



## REPORT TO COUNCIL City of Sacramento

915 I Street, Sacramento, CA 95814-2604  
www. CityofSacramento.org

Consent  
June 24, 2008

Honorable Mayor and  
Members of the City Council

**Title: Re-Establishing and Changing Speed Limits on Various Streets; and  
Rescinding Resolution No. 2007-638**

**Location/Council District:** Various streets in Council Districts 1, 2, 3, 4, 5, 6 and 7.

**Recommendation:** Adopt a **Resolution:** 1) re-establishing and changing speed limits on 27 speed zones on various streets, and 2) rescinding Resolution No. 2007-638.

**Contact:** Mahesh Bhatt, Assistant Engineer, (916) 808-5956; and David Edrosolan, Associate Engineer, (916) 808-5974.

**Presenters:** None

**Department:** Transportation

**Division:** Engineering Services

**Organization No:** 3439

### **Description/Analysis**

**Issue:** Under the California Vehicle Code (CVC), a section of a highway or street is a "speed trap" if the prima facie speed limit is not justified by an Engineering and Traffic Survey (E&TS) performed within a specified time period, and the enforcement of the speed limit involves the use of radar or any other electronic device for measuring the speed of moving objects. The evidence of a speeding violation based on a speed trap is inadmissible in court and may result in the inability to prosecute violators of the speed limit. The City is required to reevaluate speed limits on segments of the roadways that have undergone a significant change in roadway characteristics or surrounding land uses. In order to ensure compliance with these requirements, an E&TS has been performed for re-establishing and changing speed limits on 27 speed zones on various streets. City Council approval through resolution is necessary for re-establishing and changing speed limits on the subject 27 speed zones.

The previously adopted Council Resolution No. 2007-638 for the Citywide posted speed limits needs to be rescinded and superseded with a new Resolution in order to re-establish and change speed limits.

**Policy Considerations:** The action requested herein is consistent with the City's Strategic Plan goals to improve and expand public safety; and achieve sustainability and enhance livability.

**Environmental Considerations:**

**California Environmental Quality Act (CEQA):** The Development Services Department, Environmental Planning Services Manager has reviewed the proposed action and determined that this project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section 15301(c) of the CEQA Guidelines. Projects exempted under Class 1, Section 15301(c), consist of the operation, repair, or minor alteration of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use.

**Sustainability Considerations:** This project is consistent with the City's Sustainability Master Plan. It is aimed at addressing the goals and targets set forth in Transportation Infrastructure and Air Quality Focus Areas by improving and optimizing transportation infrastructure with streets that encourage pedestrians and bicycles.

**Other:** None

**Commission/Committee Action:** None

**Rationale for Recommendation:** This report recommends that the City Council adopt a Resolution: 1) re-establishing and changing speed limits on 27 speed zones on various streets, and 2) rescinding Resolution No. 2007-638 for the Citywide posted speed limits and replacing it with a new Resolution incorporating these 27 speed zones. The subject 27 speed zones include: 1) re-establishing the current speed limit for 20 speed zones; 2) changing boundary for 2 speed zones; 3) changing boundary and speed limit for 3 speed zones; and 4) changing speed limit for 2 speed zones.

These recommendations are to ensure compliance with CVC in regards to prima facie speed limits. Furthermore, as required by CVC, these recommendations are made on the basis of the E&TS that were performed in accordance with the established traffic engineering practices.

**Financial Considerations:** No additional City funds are requested. The costs associated for staff to perform the speed surveys, and manufacturing and installation of speed limit signs are included in the operating budget for the Department of Transportation.

**Emerging Small Business Development (ESBD):** Any goods and services will be procured in accordance with established City policy.

Respectfully Submitted by: Hector Barron  
Hector Barron  
City Traffic Engineer

Approved by: Jerry Way  
Jerry Way  
Director of Transportation

Recommendation Approved:

Ray Kerridge  
Ray Kerridge  
for City Manager

**Table of Contents:**

Report	pg. 1
<b>Attachments</b>	
1 Background Information	pg. 4
2 Summary of Engineering and Traffic Surveys	pg. 6
3 Description for Each Proposed Speed Limit	pg. 11
4 Engineering and Traffic Surveys	pg. 19
5 List from Previously Adopted Resolution No. 2007-638 for Citywide Speed Limits with Changes Corresponding to the Proposed Re-established and Changed Speed Limits	pg. 65
6 Resolution	pg. 75
Exhibit A: Summary of Resolution's Engineering and Traffic Surveys	pg. 77
Exhibit B: Resolution's Speed Limits	pg. 82

**Attachment 1****BACKGROUND INFORMATION:**

1. Speed limits in California are governed by sections 32, 627, 22348 through 22413, 40802, and 40803 of the California Vehicle Code (CVC),. According to CVC Section 40802 ("Speed Traps"), a section of a highway or street is a "speed trap" if the prima facie speed limit is not justified by an Engineering and Traffic Survey (E&TS) performed within the specified time period, and enforcement of the speed limit involves the use of radar or other electronic device for measuring the speed of moving objects. Under CVC Section 40803 ("Speed Trap Evidence"), the evidence of a speeding violation based on a speed trap is inadmissible in court. This could result in the inability to prosecute violators of the speed limit. In view of this, the prima facie speed limits on various streets of the City must be determined and established on the basis of the E&TS. Conducting the E&TS for establishing speed limits is governed by the CVC, and the California Manual on Uniform Traffic Control Devices (MUTCD). When a speed limit is posted on the basis of E&TS, it should be established using the 85<sup>th</sup> percentile speed of free-flowing traffic. Since the E&TS' are usually valid for a period of 7 years, the City must update the E&TS' for the existing speed zones prior to their expiration date. Additionally, the City is required to reevaluate the speed limits on segments of the roadways that have undergone a significant change in roadway characteristics or surrounding land uses.
2. In order to ensure compliance with the requirements set forth in the CVC, the E&TS' have been performed for 27 speed zones on various streets of the City. These 27 speed zones include:
  - (I) Re-establishing speed limit for 20 speed zones;
  - (II) Changing boundary for 2 speed zones;
  - (III) Changing boundary and / or speed limit for 3 speed zones; and
  - (IV) Changing speed limit for 2 speed zones.

A summary of the 85<sup>th</sup> percentile and proposed speed limits based on an E&TS for each of these 27 speed zones is presented in Attachment 2.

3. The E&TS for justifying the proposed speed limits were performed in accordance with the requirements set forth in to CVC, California MUTCD, and established traffic engineering practices.

A brief discussion for each of the proposed speed limits is presented in Attachment 3; and the copies of the E&TS are presented in Attachment 4.

4. Based on the background information presented herein, this report recommends that the City Council adopt a Resolution approving re-establishing and changing speed limits on the above mentioned 27 speed zones.

5. The previously adopted Council Resolution No. 2007-638 for the Citywide posted speed limits will need to be rescinded and superseded with a new Resolution in order to incorporate the re-established and changed speed limits for the above referenced 27 speed zones.

Attachment 5 presents the list from previously adopted Council Resolution No. 2007-638 for Citywide posted speed limits. The changes reflecting re-established and changed speed limits that are recommended herein for City Council approval are also shown in this list.

6. A list of Citywide speed limits that is recommended to be adopted as part of a new City Council Resolution is presented in Attachment 6.

Attachment 2: Summary of Engineering and Traffic Surveys

(A) Re-establishing Existing Speed Limits

No.	Page #	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justification
1	12	12th Street	North B St & F St	30	27.9	30	1,3	
2	22	21st Avenue	Franklin Blvd & Martin Luther King Jr Blvd	30	30.3	30	5	
3	23-26	21st Avenue	Stockton Blvd & 79th St	35	36.3	35	5,6	
4	42	30th Street	C St & T St	30	32.1	30	3,4	
5	56	49th Street	V St & Broadway	35	34.2	35	5	
6	70 - 72	Alhambra Blvd	C St & Broadway	30	31.6	30	3,4,5	
7	122	C St	11th St & 29th St	30	31.8	30	1,3	
8	172	El Camino Avenue	Del Paso Blvd & Ethan wy	35	41.8	35	2,3	NBL, UX
9	237-239	G St	7th St & Alhambra Blvd	30	31.9	30	1,3	
10	251-252	Grand Avenue	Norwood Av & Talent St	35	35.6	35	2	
11	253-254	Greenhaven Drive	Riverside Blvd & Florin Rd	35	40.4	35	4	SC, UUX, UX
12	255-256	Greenhaven Drive	Florin Rd & Pocket Rd	35	39.9	35	7	PD
13	303	Lemon Hill Avenue	City Limit & Stockton Blvd	35	33.4	35	6	
14	337	North B Street	Bannon St & North 16th St	35	39.2	35	1	NBL, SH, UX
15	383-385	Riverside Boulevard	Broadway & 43rd Av	35	38.7	35	4	NBL, PR, SC, UUX, USX, UX
16	386-387	Riverside Boulevard	43rd Av & Pocket Rd	40	43.8	40	4,7	HC, UUX
17	395	San Juan Road	City Limit & Northgate Blvd	45	42.8	45	1	
18	396	San Juan Road	Northgate Blvd & western Av	40	42.9	40	1,2	AZ
19	438	w El Camino Avenue	Northgate Blvd & E Levee Rd	30	33.4	30	1	VC
20	444	Winters Street	North Av (N) & Grand Av	35	37.3	35	2	

Justification key (SEE PAGE 10)

**Attachment 2: Summary of Engineering and Traffic Surveys**

(B) Changing Boundary for Existing Speed Zones

No.	Page #	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justification
1	157	Del Paso Blvd Existing Proposed	<del>Arden Wy &amp; Globe Av</del> Arden Wy & 650' SW of Globe Av	35	39	35	2 3, 6	HC, UX
2	372	Redding Avenue Existing Proposed	<del>Rt 50 &amp; 850' N of San Joaquin St</del> Q St & 850' N of San Joaquin St	30	33.4	30		NBL, SH, NSW

Justification Key (SEE PAGE 10)

**Attachment 2: Summary of Engineering and Traffic Surveys**

(C) Changing Boundary and / or Lowering Speed Limits for Existing Speed Zones

No.	Page #	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justification
1	27 -28	21st St Existing Proposed	<del>N St &amp; Broadway</del> N St & W St	30	34.7	30	3, 4	UUX, UX
2	29	21st St Existing Proposed	<del>Broadway &amp; Freeport Blvd</del> W St & Freeport Blvd	35	30	25	4, 5	NBL, UUX, UX
3	123	C St	<del>Alhambra Blvd &amp; 35th St</del> 30th St to 35th St	30	30.6	25	3	UUX, UX

Justification Key (SEE PAGE 10)

**Attachment 2: Summary of Engineering and Traffic Surveys**

(D) Lowering Speed Limits for Existing Speed Zones

No.	Page #	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justification
1	4	2 <sup>nd</sup> Avenue	Stockton Blvd & 49 <sup>th</sup> St	35	29.7	30	5	
2	218	Freeport Blvd	Broadway & 21 <sup>st</sup> St	30	32.1	25	4	HC, UUX

Justification Key (SEE PAGE 10)

**Attachment 2: Summary of Engineering and Traffic Surveys**

Justification Key

AP = Angle Point	NSW = No Sidewalk	USX = Uncontrolled School Xing
AZ = Adjacent Speed Zone	PD = Pedestrians Safety	UUX = Uncontrolled, Unmarked Xing
HC = Horizontal Curve	PR = Park	UX = Uncontrolled Xing
NBL = No Bike Lanes/Narrow Bike Lanes	SC = School	VC = Vertical Curve
NL/NR = Narrow Lanes/Rdway	SH = No Shoulder/Narrow Shoulder	VS = Visibility

**Attachment 3****DESCRIPTION FOR EACH PROPOSED SPEED LIMIT:****(A) Re-establishing Existing Speed Limits**

- 1) **12<sup>th</sup> Street (North B St to F St)**: The Engineering and Traffic Survey (E&TS) indicated that the 85<sup>th</sup> percentile speed is 27.9 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 30 mph.
- 2) **21<sup>st</sup> Avenue (Franklin Blvd to Martin Luther King Jr. Blvd)**: The E&TS indicated that the 85<sup>th</sup> percentile speed is 30.3 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 30 mph.
- 3) **21<sup>st</sup> Avenue (Stockton Blvd to 79<sup>th</sup> St)**: The E&TS indicated that the average 85<sup>th</sup> percentile speed is 36.3 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 35 mph.
- 4) **30<sup>th</sup> Street (C St to T St)**: The E&TS indicated that the 85<sup>th</sup> percentile speed is 32.1 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 30 mph.
- 5) **49<sup>th</sup> Street (V St to Broadway)**: The E&TS indicated that the 85<sup>th</sup> percentile speed is 34.2 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 35 mph.
- 6) **Alhambra Boulevard (C St to Broadway)**: The E&TS indicated that the average 85<sup>th</sup> percentile speed is 31.6 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 30 mph.
- 7) **C Street (11<sup>th</sup> St to 29<sup>th</sup> St)**: The E&TS indicated that the 85<sup>th</sup> percentile speed is 31.8 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 30 mph.
- 8) **El Camino Avenue (Del Paso Blvd to Ethan Wy)**: The E&TS indicated that the 85<sup>th</sup> percentile speed is 41.8 mph. This arterial roadway is characterized by heavy traffic volumes, and the pedestrian activity at multiple intersections along the corridor (Del Paso Blvd/Rio Linda Blvd, Empress St, Clay St, and Ethan Wy). The pedestrian crossings at the intersections with Empress St, and Clay St are uncontrolled. Although, this roadway is on the City's Bikeway Master Plan (BMP) (On-Street / Class II), there are no bike lanes for major portions; additionally, the existing bike lanes on some of the segments are narrow.

Therefore, considering the pedestrian and bicyclist safety, this speed zone should be re-established at 35 mph.

- 9) **G Street (7<sup>th</sup> St to Alhambra Blvd)**: The E&TS indicated that the average 85<sup>th</sup> percentile speed is 31.9 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 30 mph.
- 10) **Grand Avenue (Norwood AV to Talent St)**: The E&TS indicated that the average 85<sup>th</sup> percentile speed is 35.6 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 35 mph.
- 11) **Greenhaven Drive (Riverside Blvd to Florin Rd)**: The E&TS indicated that the average 85<sup>th</sup> percentile speed is 40.4 mph. There is a school between Greenway Cir and Park Vista Cir. Furthermore, there are uncontrolled, unmarked pedestrian crossings at the intersections with Trestleglen Wy, Starglow Cir (north and south), Greenway Cir (north and south), Greenstar Wy, and Parkshore Cir. There is also an uncontrolled pedestrian crossing at Starlit Cir. Additionally, there are horizontal curves along major portions of this roadway.

Therefore, considering the roadway characteristics, and the pedestrian safety, this speed zone should be re-established at 35 mph.

- 12) **Greenhaven Drive (Florin Rd to Pocket Rd)**: The E&TS indicated that the average 85<sup>th</sup> percentile speed is 39.9 mph. This speed zone is characterized by the curved alignment, and the pedestrian activity due to: (i) commercial / retail centers at intersections with Florin Rd, Corporate Wy, Parkcity Wy, and Pocket Rd; and (ii) the community center near the intersection with Parkcity Wy.

Therefore considering the roadway characteristics, and the pedestrian safety, this speed zone should be re-established at 35 mph.

- 13) **Lemon Hill Avenue (City Limit to Stockton Blvd)**: The E&TS indicated that the 85<sup>th</sup> percentile speed is 33.4 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 35 mph.

- 14) **North B Street (Bannon St to North 16<sup>th</sup> St)**: The E&TS indicated that the 85<sup>th</sup> percentile speed is 39.2 mph. This roadway is characterized by: (i) the presence of pedestrians and bicyclists due to the businesses along the corridor between N 16<sup>th</sup> St and N 12<sup>th</sup> St, and other organizations like Salvation Army, Fish and Loaves etc in the vicinity; (ii) uncontrolled bike and ped crossing at Ahern St; and (iii) uncontrolled pedestrian crossing at N 10<sup>th</sup> St.

Although, this roadway is on the City's Bikeway Master Plan, there are no bike lanes for major portions. West of N 7<sup>th</sup> St, there are no frontage improvements requiring bicyclists to use the travel lanes with narrow / no shoulders.

Therefore, considering the roadway conditions, and pedestrian and bicyclist safety, this speed zone should be re-established at 35 mph.

- 15) Riverside Boulevard (Broadway to 43<sup>rd</sup> Av):** The E&TS indicated that the average 85<sup>th</sup> percentile speed is 38.7 mph. Landuses along this roadway are characterized by predominantly residential developments, in addition to a school and a park between 11<sup>th</sup> Av and 12<sup>th</sup> Av; the pedestrian crossing for the school being uncontrolled. There are uncontrolled and / or unmarked pedestrian crossings at several intersections along this roadway. Although, this roadway is on the City's Bikeway Master Plan, there are no bike lanes for many segments; and, the existing bike lanes on many of the segments are significantly narrow. There are uncontrolled bicycle crossings at: (i) intersection of Captains Table Rd, and (ii) approximately 500 ft south of 35<sup>th</sup> Av.

Additionally, the major portion of this roadway passes through a number of horizontal curves except for the segments between Broadway and 13th Av.

In view of the above and considering the roadway characteristics, and pedestrian and bicyclist safety, this speed zone should be re-established at 35 mph.

- 16) Riverside Boulevard (43<sup>rd</sup> Av to Pocket Rd):** The E&TS indicated that the average 85<sup>th</sup> percentile speed is 43.8 mph. This speed zone is characterized by the curved alignment, and the pedestrian activity due to: commercial / retail centers at intersections with Florin Rd. The pedestrian crossing at the intersection with Park Riviera Wy is uncontrolled and unmarked.

Therefore considering the roadway characteristics, and the pedestrian safety, this speed zone should be re-established at 40 mph.

- 17) San Juan Road (Northgate Blvd to City Limit):** The E&TS indicated that the 85<sup>th</sup> percentile speed is 42.8 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 45 mph.

- 18) San Juan Road (Silver Eagle Rd to Northgate Blvd):** The E&TS indicated that the 85<sup>th</sup> percentile speed is 42.9 mph. This speed zone is characterized by the pedestrian activity due to commercial / retail centers at the intersection with Northgate Blvd. The adjacent speed zone to the east (Silver Eagle Rd between Western Av & Norwood Av) is posted at 35 mph.

Therefore considering the pedestrian safety, and to ensure the gradual transition between adjacent speed zones, the speed limit on this street should be re-established at 40 mph.

- 19) W El Camino Avenue (Northgate Blvd to E Levee Rd):** The E&TS indicated that the 85<sup>th</sup> percentile speed is 33.4 mph. This speed zone is characterized by the pedestrian activity due to commercial / retail centers at the intersection with Northgate Blvd, and the residential development between Northgate Blvd and E Levee Rd. The roadway passes through the vertical curve at Steelhead Creek overcrossing.

Therefore considering the roadway characteristics, and the pedestrian safety,

this speed zone should be re-established at 30 mph.

20) **Winters Street (North Av to Grand Av):** The E&TS indicated that the 85<sup>th</sup> percentile speed is 37.3 mph. The 85<sup>th</sup> percentile speed data indicate that this street should be posted at 35 mph.

**(B) Changing Boundary for Existing Speed Zones**

1) **Del Paso Boulevard:** As per the current Resolution for speed limits, various speed zones for Del Paso Blvd are as mentioned below:

- Del Paso Blvd between Astoria St and Arcade Blvd
- Del Paso Blvd between Arcade Blvd and Marysville Blvd
- Del Paso Blvd between Marysville Blvd and El Camino Av
- Del Paso Blvd between El Camino Av and Arden Wy
- Del Paso Blvd between Arden Wy and Globe Av

Thus, the segment of Del Paso Blvd between Globe Av and the signalized intersection located approximately 650'± southwest of Globe Av is not included in to the Resolution for speed limits. It is therefore recommended to extend the limit of the existing speed zone as mentioned into the Table below in order to incorporate the subject segment of Del Paso Blvd in to the Resolution for Speed Limits. A brief explanation of the proposed speed limit is also presented after the table.

Surveyed Street	Speed Zone Segment Bounded by these Streets	Posted Speed (mph)	85 <sup>th</sup> % Speed (mph)	Proposed Speed (mph)
Del Paso Boulevard	<u>Existing:</u>			
	<del>Arden Wy and Globe Av</del>	35		
	<u>Proposed:</u>			
	Arden Wy and 650'± southwest of Globe Av		39	35

**Explanation for the Proposed Speed Limit:**

**Del Paso Blvd (Arden Wy to 650'± southwest of Globe Av):** The E&TS indicated that the 85<sup>th</sup> percentile speed is 39 mph. This speed zone is along the light rail corridor with a light rail station near Globe Av intersection. There is a significant pedestrian activity due to light rail as well as commercial

developments along the corridor. There are uncontrolled, pedestrian crossings at the intersections with Globe Av, and South Gate Rd. Additionally, there is a horizontal curve between the SR 160 on/off ramps and the signalized intersection located approximately 650'± southwest of Globe Av.

Therefore, considering the roadway characteristics, and pedestrian and bicyclist safety, this speed zone should be posted at 35 mph.

- 2) **Redding Avenue:** Currently, the limit of the speed zone for Redding Avenue is between Route 50 and 850' N of San Joaquin St; the segment between Route 50 and Q Street is not included in to the Resolution for speed limits. It is therefore recommended to change the limit of the existing speed zone as mentioned into the Table below in order to incorporate the segment of Redding Av between Route 50 and Q Street in to the Resolution for Speed Limits. A brief explanation of the proposed speed limit is also presented after the table.

Surveyed Street	Speed Zone Segment Bounded by these Streets	Posted Speed (mph)	85 <sup>th</sup> % Speed (mph)	Proposed Speed (mph)
Redding Avenue	<u>Existing:</u>			
	<del>Rt 50 and 850' N of San Joaquin St</del>	<del>30</del>		
	<u>Proposed:</u>			
	Q St and 850' N of San Joaquin St		33.4	30

**Explanation for the Proposed Speed Limit:**

**Redding Avenue (Q St to 850' N of San Joaquin St):** The E&TS indicated that the 85<sup>th</sup> percentile speed is 33.4 mph. This roadway is characterized by a mix of single family as well as multi family residential and industrial developments. This roadway serves as one of the major bike and pedestrian corridor due to the proximity of 65<sup>th</sup> Street transit center. However, there are no sidewalks on major portions, and there are no bike lanes on the entire length. Additionally, there are horizontal curves with narrow pavements and unpaved narrow shoulders for the segment between Q St and US 50 undercrossing; this segment is also being used by large trucks.

In view of the above and considering the roadway characteristics, and pedestrian and bicyclist safety, this speed zone should be re-established at 30 mph.

**(C) Changing Boundary and / or Lowering Speed Limits for Existing Speed Zones**

1) **21<sup>st</sup> Street:** As per the current Resolution for speed limits, the speed zones for 21<sup>st</sup> St between N St and Freeport Blvd are as mentioned below:

- 21<sup>st</sup> St between N St and Broadway
- 21<sup>st</sup> St between Broadway and Freeport Blvd

The segments of 21<sup>st</sup> St between Freeport Blvd and W St have been converted from one way northbound to two-way. Additionally, the segments between W St and N St have been converted from 3-lanes northbound (NB) and on-street parking to 2-lanes NB, bike lanes and on-street parking. It is therefore recommended to change the existing speed zones as mentioned into the Table below in order to match with the changes in the roadway characteristics. A brief explanation of the proposed speed limits is also presented after the table.

Surveyed Street	Speed Zone Segment Bounded by these Streets	Posted Speed (mph)	85 <sup>th</sup> % Speed (mph)	Proposed Speed (mph)
21 <sup>st</sup> Street	<b><u>Existing:</u></b>			
	<del>N St and Broadway</del>	<del>30</del>		
	<del>Broadway and Freeport Blvd</del>	<del>35</del>		
	<b><u>Proposed:</u></b>			
	N St and W St		34.3	30
	W St and Freeport Blvd			30

**Explanation for the Proposed Speed Limits:**

**21<sup>st</sup> St (N St to W St):** The E&TS indicated that the average 85<sup>th</sup> percentile speed is 34.7 mph. This roadway is characterized by the commercial, office and residential developments along the corridor. There are uncontrolled and / or unmarked pedestrian crossings at the intersections with O St, V St, and U St.

Therefore, considering the pedestrian safety, this speed zone should be posted at 30 mph.

