
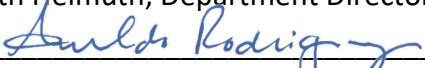


REPORT TO CITY COUNCIL

Approved by:



Keith Helmuth, Department Director



Arnaldo Rodriguez, City Manager

Council Meeting of: March 16 ,2022

Agenda Number: B-6

SUBJECT:

Second Reading and Adoption of an Ordinance Updating Prima Facie Speed Limits on Designated City Streets

RECOMMENDATION:

Staff Recommends that the City Council ("Council") waive the full reading and adopt An Ordinance Amending Section 3-5.08 of Chapter 5 of Title 3 of the Madera Municipal Code to Update Prima Facie Speed Limits on City Streets

SUMMARY:

Adoption or amendment of an ordinance requires two readings (actions) by the City Council: introduction and adoption. Following a public hearing at its March 2, 2022 regular meeting, the Council introduced and waived the first reading of the proposed ordinance. This is the second reading. The California Vehicle Code (CVC) sets speed laws and prima facie speed limits for highways and local roads. In order to vary speed limits from those established by the CVC, a local agency must conduct an Engineering and Traffic Survey (E&TS). The CVC states that a speed limit for a particular roadway segment must be justified by an E&TS, otherwise the subject segment is considered a "speed trap". The evidence of a speeding violation based on a "speed trap" is inadmissible in court. The City last conducted an E&TS in 2011 and extended the E&TS for a period of two years in 2016. The City Engineer has conducted a new E&TS as justification for speed limits on designated streets. The proposed speed limits are provided as Exhibit A of the ordinance. In order to be enforced, the E&TS must be filed with the local Court, and new speed limit signs must be posted, as necessary.

According to the Manual on Uniform Traffic Control Devices (MUTCD) (TOPD 09-04) the speed limit shall be established at the nearest 5 mph increment of the 85th percentile. However, the speed limit may be reduced by a 5-mph increment from the 85th percentile speed if an engineering study indicates the need for a reduction in speed is necessary to match existing conditions with the traffic safety needs of the community. If the 5-mph reduction is applied, the

E&TS shall document in writing the conditions and justification for the reduced speed limit and be approved by a registered Civil or Traffic Engineer. In cases where the nearest increment would require rounding up MUTCD allows the speed limit to be rounded down to the nearest 5 mph increment if no further reduction is used.

BACKGROUND:

Engineering Department staff conducted a speed survey on 48 street segments that expired from 2/12/2021 to 11/25/2021. The speed survey was conducted by reading the speed directly from a Radar Speed Meter. One Hundred (100) automobiles were considered taking 50 from each direction.

The representative conducting the survey was using an unmarked car and selected a section of the road that is straight, no traffic signal, sign, or intersection with major cross streets. It was taken during off-peak hours on weekdays, good weather and with no unusual conditions prevailing.

DISCUSSION:

The City has completed traffic surveys for 47 street segments that expired and 1 new street segment including minor collector and arterial streets. The speed limit is required to be set at the nearest 5 mph increment of the 85th percentile speed. However, other factors such as median and modal speed, 50%, 15% percentile, 10 mph pace and accident history within each street segment that are speed related should also be taken in consideration.

In addition to the availability of the above statistical data, a significant aspect of speed limit recommendations is based on a field review. Its importance is that existing conditions may warrant a lower speed that is indicated by the application of survey data.

To use radar for enforcement, the engineering traffic survey must justify the posted speed. Below are the actual results for the 48 streets surveyed:

Table 1: Summary of Engineering and Traffic Survey 2021-22						
<i>Item No.¹</i>	<i>Location</i>	<i>Current Posted Speed</i>	<i>2021-22 E&TS 85th Percentile Speeds</i>	<i>Nearest 5 MPH (adjusted speed)²</i>	<i>Valid until</i>	<i>Length of Segment in Miles</i>
1	Adell Street from Country Club Drive to D Street	40	41	40	1/20/2029	0.6
2	Almond Avenue from Pine Street to Granada Drive	45	48	45 ³	1/10/2029	1.0
3	Almond Avenue from Golden State Highway to Madera Avenue	40	42	40	1/10/2029	0.59

