33	84	29	32	0	30	30
50	Curt Way to Cardin Street Residential area, width of roadway varies, horizontal curves.	20-29	84	24	28	0	30	30



**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2013**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
	<b>PIERRE ROAD (Continued)</b>							
51	Cardin Street to La Puente Road Adjacent to middle school, residential area, width of roadway varies, horizontal curves.	27-36	82	32	36	1.79	35	30
52	La Puente Road to Vejar Road Residential area, adjacent to Walnut High School with high peak periods and congestion, traffic signals at both locations.	23-32	73	28	34	1.69	35	30
53	Vejar Road to Valley Boulevard Residential area, adjacent to Walnut High School with high peak periods and congestion, traffic signals at both locations.	28-37	70	33	39	0.79	35	35
	<b>SAN JOSE HILLS ROAD</b>							
54	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.	16-25	80	21	26	3.66	30	30
55	Bookman Avenue to Heidelberg Avenue Residential, fire station, day care center, and elementary school crossing.	25-34	71	30	35	0.00	30	30
	<b>SHADOW OAK DRIVE</b>							
56	Nogales Street to Colusa Drive Residential area, adjacent to elementary school and park. Shadow Oak westerly is 40 MPH.	31-40	78	36	40	1.88	35	35
57	Colusa Drive to Creekside Drive Residential area, adjacent to elementary school and park.	26-35	81	30	34	1.41	30	30
	<b>TEMPLE AVENUE</b>							
58	Grand Avenue to Mt. SAC Way Adjacent to Mt. SAC, four lane divided highway with considerable cross traffic and pedestrian movement.	30-39	58	36	42	4.37	40	40
59	Mt. SAC Way to Bonita Avenue Adjacent to Mt. SAC, four lane divided highway with considerable cross traffic and pedestrian movement.	33-42	72	38	43	2	40	40

**CITY OF WALNUT  
CITYWIDE SPEED SURVEY 2013**

LOCATION NUMBER	LOCATION	10 MILE PACE	% IN 10 MILE PACE	50TH %TILE	85TH %TILE	ACCIDENT RATING (see Note)	POSTED SPEED LIMIT	RECOMMENDED SPEED LIMIT
60	<b>TEMPLE AVENUE</b> (Continued) Bonita Avenue to Easterly City Limit cross traffic and pedestrian movement. Temple Avenue easterly is 50 MPH.	36-45	72	41	46	0.53	50	50
61	<b>VEJAR ROAD</b> Lemon Avenue to Scherer Avenue Residential area and adjacent to elementary school with high peak periods, congestion and pedestrian movement.	20-29	93	25	28	0.00	25	25
62	Scherer Avenue to Centinary Drive Residential area and adjacent to elementary school with high peak periods, congestion and pedestrian movement with speed humps.	19-28	86	24	28	0.00	25	25
63	Centinary Drive to Barbados Drive Residential area with speed humps.	15-24	83	21	25	0.00	25	25
64	Barbados Drive to Carbonia Avenue Residential area with speed humps.	18-27	81	21	26	0.00	25	25
65	Carbonia Avenue to Pierre Road Residential area including close proximity to Walnut High School with high peak periods, congestion and pedestrian movement.	17-26	90	21	24	6.32	25	25
66	<b>WALNUT CANYON ROAD</b> Meadowpass Road to Fuerte Drive Residential area with horizontal curves and semi-collector.	21-36	93	26	29	0.00	25	25
67	Fuerte Drive to Peach Blossom Road Residential area with horizontal curves and semi-collector with speed humps.	20-29	80	24	28	3.58	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 2013

## EXHIBIT 4