**21<sup>st</sup> St (W St to Freeport Blvd):** This speed zone is currently posted at 35 mph. The E&TS indicated that the 85<sup>th</sup> percentile speed is 30 mph. There is significant pedestrian activity on this roadway due to the light rail station and bus stop near the intersection of Freeport Blvd as well as due to the residential

developments along the corridor. There is a bus stop on east side of the intersection of 1<sup>st</sup> Av with an uncontrolled, unmarked pedestrian crossing. Furthermore, there are no on-street bike lanes at multiple locations.

Therefore, considering the pedestrian and bicyclist safety, this speed zone should be posted at 25 mph.

2) **C Street:** As per the current Resolution for speed limits, various speed zones for C St are as mentioned below:

- C St between 11<sup>th</sup> St and 29<sup>th</sup> St
- C St between Alhambra Blvd and 35<sup>th</sup> St
- C St between 35<sup>th</sup> St and Elvas Av

Thus, the segment of C St between 30<sup>th</sup> St and Alhambra Blvd is not included in to the Resolution for speed limits. It is therefore recommended to change the existing speed zones as mentioned into the Table below in order to incorporate the segment of C St between 30<sup>th</sup> St and Alhambra Blvd. A brief explanation of the proposed speed limits is also presented after the table.

Surveyed Street	Speed Zone Segment Bounded by these Streets	Posted Speed (mph)	85 <sup>th</sup> % Speed (mph)	Proposed Speed (mph)
C Street	<u>Existing:</u>			
	<del>Alhambra Blvd and 35<sup>th</sup> St</del>	<del>30</del>		
	<u>Proposed:</u>			
	30 <sup>th</sup> St and 35 <sup>th</sup> St		30.6	25

**Explanation for the Proposed Speed Limits:**

**C Street (30<sup>th</sup> St to 35<sup>th</sup> St):** The Engineering and Traffic Survey indicated that the 85<sup>th</sup> percentile speed is 30.6 mph. Landuses along this speed zone comprise of a mix of residential and industrial developments. The roadway between Alhambra Blvd and 33<sup>rd</sup> St is narrow (31 ft ±) and has on street parking on both sides of the street. Additionally, there are uncontrolled and / or unmarked pedestrian crossings at the intersections with 32<sup>nd</sup> St, 33<sup>rd</sup> St, and 35<sup>th</sup> St.

Therefore, considering the roadway characteristics and pedestrian safety, this speed zone should be posted at 25 mph.

**(D) Lowering Speed Limits for Existing Speed Zones**

- 1) **2<sup>nd</sup> Avenue (Broadway to 21<sup>st</sup> Street)**: This speed zone is currently posted at 35 mph. The E&TS indicated that the 85<sup>th</sup> percentile speed is 29.7 mph. Therefore, based on 85<sup>th</sup> percentile speed, it is recommended to lower the speed limit for this speed zone to 30 mph.
  
- 2) **Freeport Boulevard (Broadway to 21<sup>st</sup> Street)**: This speed zone is currently posted at 30 mph. The E&TS indicated that the 85<sup>th</sup> percentile speed is 32.1 mph. There is significant pedestrian activity on this roadway due to: (i) light rail station and bus stop, and businesses near the intersection of 21<sup>st</sup> St, (ii) residential developments along the corridor. There are uncontrolled and / or unmarked pedestrian crossings at majority of the intersections along this street. Additionally, there is a horizontal curve at the southern end of this roadway.

Therefore, considering the roadway characteristic, and pedestrian safety, this speed zone should be posted at 25 mph.

**Attachment 4**

**Engineering and Traffic Surveys**

**Part (A): Re-establishing Existing Speed Limits**

City of Sacramento Engineering Survey for Speed Limits 12TH STREET											
Speed Zone: N B STREET to F STREET											
Survey Location: Between C St and D St											
Survey Date: 9/13/2007		Start Time: 2:00	End Time: 2:30								
Expiration Date: 9/13/2014											
Weather: clear											
Observer: LoAnna Hernandez		Radar Serial No. AD1224									
Speed of Vehicle (MPH)	No.	%	SUM %								
55 and over	0	0.0%	100%								
54	0	0.0%	100.0								
53	0	0.0%	100.0								
52	0	0.0%	100.0								
51	0	0.0%	100.0								
50	0	0.0%	100.0								
49	0	0.0%	100.0								
48	0	0.0%	100.0								
47	0	0.0%	100.0								
46	0	0.0%	100.0								
45	0	0.0%	100.0								
44	0	0.0%	100.0								
43	0	0.0%	100.0								
42	0	0.0%	100.0								
41	0	0.0%	100.0								
40	0	0.0%	100.0								
39	0	0.0%	100.0								
38	0	0.0%	100.0								
37	1	0.9%	100.0								
36	0	0.0%	99.1%								
35	0	0.0%	99.1%								
34	0	0.0%	99.1%								
33	2	1.8%	99.1%								
32	0	0.0%	97.3%								
31	5	4.4%	97.3%								
30	4	3.5%	92.9%								
29	4	3.5%	89.4%								
28	10	8.8%	85.8%								
27	11	9.7%	77.0%								
26	12	10.6%	67.3%								
25	16	14.2%	56.6%								
24	10	8.8%	42.5%								
23	14	12.4%	33.6%								
22	10	8.8%	21.2%								
21	4	3.5%	12.4%								
20	7	6.2%	8.8%								
19	3	2.7%	2.7%								
18	0	0.0%	0.0%								
17	0	0.0%	0.0%								
16	0	0.0%	0.0%								
15 and below	0	0.0%	0.0%								
<b>Total</b>	<b>113</b>	<b>100.0</b>									
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005 Accidents = 2</td> <td style="width: 25%;">Due to Speeding = 0</td> <td style="width: 25%;"></td> <td style="width: 25%;"></td> </tr> <tr> <td>2006 Accidents = 10</td> <td>Due to Speeding = 1</td> <td></td> <td></td> </tr> </table>				2005 Accidents = 2	Due to Speeding = 0			2006 Accidents = 10	Due to Speeding = 1		
2005 Accidents = 2	Due to Speeding = 0										
2006 Accidents = 10	Due to Speeding = 1										
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><b>Certifying Engineer</b> Signature _____</td> <td style="width: 50%;">                     Posted Speed: 30                      85 % Speed: 28 (27.9)                      Average Speed: 25.2                      Average Daily Traffic:                      Date of ADT: 9/26/2007   <b>Roadside Conditions</b>   <b>Predominant Land Use</b>                      Single Family Residential <input type="checkbox"/>                      Multi-Family Residential <input type="checkbox"/>                      Commercial <input type="checkbox"/>                      Office <input checked="" type="checkbox"/>                      Industrial <input type="checkbox"/>                      Park or School (P, S, B) <input type="checkbox"/>                      Comments:   <b>On Street Parking</b>                       Heavy <input type="checkbox"/>                      Moderate <input type="checkbox"/>                      Light <input type="checkbox"/>                      No Parking <input checked="" type="checkbox"/>                      Comments:   <b>Roadway Geometry</b>                       Segment Length (feet) 2550                      Width                      Median none                      No. of Lanes 4 SB (1-WAY)                       Curves <input type="checkbox"/>                      Straightaway <input checked="" type="checkbox"/>                      Bike Lanes <input type="checkbox"/>                      Visibility Fair                 </td> </tr> </table>				<b>Certifying Engineer</b> Signature _____	Posted Speed: 30 85 % Speed: 28 (27.9) Average Speed: 25.2 Average Daily Traffic: Date of ADT: 9/26/2007  <b>Roadside Conditions</b>  <b>Predominant Land Use</b> Single Family Residential <input type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Office <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Park or School (P, S, B) <input type="checkbox"/> Comments:  <b>On Street Parking</b>  Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input type="checkbox"/> No Parking <input checked="" type="checkbox"/> Comments:  <b>Roadway Geometry</b>  Segment Length (feet) 2550 Width Median none No. of Lanes 4 SB (1-WAY)  Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input type="checkbox"/> Visibility Fair						
<b>Certifying Engineer</b> Signature _____	Posted Speed: 30 85 % Speed: 28 (27.9) Average Speed: 25.2 Average Daily Traffic: Date of ADT: 9/26/2007  <b>Roadside Conditions</b>  <b>Predominant Land Use</b> Single Family Residential <input type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Office <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Park or School (P, S, B) <input type="checkbox"/> Comments:  <b>On Street Parking</b>  Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input type="checkbox"/> No Parking <input checked="" type="checkbox"/> Comments:  <b>Roadway Geometry</b>  Segment Length (feet) 2550 Width Median none No. of Lanes 4 SB (1-WAY)  Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input type="checkbox"/> Visibility Fair										

Notes:  
Signals @ N B St, C St, D St, E St, F St; RR Xing btwn North B St & C St; Light Rail runs along road in the far left lane. Road width varies 56 - 66 feet.

City of Sacramento			
Engineering Survey for Speed Limits			
21ST AVENUE			
Speed Zone: FRANKLIN BOULEVARD to MARTIN LUTHER KING JR BOULEVARD			
Survey Location: Between 34th St and 36th St			
Survey Date: 9/19/2007		Start Time: 10:20	End Time: 10:53
Expiration Date: 9/19/2014			
Weather: Cloudy		Radar Serial No. DS 13825	
Observer: Tara Barretto			
Speed of Vehicle (MPH)	No.	%	SUM %
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	0	0.0%	100.0
44	0	0.0%	100.0
43	0	0.0%	100.0
42	0	0.0%	100.0
41	0	0.0%	100.0
40	0	0.0%	100.0
39	0	0.0%	100.0
38	1	1.0%	100.0
37	2	2.0%	99.0%
36	2	2.0%	97.1%
35	1	1.0%	95.1%
34	1	1.0%	94.1%
33	2	2.0%	93.1%
32	2	2.0%	91.2%
31	6	5.9%	89.2%
30	5	4.9%	83.3%
29	5	4.9%	78.4%
28	7	6.9%	73.5%
27	9	8.8%	66.7%
26	11	10.8%	57.8%
25	15	14.7%	47.1%
24	9	8.8%	32.4%
23	6	5.9%	23.5%
22	5	4.9%	17.6%
21	7	6.9%	12.7%
20	4	3.9%	5.9%
19	2	2.0%	2.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>102</b>	<b>100.0</b>	
2005	Accidents = 1	Due to Speeding = 1	
2006	Accidents = 1	Due to Speeding = 0	

Notes:

City of Sacramento Engineering Survey for Speed Limits 21ST AVENUE			
Speed Zone: STOCKTON BOULEVARD to 79TH STREET			
Survey Location: Between 62nd St and 63rd St (For Eastbound)			
Survey Date: 9/19/2007		Start Time: 9:30	End Time: 10:11
Expiration Date: 9/19/2014			
Weather: Cloudy		Radar Serial No. DS 13825	
Observer: Tara Barretto			
Speed of Vehicle (MPH)	No.	%	SUM %
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	0	0.0%	100.0
44	0	0.0%	100.0
43	0	0.0%	100.0
42	0	0.0%	100.0
41	0	0.0%	100.0
40	0	0.0%	100.0
39	3	3.0%	100.0
38	4	4.0%	97.0%
37	4	4.0%	93.0%
36	7	7.0%	89.0%
35	9	9.0%	82.0%
34	7	7.0%	73.0%
33	9	9.0%	66.0%
32	12	12.0%	57.0%
31	10	10.0%	45.0%
30	9	9.0%	35.0%
29	9	9.0%	26.0%
28	7	7.0%	17.0%
27	5	5.0%	10.0%
26	3	3.0%	5.0%
25	2	2.0%	2.0%
24	0	0.0%	0.0%
23	0	0.0%	0.0%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>100</b>	<b>100.0</b>	
Posted Speed: 35 85 % Speed: 35 (35.4) Average Speed: 32.0 Average Daily Traffic: 3982 Date of ADT: 9/25/2007			
<b>Roadside Conditions</b>			
<i>Predominant Land Use</i>			
Single Family Residential		<input checked="" type="checkbox"/>	
Multi-Family Residential		<input type="checkbox"/>	
Commercial		<input type="checkbox"/>	
Office		<input type="checkbox"/>	
Industrial		<input type="checkbox"/>	
Park or School (P, S, B)		P	
Comments:			
<b>On Street Parking</b>			
Heavy		<input type="checkbox"/>	
Moderate		<input type="checkbox"/>	
Light		<input checked="" type="checkbox"/>	
No Parking		<input type="checkbox"/>	
Comments:			
<b>Roadway Geometry</b>			
Segment Length (feet)		9380	
Width		32	
Median		Yes (Raised)	
No. of Lanes		1 (E/B)	
Curves		<input checked="" type="checkbox"/>	
Straightaway		<input checked="" type="checkbox"/>	
Bike Lanes		<input checked="" type="checkbox"/>	
Visibility		Fair	
2005 Accidents = 0      Due to Speeding = 0 2006 Accidents = 1      Due to Speeding = 0			
<b>Certifying Engineer</b> Signature _____			

Notes:

City of Sacramento			
Engineering Survey for Speed Limits			
21ST AVENUE			
Speed Zone: STOCKTON BOULEVARD to 79TH STREET			
Survey Location: Between 62nd St and 63rd St (For Westbound)			
Survey Date: 9/18/2007		Start Time: 13:49	
		End Time: 14:12	
Expiration Date: 9/18/2014			
Weather: Clear			
Observer: Tara Barretto		Radar Serial No. DS 13825	
<b>Speed of Vehicle (MPH)</b>	<b>No.</b>	<b>%</b>	<b>SUM %</b>
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	0	0.0%	100.0
44	0	0.0%	100.0
43	0	0.0%	100.0
42	0	0.0%	100.0
41	0	0.0%	100.0
40	0	0.0%	100.0
39	1	1.0%	100.0
38	0	0.0%	99.0%
37	1	1.0%	99.0%
36	3	3.0%	98.0%
35	9	9.0%	95.0%
34	14	14.0%	86.0%
33	16	16.0%	72.0%
32	10	10.0%	56.0%
31	5	5.0%	46.0%
30	9	9.0%	41.0%
29	5	5.0%	32.0%
28	5	5.0%	27.0%
27	6	6.0%	22.0%
26	6	6.0%	16.0%
25	4	4.0%	10.0%
24	5	5.0%	6.0%
23	1	1.0%	1.0%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>100</b>	<b>100.0</b>	

  

2005 Accidents = 0      Due to Speeding = 0 2006 Accidents = 2      Due to Speeding = 1	<p><b>Posted Speed: 35</b>  <b>85 % Speed: 34 (33.9)</b>  <b>Average Speed: 30.9</b>  <b>Average Daily Traffic: 4198</b>  <b>Date of ADT: 9/25/2007</b></p> <p><b><u>Roadside Conditions</u></b></p> <p><b><i>Predominant Land Use</i></b></p> Single Family Residential <input checked="" type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Office <input type="checkbox"/> Industrial <input type="checkbox"/> Park or School (P, S, B) <input checked="" type="checkbox"/> S Comments:
	<p><b><i>On Street Parking</i></b></p> Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input checked="" type="checkbox"/> No Parking <input type="checkbox"/> Comments:
	<p><b><i>Roadway Geometry</i></b></p> Segment Length (feet) 9447 Width 32 Median Yes (Raised) No. of Lanes 1 (W/B) Curves <input checked="" type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input checked="" type="checkbox"/> Visibility Fair

  

<b>Certifying Engineer</b>
Signature _____

Notes:

<b>City of Sacramento</b> Engineering Survey for Speed Limits 21ST AVENUE Speed Zone: STOCKTON BOULEVARD to 79TH STREET Survey Location: Between 69th St and 71st St (For Eastbound) Survey Date: 9/13/2007      Start Time: 9:00      End Time: 9:45 Expiration Date: 9/13/2014 Weather: Clear Observer: Tara Barretto      Radar Serial No. DS 13825																																																																																																																																																																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Speed of Vehicle (MPH)</th> <th style="text-align: center;">No.</th> <th style="text-align: center;">%</th> <th style="text-align: center;">SUM %</th> </tr> </thead> <tbody> <tr><td>55 and over</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100%</td></tr> <tr><td>54</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>53</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>52</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>51</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>50</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>49</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>48</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>47</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>46</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>45</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>44</td><td style="text-align: center;">1</td><td style="text-align: center;">1.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>43</td><td style="text-align: center;">2</td><td style="text-align: center;">2.0%</td><td style="text-align: center;">99.0%</td></tr> <tr><td>42</td><td style="text-align: center;">1</td><td style="text-align: center;">1.0%</td><td style="text-align: center;">97.0%</td></tr> <tr><td>41</td><td style="text-align: center;">1</td><td style="text-align: center;">1.0%</td><td style="text-align: center;">96.0%</td></tr> <tr><td>40</td><td style="text-align: center;">3</td><td style="text-align: center;">3.0%</td><td style="text-align: center;">95.0%</td></tr> <tr><td>39</td><td style="text-align: center;">5</td><td style="text-align: center;">5.0%</td><td style="text-align: center;">92.0%</td></tr> <tr><td>38</td><td style="text-align: center;">5</td><td style="text-align: center;">5.0%</td><td style="text-align: center;">87.0%</td></tr> <tr><td>37</td><td style="text-align: center;">5</td><td style="text-align: center;">5.0%</td><td style="text-align: center;">82.0%</td></tr> <tr><td>36</td><td style="text-align: center;">13</td><td style="text-align: center;">13.0%</td><td style="text-align: center;">77.0%</td></tr> <tr><td>35</td><td style="text-align: center;">7</td><td style="text-align: center;">7.0%</td><td style="text-align: center;">64.0%</td></tr> <tr><td>34</td><td style="text-align: center;">11</td><td style="text-align: center;">11.0%</td><td style="text-align: center;">57.0%</td></tr> <tr><td>33</td><td style="text-align: center;">7</td><td style="text-align: center;">7.0%</td><td style="text-align: center;">48.0%</td></tr> <tr><td>32</td><td style="text-align: center;">9</td><td style="text-align: center;">9.0%</td><td style="text-align: center;">39.0%</td></tr> <tr><td>31</td><td style="text-align: center;">6</td><td style="text-align: center;">6.0%</td><td style="text-align: center;">30.0%</td></tr> <tr><td>30</td><td style="text-align: center;">6</td><td style="text-align: center;">6.0%</td><td style="text-align: center;">24.0%</td></tr> <tr><td>29</td><td style="text-align: center;">4</td><td style="text-align: center;">4.0%</td><td style="text-align: center;">18.0%</td></tr> <tr><td>28</td><td style="text-align: center;">7</td><td style="text-align: center;">7.0%</td><td style="text-align: center;">14.0%</td></tr> <tr><td>27</td><td style="text-align: center;">2</td><td style="text-align: center;">2.0%</td><td style="text-align: center;">7.0%</td></tr> <tr><td>26</td><td style="text-align: center;">3</td><td style="text-align: center;">3.0%</td><td style="text-align: center;">5.0%</td></tr> <tr><td>25</td><td style="text-align: center;">2</td><td style="text-align: center;">2.0%</td><td style="text-align: center;">2.0%</td></tr> <tr><td>24</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>23</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>22</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>21</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>20</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>19</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>18</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>17</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>16</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>15 and below</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>100</b></td> <td style="text-align: center;"><b>100.0</b></td> <td></td> </tr> </tbody> </table>	Speed of Vehicle (MPH)	No.	%	SUM %	55 and over	0	0.0%	100%	54	0	0.0%	100.0	53	0	0.0%	100.0	52	0	0.0%	100.0	51	0	0.0%	100.0	50	0	0.0%	100.0	49	0	0.0%	100.0	48	0	0.0%	100.0	47	0	0.0%	100.0	46	0	0.0%	100.0	45	0	0.0%	100.0	44	1	1.0%	100.0	43	2	2.0%	99.0%	42	1	1.0%	97.0%	41	1	1.0%	96.0%	40	3	3.0%	95.0%	39	5	5.0%	92.0%	38	5	5.0%	87.0%	37	5	5.0%	82.0%	36	13	13.0%	77.0%	35	7	7.0%	64.0%	34	11	11.0%	57.0%	33	7	7.0%	48.0%	32	9	9.0%	39.0%	31	6	6.0%	30.0%	30	6	6.0%	24.0%	29	4	4.0%	18.0%	28	7	7.0%	14.0%	27	2	2.0%	7.0%	26	3	3.0%	5.0%	25	2	2.0%	2.0%	24	0	0.0%	0.0%	23	0	0.0%	0.0%	22	0	0.0%	0.0%	21	0	0.0%	0.0%	20	0	0.0%	0.0%	19	0	0.0%	0.0%	18	0	0.0%	0.0%	17	0	0.0%	0.0%	16	0	0.0%	0.0%	15 and below	0	0.0%	0.0%	<b>Total</b>	<b>100</b>	<b>100.0</b>		<p>                     Posted Speed: 35                      85 % Speed: 38 (37.6)                      Average Speed: 33.7                      Average Daily Traffic: 3089                      Date of ADT: 9/25/2007                 </p> <p><b>Roadside Conditions</b></p> <p><i>Predominant Land Use</i></p> <p>                     Single Family Residential <input checked="" type="checkbox"/>                      Multi-Family Residential <input type="checkbox"/>                      Commercial <input type="checkbox"/>                      Office <input type="checkbox"/>                      Industrial <input type="checkbox"/>                      Park or School (P, S, B) <input checked="" type="checkbox"/> S                      Comments:                 </p> <p><i>On Street Parking</i></p> <p>                     Heavy <input type="checkbox"/>                      Moderate <input type="checkbox"/>                      Light <input checked="" type="checkbox"/>                      No Parking <input type="checkbox"/>                      Comments:                 </p> <p><i>Roadway Geometry</i></p> <p>                     Segment Length (feet) 9380                      Width 32                      Median Yes (Raised)                      No. of Lanes 1 (E/B)                      Curves <input checked="" type="checkbox"/>                      Straightaway <input checked="" type="checkbox"/>                      Bike Lanes <input checked="" type="checkbox"/>                      Visibility Fair                 </p>
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																																																																										
55 and over	0	0.0%	100%																																																																																																																																																																										
54	0	0.0%	100.0																																																																																																																																																																										
53	0	0.0%	100.0																																																																																																																																																																										
52	0	0.0%	100.0																																																																																																																																																																										
51	0	0.0%	100.0																																																																																																																																																																										
50	0	0.0%	100.0																																																																																																																																																																										
49	0	0.0%	100.0																																																																																																																																																																										
48	0	0.0%	100.0																																																																																																																																																																										
47	0	0.0%	100.0																																																																																																																																																																										
46	0	0.0%	100.0																																																																																																																																																																										
45	0	0.0%	100.0																																																																																																																																																																										
44	1	1.0%	100.0																																																																																																																																																																										
43	2	2.0%	99.0%																																																																																																																																																																										
42	1	1.0%	97.0%																																																																																																																																																																										
41	1	1.0%	96.0%																																																																																																																																																																										
40	3	3.0%	95.0%																																																																																																																																																																										
39	5	5.0%	92.0%																																																																																																																																																																										
38	5	5.0%	87.0%																																																																																																																																																																										
37	5	5.0%	82.0%																																																																																																																																																																										
36	13	13.0%	77.0%																																																																																																																																																																										
35	7	7.0%	64.0%																																																																																																																																																																										
34	11	11.0%	57.0%																																																																																																																																																																										
33	7	7.0%	48.0%																																																																																																																																																																										
32	9	9.0%	39.0%																																																																																																																																																																										
31	6	6.0%	30.0%																																																																																																																																																																										
30	6	6.0%	24.0%																																																																																																																																																																										
29	4	4.0%	18.0%																																																																																																																																																																										
28	7	7.0%	14.0%																																																																																																																																																																										
27	2	2.0%	7.0%																																																																																																																																																																										
26	3	3.0%	5.0%																																																																																																																																																																										
25	2	2.0%	2.0%																																																																																																																																																																										
24	0	0.0%	0.0%																																																																																																																																																																										
23	0	0.0%	0.0%																																																																																																																																																																										
22	0	0.0%	0.0%																																																																																																																																																																										
21	0	0.0%	0.0%																																																																																																																																																																										
20	0	0.0%	0.0%																																																																																																																																																																										
19	0	0.0%	0.0%																																																																																																																																																																										
18	0	0.0%	0.0%																																																																																																																																																																										
17	0	0.0%	0.0%																																																																																																																																																																										
16	0	0.0%	0.0%																																																																																																																																																																										
15 and below	0	0.0%	0.0%																																																																																																																																																																										
<b>Total</b>	<b>100</b>	<b>100.0</b>																																																																																																																																																																											
2005 Accidents = 0      Due to Speeding = 0 2006 Accidents = 0      Due to Speeding = 0																																																																																																																																																																													
<b>Certifying Engineer</b> Signature _____																																																																																																																																																																													