Table 1: Summary of Engineering and Traffic Survey 2021-22

Item No. ¹	Location	Current Posted Speed	2021-22 E&TS 85 th Percentile Speeds	Nearest 5 MPH (adjusted speed) ²	Valid until	Length of Segment in Miles
4	Almond Avenue from Madera Avenue to Stadium Road	40	45	45 (40)	1/11/2029	0.5
5	Cleveland Avenue from Gateway Drive to Tulare Street	40	43	40 ³	1/11/2029	1.3
6	Cleveland Avenue from Granada Drive to Schnoor Avenue	40	45	45 (40)	1/12/2029	0.42
7	Cleveland Avenue from Granada Drive to W City Limits	45	51	50 (45)	10/21/2028	0.6
8	Cleveland Avenue from Schnoor Avenue to Freeway 99	40	40	40	1/18/2029	0.5
9	Cleveland Avenue from Tulare to Tozer Road	40	43	40 ³	1/12/2029	0.5
10	Clinton Street from Lilly St to Tozer Road	35	36	35	1/12/2029	0.58
11	Country Club Drive from Cleveland Avenue to Clark	40	39	40	1/12/2029	0.33
12	D Street from Central Avenue to Yosemite Avenue	35	33	35	1/18/2029	0.42
13	D Street from Cleveland Avenue to Adell Street	40	41	40	1/18/2029	0.57
14	D Street from Ninth Street to Olive Avenue	35	38	35 ³	1/18/2029	0.52
15	Ellis Street from Lake Street to Chapin Avenue	40	46	45 (40)	1/18/2029	0.81
16	Fourth Street from I Street to Pine Street	35	39	35 ³	1/18/2029	0.62
17	Fourth Street from D Street to Lake Street	35	38	35 ³	1/19/2029	0.31
18	Gateway Drive from Cleveland Avenue to Avenue 16	50	55	50	1/19/2029	0.6

Table 1: Summary of Engineering and Traffic Survey 2021-22

Item No. ¹	Location	Current Posted Speed	2021-22 E&TS 85 th Percentile Speeds	Nearest 5 MPH (adjusted speed) ²	Valid until	Length of Segment in Miles
19	Gateway Drive from Fresno River to Cleveland Avenue	40	50	40	1/19/2029	0.53
20	Gateway Drive from Ninth Avenue to Olive Avenue	35	39	35 ³	1/19/2029	0.37
21	Granada Drive from Cleveland Ave to Fresno River	45	47	45	1/20/2029	0.39
22	Granada Drive from Howard Road to Sunset Avenue	35	38	35 ³	08/31/2028	0.51
24	Granada Drive from Industrial Avenue to South City Limits	45	49	45 ³	08/31/2028	0.51
25	Granada Drive from Sunset Avenue to Riverview Drive	35	40	40 (35)	08/31/2028	0.47
26	Howard Road from Autumn Road to Pine St	35	44	35	12/15/2028	0.72
27	I Street from 4 th Street to Olive Avenue	35	39	35 ³	08/31/2028	0.71
28	I Street from 4 th Street to Central Avenue	35	39	35 ³	09/1/2028	0.5
29	Industrial Avenue from Granada Drive to S Schnoor Avenue	40	40	40	09/2/2028	0.49
30	Kennedy Street from N Lake Street to Tulare Street	35	39	35 ³	09/1/2028	0.25
31	Kennedy Street from Tulare Street to City Limits	40	44	40 ³	09/2/2028	0.84
33	Lake Street from Cleveland Avenue to Ellis Street	40	45	45 (40)	09/14/2028	0.85
34	Lake Street from Clinton Avenue to Sunrise Avenue	35	36	35	09/14/2028	0.25
35	Pecan Avenue from Raymond Thomas to Golden State Blvd	40	46	45 (40)	09/15/2028	0.55