Notes:

City of Sacramento			
Engineering Survey for Speed Limits			
21ST AVENUE			
Speed Zone: STOCKTON BOULEVARD to 79TH STREET			
Survey Location: Between 69th St and 71st St (For Westbound)			
Survey Date: 9/18/2007		Start Time: 13:05	
		End Time: 13:43	
Expiration Date: 9/18/2014			
Weather: Clear			
Observer: Tara Barretto		Radar Serial No. DS 13825	
<b>Speed of Vehicle (MPH)</b>	<b>No.</b>	<b>%</b>	<b>SUM %</b>
55 and over	0	0.0%	100%
54	2	2.0%	100.0
53	0	0.0%	98.0%
52	0	0.0%	98.0%
51	0	0.0%	98.0%
50	0	0.0%	98.0%
49	0	0.0%	98.0%
48	1	1.0%	98.0%
47	0	0.0%	97.0%
46	0	0.0%	97.0%
45	1	1.0%	97.0%
44	2	2.0%	96.0%
43	0	0.0%	94.1%
42	2	2.0%	94.1%
41	1	1.0%	92.1%
40	2	2.0%	91.1%
39	5	5.0%	89.1%
38	8	7.9%	84.2%
37	7	6.9%	76.2%
36	14	13.9%	69.3%
35	14	13.9%	55.4%
34	11	10.9%	41.6%
33	9	8.9%	30.7%
32	8	7.9%	21.8%
31	4	4.0%	13.9%
30	3	3.0%	9.9%
29	2	2.0%	6.9%
28	2	2.0%	5.0%
27	2	2.0%	3.0%
26	1	1.0%	1.0%
25	0	0.0%	0.0%
24	0	0.0%	0.0%
23	0	0.0%	0.0%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>101</b>	<b>100.0</b>	

  

Posted Speed: 35 85 % Speed: 38 (38.2) Average Speed: 35.5 Average Daily Traffic: 2949 Date of ADT: 9/25/2007	<p><b>Roadside Conditions</b></p> <p><i>Predominant Land Use</i></p> Single Family Residential <input checked="" type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Office <input type="checkbox"/> Industrial <input type="checkbox"/> Park or School (P, S, B) S Comments:
<p><b>On Street Parking</b></p> Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input checked="" type="checkbox"/> No Parking <input type="checkbox"/> Comments:	
<p><b>Roadway Geometry</b></p> Segment Length (feet) 9380 Width 32 Median Yes (Raised) No. of Lanes 1 (W/B) Curves <input checked="" type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input checked="" type="checkbox"/> Visibility Fair	

  

2005 Accidents = 0      Due to Speeding = 0 2006 Accidents = 1      Due to Speeding = 0	<p><b>Certifying Engineer</b>                  Signature _____</p>
--	--

Notes:

City of Sacramento Engineering Survey for Speed Limits 30TH STREET			
Speed Zone: C STREET to T STREET			
Survey Location: Between G St and H St			
Survey Date: 5/21/2008		Start Time: 9:45	End Time: 10:15
Expiration Date: 5/21/2015			
Weather: clear			
Observer: LoAnna Hernandez		Radar Serial No. AD1224	
Speed of Vehicle (MPH)	No.	%	SUM %
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	0	0.0%	100.0
44	0	0.0%	100.0
43	0	0.0%	100.0
42	0	0.0%	100.0
41	0	0.0%	100.0
40	0	0.0%	100.0
39	0	0.0%	100.0
38	0	0.0%	100.0
37	0	0.0%	100.0
36	1	1.0%	100.0
35	5	4.9%	99.0%
34	4	3.9%	94.2%
33	6	5.8%	90.3%
32	3	2.9%	84.5%
31	5	4.9%	81.6%
30	11	10.7%	76.7%
29	12	11.7%	66.0%
28	15	14.6%	54.4%
27	15	14.6%	39.8%
26	10	9.7%	25.2%
25	4	3.9%	15.5%
24	3	2.9%	11.7%
23	2	1.9%	8.7%
22	2	1.9%	6.8%
21	2	1.9%	4.9%
20	3	2.9%	2.9%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>103</b>	<b>100.0</b>	
Posted Speed: 30 85 % Speed: 32.1 Average Speed: 28.4 Average Daily Traffic: Date of ADT:			
<b>Roadside Conditions</b>			
<i>Predominant Land Use</i>			
Single Family Residential		<input checked="" type="checkbox"/>	
Multi-Family Residential		<input type="checkbox"/>	
Commercial		<input checked="" type="checkbox"/>	
Office		<input checked="" type="checkbox"/>	
Industrial		<input type="checkbox"/>	
Park or School (P, S, B)		<input type="checkbox"/>	
Comments:			
<i>On Street Parking</i>			
Heavy		<input checked="" type="checkbox"/>	
Moderate		<input type="checkbox"/>	
Light		<input type="checkbox"/>	
No Parking		<input type="checkbox"/>	
Comments: NO PARKING ON WEST SIDE OF STREET			
<i>Roadway Geometry</i>			
Segment Length (feet)		7250	
Width		47	
Median		None	
No. of Lanes		3 NB (1-WAY)	
Curves		<input type="checkbox"/>	
Straightaway		<input checked="" type="checkbox"/>	
Bike Lanes		<input type="checkbox"/>	
Visibility		Fair	
2006 Accidents = 45		Due to Speeding = 4	
2007 Accidents =		Due to Speeding =	
<b>Certifying Engineer</b>			
Signature _____			

Notes:  
Signals @ E ST, F ST, G ST, H ST, J ST, K ST, L ST, CAPITOL AVE, N ST, P ST, Q ST, S ST, T ST; LIGHT RAIL XING @ R ST

City of Sacramento																																																																																																																											
Engineering Survey for Speed Limits																																																																																																																											
49TH STREET																																																																																																																											
<b>Speed Zone: V STREET to BROADWAY</b>																																																																																																																											
<b>Survey Location: Between 50th St and Broadway</b>																																																																																																																											
<b>Survey Date: 9/20/2007</b>		<b>Start Time: 14:00</b>	<b>End Time: 15:00</b>																																																																																																																								
<b>Expiration Date: 9/20/2014</b>																																																																																																																											
<b>Weather: Cloudy</b>																																																																																																																											
<b>Observer: Jon Fitzpatrick</b>		<b>Radar Serial No. DS 13639</b>																																																																																																																									
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																								
55 and over	0	0.0%	100%																																																																																																																								
54	0	0.0%	100.0																																																																																																																								
53	0	0.0%	100.0																																																																																																																								
52	0	0.0%	100.0																																																																																																																								
51	0	0.0%	100.0																																																																																																																								
50	0	0.0%	100.0																																																																																																																								
49	0	0.0%	100.0																																																																																																																								
48	0	0.0%	100.0																																																																																																																								
47	0	0.0%	100.0																																																																																																																								
46	0	0.0%	100.0																																																																																																																								
45	0	0.0%	100.0																																																																																																																								
44	1	0.9%	100.0																																																																																																																								
43	0	0.0%	99.1%																																																																																																																								
42	0	0.0%	99.1%																																																																																																																								
41	2	1.7%	99.1%																																																																																																																								
40	2	1.7%	97.4%																																																																																																																								
39	1	0.9%	95.7%																																																																																																																								
38	2	1.7%	94.8%																																																																																																																								
37	0	0.0%	93.1%																																																																																																																								
36	4	3.4%	93.1%																																																																																																																								
35	7	6.0%	89.7%																																																																																																																								
34	5	4.3%	83.6%																																																																																																																								
33	5	4.3%	79.3%																																																																																																																								
32	13	11.2%	75.0%																																																																																																																								
31	2	1.7%	63.8%																																																																																																																								
30	14	12.1%	62.1%																																																																																																																								
29	6	5.2%	50.0%																																																																																																																								
28	12	10.3%	44.8%																																																																																																																								
27	11	9.5%	34.5%																																																																																																																								
26	7	6.0%	25.0%																																																																																																																								
25	6	5.2%	19.0%																																																																																																																								
24	5	4.3%	13.8%																																																																																																																								
23	3	2.6%	9.5%																																																																																																																								
22	4	3.4%	6.9%																																																																																																																								
21	2	1.7%	3.4%																																																																																																																								
20	2	1.7%	1.7%																																																																																																																								
19	0	0.0%	0.0%																																																																																																																								
18	0	0.0%	0.0%																																																																																																																								
17	0	0.0%	0.0%																																																																																																																								
16	0	0.0%	0.0%																																																																																																																								
15 and below	0	0.0%	0.0%																																																																																																																								
<b>Total</b>	<b>116</b>	<b>100.0</b>																																																																																																																									
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005</td> <td style="width: 25%;">Accidents = 3</td> <td style="width: 25%;">Due to Speeding = 0</td> <td style="width: 25%;"></td> </tr> <tr> <td>2006</td> <td>Accidents = 1</td> <td>Due to Speeding = 0</td> <td></td> </tr> </table>				2005	Accidents = 3	Due to Speeding = 0		2006	Accidents = 1	Due to Speeding = 0																																																																																																																	
2005	Accidents = 3	Due to Speeding = 0																																																																																																																									
2006	Accidents = 1	Due to Speeding = 0																																																																																																																									
<table style="width: 100%; border: none;"> <tr> <td colspan="4"><b>Posted Speed: 35</b></td> </tr> <tr> <td colspan="4"><b>85 % Speed: 34 (34.2)</b></td> </tr> <tr> <td colspan="4"><b>Average Speed: 29.7</b></td> </tr> <tr> <td colspan="4"><b>Average Daily Traffic: 3838</b></td> </tr> <tr> <td colspan="4"><b>Date of ADT: 9/14/2007</b></td> </tr> <tr> <td colspan="4"><b><u>Roadside Conditions</u></b></td> </tr> <tr> <td colspan="4"><b><i>Predominant Land Use</i></b></td> </tr> <tr> <td>Single Family Residential</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Multi-Family Residential</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Commercial</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Office</td> <td><input checked="" type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Industrial</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td>S</td> <td colspan="2"></td> </tr> <tr> <td colspan="4">Comments:</td> </tr> <tr> <td colspan="4">UCDMC &amp; Marian Anderson Elem. school</td> </tr> <tr> <td colspan="4"><b><i>On Street Parking</i></b></td> </tr> <tr> <td>Heavy</td> <td><input checked="" type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Moderate</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Light</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>No Parking</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td colspan="4">Comments:</td> </tr> <tr> <td colspan="4"><b><i>Roadway Geometry</i></b></td> </tr> <tr> <td colspan="4">Segment Length (feet) 2995</td> </tr> <tr> <td colspan="4">Width 46</td> </tr> <tr> <td colspan="4">Median None</td> </tr> <tr> <td colspan="4">No. of Lanes 1 N/B , 1 S/B (2)</td> </tr> <tr> <td>Curves</td> <td><input checked="" type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Straightaway</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Bike Lanes</td> <td><input checked="" type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Visibility</td> <td>Fair</td> <td colspan="2"></td> </tr> </table>				<b>Posted Speed: 35</b>				<b>85 % Speed: 34 (34.2)</b>				<b>Average Speed: 29.7</b>				<b>Average Daily Traffic: 3838</b>				<b>Date of ADT: 9/14/2007</b>				<b><u>Roadside Conditions</u></b>				<b><i>Predominant Land Use</i></b>				Single Family Residential	<input type="checkbox"/>			Multi-Family Residential	<input type="checkbox"/>			Commercial	<input type="checkbox"/>			Office	<input checked="" type="checkbox"/>			Industrial	<input type="checkbox"/>			Park or School (P, S, B)	S			Comments:				UCDMC & Marian Anderson Elem. school				<b><i>On Street Parking</i></b>				Heavy	<input checked="" type="checkbox"/>			Moderate	<input type="checkbox"/>			Light	<input type="checkbox"/>			No Parking	<input type="checkbox"/>			Comments:				<b><i>Roadway Geometry</i></b>				Segment Length (feet) 2995				Width 46				Median None				No. of Lanes 1 N/B , 1 S/B (2)				Curves	<input checked="" type="checkbox"/>			Straightaway	<input type="checkbox"/>			Bike Lanes	<input checked="" type="checkbox"/>			Visibility	Fair		
<b>Posted Speed: 35</b>																																																																																																																											
<b>85 % Speed: 34 (34.2)</b>																																																																																																																											
<b>Average Speed: 29.7</b>																																																																																																																											
<b>Average Daily Traffic: 3838</b>																																																																																																																											
<b>Date of ADT: 9/14/2007</b>																																																																																																																											
<b><u>Roadside Conditions</u></b>																																																																																																																											
<b><i>Predominant Land Use</i></b>																																																																																																																											
Single Family Residential	<input type="checkbox"/>																																																																																																																										
Multi-Family Residential	<input type="checkbox"/>																																																																																																																										
Commercial	<input type="checkbox"/>																																																																																																																										
Office	<input checked="" type="checkbox"/>																																																																																																																										
Industrial	<input type="checkbox"/>																																																																																																																										
Park or School (P, S, B)	S																																																																																																																										
Comments:																																																																																																																											
UCDMC & Marian Anderson Elem. school																																																																																																																											
<b><i>On Street Parking</i></b>																																																																																																																											
Heavy	<input checked="" type="checkbox"/>																																																																																																																										
Moderate	<input type="checkbox"/>																																																																																																																										
Light	<input type="checkbox"/>																																																																																																																										
No Parking	<input type="checkbox"/>																																																																																																																										
Comments:																																																																																																																											
<b><i>Roadway Geometry</i></b>																																																																																																																											
Segment Length (feet) 2995																																																																																																																											
Width 46																																																																																																																											
Median None																																																																																																																											
No. of Lanes 1 N/B , 1 S/B (2)																																																																																																																											
Curves	<input checked="" type="checkbox"/>																																																																																																																										
Straightaway	<input type="checkbox"/>																																																																																																																										
Bike Lanes	<input checked="" type="checkbox"/>																																																																																																																										
Visibility	Fair																																																																																																																										

Notes:  
Signal @ Broadway, all way stop @ 2nd Ave and at 49th/50th Street. 49th Stopped at V

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>ALHAMBRA BOULEVARD</b>																																																																																																																																																																													
<b>Speed Zone: C STREET to BROADWAY</b> <b>Survey Location: Between H St and I St</b> <b>Survey Date: 9/13/2007      Start Time: 9:00      End Time: 9:30</b> <b>Expiration Date: 9/13/2014</b> <b>Weather: Clear</b> <b>Observer: LoAnna Hernandez      Radar Serial No. AD1224</b>																																																																																																																																																																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Speed of Vehicle (MPH)</th> <th style="text-align: center;">No.</th> <th style="text-align: center;">%</th> <th style="text-align: center;">SUM %</th> </tr> </thead> <tbody> <tr><td>55 and over</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100%</td></tr> <tr><td>54</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>53</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>52</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>51</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>50</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>49</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>48</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>47</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>46</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>45</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>44</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>43</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>42</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>41</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>40</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>39</td><td style="text-align: center;">2</td><td style="text-align: center;">1.5%</td><td style="text-align: center;">100.0</td></tr> <tr><td>38</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">98.5%</td></tr> <tr><td>37</td><td style="text-align: center;">1</td><td style="text-align: center;">0.8%</td><td style="text-align: center;">98.5%</td></tr> <tr><td>36</td><td style="text-align: center;">1</td><td style="text-align: center;">0.8%</td><td style="text-align: center;">97.7%</td></tr> <tr><td>35</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">97.0%</td></tr> <tr><td>34</td><td style="text-align: center;">2</td><td style="text-align: center;">1.5%</td><td style="text-align: center;">97.0%</td></tr> <tr><td>33</td><td style="text-align: center;">4</td><td style="text-align: center;">3.0%</td><td style="text-align: center;">95.5%</td></tr> <tr><td>32</td><td style="text-align: center;">8</td><td style="text-align: center;">6.1%</td><td style="text-align: center;">92.4%</td></tr> <tr><td>31</td><td style="text-align: center;">5</td><td style="text-align: center;">3.8%</td><td style="text-align: center;">86.4%</td></tr> <tr><td>30</td><td style="text-align: center;">26</td><td style="text-align: center;">19.7%</td><td style="text-align: center;">82.6%</td></tr> <tr><td>29</td><td style="text-align: center;">8</td><td style="text-align: center;">6.1%</td><td style="text-align: center;">62.9%</td></tr> <tr><td>28</td><td style="text-align: center;">15</td><td style="text-align: center;">11.4%</td><td style="text-align: center;">56.8%</td></tr> <tr><td>27</td><td style="text-align: center;">15</td><td style="text-align: center;">11.4%</td><td style="text-align: center;">45.5%</td></tr> <tr><td>26</td><td style="text-align: center;">13</td><td style="text-align: center;">9.8%</td><td style="text-align: center;">34.1%</td></tr> <tr><td>25</td><td style="text-align: center;">6</td><td style="text-align: center;">4.5%</td><td style="text-align: center;">24.2%</td></tr> <tr><td>24</td><td style="text-align: center;">5</td><td style="text-align: center;">3.8%</td><td style="text-align: center;">19.7%</td></tr> <tr><td>23</td><td style="text-align: center;">11</td><td style="text-align: center;">8.3%</td><td style="text-align: center;">15.9%</td></tr> <tr><td>22</td><td style="text-align: center;">6</td><td style="text-align: center;">4.5%</td><td style="text-align: center;">7.6%</td></tr> <tr><td>21</td><td style="text-align: center;">3</td><td style="text-align: center;">2.3%</td><td style="text-align: center;">3.0%</td></tr> <tr><td>20</td><td style="text-align: center;">1</td><td style="text-align: center;">0.8%</td><td style="text-align: center;">0.8%</td></tr> <tr><td>19</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>18</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>17</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>16</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>15 and below</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>132</b></td> <td style="text-align: center;"><b>100.0</b></td> <td></td> </tr> </tbody> </table>	Speed of Vehicle (MPH)	No.	%	SUM %	55 and over	0	0.0%	100%	54	0	0.0%	100.0	53	0	0.0%	100.0	52	0	0.0%	100.0	51	0	0.0%	100.0	50	0	0.0%	100.0	49	0	0.0%	100.0	48	0	0.0%	100.0	47	0	0.0%	100.0	46	0	0.0%	100.0	45	0	0.0%	100.0	44	0	0.0%	100.0	43	0	0.0%	100.0	42	0	0.0%	100.0	41	0	0.0%	100.0	40	0	0.0%	100.0	39	2	1.5%	100.0	38	0	0.0%	98.5%	37	1	0.8%	98.5%	36	1	0.8%	97.7%	35	0	0.0%	97.0%	34	2	1.5%	97.0%	33	4	3.0%	95.5%	32	8	6.1%	92.4%	31	5	3.8%	86.4%	30	26	19.7%	82.6%	29	8	6.1%	62.9%	28	15	11.4%	56.8%	27	15	11.4%	45.5%	26	13	9.8%	34.1%	25	6	4.5%	24.2%	24	5	3.8%	19.7%	23	11	8.3%	15.9%	22	6	4.5%	7.6%	21	3	2.3%	3.0%	20	1	0.8%	0.8%	19	0	0.0%	0.0%	18	0	0.0%	0.0%	17	0	0.0%	0.0%	16	0	0.0%	0.0%	15 and below	0	0.0%	0.0%	<b>Total</b>	<b>132</b>	<b>100.0</b>		<p> <b>Posted Speed: 30</b>  <b>85 % Speed: 31 (30.6)</b>  <b>Average Speed: 27.8</b>  <b>Average Daily Traffic: 10702</b>  <b>Date of ADT: 9/26/2007</b> </p> <p> <b>Roadside Conditions</b>  <b>Predominant Land Use</b>                      Single Family Residential <input checked="" type="checkbox"/>                      Multi-Family Residential <input checked="" type="checkbox"/>                      Commercial <input checked="" type="checkbox"/>                      Office <input type="checkbox"/>                      Industrial <input checked="" type="checkbox"/>                      Park or School (P, S, B) <input type="checkbox"/> B                 </p> <p> <b>Comments:</b>                      McKinley Park @ McKinley Blvd,                      Sutter Middle School @ I St                 </p> <p> <b>On Street Parking</b>                      Heavy <input type="checkbox"/>                      Moderate <input checked="" type="checkbox"/>                      Light <input type="checkbox"/>                      No Parking <input type="checkbox"/> </p> <p> <b>Comments:</b>                      Some restrictions and meter parking                 </p> <p> <b>Roadway Geometry</b>                      Segment Length (feet) 9400                      Width 48                      Median See Notes                      No. of Lanes See Notes                      Curves <input type="checkbox"/>                      Straightaway <input checked="" type="checkbox"/>                      Bike Lanes <input checked="" type="checkbox"/>                      Visibility Fair                 </p>
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																																																																										
55 and over	0	0.0%	100%																																																																																																																																																																										
54	0	0.0%	100.0																																																																																																																																																																										
53	0	0.0%	100.0																																																																																																																																																																										
52	0	0.0%	100.0																																																																																																																																																																										
51	0	0.0%	100.0																																																																																																																																																																										
50	0	0.0%	100.0																																																																																																																																																																										
49	0	0.0%	100.0																																																																																																																																																																										
48	0	0.0%	100.0																																																																																																																																																																										
47	0	0.0%	100.0																																																																																																																																																																										
46	0	0.0%	100.0																																																																																																																																																																										
45	0	0.0%	100.0																																																																																																																																																																										
44	0	0.0%	100.0																																																																																																																																																																										
43	0	0.0%	100.0																																																																																																																																																																										
42	0	0.0%	100.0																																																																																																																																																																										
41	0	0.0%	100.0																																																																																																																																																																										
40	0	0.0%	100.0																																																																																																																																																																										
39	2	1.5%	100.0																																																																																																																																																																										
38	0	0.0%	98.5%																																																																																																																																																																										
37	1	0.8%	98.5%																																																																																																																																																																										
36	1	0.8%	97.7%																																																																																																																																																																										
35	0	0.0%	97.0%																																																																																																																																																																										
34	2	1.5%	97.0%																																																																																																																																																																										
33	4	3.0%	95.5%																																																																																																																																																																										
32	8	6.1%	92.4%																																																																																																																																																																										
31	5	3.8%	86.4%																																																																																																																																																																										
30	26	19.7%	82.6%																																																																																																																																																																										
29	8	6.1%	62.9%																																																																																																																																																																										
28	15	11.4%	56.8%																																																																																																																																																																										
27	15	11.4%	45.5%																																																																																																																																																																										
26	13	9.8%	34.1%																																																																																																																																																																										
25	6	4.5%	24.2%																																																																																																																																																																										
24	5	3.8%	19.7%																																																																																																																																																																										
23	11	8.3%	15.9%																																																																																																																																																																										
22	6	4.5%	7.6%																																																																																																																																																																										
21	3	2.3%	3.0%																																																																																																																																																																										
20	1	0.8%	0.8%																																																																																																																																																																										
19	0	0.0%	0.0%																																																																																																																																																																										
18	0	0.0%	0.0%																																																																																																																																																																										
17	0	0.0%	0.0%																																																																																																																																																																										
16	0	0.0%	0.0%																																																																																																																																																																										
15 and below	0	0.0%	0.0%																																																																																																																																																																										
<b>Total</b>	<b>132</b>	<b>100.0</b>																																																																																																																																																																											
<table style="width: 100%;"> <tr> <td style="width: 20%;">2005</td> <td style="width: 30%;">Accidents = 71</td> <td style="width: 30%;">Due to Speeding = 15</td> <td style="width: 20%;"></td> </tr> <tr> <td>2006</td> <td>Accidents = 64</td> <td>Due to Speeding = 12</td> <td></td> </tr> </table>				2005	Accidents = 71	Due to Speeding = 15		2006	Accidents = 64	Due to Speeding = 12																																																																																																																																																																			
2005	Accidents = 71	Due to Speeding = 15																																																																																																																																																																											
2006	Accidents = 64	Due to Speeding = 12																																																																																																																																																																											
<p> <b>Certifying Engineer</b>                      Signature _____                 </p>																																																																																																																																																																													

**Notes:**  
 Signals @ McKinley Blvd, G St, H St, J St, K St, L St, Capitol Ave, N St, P St, Q St, S St, T St, Broadway; Stop Sign @ C St; RR Xing btwn Q St & S St; Medians: Single Dashed btwn C St & I St, Double Yellow btwn I St & N St, Single Dashed btwn N St & W St, Double Yellow btwn W St & Broadway; Lanes: 2 (1 NB, 1SB) btwn C St & J St, 4 (2NB, 2 SB) btwn J St & Granada Wy, 2(1 NB, 1 SB) btwn Granada Wy & Broadway

City of Sacramento											
Engineering Survey for Speed Limits											
ALHAMBRA BOULEVARD											
Speed Zone: C STREET to BROADWAY											
Survey Location: Between O St and P St											
Survey Date: 9/13/2007		Start Time: 10:00	End Time: 10:30								
Expiration Date: 9/13/2014											
Weather: clear											
Observer: LoAnna Hernandez		Radar Serial No. AD1224									
Speed of Vehicle (MPH)	No.	%	SUM %								
55 and over	0	0.0%	100%								
54	0	0.0%	100.0								
53	0	0.0%	100.0								
52	0	0.0%	100.0								
51	0	0.0%	100.0								
50	0	0.0%	100.0								
49	0	0.0%	100.0								
48	0	0.0%	100.0								
47	0	0.0%	100.0								
46	0	0.0%	100.0								
45	0	0.0%	100.0								
44	0	0.0%	100.0								
43	0	0.0%	100.0								
42	0	0.0%	100.0								
41	0	0.0%	100.0								
40	0	0.0%	100.0								
39	0	0.0%	100.0								
38	0	0.0%	100.0								
37	0	0.0%	100.0								
36	0	0.0%	100.0								
35	0	0.0%	100.0								
34	0	0.0%	100.0								
33	1	0.9%	100.0								
32	0	0.0%	99.1%								
31	3	2.7%	99.1%								
30	2	1.8%	96.4%								
29	6	5.4%	94.6%								
28	14	12.6%	89.2%								
27	7	6.3%	76.6%								
26	14	12.6%	70.3%								
25	16	14.4%	57.7%								
24	10	9.0%	43.2%								
23	7	6.3%	34.2%								
22	7	6.3%	27.9%								
21	12	10.8%	21.6%								
20	4	3.6%	10.8%								
19	4	3.6%	7.2%								
18	1	0.9%	3.6%								
17	1	0.9%	2.7%								
16	2	1.8%	1.8%								
15 and below	0	0.0%	0.0%								
<b>Total</b>	<b>111</b>	<b>100.0</b>									
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005 Accidents = 71</td> <td style="width: 25%;">Due to Speeding = 15</td> <td style="width: 25%;"></td> <td style="width: 25%;"></td> </tr> <tr> <td>2006 Accidents = 64</td> <td>Due to Speeding = 12</td> <td></td> <td></td> </tr> </table>				2005 Accidents = 71	Due to Speeding = 15			2006 Accidents = 64	Due to Speeding = 12		
2005 Accidents = 71	Due to Speeding = 15										
2006 Accidents = 64	Due to Speeding = 12										
<table style="width: 100%; border: none;"> <tr> <td colspan="4"><b>Certifying Engineer</b></td> </tr> <tr> <td colspan="4">Signature _____</td> </tr> </table>				<b>Certifying Engineer</b>				Signature _____			
<b>Certifying Engineer</b>											
Signature _____											
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Posted Speed: 30 85 % Speed: 28 (27.7) Average Speed: 24.6 Average Daily Traffic: 15063 Date of ADT: 9/26/2007</p> <p><b>Roadside Conditions</b></p> <p><i>Predominant Land Use</i></p> <p>Single Family Residential <input type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Office <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Park or School (P, S, B) B</p> <p>Comments: McKinley Park @ McKinley Blvd, Sutter Middle School @ I St</p> <p><b>On Street Parking</b></p> <p>Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input checked="" type="checkbox"/> No Parking <input type="checkbox"/></p> <p>Comments: Some Restrictions</p> <p><b>Roadway Geometry</b></p> <p>Segment Length (feet) 9400 Width 48 Median See Notes No. of Lanes See Notes</p> <p>Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input checked="" type="checkbox"/> Visibility Fair</p> </td> <td style="width: 50%;"></td> </tr> </table>				<p>Posted Speed: 30 85 % Speed: 28 (27.7) Average Speed: 24.6 Average Daily Traffic: 15063 Date of ADT: 9/26/2007</p> <p><b>Roadside Conditions</b></p> <p><i>Predominant Land Use</i></p> <p>Single Family Residential <input type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Office <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Park or School (P, S, B) B</p> <p>Comments: McKinley Park @ McKinley Blvd, Sutter Middle School @ I St</p> <p><b>On Street Parking</b></p> <p>Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input checked="" type="checkbox"/> No Parking <input type="checkbox"/></p> <p>Comments: Some Restrictions</p> <p><b>Roadway Geometry</b></p> <p>Segment Length (feet) 9400 Width 48 Median See Notes No. of Lanes See Notes</p> <p>Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input checked="" type="checkbox"/> Visibility Fair</p>							
<p>Posted Speed: 30 85 % Speed: 28 (27.7) Average Speed: 24.6 Average Daily Traffic: 15063 Date of ADT: 9/26/2007</p> <p><b>Roadside Conditions</b></p> <p><i>Predominant Land Use</i></p> <p>Single Family Residential <input type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Office <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Park or School (P, S, B) B</p> <p>Comments: McKinley Park @ McKinley Blvd, Sutter Middle School @ I St</p> <p><b>On Street Parking</b></p> <p>Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input checked="" type="checkbox"/> No Parking <input type="checkbox"/></p> <p>Comments: Some Restrictions</p> <p><b>Roadway Geometry</b></p> <p>Segment Length (feet) 9400 Width 48 Median See Notes No. of Lanes See Notes</p> <p>Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input checked="" type="checkbox"/> Visibility Fair</p>											

Notes:  
 Signals @ McKinley Blvd, G St, H St, J St, K St, L St, Capitol Ave, N St, P St, Q St, S St, T St, Broadway; Stop Sign @ C St; RR Xing btwn Q St & S St; Medians: Single Dashed btwn C St & I St, Double Yellow btwn I St & N St, Single Dashed btwn N St & W St, Double Yellow btwn W St & Broadway; Lanes: 2 (1NB, 1 SB) btwn C St & J St, 4 (2 NB, 2 SB) btwn J St & Granada Wy, 2 (1 NB, 1 SB) btwn Granada Wy & Broadway

City of Sacramento								
Engineering Survey for Speed Limits								
ALHAMBRA BOULEVARD								
<b>Speed Zone: C STREET to BROADWAY</b>								
<b>Survey Location: Between X St and Broadway</b>								
<b>Survey Date: 9/13/2007</b>		<b>Start Time: 11:00</b>	<b>End Time: 11:30</b>					
<b>Expiration Date: 9/13/2014</b>								
<b>Weather: Clear</b>								
<b>Observer: LoAnna Hernandez</b>		<b>Radar Serial No. AD1224</b>						
<b>Speed of Vehicle (MPH)</b>	<b>No.</b>	<b>%</b>	<b>SUM %</b>					
55 and over	0	0.0%	100%					
54	0	0.0%	100.0					
53	0	0.0%	100.0					
52	0	0.0%	100.0					
51	0	0.0%	100.0					
50	0	0.0%	100.0					
49	0	0.0%	100.0					
48	0	0.0%	100.0					
47	0	0.0%	100.0					
46	0	0.0%	100.0					
45	0	0.0%	100.0					
44	2	1.9%	100.0					
43	1	1.0%	98.1%					
42	0	0.0%	97.1%					
41	0	0.0%	97.1%					
40	3	2.9%	97.1%					
39	3	2.9%	94.3%					
38	4	3.8%	91.4%					
37	5	4.8%	87.6%					
36	5	4.8%	82.9%					
35	13	12.4%	78.1%					
34	11	10.5%	65.7%					
33	7	6.7%	55.2%					
32	13	12.4%	48.6%					
31	9	8.6%	36.2%					
30	9	8.6%	27.6%					
29	7	6.7%	19.0%					
28	5	4.8%	12.4%					
27	3	2.9%	7.6%					
26	1	1.0%	4.8%					
25	1	1.0%	3.8%					
24	1	1.0%	2.9%					
23	2	1.9%	1.9%					
22	0	0.0%	0.0%					
21	0	0.0%	0.0%					
20	0	0.0%	0.0%					
19	0	0.0%	0.0%					
18	0	0.0%	0.0%					
17	0	0.0%	0.0%					
16	0	0.0%	0.0%					
15 and below	0	0.0%	0.0%					
<b>Total</b>	<b>105</b>	<b>100.0</b>						
<table style="width: 100%;"> <tr> <td><b>Posted Speed: 30</b></td> </tr> <tr> <td><b>85 % Speed: 36 (36.5)</b></td> </tr> <tr> <td><b>Average Speed: 32.9</b></td> </tr> <tr> <td><b>Average Daily Traffic: 10374</b></td> </tr> <tr> <td><b>Date of ADT: 9/26/2007</b></td> </tr> </table>				<b>Posted Speed: 30</b>	<b>85 % Speed: 36 (36.5)</b>	<b>Average Speed: 32.9</b>	<b>Average Daily Traffic: 10374</b>	<b>Date of ADT: 9/26/2007</b>
<b>Posted Speed: 30</b>								
<b>85 % Speed: 36 (36.5)</b>								
<b>Average Speed: 32.9</b>								
<b>Average Daily Traffic: 10374</b>								
<b>Date of ADT: 9/26/2007</b>								
<b><u>Roadside Conditions</u></b>								
<b><i>Predominant Land Use</i></b>								
Single Family Residential	<input checked="" type="checkbox"/>							
Multi-Family Residential	<input checked="" type="checkbox"/>							
Commercial	<input checked="" type="checkbox"/>							
Office	<input type="checkbox"/>							
Industrial	<input checked="" type="checkbox"/>							
Park or School (P, S, B)	B							
<b>Comments:</b> McKinley Park @ McKinley Blvd, Sutter Middle School @ I St								
<b><i>On Street Parking</i></b>								
Heavy	<input type="checkbox"/>							
Moderate	<input type="checkbox"/>							
Light	<input checked="" type="checkbox"/>							
No Parking	<input type="checkbox"/>							
<b>Comments:</b> Some restrictions								
<b><i>Roadway Geometry</i></b>								
Segment Length (feet)	9400							
Width	48							
Median	See Notes							
No. of Lanes	See Notes							
<b>Curves</b> <input type="checkbox"/>								
Straightaway <input checked="" type="checkbox"/>								
Bike Lanes <input checked="" type="checkbox"/>								
Visibility Fair								
<table style="width: 100%;"> <tr> <td>2005 Accidents = 71</td> <td>Due to Speeding = 15</td> </tr> <tr> <td>2006 Accidents = 64</td> <td>Due to Speeding = 12</td> </tr> </table>				2005 Accidents = 71	Due to Speeding = 15	2006 Accidents = 64	Due to Speeding = 12	
2005 Accidents = 71	Due to Speeding = 15							
2006 Accidents = 64	Due to Speeding = 12							
<b>Certifying Engineer</b>								
Signature _____								

**Notes:**  
 Signals@ McKinley Blvd, G St, H St, J St, K St, L St, Capitol Ave, N St, P St, Q St, S St, T St, Broadway; Stop sign @ C St; RR Xing b/wm Q St & S St; Medians: single dashed b/wm C St & I St, Double Yellow b/wm I St & N St, Single Dashed b/wm N St & W St, Double Yellow b/wm W St & Broadway; Lanes: 2 (1 NB, 1 SB) b/wm J St & Granada Wy, 2 (1 NB, 1 SB) b/wm Granada Wy & Broadway

City of Sacramento																																																															
Engineering Survey for Speed Limits																																																															
C STREET																																																															
Speed Zone: 11TH STREET to 29TH STREET																																																															
Survey Location: Between 22nd St and 23rd St																																																															
Survey Date: 3/17/2008	Start Time: 14:00	End Time: 15:00																																																													
Expiration Date: 3/17/2015																																																															
Weather: Clear																																																															
Observer: Jon Fitzpatrick		Radar Serial No. AH4113																																																													
Speed of Vehicle (MPH)	No.	%	SUM %																																																												
55 and over	0	0.0%	100%																																																												
54	0	0.0%	100.0																																																												
53	0	0.0%	100.0																																																												
52	0	0.0%	100.0																																																												
51	0	0.0%	100.0																																																												
50	0	0.0%	100.0																																																												
49	0	0.0%	100.0																																																												
48	0	0.0%	100.0																																																												
47	0	0.0%	100.0																																																												
46	0	0.0%	100.0																																																												
45	0	0.0%	100.0																																																												
44	0	0.0%	100.0																																																												
43	0	0.0%	100.0																																																												
42	0	0.0%	100.0																																																												
41	0	0.0%	100.0																																																												
40	1	0.9%	100.0																																																												
39	0	0.0%	99.1%																																																												
38	0	0.0%	99.1%																																																												
37	1	0.9%	99.1%																																																												
36	0	0.0%	98.1%																																																												
35	2	1.9%	98.1%																																																												
34	7	6.5%	96.3%																																																												
33	4	3.7%	89.8%																																																												
32	7	6.5%	86.1%																																																												
31	9	8.3%	79.6%																																																												
30	11	10.2%	71.3%																																																												
29	7	6.5%	61.1%																																																												
28	22	20.4%	54.6%																																																												
27	9	8.3%	34.3%																																																												
26	12	11.1%	25.9%																																																												
25	9	8.3%	14.8%																																																												
24	3	2.8%	6.5%																																																												
23	2	1.9%	3.7%																																																												
22	1	0.9%	1.9%																																																												
21	1	0.9%	0.9%																																																												
20	0	0.0%	0.0%																																																												
19	0	0.0%	0.0%																																																												
18	0	0.0%	0.0%																																																												
17	0	0.0%	0.0%																																																												
16	0	0.0%	0.0%																																																												
15 and below	0	0.0%	0.0%																																																												
<b>Total</b>	<b>108</b>	<b>100.0</b>																																																													
<table style="width: 100%;"> <tr> <td>2006 Accidents =</td> <td>Due to Speeding =</td> </tr> <tr> <td>2007 Accidents =</td> <td>Due to Speeding =</td> </tr> </table>				2006 Accidents =	Due to Speeding =	2007 Accidents =	Due to Speeding =																																																								
2006 Accidents =	Due to Speeding =																																																														
2007 Accidents =	Due to Speeding =																																																														
<table style="width: 100%;"> <tr> <td colspan="2"><b>Posted Speed: 30</b></td> </tr> <tr> <td colspan="2"><b>85 % Speed: 31.8</b></td> </tr> <tr> <td colspan="2"><b>Average Speed: 28.8</b></td> </tr> <tr> <td colspan="2"><b>Average Daily Traffic:</b></td> </tr> <tr> <td colspan="2"><b>Date of ADT:</b></td> </tr> <tr> <td colspan="2"><b>Roadside Conditions</b></td> </tr> <tr> <td colspan="2"><b>Predominant Land Use</b></td> </tr> <tr> <td>Single Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Multi-Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Commercial</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Office</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Industrial</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td>B</td> </tr> <tr> <td colspan="2"><b>Comments:</b></td> </tr> <tr> <td colspan="2">private school between 24th and 25th St. Parks at 21st/22nd and at 28th/29th Streets</td> </tr> <tr> <td colspan="2"><b>On Street Parking</b></td> </tr> <tr> <td>Heavy</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Moderate</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Light</td> <td><input type="checkbox"/></td> </tr> <tr> <td>No Parking</td> <td><input type="checkbox"/></td> </tr> <tr> <td colspan="2"><b>Comments:</b></td> </tr> <tr> <td colspan="2"><b>Roadway Geometry</b></td> </tr> <tr> <td>Segment Length (feet)</td> <td>8400</td> </tr> <tr> <td>Width</td> <td>48</td> </tr> <tr> <td>Median</td> <td>see notes</td> </tr> <tr> <td>No. of Lanes</td> <td>2 (1 E/B , 1 W/B)</td> </tr> <tr> <td>Curves</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Straightaway</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Bike Lanes</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Visibility</td> <td>Fair</td> </tr> </table>				<b>Posted Speed: 30</b>		<b>85 % Speed: 31.8</b>		<b>Average Speed: 28.8</b>		<b>Average Daily Traffic:</b>		<b>Date of ADT:</b>		<b>Roadside Conditions</b>		<b>Predominant Land Use</b>		Single Family Residential	<input checked="" type="checkbox"/>	Multi-Family Residential	<input checked="" type="checkbox"/>	Commercial	<input checked="" type="checkbox"/>	Office	<input type="checkbox"/>	Industrial	<input type="checkbox"/>	Park or School (P, S, B)	B	<b>Comments:</b>		private school between 24th and 25th St. Parks at 21st/22nd and at 28th/29th Streets		<b>On Street Parking</b>		Heavy	<input type="checkbox"/>	Moderate	<input checked="" type="checkbox"/>	Light	<input type="checkbox"/>	No Parking	<input type="checkbox"/>	<b>Comments:</b>		<b>Roadway Geometry</b>		Segment Length (feet)	8400	Width	48	Median	see notes	No. of Lanes	2 (1 E/B , 1 W/B)	Curves	<input type="checkbox"/>	Straightaway	<input checked="" type="checkbox"/>	Bike Lanes	<input type="checkbox"/>	Visibility	Fair
<b>Posted Speed: 30</b>																																																															
<b>85 % Speed: 31.8</b>																																																															
<b>Average Speed: 28.8</b>																																																															
<b>Average Daily Traffic:</b>																																																															
<b>Date of ADT:</b>																																																															
<b>Roadside Conditions</b>																																																															
<b>Predominant Land Use</b>																																																															
Single Family Residential	<input checked="" type="checkbox"/>																																																														
Multi-Family Residential	<input checked="" type="checkbox"/>																																																														
Commercial	<input checked="" type="checkbox"/>																																																														
Office	<input type="checkbox"/>																																																														
Industrial	<input type="checkbox"/>																																																														
Park or School (P, S, B)	B																																																														
<b>Comments:</b>																																																															
private school between 24th and 25th St. Parks at 21st/22nd and at 28th/29th Streets																																																															
<b>On Street Parking</b>																																																															
Heavy	<input type="checkbox"/>																																																														
Moderate	<input checked="" type="checkbox"/>																																																														
Light	<input type="checkbox"/>																																																														
No Parking	<input type="checkbox"/>																																																														
<b>Comments:</b>																																																															
<b>Roadway Geometry</b>																																																															
Segment Length (feet)	8400																																																														
Width	48																																																														
Median	see notes																																																														
No. of Lanes	2 (1 E/B , 1 W/B)																																																														
Curves	<input type="checkbox"/>																																																														
Straightaway	<input checked="" type="checkbox"/>																																																														
Bike Lanes	<input type="checkbox"/>																																																														
Visibility	Fair																																																														
<table style="width: 100%;"> <tr> <td colspan="2"><b>Certifying Engineer</b></td> </tr> <tr> <td colspan="2">Signature _____</td> </tr> </table>				<b>Certifying Engineer</b>		Signature _____																																																									
<b>Certifying Engineer</b>																																																															
Signature _____																																																															

Notes:  
 Signals @ 12th St, 16th St, Stop Controls @ 14th St., 19th St., 21st St., 25th St., and 28th St. Pedestrian Islands at 22nd St., 24th St., 25th St. Full closure at between 17th to 19th St. Center line between 16th and 29th St. No center line between 11th and 16th St.

City of Sacramento			
Engineering Survey for Speed Limits			
EL CAMINO AVENUE			
Speed Zone: DEL PASO BOULEVARD to ETHAN WAY			
Survey Location: Between Albatross Wy and Ethan Ave			
Survey Date: 10/4/2007		Start Time: 14:00	End Time: 14:30
Expiration Date: 10/4/2014			
Weather: Clear			
Observer: Jon Fitzpatrick		Radar Serial No. DS13825	
<b>Speed of Vehicle (MPH)</b>	<b>No.</b>	<b>%</b>	<b>SUM %</b>
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	1	0.8%	100.0
49	1	0.8%	99.2%
48	3	2.3%	98.5%
47	0	0.0%	96.2%
46	0	0.0%	96.2%
45	4	3.1%	96.2%
44	1	0.8%	93.1%
43	8	6.2%	92.3%
42	9	6.9%	86.2%
41	10	7.7%	79.2%
40	10	7.7%	71.5%
39	11	8.5%	63.8%
38	16	12.3%	55.4%
37	7	5.4%	43.1%
36	16	12.3%	37.7%
35	15	11.5%	25.4%
34	4	3.1%	13.8%
33	6	4.6%	10.8%
32	4	3.1%	6.2%
31	1	0.8%	3.1%
30	3	2.3%	2.3%
29	0	0.0%	0.0%
28	0	0.0%	0.0%
27	0	0.0%	0.0%
26	0	0.0%	0.0%
25	0	0.0%	0.0%
24	0	0.0%	0.0%
23	0	0.0%	0.0%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>130</b>	<b>100.0</b>	

  

<table style="width: 100%;"> <tr><td>Posted Speed: 35</td></tr> <tr><td>85 % Speed: 42 (41.8)</td></tr> <tr><td>Average Speed: 38.3</td></tr> <tr><td>Average Daily Traffic: 35280</td></tr> <tr><td>Date of ADT: 9/26/2007</td></tr> </table> <p><b>Roadside Conditions</b></p> <p><i>Predominant Land Use</i></p> <p>Single Family Residential <input type="checkbox"/></p> <p>Multi-Family Residential <input type="checkbox"/></p> <p>Commercial <input checked="" type="checkbox"/></p> <p>Office <input checked="" type="checkbox"/></p> <p>Industrial <input checked="" type="checkbox"/></p> <p>Park or School (P, S, B)</p> <p>Comments:</p> <p><i>On Street Parking</i></p> <p>Heavy <input type="checkbox"/></p> <p>Moderate <input type="checkbox"/></p> <p>Light <input type="checkbox"/></p> <p>No Parking <input checked="" type="checkbox"/></p> <p>Comments:</p> <p><i>Roadway Geometry</i></p> <p>Segment Length (feet) 8300</p> <p>Width 66</p> <p>Median SEE NOTES</p> <p>No. of Lanes 4 (2EB, 2WB)</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input checked="" type="checkbox"/></p> <p>Visibility Fair</p>	Posted Speed: 35	85 % Speed: 42 (41.8)	Average Speed: 38.3	Average Daily Traffic: 35280	Date of ADT: 9/26/2007	<table style="width: 100%;"> <tr><td>2005 Accidents = 13</td><td>Due to Speeding = 5</td></tr> <tr><td>2006 Accidents = 16</td><td>Due to Speeding = 10</td></tr> </table>	2005 Accidents = 13	Due to Speeding = 5	2006 Accidents = 16	Due to Speeding = 10
Posted Speed: 35										
85 % Speed: 42 (41.8)										
Average Speed: 38.3										
Average Daily Traffic: 35280										
Date of ADT: 9/26/2007										
2005 Accidents = 13	Due to Speeding = 5									
2006 Accidents = 16	Due to Speeding = 10									

  

<b>Certifying Engineer</b>	
Signature _____	

**Notes:**  
 ADT COUNT TAKEN BTWN ALBATROSS & CONNIE. SIGNALS @ DEL PASO, EVERGREEN, LEXINGTON, VAN NESS, 180 WB OFFRAMP, 180 EB OFFRAMP, ETHAN WY. MEDIANS: TWLTL BTWN DEL PASO & CLAY, DBL YLW BTWN CLAY & VAN NESS, TWLTL BTWN VAN NESS & ETHAN.

City of Sacramento			
Engineering Survey for Speed Limits			
G STREET			
Speed Zone: 7TH STREET to ALHAMBRA BOULEVARD			
Survey Location: Between 10th St and 11th St			
Survey Date: 3/18/2008		Start Time: 10:25	
		End Time: 11:17	
Expiration Date: 3/18/2015			
Weather: Clear			
Observer: Tara Barretto		Radar Serial No. DS13825	
<b>Speed of Vehicle (MPH)</b>	<b>No.</b>	<b>%</b>	<b>SUM %</b>
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	0	0.0%	100.0
44	0	0.0%	100.0
43	0	0.0%	100.0
42	0	0.0%	100.0
41	0	0.0%	100.0
40	1	1.0%	100.0
39	2	2.0%	99.0%
38	1	1.0%	97.0%
37	0	0.0%	96.0%
36	2	2.0%	96.0%
35	6	6.0%	94.0%
34	4	4.0%	88.0%
33	4	4.0%	84.0%
32	7	7.0%	80.0%
31	7	7.0%	73.0%
30	11	11.0%	66.0%
29	16	16.0%	55.0%
28	11	11.0%	39.0%
27	14	14.0%	28.0%
26	8	8.0%	14.0%
25	6	6.0%	6.0%
24	0	0.0%	0.0%
23	0	0.0%	0.0%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>100</b>	<b>100.0</b>	

Posted Speed: 30  
 85 % Speed: 33.3  
 Average Speed: 29.9  
 Average Daily Traffic:  
 Date of ADT:

**Roadside Conditions**

**Predominant Land Use**

Single Family Residential   
 Multi-Family Residential   
 Commercial   
 Office   
 Industrial   
 Park or School (P, S, B)

Comments:

**On Street Parking**

Heavy   
 Moderate   
 Light   
 No Parking

Comments:  
 Both lanes for W/B traffic.