Table 1: Summary of Engineering and Traffic Survey 2021-22

Item No. ¹	Location	Current Posted Speed	2021-22 E&TS 85 th Percentile Speeds	Nearest 5 MPH (adjusted speed) ²	Valid until	Length of Segment in Miles
36	Pecan Avenue from Madera Avenue to Pine Street	45	44	45	09/22/2028	1.00
37	Pecan Avenue from Schnoor Avenue to Pine Street	45	52	50 (45)	09/22/2028	0.50
38	Pine Street from Howard Road to Pecan Street	45	45	45	09/14/2028	1.00
39	Pine Street from Howard Road to Sunset Avenue	30	39	30	09/14/2028	0.33
40	Schnoor Avenue from Dutra Way to Cleveland Avenue	35	35	35	10/13/2028	0.31
41	Schnoor Avenue from Kennedy Street to Cleveland Avenue	40	38	40	10/13/2028	0.55
42	Sherwood Way from Country Club Drive to Sonora Street	40	41	40	10/14/2028	0.42
43	Sherwood Way from Sonora to Lake Street	35	37	35	10/14/2028	0.58
45	Sunrise Ave. from B Street to Lilly Street	40	39	40	10/20/2028	0.65
47	Sunset Ave. from Granada Drive to City Limits	45	44	45	10/20/2028	0.97
48	Tozer Street from Avenue 15 to A Street	50	46	45	10/19/2028	0.75
49	Tozer Street from Yosemite Ave. to Avenue 15	45	40	40	10/19/2028	0.54
50	Tozer Street from Olive Ave. to Knox Street	45	49	45 ³	10/19/2028	0.79
51	Vineyard Ave. from Clinton Ave. to Yosemite Ave.	35	31	30	10/20/2028	0.26
55 ⁴	Pecan Avenue from Road 28 to Road 29	N/A	51	50 (45)	09/15/2028	0.73

Table 1: Summary of Engineering and Traffic Survey 2021-22

<i>Item No.¹</i>	<i>Location</i>	<i>Current Posted Speed</i>	<i>2021-22 E&TS 85th Percentile Speeds</i>	<i>Nearest 5 MPH (adjusted speed)²</i>	<i>Valid until</i>	<i>Length of Segment in Miles</i>
<ol style="list-style-type: none"> 1. <i>Matches Item No. of table in Section 3-5.08 of Chapter 5 of Title 3 of the Madera Municipal Code</i> 2. <i>Initial value is nearest rounded speed from 85th percentile speed. Second value in parenthesis is recommended adjusted speed in compliance with CVC sections 627 and 22358.5 and MUTCD Section 2B.13.</i> 3. <i>Rounded down when 85th percentile speed would require a rounding up per MUTCD Section 2B.13 Paragraph 12a Option 2 and in compliance with CVC sections 627 and 22358.5.</i> 4. <i>New roadway segment studied with Engineering and Traffic Study and added to Ordinance.</i> 						

Justifications:

The following section provides conditions and justification for reduction of speed limits as required by MUTCD.

#4 Almond Ave from Madera Ave to Stadium Road:

E&TS determined the 85th percentile speed to be 45 mph. The speed limit was reduced by 5 mph to 40 mph as permissible by the MUTCD 2014 Revision 6 Section 2B.13 paragraph 12a and in compliance with CVC Section 627 and 22358.5. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- The street has parallel parking on both sides which restricts clear sight distance.
- The street is in a residential area and a major school route.

#6 Cleveland Avenue from Granada Drive to Schnoor Avenue:

E&TS determined the 85th percentile speed to be 45 mph. The speed limit was reduced by 5 mph to 40 mph as permissible by the MUTCD 2014 Revision 6 Section 2B.13 paragraph 12a and in compliance with CVC Section 627 and 22358.5. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- The street has many residential and commercial drive approaches.

- Adjacent land use is residential.

#7 Cleveland Avenue from Granada Dr to W city Limits:

E&TS determined the 85th percentile speed to be 50 mph. The speed limit was reduced by 10 mph to 40 mph per engineering judgement. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- The roadway geometry transitions to a narrow undivided roadway, which may not be readily apparent to the drivers.
- Planned residential land use development in the adjacent vacant lands generates more vehicular and pedestrian traffic.
- 400 ft west of Westberry Blvd exists a traffic transition that is not designed for high-speed traffic.