**Roadway Geometry**

Segment Length (feet) 9800  
 Width 48  
 Median None  
 No. of Lanes 2

Curves   
 Straightaway   
 Bike Lanes   
 Visibility Fair

2006	Accidents = 20	Due to Speeding = 2
2007	Accidents = 21	Due to Speeding = 2

**Certifying Engineer**  
 Signature \_\_\_\_\_

Notes:

City of Sacramento Engineering Survey for Speed Limits G STREET													
Speed Zone: 7TH STREET to ALHAMBRA BOULEVARD													
Survey Location: Between 17th St and 18th St													
Survey Date: 3/18/2008		Start Time: 9:30	End Time: 10:21										
Expiration Date: 3/18/2015													
Weather: Clear		Radar Serial No. DS13825											
Observer: Tara Barretto													
Speed of Vehicle (MPH)	No.	%	SUM %										
55 and over	0	0.0%	100%										
54	0	0.0%	100.0										
53	0	0.0%	100.0										
52	0	0.0%	100.0										
51	0	0.0%	100.0										
50	0	0.0%	100.0										
49	0	0.0%	100.0										
48	0	0.0%	100.0										
47	0	0.0%	100.0										
46	1	1.0%	100.0										
45	0	0.0%	99.0%										
44	0	0.0%	99.0%										
43	0	0.0%	99.0%										
42	0	0.0%	99.0%										
41	0	0.0%	99.0%										
40	0	0.0%	99.0%										
39	1	1.0%	99.0%										
38	1	1.0%	98.0%										
37	0	0.0%	97.0%										
36	3	3.0%	97.0%										
35	0	0.0%	94.0%										
34	3	3.0%	94.0%										
33	6	6.0%	91.0%										
32	7	7.0%	85.0%										
31	4	4.0%	78.0%										
30	9	9.0%	74.0%										
29	15	15.0%	65.0%										
28	7	7.0%	50.0%										
27	11	11.0%	43.0%										
26	9	9.0%	32.0%										
25	12	12.0%	23.0%										
24	11	11.0%	11.0%										
23	0	0.0%	0.0%										
22	0	0.0%	0.0%										
21	0	0.0%	0.0%										
20	0	0.0%	0.0%										
19	0	0.0%	0.0%										
18	0	0.0%	0.0%										
17	0	0.0%	0.0%										
16	0	0.0%	0.0%										
15 and below	0	0.0%	0.0%										
<b>Total</b>	<b>100</b>	<b>100.0</b>											
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2006</td> <td style="width: 25%;">Accidents = 20</td> <td style="width: 25%;">Due to Speeding = 2</td> <td style="width: 25%;"></td> </tr> <tr> <td>2007</td> <td>Accidents = 21</td> <td>Due to Speeding = 2</td> <td></td> </tr> </table>				2006	Accidents = 20	Due to Speeding = 2		2007	Accidents = 21	Due to Speeding = 2			
2006	Accidents = 20	Due to Speeding = 2											
2007	Accidents = 21	Due to Speeding = 2											
<table style="width: 100%; border: none;"> <tr> <td colspan="2"><b>Posted Speed: 30</b></td> </tr> <tr> <td colspan="2"><b>85 % Speed: 32.0</b></td> </tr> <tr> <td colspan="2"><b>Average Speed: 28.8</b></td> </tr> <tr> <td colspan="2"><b>Average Daily Traffic:</b></td> </tr> <tr> <td colspan="2"><b>Date of ADT:</b></td> </tr> </table>				<b>Posted Speed: 30</b>		<b>85 % Speed: 32.0</b>		<b>Average Speed: 28.8</b>		<b>Average Daily Traffic:</b>		<b>Date of ADT:</b>	
<b>Posted Speed: 30</b>													
<b>85 % Speed: 32.0</b>													
<b>Average Speed: 28.8</b>													
<b>Average Daily Traffic:</b>													
<b>Date of ADT:</b>													
<p><b>Roadside Conditions</b></p> <p><i>Predominant Land Use</i></p> <p>Single Family Residential <input type="checkbox"/></p> <p>Multi-Family Residential <input checked="" type="checkbox"/></p> <p>Commercial <input type="checkbox"/></p> <p>Office <input checked="" type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) <input type="checkbox"/></p> <p>Comments:</p> <p><i>On Street Parking</i></p> <p>Heavy <input type="checkbox"/></p> <p>Moderate <input checked="" type="checkbox"/></p> <p>Light <input type="checkbox"/></p> <p>No Parking <input type="checkbox"/></p> <p>Comments: One lane W/B and one lane E/B</p> <p><i>Roadway Geometry</i></p> <p>Segment Length (feet) 9800</p> <p>Width 48</p> <p>Median Double Yellow</p> <p>No. of Lanes 2</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input checked="" type="checkbox"/></p> <p>Visibility Fair</p>													
<p><b>Certifying Engineer</b></p> <p>Signature _____</p>													

Notes:

City of Sacramento			
Engineering Survey for Speed Limits			
G STREET			
Speed Zone: 7TH STREET to ALHAMBRA BOULEVARD			
Survey Location: Between 26th St and 27th St			
Survey Date: 3/18/2008		Start Time: 14:00	End Time: 15:00
Expiration Date: 3/18/2015			
Weather: Clear			
Observer: LoAnna Hernandez		Radar Serial No. DS13825	
<b>Speed of Vehicle (MPH)</b>	<b>No.</b>	<b>%</b>	<b>SUM %</b>
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	0	0.0%	100.0
44	0	0.0%	100.0
43	0	0.0%	100.0
42	0	0.0%	100.0
41	0	0.0%	100.0
40	0	0.0%	100.0
39	0	0.0%	100.0
38	0	0.0%	100.0
37	0	0.0%	100.0
36	0	0.0%	100.0
35	0	0.0%	100.0
34	0	0.0%	100.0
33	0	0.0%	100.0
32	11	10.5%	100.0
31	8	7.6%	89.5%
30	13	12.4%	81.9%
29	10	9.5%	69.5%
28	7	6.7%	60.0%
27	15	14.3%	53.3%
26	13	12.4%	39.0%
25	11	10.5%	26.7%
24	6	5.7%	16.2%
23	6	5.7%	10.5%
22	2	1.9%	4.8%
21	2	1.9%	2.9%
20	1	1.0%	1.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>105</b>	<b>100.0</b>	

Posted Speed: 30  
 85 % Speed: 30.4  
 Average Speed: 27.4  
 Average Daily Traffic:  
 Date of ADT:

**Roadside Conditions**

**Predominant Land Use**

Single Family Residential   
 Multi-Family Residential   
 Commercial   
 Office   
 Industrial   
 Park or School (P, S, B)   
 Comments:

**On Street Parking**

Heavy   
 Moderate   
 Light   
 No Parking   
 Comments:

**Roadway Geometry**

Segment Length (feet) 9800  
 Width 48  
 Median see notes  
 No. of Lanes see notes

Curves   
 Straightaway   
 Bike Lanes   
 Visibility Good

2006	Accidents =	Due to Speeding =	
2007	Accidents =	Due to Speeding =	

**Certifying Engineer**  
 Signature \_\_\_\_\_

Notes:  
 Signals @ 7th St, 8th St, 9th St, 10th St, 12th St, 14th St., 15th St., 16th St., 21st., 29th St., 30th St., Alhambra Bl. Stop controls at 19th St., 20th St., half street closures at 20th St, 29th St. Traffic Circle @ 25th St. pedestrian islands at 23rd St., 27th St., 28th St., RR tracks between 19th and 20th St. 3 lanes 1 way W/B 7th to 16th St. double yellow 16th to Alhambra Bl 2 lanes (1 E & 1 W)

City of Sacramento			
Engineering Survey for Speed Limits			
GRAND AVENUE			
Speed Zone: NORWOOD AVENUE to TALENT STREET			
Survey Location: Between Grand Ave and Branch St			
Survey Date: 9/25/2007		Start Time: 14:15	
Expiration Date: 9/25/2014		End Time: 14:45	
Weather: Clear		Observer: Jon Fitzpatrick	
		Radar Serial No. #22 19290	
<b>Speed of Vehicle (MPH)</b>	<b>No.</b>	<b>%</b>	<b>SUM %</b>
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	1	0.9%	100.0
45	0	0.0%	99.1%
44	0	0.0%	99.1%
43	0	0.0%	99.1%
42	1	0.9%	99.1%
41	0	0.0%	98.1%
40	1	0.9%	98.1%
39	1	0.9%	97.2%
38	5	4.7%	96.2%
37	10	9.4%	91.5%
36	6	5.7%	82.1%
35	14	13.2%	76.4%
34	12	11.3%	63.2%
33	8	7.5%	51.9%
32	7	6.6%	44.3%
31	9	8.5%	37.7%
30	15	14.2%	29.2%
29	5	4.7%	15.1%
28	4	3.8%	10.4%
27	3	2.8%	6.6%
26	3	2.8%	3.8%
25	0	0.0%	0.9%
24	0	0.0%	0.9%
23	0	0.0%	0.9%
22	1	0.9%	0.9%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>106</b>	<b>100.0</b>	

  

2005 Accidents = 10      Due to Speeding = 5 2006 Accidents = 2      Due to Speeding = 1	<p>Posted Speed: 35                  85 % Speed: 36 (36.3)                  Average Speed: 33.0                  Average Daily Traffic: 8703                  Date of ADT: 9/26/2007</p> <p><b>Roadside Conditions</b></p> <p><i>Predominant Land Use</i></p> Single Family Residential <input checked="" type="checkbox"/> Multi-Family Residential <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Office <input type="checkbox"/> Industrial <input type="checkbox"/> Park or School (P, S, B)      S <p>Comments:                  GRANT UNION H.S. @ HURON,                  GRANT JOINTUNION DISTRICT                  OFFICE @ FELL.</p> <p><i>On Street Parking</i></p> Heavy <input type="checkbox"/> Moderate <input checked="" type="checkbox"/> Light <input type="checkbox"/> No Parking <input type="checkbox"/> <p>Comments:</p> <p><i>Roadway Geometry</i></p> Segment Length (feet) 14000 Width 47 Median None No. of Lanes 2 (1 EACH DIR)                 Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input checked="" type="checkbox"/> Visibility Fair
---	--

  

<b>Certifying Engineer</b>	
Signature _____	

Notes:  
 ADT COUNT TAKEN BTWN BRANCH & MAY. SIGNALS @ NORWOOD, RIO LINDA, DRY CREEK, MARYSVILLE, WINTERS. STOPS @ PINELL.

City of Sacramento Engineering Survey for Speed Limits GRAND AVENUE																																																													
Speed Zone: NORWOOD AVENUE to TALENT STREET																																																													
Survey Location: Between Grand Ave and Dayton St																																																													
Survey Date: 9/25/2007		Start Time: 14:50	End Time: 15:25																																																										
Expiration Date: 9/25/2014																																																													
Weather: Clear		Radar Serial No. #22 19290																																																											
Observer: Jon Fitzpatrick																																																													
Speed of Vehicle (MPH)	No.	%	SUM %																																																										
55 and over	0	0.0%	100%																																																										
54	0	0.0%	100.0																																																										
53	0	0.0%	100.0																																																										
52	0	0.0%	100.0																																																										
51	0	0.0%	100.0																																																										
50	0	0.0%	100.0																																																										
49	0	0.0%	100.0																																																										
48	0	0.0%	100.0																																																										
47	0	0.0%	100.0																																																										
46	0	0.0%	100.0																																																										
45	0	0.0%	100.0																																																										
44	0	0.0%	100.0																																																										
43	1	1.0%	100.0																																																										
42	0	0.0%	99.0%																																																										
41	1	1.0%	99.0%																																																										
40	1	1.0%	98.0%																																																										
39	2	2.0%	97.0%																																																										
38	5	5.0%	95.0%																																																										
37	2	2.0%	90.1%																																																										
36	2	2.0%	88.1%																																																										
35	5	5.0%	86.1%																																																										
34	9	8.9%	81.2%																																																										
33	11	10.9%	72.3%																																																										
32	12	11.9%	61.4%																																																										
31	18	17.8%	49.5%																																																										
30	11	10.9%	31.7%																																																										
29	6	5.9%	20.8%																																																										
28	7	6.9%	14.9%																																																										
27	2	2.0%	7.9%																																																										
26	1	1.0%	5.9%																																																										
25	0	0.0%	5.0%																																																										
24	4	4.0%	5.0%																																																										
23	0	0.0%	1.0%																																																										
22	0	0.0%	1.0%																																																										
21	0	0.0%	1.0%																																																										
20	1	1.0%	1.0%																																																										
19	0	0.0%	0.0%																																																										
18	0	0.0%	0.0%																																																										
17	0	0.0%	0.0%																																																										
16	0	0.0%	0.0%																																																										
15 and below	0	0.0%	0.0%																																																										
<b>Total</b>	<b>101</b>	<b>100.0</b>																																																											
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005 Accidents = 10</td> <td style="width: 25%;">Due to Speeding = 5</td> <td colspan="2"></td> </tr> <tr> <td>2006 Accidents = 2</td> <td>Due to Speeding = 1</td> <td colspan="2"></td> </tr> </table>				2005 Accidents = 10	Due to Speeding = 5			2006 Accidents = 2	Due to Speeding = 1																																																				
2005 Accidents = 10	Due to Speeding = 5																																																												
2006 Accidents = 2	Due to Speeding = 1																																																												
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><b>Certifying Engineer</b></td> <td style="width: 50%;"></td> </tr> <tr> <td>Signature _____</td> <td></td> </tr> </table>				<b>Certifying Engineer</b>		Signature _____																																																							
<b>Certifying Engineer</b>																																																													
Signature _____																																																													
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;">Posted Speed: 35</td> </tr> <tr> <td></td> <td>85 % Speed: 35 (34.8)</td> </tr> <tr> <td></td> <td>Average Speed: 31.9</td> </tr> <tr> <td></td> <td>Average Daily Traffic: 3130</td> </tr> <tr> <td></td> <td>Date of ADT: 9/26/2007</td> </tr> <tr> <td colspan="2"><b>Roadside Conditions</b></td> </tr> <tr> <td colspan="2"><i>Predominant Land Use</i></td> </tr> <tr> <td>Single Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Multi-Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Commercial</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Office</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Industrial</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Comments:</td> <td>Grant Union st @ Huron St.</td> </tr> <tr> <td colspan="2"><b>On Street Parking</b></td> </tr> <tr> <td>Heavy</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Moderate</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Light</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>No Parking</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Comments:</td> <td></td> </tr> <tr> <td colspan="2"><b>Roadway Geometry</b></td> </tr> <tr> <td>Segment Length (feet)</td> <td>14278</td> </tr> <tr> <td>Width</td> <td>47</td> </tr> <tr> <td>Median</td> <td>none</td> </tr> <tr> <td>No. of Lanes</td> <td>2 (1eb&amp;1wb)</td> </tr> <tr> <td>Curves</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Straightaway</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Bike Lanes</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Visibility</td> <td>Fair</td> </tr> </table>					Posted Speed: 35		85 % Speed: 35 (34.8)		Average Speed: 31.9		Average Daily Traffic: 3130		Date of ADT: 9/26/2007	<b>Roadside Conditions</b>		<i>Predominant Land Use</i>		Single Family Residential	<input checked="" type="checkbox"/>	Multi-Family Residential	<input checked="" type="checkbox"/>	Commercial	<input checked="" type="checkbox"/>	Office	<input type="checkbox"/>	Industrial	<input type="checkbox"/>	Park or School (P, S, B)	<input type="checkbox"/>	Comments:	Grant Union st @ Huron St.	<b>On Street Parking</b>		Heavy	<input type="checkbox"/>	Moderate	<input type="checkbox"/>	Light	<input checked="" type="checkbox"/>	No Parking	<input type="checkbox"/>	Comments:		<b>Roadway Geometry</b>		Segment Length (feet)	14278	Width	47	Median	none	No. of Lanes	2 (1eb&1wb)	Curves	<input type="checkbox"/>	Straightaway	<input checked="" type="checkbox"/>	Bike Lanes	<input checked="" type="checkbox"/>	Visibility	Fair
	Posted Speed: 35																																																												
	85 % Speed: 35 (34.8)																																																												
	Average Speed: 31.9																																																												
	Average Daily Traffic: 3130																																																												
	Date of ADT: 9/26/2007																																																												
<b>Roadside Conditions</b>																																																													
<i>Predominant Land Use</i>																																																													
Single Family Residential	<input checked="" type="checkbox"/>																																																												
Multi-Family Residential	<input checked="" type="checkbox"/>																																																												
Commercial	<input checked="" type="checkbox"/>																																																												
Office	<input type="checkbox"/>																																																												
Industrial	<input type="checkbox"/>																																																												
Park or School (P, S, B)	<input type="checkbox"/>																																																												
Comments:	Grant Union st @ Huron St.																																																												
<b>On Street Parking</b>																																																													
Heavy	<input type="checkbox"/>																																																												
Moderate	<input type="checkbox"/>																																																												
Light	<input checked="" type="checkbox"/>																																																												
No Parking	<input type="checkbox"/>																																																												
Comments:																																																													
<b>Roadway Geometry</b>																																																													
Segment Length (feet)	14278																																																												
Width	47																																																												
Median	none																																																												
No. of Lanes	2 (1eb&1wb)																																																												
Curves	<input type="checkbox"/>																																																												
Straightaway	<input checked="" type="checkbox"/>																																																												
Bike Lanes	<input checked="" type="checkbox"/>																																																												
Visibility	Fair																																																												

Notes:  
COUNT DATA TAKEN btwn Grand & Pinnell. Signals @ Norwood, Rio Linda, Dry Creek, Marysville, Winters. Stop signs @ Pinnell.

City of Sacramento																																																					
Engineering Survey for Speed Limits																																																					
GREENHAVEN DRIVE																																																					
Speed Zone: RIVERSIDE BOULEVARD to FLORIN ROAD																																																					
Survey Location: Between Moonlit Cir and Moonlit Cir																																																					
Survey Date: 9/25/2007		Start Time: 10:30      End Time: 11:30																																																			
Expiration Date: 9/25/2014																																																					
Weather: sunny & dry																																																					
Observer: Jon Fitzpatrick		Radar Serial No. DS13639																																																			
Speed of Vehicle (MPH)	No.	%	SUM %																																																		
55 and over	0	0.0%	100%																																																		
54	0	0.0%	100.0																																																		
53	0	0.0%	100.0																																																		
52	1	0.9%	100.0																																																		
51	0	0.0%	99.1%																																																		
50	0	0.0%	99.1%																																																		
49	0	0.0%	99.1%																																																		
48	0	0.0%	99.1%																																																		
47	3	2.8%	99.1%																																																		
46	1	0.9%	96.3%																																																		
45	3	2.8%	95.3%																																																		
44	4	3.7%	92.5%																																																		
43	2	1.9%	88.8%																																																		
42	4	3.7%	86.9%																																																		
41	5	4.7%	83.2%																																																		
40	7	6.5%	78.5%																																																		
39	4	3.7%	72.0%																																																		
38	8	7.5%	68.2%																																																		
37	8	7.5%	60.7%																																																		
36	6	5.6%	53.3%																																																		
35	10	9.3%	47.7%																																																		
34	13	12.1%	38.3%																																																		
33	7	6.5%	26.2%																																																		
32	6	5.6%	19.6%																																																		
31	6	5.6%	14.0%																																																		
30	3	2.8%	8.4%																																																		
29	2	1.9%	5.6%																																																		
28	4	3.7%	3.7%																																																		
27	0	0.0%	0.0%																																																		
26	0	0.0%	0.0%																																																		
25	0	0.0%	0.0%																																																		
24	0	0.0%	0.0%																																																		
23	0	0.0%	0.0%																																																		
22	0	0.0%	0.0%																																																		
21	0	0.0%	0.0%																																																		
20	0	0.0%	0.0%																																																		
19	0	0.0%	0.0%																																																		
18	0	0.0%	0.0%																																																		
17	0	0.0%	0.0%																																																		
16	0	0.0%	0.0%																																																		
15 and below	0	0.0%	0.0%																																																		
<b>Total</b>	<b>107</b>	<b>100.0</b>																																																			
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005 Accidents = 14</td> <td style="width: 25%;">Due to Speeding = 3</td> <td style="width: 25%;"></td> <td style="width: 25%;"></td> </tr> <tr> <td>2006 Accidents = 14</td> <td>Due to Speeding = 2</td> <td></td> <td></td> </tr> </table>				2005 Accidents = 14	Due to Speeding = 3			2006 Accidents = 14	Due to Speeding = 2																																												
2005 Accidents = 14	Due to Speeding = 3																																																				
2006 Accidents = 14	Due to Speeding = 2																																																				
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><b>Certifying Engineer</b></td> <td style="width: 50%;"></td> </tr> <tr> <td>Signature _____</td> <td></td> </tr> </table>				<b>Certifying Engineer</b>		Signature _____																																															
<b>Certifying Engineer</b>																																																					
Signature _____																																																					
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;">                     Posted Speed: 35                      85 % Speed: 41 (41.5)                      Average Speed: 36.7                      Average Daily Traffic: 4556                      Date of ADT: 9/13/2007                 </td> </tr> <tr> <td colspan="2"><b>Roadside Conditions</b></td> </tr> <tr> <td colspan="2"><b>Predominant Land Use</b></td> </tr> <tr> <td>Single Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Multi-Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Commercial</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Office</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Industrial</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td>S</td> </tr> <tr> <td colspan="2">Comments: CAROLINE WENZEL ELEM SCHOOL @ KATZ AVE</td> </tr> <tr> <td colspan="2"><b>On Street Parking</b></td> </tr> <tr> <td>Heavy</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Moderate</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Light</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>No Parking</td> <td><input type="checkbox"/></td> </tr> <tr> <td colspan="2">Comments:</td> </tr> <tr> <td colspan="2"><b>Roadway Geometry</b></td> </tr> <tr> <td>Segment Length (feet)</td> <td>7750</td> </tr> <tr> <td>Width</td> <td>64</td> </tr> <tr> <td>Median</td> <td>SEE Notes</td> </tr> <tr> <td>No. of Lanes</td> <td>2 (1NB &amp; 1SB)</td> </tr> <tr> <td>Curves</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Straightaway</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Bike Lanes</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Visibility</td> <td>Fair</td> </tr> </table>					Posted Speed: 35 85 % Speed: 41 (41.5) Average Speed: 36.7 Average Daily Traffic: 4556 Date of ADT: 9/13/2007	<b>Roadside Conditions</b>		<b>Predominant Land Use</b>		Single Family Residential	<input checked="" type="checkbox"/>	Multi-Family Residential	<input checked="" type="checkbox"/>	Commercial	<input type="checkbox"/>	Office	<input type="checkbox"/>	Industrial	<input type="checkbox"/>	Park or School (P, S, B)	S	Comments: CAROLINE WENZEL ELEM SCHOOL @ KATZ AVE		<b>On Street Parking</b>		Heavy	<input type="checkbox"/>	Moderate	<input type="checkbox"/>	Light	<input checked="" type="checkbox"/>	No Parking	<input type="checkbox"/>	Comments:		<b>Roadway Geometry</b>		Segment Length (feet)	7750	Width	64	Median	SEE Notes	No. of Lanes	2 (1NB & 1SB)	Curves	<input checked="" type="checkbox"/>	Straightaway	<input type="checkbox"/>	Bike Lanes	<input checked="" type="checkbox"/>	Visibility	Fair
	Posted Speed: 35 85 % Speed: 41 (41.5) Average Speed: 36.7 Average Daily Traffic: 4556 Date of ADT: 9/13/2007																																																				
<b>Roadside Conditions</b>																																																					
<b>Predominant Land Use</b>																																																					
Single Family Residential	<input checked="" type="checkbox"/>																																																				
Multi-Family Residential	<input checked="" type="checkbox"/>																																																				
Commercial	<input type="checkbox"/>																																																				
Office	<input type="checkbox"/>																																																				
Industrial	<input type="checkbox"/>																																																				
Park or School (P, S, B)	S																																																				
Comments: CAROLINE WENZEL ELEM SCHOOL @ KATZ AVE																																																					
<b>On Street Parking</b>																																																					
Heavy	<input type="checkbox"/>																																																				
Moderate	<input type="checkbox"/>																																																				
Light	<input checked="" type="checkbox"/>																																																				
No Parking	<input type="checkbox"/>																																																				
Comments:																																																					
<b>Roadway Geometry</b>																																																					
Segment Length (feet)	7750																																																				
Width	64																																																				
Median	SEE Notes																																																				
No. of Lanes	2 (1NB & 1SB)																																																				
Curves	<input checked="" type="checkbox"/>																																																				
Straightaway	<input type="checkbox"/>																																																				
Bike Lanes	<input checked="" type="checkbox"/>																																																				
Visibility	Fair																																																				

**Notes:**  
 DUE TO THE FACT THAT THE AREA IS PRIMARILY RESIDENTIAL, THE APPROPRIATE SPEED LIMIT IS 35MPH. SIGNALS @ RIVERSIDE, FLORIN. STOP SIGNS @ GLORIA, KATZ AVE. MEDIANS: SINGLE DASHED BTWN RIVERSIDE & KATZ, TWLTL BTWN KATZ & FLORIN RD.

<b>City of Sacramento</b> Engineering Survey for Speed Limits GREENHAVEN DRIVE																																																																																																																																																																													
Speed Zone: RIVERSIDE BOULEVARD to FLORIN ROAD Survey Location: Between Park Vista Cir and Katz Ave Survey Date: 10/2/2007      Start Time: 13:30      End Time: 14:15 Expiration Date: 10/2/2014 Weather: Clear Observer: Jon Fitzpatrick      Radar Serial No. DS13639																																																																																																																																																																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Speed of Vehicle (MPH)</th> <th style="text-align: center;">No.</th> <th style="text-align: center;">%</th> <th style="text-align: center;">SUM %</th> </tr> </thead> <tbody> <tr><td>55 and over</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100%</td></tr> <tr><td>54</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>53</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>52</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>51</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>50</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>49</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>48</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>47</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>46</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">100.0</td></tr> <tr><td>45</td><td style="text-align: center;">2</td><td style="text-align: center;">1.8%</td><td style="text-align: center;">99.1%</td></tr> <tr><td>44</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">97.2%</td></tr> <tr><td>43</td><td style="text-align: center;">2</td><td style="text-align: center;">1.8%</td><td style="text-align: center;">96.3%</td></tr> <tr><td>42</td><td style="text-align: center;">3</td><td style="text-align: center;">2.8%</td><td style="text-align: center;">94.5%</td></tr> <tr><td>41</td><td style="text-align: center;">4</td><td style="text-align: center;">3.7%</td><td style="text-align: center;">91.7%</td></tr> <tr><td>40</td><td style="text-align: center;">5</td><td style="text-align: center;">4.6%</td><td style="text-align: center;">88.1%</td></tr> <tr><td>39</td><td style="text-align: center;">8</td><td style="text-align: center;">7.3%</td><td style="text-align: center;">83.5%</td></tr> <tr><td>38</td><td style="text-align: center;">11</td><td style="text-align: center;">10.1%</td><td style="text-align: center;">76.1%</td></tr> <tr><td>37</td><td style="text-align: center;">9</td><td style="text-align: center;">8.3%</td><td style="text-align: center;">68.1%</td></tr> <tr><td>36</td><td style="text-align: center;">9</td><td style="text-align: center;">8.3%</td><td style="text-align: center;">57.8%</td></tr> <tr><td>35</td><td style="text-align: center;">13</td><td style="text-align: center;">11.9%</td><td style="text-align: center;">49.5%</td></tr> <tr><td>34</td><td style="text-align: center;">8</td><td style="text-align: center;">7.3%</td><td style="text-align: center;">37.6%</td></tr> <tr><td>33</td><td style="text-align: center;">10</td><td style="text-align: center;">9.2%</td><td style="text-align: center;">30.3%</td></tr> <tr><td>32</td><td style="text-align: center;">11</td><td style="text-align: center;">10.1%</td><td style="text-align: center;">21.1%</td></tr> <tr><td>31</td><td style="text-align: center;">5</td><td style="text-align: center;">4.6%</td><td style="text-align: center;">11.0%</td></tr> <tr><td>30</td><td style="text-align: center;">5</td><td style="text-align: center;">4.6%</td><td style="text-align: center;">6.4%</td></tr> <tr><td>29</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">1.8%</td></tr> <tr><td>28</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">1.8%</td></tr> <tr><td>27</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.9%</td></tr> <tr><td>26</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">0.9%</td></tr> <tr><td>25</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>24</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>23</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>22</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>21</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>20</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>19</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>18</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>17</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>16</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>15 and below</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>109</b></td> <td style="text-align: center;"><b>100.0</b></td> <td></td> </tr> </tbody> </table>	Speed of Vehicle (MPH)	No.	%	SUM %	55 and over	0	0.0%	100%	54	0	0.0%	100.0	53	0	0.0%	100.0	52	0	0.0%	100.0	51	0	0.0%	100.0	50	0	0.0%	100.0	49	0	0.0%	100.0	48	0	0.0%	100.0	47	0	0.0%	100.0	46	1	0.9%	100.0	45	2	1.8%	99.1%	44	1	0.9%	97.2%	43	2	1.8%	96.3%	42	3	2.8%	94.5%	41	4	3.7%	91.7%	40	5	4.6%	88.1%	39	8	7.3%	83.5%	38	11	10.1%	76.1%	37	9	8.3%	68.1%	36	9	8.3%	57.8%	35	13	11.9%	49.5%	34	8	7.3%	37.6%	33	10	9.2%	30.3%	32	11	10.1%	21.1%	31	5	4.6%	11.0%	30	5	4.6%	6.4%	29	0	0.0%	1.8%	28	1	0.9%	1.8%	27	0	0.0%	0.9%	26	1	0.9%	0.9%	25	0	0.0%	0.0%	24	0	0.0%	0.0%	23	0	0.0%	0.0%	22	0	0.0%	0.0%	21	0	0.0%	0.0%	20	0	0.0%	0.0%	19	0	0.0%	0.0%	18	0	0.0%	0.0%	17	0	0.0%	0.0%	16	0	0.0%	0.0%	15 and below	0	0.0%	0.0%	<b>Total</b>	<b>109</b>	<b>100.0</b>		<p>                         Posted Speed: 35                          85 % Speed: 39 (39.3)                          Average Speed: 35.9                          Average Daily Traffic: 6536                          Date of ADT: 9/25/2007                     </p> <p> <u><b>Roadside Conditions</b></u>  <i>Predominant Land Use</i>                          Single Family Residential <input checked="" type="checkbox"/>                          Multi-Family Residential <input checked="" type="checkbox"/>                          Commercial <input type="checkbox"/>                          Office <input type="checkbox"/>                          Industrial <input type="checkbox"/>                          Park or School (P, S, B)      S                          Comments:                          ELEMENTARY SCHOOL                     </p> <p> <i>On Street Parking</i>                          Heavy <input type="checkbox"/>                          Moderate <input checked="" type="checkbox"/>                          Light <input type="checkbox"/>                          No Parking <input type="checkbox"/>                          Comments:                     </p> <p> <i>Roadway Geometry</i>                          Segment Length (feet) 7750                          Width 64                          Median Two Way Left Turn                          No. of Lanes 2. 1 EACH DIR                          Curves <input checked="" type="checkbox"/>                          Straightaway <input type="checkbox"/>                          Bike Lanes <input checked="" type="checkbox"/>                          Visibility Fair                     </p>
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																																																																										
55 and over	0	0.0%	100%																																																																																																																																																																										
54	0	0.0%	100.0																																																																																																																																																																										
53	0	0.0%	100.0																																																																																																																																																																										
52	0	0.0%	100.0																																																																																																																																																																										
51	0	0.0%	100.0																																																																																																																																																																										
50	0	0.0%	100.0																																																																																																																																																																										
49	0	0.0%	100.0																																																																																																																																																																										
48	0	0.0%	100.0																																																																																																																																																																										
47	0	0.0%	100.0																																																																																																																																																																										
46	1	0.9%	100.0																																																																																																																																																																										
45	2	1.8%	99.1%																																																																																																																																																																										
44	1	0.9%	97.2%																																																																																																																																																																										
43	2	1.8%	96.3%																																																																																																																																																																										
42	3	2.8%	94.5%																																																																																																																																																																										
41	4	3.7%	91.7%																																																																																																																																																																										
40	5	4.6%	88.1%																																																																																																																																																																										
39	8	7.3%	83.5%																																																																																																																																																																										
38	11	10.1%	76.1%																																																																																																																																																																										
37	9	8.3%	68.1%																																																																																																																																																																										
36	9	8.3%	57.8%																																																																																																																																																																										
35	13	11.9%	49.5%																																																																																																																																																																										
34	8	7.3%	37.6%																																																																																																																																																																										
33	10	9.2%	30.3%																																																																																																																																																																										
32	11	10.1%	21.1%																																																																																																																																																																										
31	5	4.6%	11.0%																																																																																																																																																																										
30	5	4.6%	6.4%																																																																																																																																																																										
29	0	0.0%	1.8%																																																																																																																																																																										
28	1	0.9%	1.8%																																																																																																																																																																										
27	0	0.0%	0.9%																																																																																																																																																																										
26	1	0.9%	0.9%																																																																																																																																																																										
25	0	0.0%	0.0%																																																																																																																																																																										
24	0	0.0%	0.0%																																																																																																																																																																										
23	0	0.0%	0.0%																																																																																																																																																																										
22	0	0.0%	0.0%																																																																																																																																																																										
21	0	0.0%	0.0%																																																																																																																																																																										
20	0	0.0%	0.0%																																																																																																																																																																										
19	0	0.0%	0.0%																																																																																																																																																																										
18	0	0.0%	0.0%																																																																																																																																																																										
17	0	0.0%	0.0%																																																																																																																																																																										
16	0	0.0%	0.0%																																																																																																																																																																										
15 and below	0	0.0%	0.0%																																																																																																																																																																										
<b>Total</b>	<b>109</b>	<b>100.0</b>																																																																																																																																																																											
2005 Accidents = 0      Due to Speeding = 0 2006 Accidents = 0      Due to Speeding = 0																																																																																																																																																																													
<b>Certifying Engineer</b> Signature _____																																																																																																																																																																													

Notes:  
ALL WAY STOP & SCHOOL @ KATZ AVE.

City of Sacramento			
Engineering Survey for Speed Limits			
GREENHAVEN DRIVE			
Speed Zone: FLORIN ROAD to POCKET ROAD			
Survey Location: Between S Land Park Dr and Heritage Wood Cir			
Survey Date: 10/3/2007		Start Time: 13:05      End Time: 13:35	
Expiration Date: 10/3/2014			
Weather: Clear			
Observer: Jon Fitzpatrick		Radar Serial No. 9035 #20	

  

Speed of Vehicle (MPH)	No.	%	SUM %	
55 and over	0	0.0%	100%	Posted Speed: 35
54	0	0.0%	100.0	85 % Speed: 41 (40.5)
53	0	0.0%	100.0	Average Speed: 37.1
52	0	0.0%	100.0	Average Daily Traffic: 8060
51	0	0.0%	100.0	Date of ADT: 9/26/2007
50	1	0.8%	100.0	
49	0	0.0%	99.2%	<b>Roadside Conditions</b>
48	0	0.0%	99.2%	<i>Predominant Land Use</i>
47	0	0.0%	99.2%	Single Family Residential <input checked="" type="checkbox"/>
46	0	0.0%	99.2%	Multi-Family Residential <input checked="" type="checkbox"/>
45	0	0.0%	99.2%	Commercial <input checked="" type="checkbox"/>
44	6	5.0%	99.2%	Office <input type="checkbox"/>
43	2	1.7%	94.2%	Industrial <input type="checkbox"/>
42	5	4.2%	92.5%	Park or School (P, S, B)
41	8	6.7%	88.3%	Comments:
40	9	7.5%	81.7%	
39	10	8.3%	74.2%	<b>On Street Parking</b>
38	16	13.3%	65.8%	Heavy <input type="checkbox"/>
37	10	8.3%	52.5%	Moderate <input type="checkbox"/>
36	14	11.7%	44.2%	Light <input checked="" type="checkbox"/>
35	15	12.5%	32.5%	No Parking <input type="checkbox"/>
34	4	3.3%	20.0%	Comments:
33	6	5.0%	16.7%	
32	3	2.5%	11.7%	
31	3	2.5%	9.2%	
30	4	3.3%	6.7%	
29	3	2.5%	3.3%	
28	1	0.8%	0.8%	
27	0	0.0%	0.0%	
26	0	0.0%	0.0%	
25	0	0.0%	0.0%	
24	0	0.0%	0.0%	
23	0	0.0%	0.0%	
22	0	0.0%	0.0%	
21	0	0.0%	0.0%	
20	0	0.0%	0.0%	
19	0	0.0%	0.0%	
18	0	0.0%	0.0%	
17	0	0.0%	0.0%	
16	0	0.0%	0.0%	
15 and below	0	0.0%	0.0%	
<b>Total</b>	<b>120</b>	<b>100.0</b>		

  

2005	Accidents = 3	Due to Speeding = 0	
2006	Accidents = 6	Due to Speeding = 3	

  

<b>Certifying Engineer</b>	
Signature _____	Curves <input checked="" type="checkbox"/>
	Straightaway <input type="checkbox"/>
	Bike Lanes <input checked="" type="checkbox"/>
	Visibility Fair

Notes:  
 ADT LOCATION TAKEN BTWN LA FLEUR & CORPORATE. SIGNALS @ FLORIN, WINDBRIDGE, & POCKET. STOPS @ S LAND PARK, RUSH RIVER. MEDIANS: RAISED BTWN FLORIN & WINDBRIDGE, TWLTL BTWN WINDBRIDGE & RUSH RIVER, RAISED BTWN RUSH RIVER & POCKET. LANES: 4(2NB&2SB) BTWN FLORIN & S LAND PARK, 2 (1NB&1SB) BTWN S LAND PARK & RUSH RIVER, 4 (2NB&2SB) BTWN RUSH RIVER & POCKET.

City of Sacramento Engineering Survey for Speed Limits GREENHAVEN DRIVE																							
Speed Zone: FLORIN ROAD to POCKET ROAD																							
Survey Location: Between Corporate Wy and La Fleur Wy																							
Survey Date: 10/3/2007		Start Time: 11:30	End Time: 12:00																				
Expiration Date: 10/3/2014																							
Weather: Clear																							
Observer: Jon Fitzpatrick		Radar Serial No. 9035 #20																					
Speed of Vehicle (MPH)	No.	%	SUM %																				
55 and over	0	0.0%	100%																				
54	0	0.0%	100.0																				
53	0	0.0%	100.0																				
52	0	0.0%	100.0																				
51	0	0.0%	100.0																				
50	0	0.0%	100.0																				
49	1	0.9%	100.0																				
48	0	0.0%	99.1%																				
47	0	0.0%	99.1%																				
46	0	0.0%	99.1%																				
45	1	0.9%	99.1%																				
44	5	4.5%	98.2%																				
43	2	1.8%	93.6%																				
42	1	0.9%	91.8%																				
41	2	1.8%	90.9%																				
40	8	7.3%	89.1%																				
39	13	11.8%	81.8%																				
38	12	10.9%	70.0%																				
37	11	10.0%	59.1%																				
36	11	10.0%	49.1%																				
35	9	8.2%	39.1%																				
34	7	6.4%	30.9%																				
33	7	6.4%	24.5%																				
32	6	5.5%	18.2%																				
31	7	6.4%	12.7%																				
30	1	0.9%	6.4%																				
29	2	1.8%	5.5%																				
28	2	1.8%	3.6%																				
27	2	1.8%	1.8%																				
26	0	0.0%	0.0%																				
25	0	0.0%	0.0%																				
24	0	0.0%	0.0%																				
23	0	0.0%	0.0%																				
22	0	0.0%	0.0%																				
21	0	0.0%	0.0%																				
20	0	0.0%	0.0%																				
19	0	0.0%	0.0%																				
18	0	0.0%	0.0%																				
17	0	0.0%	0.0%																				
16	0	0.0%	0.0%																				
15 and below	0	0.0%	0.0%																				
<b>Total</b>	<b>110</b>	<b>100.0</b>																					
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">Posted Speed: 35</td> <td style="width: 25%;"></td> <td style="width: 25%;"></td> <td style="width: 25%;"></td> </tr> <tr> <td>85 % Speed: 39 (39.4)</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Average Speed: 36.4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Average Daily Traffic: 20509</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Date of ADT: 9/25/2007</td> <td></td> <td></td> <td></td> </tr> </table>				Posted Speed: 35				85 % Speed: 39 (39.4)				Average Speed: 36.4				Average Daily Traffic: 20509				Date of ADT: 9/25/2007			
Posted Speed: 35																							
85 % Speed: 39 (39.4)																							
Average Speed: 36.4																							
Average Daily Traffic: 20509																							
Date of ADT: 9/25/2007																							
<p style="text-align: center;"><b>Roadside Conditions</b></p> <p style="text-align: center;"><i>Predominant Land Use</i></p> <p>Single Family Residential <input checked="" type="checkbox"/></p> <p>Multi-Family Residential <input checked="" type="checkbox"/></p> <p>Commercial <input checked="" type="checkbox"/></p> <p>Office <input checked="" type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) <input type="checkbox"/></p> <p>Comments:</p> <p style="text-align: center;"><i>On Street Parking</i></p> <p>Heavy <input type="checkbox"/></p> <p>Moderate <input type="checkbox"/></p> <p>Light <input checked="" type="checkbox"/></p> <p>No Parking <input type="checkbox"/></p> <p>Comments: SOME RESTRICTIONS</p> <p style="text-align: center;"><i>Roadway Geometry</i></p> <p>Segment Length (feet) 6700</p> <p>Width</p> <p>Median SEE NOTES</p> <p>No. of Lanes SEE NOTES</p> <p>Curves <input checked="" type="checkbox"/></p> <p>Straightaway <input type="checkbox"/></p> <p>Bike Lanes <input checked="" type="checkbox"/></p> <p>Visibility Fair</p>																							
2005 Accidents = 3		Due to Speeding = 0																					
2006 Accidents = 6		Due to Speeding = 2																					
<p><b>Certifying Engineer</b></p> <p>Signature _____</p>																							

Notes:  
 COUNT DATA TAKEN BTWN SECRET RIVER & MORNING SUN. SIGNALS @ FLORIN, WINDBRIDGE, POCKET. STOPS @ S LAND PARK, RUSH RIVER. MEDIAN: RAISED BTWN FLORIN & WINDBRIDGE. TWLTL BTWN WINDBRIDGE & RUSH RIVER. RAISED BTWN RUSH RIVER & POCKET. LANES: 4 (2NB & 2SB) BTWN FLORIN & S LAND PARK, 2 (1NB, 1SB) BTWN S LAND PARK & RUSH RIVER, 4 (2NB&2SB) BTWN RUSH RIVER & POCKET RD.

City of Sacramento Engineering Survey for Speed Limits LEMON HILL AVENUE																																																																																																																							
Speed Zone: CITY LIMITS to STOCKTON BOULEVARD																																																																																																																							
Survey Location: Between Stockton Blvd and Lucero Dr																																																																																																																							
Survey Date: 9/12/2007		Start Time: 9:05	End Time: 9:30																																																																																																																				
Expiration Date: 9/12/2014																																																																																																																							
Weather: Clear																																																																																																																							
Observer: Tara Barretto		Radar Serial No. DS 13825																																																																																																																					
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																				
55 and over	0	0.0%	100%																																																																																																																				
54	0	0.0%	100.0																																																																																																																				
53	0	0.0%	100.0																																																																																																																				
52	0	0.0%	100.0																																																																																																																				
51	0	0.0%	100.0																																																																																																																				
50	0	0.0%	100.0																																																																																																																				
49	0	0.0%	100.0																																																																																																																				
48	0	0.0%	100.0																																																																																																																				
47	0	0.0%	100.0																																																																																																																				
46	0	0.0%	100.0																																																																																																																				
45	0	0.0%	100.0																																																																																																																				
44	0	0.0%	100.0																																																																																																																				
43	0	0.0%	100.0																																																																																																																				
42	0	0.0%	100.0																																																																																																																				
41	0	0.0%	100.0																																																																																																																				
40	0	0.0%	100.0																																																																																																																				
39	0	0.0%	100.0																																																																																																																				
38	4	4.0%	100.0																																																																																																																				
37	4	4.0%	96.0%																																																																																																																				
36	2	2.0%	92.0%																																																																																																																				
35	2	2.0%	90.0%																																																																																																																				
34	5	5.0%	88.0%																																																																																																																				
33	6	6.0%	83.0%																																																																																																																				
32	7	7.0%	77.0%																																																																																																																				
31	6	6.0%	70.0%																																																																																																																				
30	5	5.0%	64.0%																																																																																																																				
29	11	11.0%	59.0%																																																																																																																				
28	12	12.0%	48.0%																																																																																																																				
27	10	10.0%	36.0%																																																																																																																				
26	10	10.0%	26.0%																																																																																																																				
25	9	9.0%	16.0%																																																																																																																				
24	7	7.0%	7.0%																																																																																																																				
23	0	0.0%	0.0%																																																																																																																				
22	0	0.0%	0.0%																																																																																																																				
21	0	0.0%	0.0%																																																																																																																				
20	0	0.0%	0.0%																																																																																																																				
19	0	0.0%	0.0%																																																																																																																				
18	0	0.0%	0.0%																																																																																																																				
17	0	0.0%	0.0%																																																																																																																				
16	0	0.0%	0.0%																																																																																																																				
15 and below	0	0.0%	0.0%																																																																																																																				
<b>Total</b>	<b>100</b>	<b>100.0</b>																																																																																																																					
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005 Accidents = 0</td> <td style="width: 25%;">Due to Speeding = 0</td> <td colspan="2"></td> </tr> <tr> <td>2006 Accidents = 5</td> <td>Due to Speeding = 1</td> <td colspan="2"></td> </tr> </table>				2005 Accidents = 0	Due to Speeding = 0			2006 Accidents = 5	Due to Speeding = 1																																																																																																														
2005 Accidents = 0	Due to Speeding = 0																																																																																																																						
2006 Accidents = 5	Due to Speeding = 1																																																																																																																						
<table style="width: 100%; border: none;"> <tr> <td colspan="4"><b>Posted Speed: 35</b></td> </tr> <tr> <td colspan="4"><b>85 % Speed: 33 (33.4)</b></td> </tr> <tr> <td colspan="4"><b>Average Speed: 29.5</b></td> </tr> <tr> <td colspan="4"><b>Average Daily Traffic: 7104</b></td> </tr> <tr> <td colspan="4"><b>Date of ADT: 9/25/2007</b></td> </tr> <tr> <td colspan="4"><b><u>Roadside Conditions</u></b></td> </tr> <tr> <td colspan="4"><b><i>Predominant Land Use</i></b></td> </tr> <tr> <td>Single Family Residential</td> <td><input checked="" type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Multi-Family Residential</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Commercial</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Office</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Industrial</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td colspan="4">Comments:</td> </tr> <tr> <td colspan="4"><b><i>On Street Parking</i></b></td> </tr> <tr> <td>Heavy</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Moderate</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Light</td> <td><input checked="" type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>No Parking</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td colspan="4">Comments:</td> </tr> <tr> <td colspan="4"><b><i>Roadway Geometry</i></b></td> </tr> <tr> <td>Segment Length (feet)</td> <td>860</td> <td colspan="2"></td> </tr> <tr> <td>Width</td> <td>22</td> <td colspan="2"></td> </tr> <tr> <td>Median</td> <td>None</td> <td colspan="2"></td> </tr> <tr> <td>No. of Lanes</td> <td>2 (1 E/B &amp; 1 W/B)</td> <td colspan="2"></td> </tr> <tr> <td>Curves</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Straightaway</td> <td><input checked="" type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Bike Lanes</td> <td><input type="checkbox"/></td> <td colspan="2"></td> </tr> <tr> <td>Visibility</td> <td>Fair</td> <td colspan="2"></td> </tr> </table>				<b>Posted Speed: 35</b>				<b>85 % Speed: 33 (33.4)</b>				<b>Average Speed: 29.5</b>				<b>Average Daily Traffic: 7104</b>				<b>Date of ADT: 9/25/2007</b>				<b><u>Roadside Conditions</u></b>				<b><i>Predominant Land Use</i></b>				Single Family Residential	<input checked="" type="checkbox"/>			Multi-Family Residential	<input type="checkbox"/>			Commercial	<input type="checkbox"/>			Office	<input type="checkbox"/>			Industrial	<input type="checkbox"/>			Park or School (P, S, B)	<input type="checkbox"/>			Comments:				<b><i>On Street Parking</i></b>				Heavy	<input type="checkbox"/>			Moderate	<input type="checkbox"/>			Light	<input checked="" type="checkbox"/>			No Parking	<input type="checkbox"/>			Comments:				<b><i>Roadway Geometry</i></b>				Segment Length (feet)	860			Width	22			Median	None			No. of Lanes	2 (1 E/B & 1 W/B)			Curves	<input type="checkbox"/>			Straightaway	<input checked="" type="checkbox"/>			Bike Lanes	<input type="checkbox"/>			Visibility	Fair		
<b>Posted Speed: 35</b>																																																																																																																							
<b>85 % Speed: 33 (33.4)</b>																																																																																																																							
<b>Average Speed: 29.5</b>																																																																																																																							
<b>Average Daily Traffic: 7104</b>																																																																																																																							
<b>Date of ADT: 9/25/2007</b>																																																																																																																							
<b><u>Roadside Conditions</u></b>																																																																																																																							
<b><i>Predominant Land Use</i></b>																																																																																																																							
Single Family Residential	<input checked="" type="checkbox"/>																																																																																																																						
Multi-Family Residential	<input type="checkbox"/>																																																																																																																						
Commercial	<input type="checkbox"/>																																																																																																																						
Office	<input type="checkbox"/>																																																																																																																						
Industrial	<input type="checkbox"/>																																																																																																																						
Park or School (P, S, B)	<input type="checkbox"/>																																																																																																																						
Comments:																																																																																																																							
<b><i>On Street Parking</i></b>																																																																																																																							
Heavy	<input type="checkbox"/>																																																																																																																						
Moderate	<input type="checkbox"/>																																																																																																																						
Light	<input checked="" type="checkbox"/>																																																																																																																						
No Parking	<input type="checkbox"/>																																																																																																																						
Comments:																																																																																																																							
<b><i>Roadway Geometry</i></b>																																																																																																																							
Segment Length (feet)	860																																																																																																																						
Width	22																																																																																																																						
Median	None																																																																																																																						
No. of Lanes	2 (1 E/B & 1 W/B)																																																																																																																						
Curves	<input type="checkbox"/>																																																																																																																						
Straightaway	<input checked="" type="checkbox"/>																																																																																																																						
Bike Lanes	<input type="checkbox"/>																																																																																																																						
Visibility	Fair																																																																																																																						
<b>Certifying Engineer</b> Signature _____																																																																																																																							