#15 Ellis Street from Lake Street to Chapin Avenue:

E&TS determined the 85th percentile speed to be 46 mph. The speed limit was rounded to 45 mph then reduced by 5 mph to 40 mph as permissible by the MUTCD 2014 Revision 6 Section 2B.13 paragraph 12a and in compliance with CVC Section 627 and 22358.5. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- The segment has an elementary school adjacent to it.
- The segment is in a residential area.
- The segment is a major school route for two Elementary Schools.

#18 Gateway Drive from Cleveland Avenue to Avenue 16:

E&TS determined the 85th percentile speed to be 55 mph. The speed limit was reduced by 5 mph to 50 mph as permissible by the MUTCD 2014 Revision 6 Section 2B.13 paragraph 12a and in compliance with CVC Section 627 and 22358.5. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- The segment includes a curve that is not designed for high speeds.

#19 Gateway Drive from Fresno River to Cleveland Avenue:

E&TS determined the 85th percentile speed to be 50 mph. The speed limit was reduced by 10 mph to 40 mph per Engineering Judgement as permissible by the MUTCD 2014 Revision 6 Section 1A.09 and in compliance with CVC Section 627 and 22358.7. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- Consistent observation of pedestrians and cyclists crossing Gateway Drive as the adjacent land is residential and includes a park.
- Recent construction of Fresno River trail attracts more pedestrians from surrounding zones to access resource conservation and open space adjacent to Gateway drive.
- Low visibility for vehicles entering traffic from the park on the west side of Gateway Drive

#25 Granada Drive from Sunset Avenue to Riverview Drive:

E&TS determined the 85th percentile speed to be 40 mph. The speed limit was reduced by 5 mph to 35 mph as permissible by the MUTCD 2014 Revision 6 Section 2B.13 paragraph 12a and in compliance with CVC Sections 627 and 22358.5. The speed reduction was based on the following condition(s):

- The segment between Sunset and Riverview has two reverse curves which restrict sight distance at high speeds.
- The segment between Sunset and Riverview has parking on both sides which restrict sight distance.

#26 Howard Road from Autumn Road to Pine St:

E&TS determined the 85th percentile speed to be 44 mph. The speed limit was reduced to 35 mph per Engineering Judgement as permissible by the MUTCD 2014 Revision 6 Section 1A.09 and in compliance with CVC Section 627 and 22358.7. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- High pedestrian and bicycle traffic due to adjacent public park.
- Low visibility for vehicles entering traffic from minor roads.

#33 Lake Street from Cleveland Avenue to Ellis Street:

E&TS determined the 85th percentile speed to be 45 mph. The speed limit was reduced by 5 mph to 40 mph as permissible by the MUTCD 2014 Revision 6 Section 2B.13 paragraph 12a and in

compliance with CVC Section 627 and 22358.5. The speed reduction was based on the following condition(s):

- The segment has an elementary school adjacent to it.
- Consistent crossing of Lake Street by pedestrians.

#35 Pecan Avenue from Golden State Blvd to Raymond Thomas Street:

E&TS determined the 85th percentile speed to be 46 mph. The speed limit was reduced by 5 mph to 40 mph as permissible by the MUTCD 2014 Revision 6 Section 2B.13 paragraph 12a and in compliance with CVC Section 627 and 22358.5. The speed reduction was based on the following condition(s):

- The segment has an elementary school adjacent to it.
- Consistent crossing of Lake Street by pedestrians.

#37 Pecan Avenue from Schnoor Avenue to Pine Street:

E&TS determined the 85th percentile speed to be 52 mph. The speed limit was reduced by 5 mph to 45 mph as permissible by the MUTCD 2014 Revision 6 Section 2B.13 paragraph 12a and in compliance with CVC Section 627 and 22358.5. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- The segment is a on a major school route.
- The segment is within 1000 ft of a school.
- Consistent crossing of Pecan Avenue by pedestrians.