Notes:

City of Sacramento																																																																			
Engineering Survey for Speed Limits																																																																			
N B STREET																																																																			
Speed Zone: BANNON STREET to N 16TH STREET																																																																			
Survey Location: Between N 7th St and N 10th St																																																																			
Survey Date: 9/13/2007		Start Time: 1:00	End Time: 1:30																																																																
Expiration Date: 9/13/2014																																																																			
Weather: CLear																																																																			
Observer: LoAnna Hernandez		Radar Serial No. AD1224																																																																	
Speed of Vehicle (MPH)	No.	%	SUM %																																																																
55 and over	0	0.0%	100%																																																																
54	0	0.0%	100.0																																																																
53	0	0.0%	100.0																																																																
52	0	0.0%	100.0																																																																
51	0	0.0%	100.0																																																																
50	0	0.0%	100.0																																																																
49	0	0.0%	100.0																																																																
48	0	0.0%	100.0																																																																
47	2	1.8%	100.0																																																																
46	0	0.0%	98.2%																																																																
45	1	0.9%	98.2%																																																																
44	4	3.6%	97.3%																																																																
43	0	0.0%	93.8%																																																																
42	1	0.9%	93.8%																																																																
41	2	1.8%	92.9%																																																																
40	9	8.0%	91.1%																																																																
39	7	6.3%	83.0%																																																																
38	6	5.4%	76.8%																																																																
37	5	4.5%	71.4%																																																																
36	8	7.1%	67.0%																																																																
35	8	7.1%	59.8%																																																																
34	14	12.5%	52.7%																																																																
33	5	4.5%	40.2%																																																																
32	6	5.4%	35.7%																																																																
31	5	4.5%	30.4%																																																																
30	8	7.1%	25.9%																																																																
29	9	8.0%	18.8%																																																																
28	2	1.8%	10.7%																																																																
27	0	0.0%	8.9%																																																																
26	2	1.8%	8.9%																																																																
25	3	2.7%	7.1%																																																																
24	2	1.8%	4.5%																																																																
23	1	0.9%	2.7%																																																																
22	1	0.9%	1.8%																																																																
21	0	0.0%	0.9%																																																																
20	0	0.0%	0.9%																																																																
19	1	0.9%	0.9%																																																																
18	0	0.0%	0.0%																																																																
17	0	0.0%	0.0%																																																																
16	0	0.0%	0.0%																																																																
15 and below	0	0.0%	0.0%																																																																
<b>Total</b>	<b>112</b>	<b>100.0</b>																																																																	
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005</td> <td style="width: 25%;">Accidents = 7</td> <td style="width: 25%;">Due to Speeding = 3</td> <td></td> </tr> <tr> <td>2006</td> <td>Accidents = 11</td> <td>Due to Speeding = 2</td> <td></td> </tr> </table>				2005	Accidents = 7	Due to Speeding = 3		2006	Accidents = 11	Due to Speeding = 2																																																									
2005	Accidents = 7	Due to Speeding = 3																																																																	
2006	Accidents = 11	Due to Speeding = 2																																																																	
<table style="width: 100%; border: none;"> <tr> <td colspan="2"><b>Posted Speed: 35</b></td> </tr> <tr> <td colspan="2"><b>85 % Speed: 39 (39.2)</b></td> </tr> <tr> <td colspan="2"><b>Average Speed: 34.3</b></td> </tr> <tr> <td colspan="2"><b>Average Daily Traffic: 4463</b></td> </tr> <tr> <td colspan="2"><b>Date of ADT: 9/28/2007</b></td> </tr> <tr> <td colspan="2"><b><u>Roadside Conditions</u></b></td> </tr> <tr> <td colspan="2"><b><i>Predominant Land Use</i></b></td> </tr> <tr> <td>Single Family Residential</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Multi-Family Residential</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Commercial</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Office</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Industrial</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td></td> </tr> <tr> <td colspan="2">Comments:</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td colspan="2"><b><i>On Street Parking</i></b></td> </tr> <tr> <td>Heavy</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Moderate</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Light</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>No Parking</td> <td><input type="checkbox"/></td> </tr> <tr> <td colspan="2">Comments:</td> </tr> <tr> <td colspan="2">Some Restrictions</td> </tr> <tr> <td colspan="2"> </td> </tr> <tr> <td colspan="2"><b><i>Roadway Geometry</i></b></td> </tr> <tr> <td>Segment Length (feet)</td> <td>5100</td> </tr> <tr> <td>Width</td> <td></td> </tr> <tr> <td>Median</td> <td>See Notes</td> </tr> <tr> <td>No. of Lanes</td> <td>See Notes</td> </tr> <tr> <td>Curves</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Straightaway</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Bike Lanes</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Visibility</td> <td>Fair</td> </tr> </table>				<b>Posted Speed: 35</b>		<b>85 % Speed: 39 (39.2)</b>		<b>Average Speed: 34.3</b>		<b>Average Daily Traffic: 4463</b>		<b>Date of ADT: 9/28/2007</b>		<b><u>Roadside Conditions</u></b>		<b><i>Predominant Land Use</i></b>		Single Family Residential	<input type="checkbox"/>	Multi-Family Residential	<input type="checkbox"/>	Commercial	<input checked="" type="checkbox"/>	Office	<input type="checkbox"/>	Industrial	<input checked="" type="checkbox"/>	Park or School (P, S, B)		Comments:		 		<b><i>On Street Parking</i></b>		Heavy	<input type="checkbox"/>	Moderate	<input type="checkbox"/>	Light	<input checked="" type="checkbox"/>	No Parking	<input type="checkbox"/>	Comments:		Some Restrictions		 		<b><i>Roadway Geometry</i></b>		Segment Length (feet)	5100	Width		Median	See Notes	No. of Lanes	See Notes	Curves	<input checked="" type="checkbox"/>	Straightaway	<input checked="" type="checkbox"/>	Bike Lanes	<input type="checkbox"/>	Visibility	Fair
<b>Posted Speed: 35</b>																																																																			
<b>85 % Speed: 39 (39.2)</b>																																																																			
<b>Average Speed: 34.3</b>																																																																			
<b>Average Daily Traffic: 4463</b>																																																																			
<b>Date of ADT: 9/28/2007</b>																																																																			
<b><u>Roadside Conditions</u></b>																																																																			
<b><i>Predominant Land Use</i></b>																																																																			
Single Family Residential	<input type="checkbox"/>																																																																		
Multi-Family Residential	<input type="checkbox"/>																																																																		
Commercial	<input checked="" type="checkbox"/>																																																																		
Office	<input type="checkbox"/>																																																																		
Industrial	<input checked="" type="checkbox"/>																																																																		
Park or School (P, S, B)																																																																			
Comments:																																																																			
<b><i>On Street Parking</i></b>																																																																			
Heavy	<input type="checkbox"/>																																																																		
Moderate	<input type="checkbox"/>																																																																		
Light	<input checked="" type="checkbox"/>																																																																		
No Parking	<input type="checkbox"/>																																																																		
Comments:																																																																			
Some Restrictions																																																																			
<b><i>Roadway Geometry</i></b>																																																																			
Segment Length (feet)	5100																																																																		
Width																																																																			
Median	See Notes																																																																		
No. of Lanes	See Notes																																																																		
Curves	<input checked="" type="checkbox"/>																																																																		
Straightaway	<input checked="" type="checkbox"/>																																																																		
Bike Lanes	<input type="checkbox"/>																																																																		
Visibility	Fair																																																																		
<table style="width: 100%; border: none;"> <tr> <td colspan="2"><b>Certifying Engineer</b></td> </tr> <tr> <td colspan="2">Signature _____</td> </tr> </table>				<b>Certifying Engineer</b>		Signature _____																																																													
<b>Certifying Engineer</b>																																																																			
Signature _____																																																																			

Notes:  
 Signals @ North 12th St, North 16th St; Medians: Single Dashed bwn Bannon St & North 10th St, Double Yellow bwn North 10th St & North 16th St;  
 Lanes: 2 (1 EB, 1 WB) bwn Bannon St & North 10th St, 4 (2 EB, 2 WB) bwn North 10th St & North 16th St. Width Varies from 24-64 feet

City of Sacramento Engineering Survey for Speed Limits RIVERSIDE BOULEVARD			
Speed Zone: BROADWAY to 43RD AVENUE			
Survey Location: Between Beverly Wy and 2nd Ave			
Survey Date: 9/26/2007		Start Time: 1:25	End Time: 2:25
Expiration Date: 9/26/2014			
Weather: sunny/dry			
Observer: Jon Fitzpatrick		Radar Serial No. DS13639	
Speed of Vehicle (MPH)	No.	%	SUM %
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	0	0.0%	100.0
44	4	1.5%	100.0
43	2	0.7%	98.5%
42	6	2.2%	97.8%
41	7	2.6%	95.5%
40	14	5.2%	92.9%
39	19	7.1%	87.7%
38	20	7.5%	80.6%
37	37	13.8%	73.1%
36	27	10.1%	59.3%
35	27	10.1%	49.3%
34	27	10.1%	39.2%
33	23	8.6%	29.1%
32	12	4.5%	20.5%
31	18	6.7%	16.0%
30	8	3.0%	9.3%
29	7	2.6%	6.3%
28	5	1.9%	3.7%
27	3	1.1%	1.9%
26	1	0.4%	0.7%
25	0	0.0%	0.4%
24	1	0.4%	0.4%
23	0	0.0%	0.0%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>268</b>	<b>100.0</b>	
Posted Speed: 35 85 % Speed: 39 (38.6) Average Speed: 35.4 Average Daily Traffic: 11410 Date of ADT: 9/13/2007			
<b>Roadside Conditions</b>			
<i>Predominant Land Use</i>			
Single Family Residential		<input checked="" type="checkbox"/>	
Multi-Family Residential		<input type="checkbox"/>	
Commercial		<input checked="" type="checkbox"/>	
Office		<input type="checkbox"/>	
Industrial		<input type="checkbox"/>	
Park or School (P, S, B)		<input type="checkbox"/>	
Comments: No Parking btwn 11th Ave & 35th Ave			
<i>On Street Parking</i>			
Heavy		<input type="checkbox"/>	
Moderate		<input type="checkbox"/>	
Light		<input checked="" type="checkbox"/>	
No Parking		<input type="checkbox"/>	
Comments:			
<i>Roadway Geometry</i>			
Segment Length (feet)		20400	
Width		2264	
Median			
No. of Lanes		see notes	
Curves		<input checked="" type="checkbox"/>	
Straightaway		<input checked="" type="checkbox"/>	
Bike Lanes		<input checked="" type="checkbox"/>	
Visibility		Fair	
2005 Accidents = 21      Due to Speeding = 6 2006 Accidents = 11      Due to Speeding = 4			
<b>Certifying Engineer</b> Signature _____			

**Notes:**

Signals @ Broadway, Vallejo, Marian, 8th Ave. Stop signs @ Kerbet, Seamas, 43rd Ave. Medians: Single dashed btwn Broadway & 12th Ave, Dbl Yellow btwn 12th Ave & Volz Dr, Single Dashed btwn Volz & 35th Ave, Dbl Yellow btwn 35th & 43rd Ave. Lanes: 2 (1NB, 1SB) btwn Broadway & 13th Ave, 4 (2NB & 2SB) btwn 13th Ave & Sutterville Rd, 2 btwn Sutterville & 43rd Ave. Odd fellows & Masonic Lawn Cemetary, Crocker/Riverside Elem SCHOOL @ Marian Wy, Brookfield K-8 school @ 11th ave, WLM Land Park @ 11th ave-13th Ave.

City of Sacramento Engineering Survey for Speed Limits RIVERSIDE BOULEVARD																																																															
Speed Zone: BROADWAY to 43RD AVENUE																																																															
Survey Location: Between Teneighth and 9th Ave																																																															
Survey Date: 9/25/2007		Start Time: 11:40	End Time: 12:40																																																												
Expiration Date: 9/25/2014																																																															
Weather: sunny/dry																																																															
Observer: Jon Fitzpatrick		Radar Serial No. DS13639																																																													
Speed of Vehicle (MPH)	No.	%	SUM %																																																												
55 and over	0	0.0%	100%																																																												
54	0	0.0%	100.0																																																												
53	0	0.0%	100.0																																																												
52	0	0.0%	100.0																																																												
51	0	0.0%	100.0																																																												
50	0	0.0%	100.0																																																												
49	0	0.0%	100.0																																																												
48	0	0.0%	100.0																																																												
47	0	0.0%	100.0																																																												
46	1	0.9%	100.0																																																												
45	0	0.0%	99.1%																																																												
44	0	0.0%	99.1%																																																												
43	0	0.0%	99.1%																																																												
42	0	0.0%	99.1%																																																												
41	2	1.8%	99.1%																																																												
40	3	2.7%	97.3%																																																												
39	3	2.7%	94.7%																																																												
38	5	4.4%	92.0%																																																												
37	4	3.5%	87.6%																																																												
36	6	5.3%	84.1%																																																												
35	17	15.0%	78.8%																																																												
34	12	10.6%	63.7%																																																												
33	14	12.4%	53.1%																																																												
32	15	13.3%	40.7%																																																												
31	11	9.7%	27.4%																																																												
30	5	4.4%	17.7%																																																												
29	4	3.5%	13.3%																																																												
28	8	7.1%	9.7%																																																												
27	2	1.8%	2.7%																																																												
26	1	0.9%	0.9%																																																												
25	0	0.0%	0.0%																																																												
24	0	0.0%	0.0%																																																												
23	0	0.0%	0.0%																																																												
22	0	0.0%	0.0%																																																												
21	0	0.0%	0.0%																																																												
20	0	0.0%	0.0%																																																												
19	0	0.0%	0.0%																																																												
18	0	0.0%	0.0%																																																												
17	0	0.0%	0.0%																																																												
16	0	0.0%	0.0%																																																												
15 and below	0	0.0%	0.0%																																																												
<b>Total</b>	<b>113</b>	<b>100.0</b>																																																													
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005</td> <td style="width: 25%;">Accidents = 21</td> <td style="width: 25%;">Due to Speeding = 6</td> <td style="width: 25%;"></td> </tr> <tr> <td>2006</td> <td>Accidents = 11</td> <td>Due to Speeding = 4</td> <td></td> </tr> </table>				2005	Accidents = 21	Due to Speeding = 6		2006	Accidents = 11	Due to Speeding = 4																																																					
2005	Accidents = 21	Due to Speeding = 6																																																													
2006	Accidents = 11	Due to Speeding = 4																																																													
<table style="width: 100%; border: none;"> <tr> <td colspan="2"><b>Posted Speed: 35</b></td> </tr> <tr> <td colspan="2"><b>85 % Speed: 36 (36.3)</b></td> </tr> <tr> <td colspan="2"><b>Average Speed: 33.4</b></td> </tr> <tr> <td colspan="2"><b>Average Daily Traffic: 9469</b></td> </tr> <tr> <td colspan="2"><b>Date of ADT: 9/13/2007</b></td> </tr> <tr> <td colspan="2"><b>Roadside Conditions</b></td> </tr> <tr> <td colspan="2"><b>Predominant Land Use</b></td> </tr> <tr> <td>Single Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Multi-Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Commercial</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Office</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Industrial</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td>B</td> </tr> <tr> <td colspan="2">Comments:</td> </tr> <tr> <td colspan="2"><b>On Street Parking</b></td> </tr> <tr> <td>Heavy</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Moderate</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Light</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>No Parking</td> <td><input type="checkbox"/></td> </tr> <tr> <td colspan="2">Comments:</td> </tr> <tr> <td colspan="2">See Notes.</td> </tr> <tr> <td colspan="2"><b>Roadway Geometry</b></td> </tr> <tr> <td>Segment Length (feet)</td> <td>20400</td> </tr> <tr> <td>Width</td> <td>2264</td> </tr> <tr> <td>Median</td> <td>see notes</td> </tr> <tr> <td>No. of Lanes</td> <td>see notes</td> </tr> <tr> <td>Curves</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Straightaway</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Bike Lanes</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Visibility</td> <td>Fair</td> </tr> </table>				<b>Posted Speed: 35</b>		<b>85 % Speed: 36 (36.3)</b>		<b>Average Speed: 33.4</b>		<b>Average Daily Traffic: 9469</b>		<b>Date of ADT: 9/13/2007</b>		<b>Roadside Conditions</b>		<b>Predominant Land Use</b>		Single Family Residential	<input checked="" type="checkbox"/>	Multi-Family Residential	<input checked="" type="checkbox"/>	Commercial	<input checked="" type="checkbox"/>	Office	<input type="checkbox"/>	Industrial	<input type="checkbox"/>	Park or School (P, S, B)	B	Comments:		<b>On Street Parking</b>		Heavy	<input type="checkbox"/>	Moderate	<input type="checkbox"/>	Light	<input checked="" type="checkbox"/>	No Parking	<input type="checkbox"/>	Comments:		See Notes.		<b>Roadway Geometry</b>		Segment Length (feet)	20400	Width	2264	Median	see notes	No. of Lanes	see notes	Curves	<input checked="" type="checkbox"/>	Straightaway	<input checked="" type="checkbox"/>	Bike Lanes	<input checked="" type="checkbox"/>	Visibility	Fair
<b>Posted Speed: 35</b>																																																															
<b>85 % Speed: 36 (36.3)</b>																																																															
<b>Average Speed: 33.4</b>																																																															
<b>Average Daily Traffic: 9469</b>																																																															
<b>Date of ADT: 9/13/2007</b>																																																															
<b>Roadside Conditions</b>																																																															
<b>Predominant Land Use</b>																																																															
Single Family Residential	<input checked="" type="checkbox"/>																																																														
Multi-Family Residential	<input checked="" type="checkbox"/>																																																														
Commercial	<input checked="" type="checkbox"/>																																																														
Office	<input type="checkbox"/>																																																														
Industrial	<input type="checkbox"/>																																																														
Park or School (P, S, B)	B																																																														
Comments:																																																															
<b>On Street Parking</b>																																																															
Heavy	<input type="checkbox"/>																																																														
Moderate	<input type="checkbox"/>																																																														
Light	<input checked="" type="checkbox"/>																																																														
No Parking	<input type="checkbox"/>																																																														
Comments:																																																															
See Notes.																																																															
<b>Roadway Geometry</b>																																																															
Segment Length (feet)	20400																																																														
Width	2264																																																														
Median	see notes																																																														
No. of Lanes	see notes																																																														
Curves	<input checked="" type="checkbox"/>																																																														
Straightaway	<input checked="" type="checkbox"/>																																																														
Bike Lanes	<input checked="" type="checkbox"/>																																																														
Visibility	Fair																																																														
<table style="width: 100%; border: none;"> <tr> <td colspan="2"><b>Certifying Engineer</b></td> </tr> <tr> <td colspan="2">Signature _____</td> </tr> </table>				<b>Certifying Engineer</b>		Signature _____																																																									
<b>Certifying Engineer</b>																																																															
Signature _____																																																															

Notes:  
 Signals @Broadway, Vallejo, Marian Wy, 8th Ave. Stop signs @ Karbet, Seamas, 43rd ave. Medians: Single dashed btwn Broadway & 12th Ave, Dbl Yellow btwn 12th Ave & Volz, Single dashed btwn Volz & 35th Ave, Dbl Yellow btwn 35th Ave & 43rd Ave. Lanes: 2 (1nb & 1sb) btwn Broadway & 13th Ave, 4 (2nb & 2sb) btwn 13th Ave Sutterville Rd, 2 (1nb & 1sb) btwn Sutterville & 43rd Ave. Odd Fellows & Masonic Lawn Cemetary @ Broadway, Crocker/Riverside SCHOOL @ Marian, K-8 school (Brookfield) @ 12th Ave. Wlm Land Park btwn 11th Ave & 13th Ave.