#39 Pine Street from Howard Road to Sunset Avenue:

E&TS determined the 85th percentile speed to be 39 mph. The speed limit was reduced by 10 mph to 30 mph per Engineering Judgement as permissible by the MUTCD 2014 Revision 6 Section 1A.09 and in compliance with CVC Section 627. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- The segment has a railroad crossing which does not have any flashing warning sings.
- Parallel parking on both sides of Pine Street.
- The segment is a school route.

#55 Pecan Avenue from Road 28 to Road 29:

E&TS determined the 85th percentile speed to be 51 mph. The speed limit was reduced by 5 mph to 45 mph as permissible by the MUTCD 2014 Revision 6 Section 2B.13 paragraph 12a and in compliance with CVC Section 627 and 22358.5. The cited CVC Section 627 defines an E&TS that is required to consider prevailing speeds, accident records, and conditions not readily apparent to the driver, and optionally consider residential density as well as pedestrian and bicycle safety. The speed reduction was due to the following condition(s):

- Design speed for the bridge over Highway 99 west of segment is 45 mph and therefore is unsafe for vehicle speeds above 45 mph.

FISCAL IMPACT:

There is no direct impact to the city.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The speed limits are integral in creating a good traffic flow which minimizes traffic accidents. Safe, clean, and attractive streets accommodate traffic, providing easy access to all parts of the City.

ALTERNATIVES:

Failure to adopt the proposed ordinance inhibits the City of Madera Police Department to issue citations and/or Council may direct staff to draft further revisions to the Speed Survey Report.

ATTACHMENTS:

1. Ordinance

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MADERA
AMENDING SECTION 3-5.08 OF CHAPTER 5 OF TITLE III OF THE MADERA
MUNICIPAL CODE RELATING TO INCREASING STATE SPEED LIMIT IN
CERTAIN ZONES**

WHEREAS, California Vehicle Code Section 22352 establishes prima facie speed limits for streets; and

WHEREAS, California Vehicle Code Section 22357 provides that whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe; and

WHEREAS, according to California Vehicle Code (CVC) Section 40802, a “speed trap” is defined as a section of highway or street with a prima facie speed limit that is not justified by an engineering and traffic survey conducted within the time periods specified and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects; and

WHEREAS, the evidence of a speeding violation based on the maintenance or use of a speed trap is inadmissible in court per CVC Section 40803; and

WHEREAS, in order to establish speed limits and ensure a speed trap is not created, engineering and traffic surveys must be conducted in accordance with CVC Section 627 and the California Manual on Uniform Traffic Control Devices (MUTCD); and

WHEREAS, the City prepared an engineering and traffic survey (E&TS) for designated City streets from 2/12/2021 through 11/25/2021 and the proposed speed limit for each street as established by the 2019 E&TS is provided as Exhibit A; and

WHEREAS, CVC Section 40802(c) allows for engineering and traffic surveys to be valid for a period of seven years if the conditions specified in Section 40802(c), pertaining to officer training and equipment standards, are met; and

WHEREAS, the City has reviewed CVC Section 40802(c) and determined that the Madera Police Officers using radar/lidar equipment for determination of speed have been properly trained and the radar/lidar equipment used meets the required standards and is properly maintained and calibrated.

THE CITY COUNCIL OF THE CITY OF MADERA DOES ORDAIN AS FOLLOWS:

SECTION 1. Subsection (B) of Sec. 3-5.08 of Chapter 5 of Title 3 of the Madera Municipal Code is hereby amended to read as follows:

(B) *Section 16.* It is determined upon the basis of an engineering and traffic survey that the speed permitted by state law upon the following streets is less than is necessary for the safe operation of vehicles thereon by reason of the designation and sign-posting of such streets as through highways and/or by reason of widely-spaced intersections and it is declared that the prima facie limit shall be as set forth in this section on those streets, or parts of streets, designated in this section when signs are erected giving notice thereof:

Item No.	Location	Declared Prima Facie Speed Limit (MPH)
1	Adell Street from Country Club Dr. to "D" Street	40
2	Almond Ave. from Pine Street to Granada Drive	45
3	Almond Ave. from Golden State Hwy to Madera Ave.	40
4	Almond Ave. from Madera Ave. to Stadium Road	40
5	Cleveland Ave. from Gateway Drive to Tulare St.	40
6	Cleveland Ave. from Granada Drive to Schnoor Ave.	40
7	Cleveland Ave. from Granada Dr. to W. City Limits	45
8	Cleveland Ave. from Schnoor Ave. to Freeway 99	40
9	Cleveland Ave. from Tulare Street to Tozer Road	40
10	Clinton Ave. from Lilly St. to Tozer Road	35
11	Country Club Drive from Cleveland Ave. to Clark	40
12	D Street from Central Ave. to Yosemite Ave.	35
13	D Street from Cleveland Ave. to Adell Street	40
14	D Street from Ninth Street to Olive Avenue	35
15	Ellis Street from Lake Street to Chapin Ave.	40
16	Fourth Street from I Street to Pine Street	35
17	Fourth Street from D Street to Lake Street	35
18	Gateway Drive from Cleveland Ave. to Avenue 16	50
19	Gateway Drive from Fresno River to Cleveland Ave.	40
20	Gateway Drive from Ninth Ave. to Olive Ave.	35
21	Granada Drive from Cleveland Ave. to Fresno River	45
22	Granada Drive from Howard Road to Sunset Ave.	35
23	Granada Drive from Howard Road to Industrial Ave.	40
24	Granada Drive from Industrial Ave. to South City Limits	45
25	Granada Drive from Sunset Ave. to Riverview Drive	35
26	Howard Road from Autumn Road to Pine St.	35
27	I Street from 4 th Street to Olive Ave.	35
28	I Street from 4 th Street to Central Avenue	35
29	Industrial Ave. from Granada Dr. to Schnoor Ave.	40

30	Kennedy Street from Lake Street to Tulare Ave.	35
31	Kennedy Street from Tulare Street to City Limits	40
32	Knox Street from Olive Avenue to Tozer Street	40
33	Lake Street from Cleveland Ave. to Ellis Street	40
34	Lake Street from Clinton Ave. to Sunrise Ave.	35
35	Pecan Ave. from Raymond Thomas to Golden State Blvd.	40
36	Pecan Ave. from Madera Ave. to Pine Street	45
37	Pecan Ave. from Schnoor Ave. to Pine Street	45
38	Pine Street from Howard Road to Pecan Street	45
39	Pine Street from Howard Road to Sunset Avenue	30
40	Schnoor Ave. from Dutra Way to Cleveland Ave.	35
41	Schnoor Ave. from Kennedy Street to Cleveland Ave.	40
42	Sherwood Way from Country Club Drive to Sonora Street	40
43	Sherwood Way from Sonora Street to Lake Street	35
44	Storey Road from Yosemite Ave. to City Limits	45
45	Sunrise Ave. from B Street to Lilly Street	40
46	Sunset Ave. from Fourth Street to Granada Drive	35
47	Sunset Ave. from Granada Drive to City Limits	45
48	Tozer Street from Avenue 15 to A Street	45
49	Tozer Street from Yosemite Ave. to Avenue 15	40
50	Tozer Street from Olive Ave. to Knox Street	45
51	Vineyard Ave. from Clinton Ave. to Yosemite Ave.	30
52	Westberry Blvd from Howard Road to Sunset Avenue	45
53	Westberry Blvd from Sunset Avenue to Riverview Drive	40
54	Yosemite Ave. from Gateway Drive to Olive Ave.	35
55	Pecan Avenue from Road 28 to Road 29	45

SECTION 2. If any section, subsection, clause or phase of this Ordinance is for any reason held to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and any section, subsection, sentence, clause or phrase thereof irrespective of the fact that any one or more sections, subsection, sentence, clause or phrase be declared unconstitutional or otherwise invalid.

SECTION 3. This Ordinance shall be effective and of full force and effect at 12:01 a.m. on the thirty-first day after its passage or when appropriate signs giving notice thereof are erected upon street and shall not thereafter be revised except upon the basis of an engineering and traffic survey, whichever occurs later.

SECTION 4. Publication. This ordinance shall be published in accordance with the provisions of Government Code Section 36933.