City of Sacramento Engineering Survey for Speed Limits RIVERSIDE BOULEVARD																							
Speed Zone: BROADWAY to 43RD AVENUE																							
Survey Location: Between Appollo Wy and Casilada Wy																							
Survey Date: 8/3/2007		Start Time: 10:30	End Time: 11:00																				
Expiration Date: 8/3/2014																							
Weather: Clear																							
Observer: LoAnna Hernandez		Radar Serial No. AD 1224																					
Speed of Vehicle (MPH)	No.	%	SUM %																				
55 and over	0	0.0%	100%																				
54	0	0.0%	100.0																				
53	0	0.0%	100.0																				
52	0	0.0%	100.0																				
51	0	0.0%	100.0																				
50	0	0.0%	100.0																				
49	0	0.0%	100.0																				
48	0	0.0%	100.0																				
47	0	0.0%	100.0																				
46	0	0.0%	100.0																				
45	3	2.2%	100.0																				
44	4	2.9%	97.8%																				
43	5	3.6%	94.9%																				
42	10	7.3%	91.2%																				
41	3	2.2%	83.9%																				
40	5	3.6%	81.8%																				
39	2	1.5%	78.1%																				
38	4	2.9%	76.6%																				
37	6	4.4%	73.7%																				
36	14	10.2%	69.3%																				
35	8	5.8%	59.1%																				
34	16	11.7%	53.3%																				
33	8	5.8%	41.6%																				
32	12	8.8%	35.8%																				
31	13	9.5%	27.0%																				
30	12	8.8%	17.5%																				
29	7	5.1%	8.8%																				
28	2	1.5%	3.6%																				
27	1	0.7%	2.2%																				
26	1	0.7%	1.5%																				
25	0	0.0%	0.7%																				
24	0	0.0%	0.7%																				
23	1	0.7%	0.7%																				
22	0	0.0%	0.0%																				
21	0	0.0%	0.0%																				
20	0	0.0%	0.0%																				
19	0	0.0%	0.0%																				
18	0	0.0%	0.0%																				
17	0	0.0%	0.0%																				
16	0	0.0%	0.0%																				
15 and below	0	0.0%	0.0%																				
<b>Total</b>	<b>137</b>	<b>100.0</b>																					
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">Posted Speed: 35</td> <td colspan="3"></td> </tr> <tr> <td>85 % Speed: 41 (41.1)</td> <td colspan="3"></td> </tr> <tr> <td>Average Speed: 35.0</td> <td colspan="3"></td> </tr> <tr> <td>Average Daily Traffic: 4478</td> <td colspan="3"></td> </tr> <tr> <td>Date of ADT: 9/13/2007</td> <td colspan="3"></td> </tr> </table>				Posted Speed: 35				85 % Speed: 41 (41.1)				Average Speed: 35.0				Average Daily Traffic: 4478				Date of ADT: 9/13/2007			
Posted Speed: 35																							
85 % Speed: 41 (41.1)																							
Average Speed: 35.0																							
Average Daily Traffic: 4478																							
Date of ADT: 9/13/2007																							
<b>Roadside Conditions</b>																							
<i>Predominant Land Use</i>																							
Single Family Residential	<input checked="" type="checkbox"/>																						
Multi-Family Residential	<input checked="" type="checkbox"/>																						
Commercial	<input checked="" type="checkbox"/>																						
Office	<input type="checkbox"/>																						
Industrial	<input type="checkbox"/>																						
Park or School (P, S, B)	B																						
Comments:	see notes (Park and School)																						
 <i>On Street Parking</i>																							
Heavy	<input type="checkbox"/>																						
Moderate	<input type="checkbox"/>																						
Light	<input checked="" type="checkbox"/>																						
No Parking	<input type="checkbox"/>																						
Comments:	see notes																						
 <i>Roadway Geometry</i>																							
Segment Length (feet)	20400																						
Width	2264																						
Median	see notes																						
No. of Lanes	see notes																						
Curves	<input checked="" type="checkbox"/>																						
Straightaway	<input type="checkbox"/>																						
Bike Lanes	<input checked="" type="checkbox"/>																						
Visibility	Fair																						
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005 Accidents = 21</td> <td colspan="3">Due to Speeding = 6</td> </tr> <tr> <td>2006 Accidents = 11</td> <td colspan="3">Due to Speeding = 4</td> </tr> </table>				2005 Accidents = 21	Due to Speeding = 6			2006 Accidents = 11	Due to Speeding = 4														
2005 Accidents = 21	Due to Speeding = 6																						
2006 Accidents = 11	Due to Speeding = 4																						
<b>Certifying Engineer</b>																							
Signature _____																							

Notes:  
 Signals @ Broadway, Vallejo, Marian Wy, 8th Ave. Stopped @ Karbet, Seamas, 43rd Ave. dbl yellow (35th and 43rd Ave.) 1N/B, 1S/B (Brdwy - 13th Ave.) 2N/B, 2S/B (13th Ave./Sutterville) 1N/B, 1S/B (Sutterville/43rd) Park Frontage (Land Park) school @ Marian, @ 12th Ave

City of Sacramento Engineering Survey for Speed Limits RIVERSIDE BOULEVARD																																																													
Speed Zone: 43RD AVENUE to POCKET ROAD																																																													
Survey Location: Between Rivercrest Dr and Allenport Wy																																																													
Survey Date: 8/3/2007		Start Time: 9:00	End Time: 9:30																																																										
Expiration Date: 8/3/2014																																																													
Weather: Clear																																																													
Observer: LoAnna Hernandez		Radar Serial No. AD 1224																																																											
Speed of Vehicle (MPH)	No.	%	SUM %																																																										
55 and over	0	0.0%	100%																																																										
54	1	0.9%	100.0																																																										
53	1	0.9%	99.1%																																																										
52	0	0.0%	98.2%																																																										
51	0	0.0%	98.2%																																																										
50	0	0.0%	98.2%																																																										
49	0	0.0%	98.2%																																																										
48	0	0.0%	98.2%																																																										
47	2	1.8%	98.2%																																																										
46	6	5.5%	96.3%																																																										
45	7	6.4%	90.8%																																																										
44	10	9.2%	84.4%																																																										
43	10	9.2%	75.2%																																																										
42	13	11.9%	66.1%																																																										
41	14	12.8%	54.1%																																																										
40	13	11.9%	41.3%																																																										
39	10	9.2%	29.4%																																																										
38	10	9.2%	20.2%																																																										
37	4	3.7%	11.0%																																																										
36	5	4.6%	7.3%																																																										
35	3	2.8%	2.8%																																																										
34	0	0.0%	0.0%																																																										
33	0	0.0%	0.0%																																																										
32	0	0.0%	0.0%																																																										
31	0	0.0%	0.0%																																																										
30	0	0.0%	0.0%																																																										
29	0	0.0%	0.0%																																																										
28	0	0.0%	0.0%																																																										
27	0	0.0%	0.0%																																																										
26	0	0.0%	0.0%																																																										
25	0	0.0%	0.0%																																																										
24	0	0.0%	0.0%																																																										
23	0	0.0%	0.0%																																																										
22	0	0.0%	0.0%																																																										
21	0	0.0%	0.0%																																																										
20	0	0.0%	0.0%																																																										
19	0	0.0%	0.0%																																																										
18	0	0.0%	0.0%																																																										
17	0	0.0%	0.0%																																																										
16	0	0.0%	0.0%																																																										
15 and below	0	0.0%	0.0%																																																										
<b>Total</b>	<b>109</b>	<b>100.0</b>																																																											
<table style="width: 100%;"> <tr> <td>2005 Accidents = 15</td> <td>Due to Speeding = 3</td> </tr> <tr> <td>2006 Accidents = 15</td> <td>Due to Speeding = 2</td> </tr> </table>				2005 Accidents = 15	Due to Speeding = 3	2006 Accidents = 15	Due to Speeding = 2																																																						
2005 Accidents = 15	Due to Speeding = 3																																																												
2006 Accidents = 15	Due to Speeding = 2																																																												
<table style="width: 100%;"> <tr> <td colspan="2"><b>Posted Speed: 40</b></td> </tr> <tr> <td colspan="2">85 % Speed: 44 (44.1)</td> </tr> <tr> <td colspan="2">Average Speed: 41.3</td> </tr> <tr> <td colspan="2">Average Daily Traffic: 16323</td> </tr> <tr> <td colspan="2">Date of ADT: 9/13/2007</td> </tr> <tr> <td colspan="2"><b>Roadside Conditions</b></td> </tr> <tr> <td colspan="2"><b>Predominant Land Use</b></td> </tr> <tr> <td>Single Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Multi-Family Residential</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Commercial</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Office</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Industrial</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td>P</td> </tr> <tr> <td colspan="2">Comments: Park @ Clipper Way</td> </tr> <tr> <td colspan="2"><b>On Street Parking</b></td> </tr> <tr> <td>Heavy</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Moderate</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Light</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>No Parking</td> <td><input type="checkbox"/></td> </tr> <tr> <td colspan="2">Comments:</td> </tr> <tr> <td colspan="2"><b>Roadway Geometry</b></td> </tr> <tr> <td>Segment Length (feet)</td> <td>11100</td> </tr> <tr> <td>Width</td> <td>6484</td> </tr> <tr> <td>Median</td> <td>See notes</td> </tr> <tr> <td>No. of Lanes</td> <td>2 E/B, 2 W/B (4)</td> </tr> <tr> <td>Curves</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Straightaway</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Bike Lanes</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Visibility</td> <td>Fair</td> </tr> </table>				<b>Posted Speed: 40</b>		85 % Speed: 44 (44.1)		Average Speed: 41.3		Average Daily Traffic: 16323		Date of ADT: 9/13/2007		<b>Roadside Conditions</b>		<b>Predominant Land Use</b>		Single Family Residential	<input checked="" type="checkbox"/>	Multi-Family Residential	<input checked="" type="checkbox"/>	Commercial	<input type="checkbox"/>	Office	<input type="checkbox"/>	Industrial	<input type="checkbox"/>	Park or School (P, S, B)	P	Comments: Park @ Clipper Way		<b>On Street Parking</b>		Heavy	<input type="checkbox"/>	Moderate	<input type="checkbox"/>	Light	<input checked="" type="checkbox"/>	No Parking	<input type="checkbox"/>	Comments:		<b>Roadway Geometry</b>		Segment Length (feet)	11100	Width	6484	Median	See notes	No. of Lanes	2 E/B, 2 W/B (4)	Curves	<input checked="" type="checkbox"/>	Straightaway	<input type="checkbox"/>	Bike Lanes	<input checked="" type="checkbox"/>	Visibility	Fair
<b>Posted Speed: 40</b>																																																													
85 % Speed: 44 (44.1)																																																													
Average Speed: 41.3																																																													
Average Daily Traffic: 16323																																																													
Date of ADT: 9/13/2007																																																													
<b>Roadside Conditions</b>																																																													
<b>Predominant Land Use</b>																																																													
Single Family Residential	<input checked="" type="checkbox"/>																																																												
Multi-Family Residential	<input checked="" type="checkbox"/>																																																												
Commercial	<input type="checkbox"/>																																																												
Office	<input type="checkbox"/>																																																												
Industrial	<input type="checkbox"/>																																																												
Park or School (P, S, B)	P																																																												
Comments: Park @ Clipper Way																																																													
<b>On Street Parking</b>																																																													
Heavy	<input type="checkbox"/>																																																												
Moderate	<input type="checkbox"/>																																																												
Light	<input checked="" type="checkbox"/>																																																												
No Parking	<input type="checkbox"/>																																																												
Comments:																																																													
<b>Roadway Geometry</b>																																																													
Segment Length (feet)	11100																																																												
Width	6484																																																												
Median	See notes																																																												
No. of Lanes	2 E/B, 2 W/B (4)																																																												
Curves	<input checked="" type="checkbox"/>																																																												
Straightaway	<input type="checkbox"/>																																																												
Bike Lanes	<input checked="" type="checkbox"/>																																																												
Visibility	Fair																																																												
<table style="width: 100%;"> <tr> <td colspan="2"><b>Certifying Engineer</b></td> </tr> <tr> <td colspan="2">Signature _____</td> </tr> </table>				<b>Certifying Engineer</b>		Signature _____																																																							
<b>Certifying Engineer</b>																																																													
Signature _____																																																													

Notes:  
Signals at Greenhaven Dr., Havenside Dr., Florin Rd., Stops @ Park Riviera Wy, raised medians (Florin Rd. to Pocket Rd.) TWLTL (43rd Ave to Florin Rd.) Based on considerations of large no. of single family housing, intersection spacing and conditions not apparent to drivers, Council established a 40 mph

City of Sacramento								
Engineering Survey for Speed Limits								
RIVERSIDE BOULEVARD								
Speed Zone: 43RD AVENUE to POCKET ROAD								
Survey Location: Between Ashore Wy and Park Riviera Wy								
Survey Date: 8/3/2007		Start Time: 9:40	End Time: 10:10					
Expiration Date: 8/3/2014								
Weather: Clear								
Observer: LoAnna Hernandez		Radar Serial No. AD 1224						
Speed of Vehicle (MPH)	No.	%	SUM %					
55 and over	0	0.0%	100%					
54	0	0.0%	100.0					
53	0	0.0%	100.0					
52	0	0.0%	100.0					
51	0	0.0%	100.0					
50	1	0.7%	100.0					
49	0	0.0%	99.3%					
48	1	0.7%	99.3%					
47	2	1.5%	98.5%					
46	6	4.4%	97.1%					
45	7	5.1%	92.7%					
44	7	5.1%	87.6%					
43	9	6.6%	82.5%					
42	13	9.5%	75.9%					
41	10	7.3%	68.4%					
40	14	10.2%	59.1%					
39	13	9.5%	48.9%					
38	16	11.7%	39.4%					
37	7	5.1%	27.7%					
36	7	5.1%	22.6%					
35	8	5.8%	17.5%					
34	8	5.8%	11.7%					
33	2	1.5%	5.8%					
32	4	2.9%	4.4%					
31	1	0.7%	1.5%					
30	1	0.7%	0.7%					
29	0	0.0%	0.0%					
28	0	0.0%	0.0%					
27	0	0.0%	0.0%					
26	0	0.0%	0.0%					
25	0	0.0%	0.0%					
24	0	0.0%	0.0%					
23	0	0.0%	0.0%					
22	0	0.0%	0.0%					
21	0	0.0%	0.0%					
20	0	0.0%	0.0%					
19	0	0.0%	0.0%					
18	0	0.0%	0.0%					
17	0	0.0%	0.0%					
16	0	0.0%	0.0%					
15 and below	0	0.0%	0.0%					
<b>Total</b>	<b>137</b>	<b>100.0</b>						
<table style="width: 100%;"> <tr> <td>Posted Speed: 40</td> </tr> <tr> <td>85 % Speed: 43 (43.5)</td> </tr> <tr> <td>Average Speed: 39.6</td> </tr> <tr> <td>Average Daily Traffic: 9383</td> </tr> <tr> <td>Date of ADT: 9/14/2007</td> </tr> </table>				Posted Speed: 40	85 % Speed: 43 (43.5)	Average Speed: 39.6	Average Daily Traffic: 9383	Date of ADT: 9/14/2007
Posted Speed: 40								
85 % Speed: 43 (43.5)								
Average Speed: 39.6								
Average Daily Traffic: 9383								
Date of ADT: 9/14/2007								
<b>Roadside Conditions</b>								
<b>Predominant Land Use</b>								
Single Family Residential	<input checked="" type="checkbox"/>							
Multi-Family Residential	<input checked="" type="checkbox"/>							
Commercial	<input type="checkbox"/>							
Office	<input type="checkbox"/>							
Industrial	<input type="checkbox"/>							
Park or School (P, S, B)	P							
Comments: Park at Clipper Way								
<b>On Street Parking</b>								
Heavy	<input type="checkbox"/>							
Moderate	<input type="checkbox"/>							
Light	<input checked="" type="checkbox"/>							
No Parking	<input type="checkbox"/>							
Comments:								
<b>Roadway Geometry</b>								
Segment Length (feet)	11100							
Width	6484							
Median	see notes							
No. of Lanes	2 E/B, 2 W/B (4)							
Curves	<input checked="" type="checkbox"/>							
Straightaway	<input type="checkbox"/>							
Bike Lanes	<input checked="" type="checkbox"/>							
Visibility	Fair							
<table style="width: 100%;"> <tr> <td>2005 Accidents = 15</td> <td>Due to Speeding = 3</td> </tr> <tr> <td>2006 Accidents = 15</td> <td>Due to Speeding = 2</td> </tr> </table>				2005 Accidents = 15	Due to Speeding = 3	2006 Accidents = 15	Due to Speeding = 2	
2005 Accidents = 15	Due to Speeding = 3							
2006 Accidents = 15	Due to Speeding = 2							
<b>Certifying Engineer</b>								
Signature _____								

Notes:  
Signals @ Greenhaven Dr., Havenside Dr., Florin Rd. Stop Signs @ Park Riviera Wy TWLTL (43rd to Florin) raised median (Florin Rd to Pocket Rd)  
Based on large no. of single family homes, intersection spacing and other considerations not apparent to drivers, City Council established a 40 mph

City of Sacramento			
Engineering Survey for Speed Limits			
SAN JUAN ROAD			
Speed Zone: NORTHGATE BOULEVARD to CITY LIMIT			
Survey Location: Between Bridgeford Dr and Rancho Silva Dr			
Survey Date: 10/3/2007		Start Time: 10:45	End Time: 11:15
Expiration Date: 10/3/2014			
Weather: Clear			
Observer: Dino Reali		Radar Serial No. DS 13825	
Speed of Vehicle (MPH)	No.	%	SUM %
55 and over	1	1.0%	100%
54	0	0.0%	99.0%
53	0	0.0%	99.0%
52	0	0.0%	99.0%
51	0	0.0%	99.0%
50	0	0.0%	99.0%
49	0	0.0%	99.0%
48	1	1.0%	99.0%
47	0	0.0%	98.1%
46	4	3.8%	98.1%
45	5	4.8%	94.3%
44	3	2.9%	89.5%
43	8	7.6%	86.7%
42	12	11.4%	79.0%
41	17	16.2%	67.6%
40	9	8.6%	51.4%
39	7	6.7%	42.9%
38	16	15.2%	36.2%
37	8	7.8%	21.0%
36	7	6.7%	13.3%
35	4	3.8%	6.7%
34	0	0.0%	2.9%
33	2	1.9%	2.9%
32	0	0.0%	1.0%
31	1	1.0%	1.0%
30	0	0.0%	0.0%
29	0	0.0%	0.0%
28	0	0.0%	0.0%
27	0	0.0%	0.0%
26	0	0.0%	0.0%
25	0	0.0%	0.0%
24	0	0.0%	0.0%
23	0	0.0%	0.0%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>105</b>	<b>100.0</b>	

**Notes:**

Signals @ Northgate Blvd, Binghamton Dr, Bridgeford Dr, Ishi Cir/Fong Ranch Rd, Truxel Rd, Miramonte Dr/Soda Way, Duckhorn Dr/Buchman Cir, Myna Way ; All-way stop @ El Centro Rd; Round A Bout @ Azevedo Dr; Medians: Double Yellow btwn City Limit & West Witter Way, Raised btwn West Witter Way & I-5, Double Yellow btwn I-5 & Azevedo Dr, TWLTL btwn Azevedo Dr & Truxel Rd, Raised btwn Truxel Rd & Fong Ranch Rd, TWLTL btwn Fong Ranch Rd & Northgate Blvd, Travel lanes 2 (1 EB & 1 WB) btwn City Limit & Airport Rd, 4 (2 EB & 2 WB) btwn Airport Rd &

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>SAN JUAN ROAD</b>																																																																																																																																																																													
Speed Zone: WESTERN AVENUE to NORTHGATE BOULEVARD Survey Location: Between Northgate Blvd and Silver Eagle Rd Survey Date: 10/3/2007      Start Time: 10:00      End Time: 10:00 Expiration Date: 10/3/2014 Weather: Clear Observer: Dino Reali      Radar Serial No. DS 13825																																																																																																																																																																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Speed of Vehicle (MPH)</th> <th style="text-align: center;">No.</th> <th style="text-align: center;">%</th> <th style="text-align: center;">SUM %</th> </tr> </thead> <tbody> <tr><td>55 and over</td><td style="text-align: center;">1</td><td style="text-align: center;">0.8%</td><td style="text-align: center;">100%</td></tr> <tr><td>54</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">99.2%</td></tr> <tr><td>53</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">99.2%</td></tr> <tr><td>52</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">99.2%</td></tr> <tr><td>51</td><td style="text-align: center;">2</td><td style="text-align: center;">1.6%</td><td style="text-align: center;">99.2%</td></tr> <tr><td>50</td><td style="text-align: center;">1</td><td style="text-align: center;">0.8%</td><td style="text-align: center;">97.6%</td></tr> <tr><td>49</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">96.8%</td></tr> <tr><td>48</td><td style="text-align: center;">1</td><td style="text-align: center;">0.8%</td><td style="text-align: center;">96.8%</td></tr> <tr><td>47</td><td style="text-align: center;">1</td><td style="text-align: center;">0.8%</td><td style="text-align: center;">96.0%</td></tr> <tr><td>46</td><td style="text-align: center;">4</td><td style="text-align: center;">3.2%</td><td style="text-align: center;">95.2%</td></tr> <tr><td>45</td><td style="text-align: center;">3</td><td style="text-align: center;">2.4%</td><td style="text-align: center;">91.9%</td></tr> <tr><td>44</td><td style="text-align: center;">5</td><td style="text-align: center;">4.0%</td><td style="text-align: center;">89.5%</td></tr> <tr><td>43</td><td style="text-align: center;">7</td><td style="text-align: center;">5.6%</td><td style="text-align: center;">85.5%</td></tr> <tr><td>42</td><td style="text-align: center;">9</td><td style="text-align: center;">7.3%</td><td style="text-align: center;">79.8%</td></tr> <tr><td>41</td><td style="text-align: center;">15</td><td style="text-align: center;">12.1%</td><td style="text-align: center;">72.6%</td></tr> <tr><td>40</td><td style="text-align: center;">16</td><td style="text-align: center;">12.9%</td><td style="text-align: center;">60.5%</td></tr> <tr><td>39</td><td style="text-align: center;">7</td><td style="text-align: center;">5.6%</td><td style="text-align: center;">47.6%</td></tr> <tr><td>38</td><td style="text-align: center;">14</td><td style="text-align: center;">11.3%</td><td style="text-align: center;">41.9%</td></tr> <tr><td>37</td><td style="text-align: center;">2</td><td style="text-align: center;">1.6%</td><td style="text-align: center;">30.6%</td></tr> <tr><td>36</td><td style="text-align: center;">11</td><td style="text-align: center;">8.9%</td><td style="text-align: center;">29.0%</td></tr> <tr><td>35</td><td style="text-align: center;">8</td><td style="text-align: center;">6.5%</td><td style="text-align: center;">20.2%</td></tr> <tr><td>34</td><td style="text-align: center;">5</td><td style="text-align: center;">4.0%</td><td style="text-align: center;">13.7%</td></tr> <tr><td>33</td><td style="text-align: center;">6</td><td style="text-align: center;">4.8%</td><td style="text-align: center;">9.7%</td></tr> <tr><td>32</td><td style="text-align: center;">3</td><td style="text-align: center;">2.4%</td><td style="text-align: center;">4.8%</td></tr> <tr><td>31</td><td style="text-align: center;">2</td><td style="text-align: center;">1.6%</td><td style="text-align: center;">2.4%</td></tr> <tr><td>30</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.8%</td></tr> <tr><td>29</td><td style="text-align: center;">1</td><td style="text-align: center;">0.8%</td><td style="text-align: center;">0.8%</td></tr> <tr><td>28</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>27</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>26</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>25</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>24</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>23</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>22</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>21</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>20</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>19</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>18</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>17</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>16</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>15 and below</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>124</b></td> <td style="text-align: center;"><b>100.0</b></td> <td></td> </tr> </tbody> </table>	Speed of Vehicle (MPH)	No.	%	SUM %	55 and over	1	0.8%	100%	54	0	0.0%	99.2%	53	0	0.0%	99.2%	52	0	0.0%	99.2%	51	2	1.6%	99.2%	50	1	0.8%	97.6%	49	0	0.0%	96.8%	48	1	0.8%	96.8%	47	1	0.8%	96.0%	46	4	3.2%	95.2%	45	3	2.4%	91.9%	44	5	4.0%	89.5%	43	7	5.6%	85.5%	42	9	7.3%	79.8%	41	15	12.1%	72.6%	40	16	12.9%	60.5%	39	7	5.6%	47.6%	38	14	11.3%	41.9%	37	2	1.6%	30.6%	36	11	8.9%	29.0%	35	8	6.5%	20.2%	34	5	4.0%	13.7%	33	6	4.8%	9.7%	32	3	2.4%	4.8%	31	2	1.6%	2.4%	30	0	0.0%	0.8%	29	1	0.8%	0.8%	28	0	0.0%	0.0%	27	0	0.0%	0.0%	26	0	0.0%	0.0%	25	0	0.0%	0.0%	24	0	0.0%	0.0%	23	0	0.0%	0.0%	22	0	0.0%	0.0%	21	0	0.0%	0.0%	20	0	0.0%	0.0%	19	0	0.0%	0.0%	18	0	0.0%	0.0%	17	0	0.0%	0.0%	16	0	0.0%	0.0%	15 and below	0	0.0%	0.0%	<b>Total</b>	<b>124</b>	<b>100.0</b>		<p>Posted Speed: 40                      85 % Speed: 43 (42.9)                      Average Speed: 39.4                      Average Daily Traffic: 12757                      Date of ADT: 9/26/2007</p> <p><b>Roadside Conditions</b></p> <p><b>Predominant Land Use</b></p> <p>Single Family Residential <input type="checkbox"/>                      Multi-Family Residential <input type="checkbox"/>                      Commercial <input checked="" type="checkbox"/>                      Office <input type="checkbox"/>                      Industrial <input type="checkbox"/>                      Park or School (P, S, B) <input type="checkbox"/></p> <p>Comments: Some vacant</p> <p><b>On Street Parking</b></p> <p>Heavy <input type="checkbox"/>                      Moderate <input type="checkbox"/>                      Light <input type="checkbox"/>                      No Parking <input checked="" type="checkbox"/></p> <p>Comments:</p> <p><b>Roadway Geometry</b></p> <p>Segment Length (feet) 1855                      Width 4074                      Median Double Yellow                      No. of Lanes 2 (1 EB &amp; 1 WB)</p> <p>Curves <input type="checkbox"/>                      Straightaway <input checked="" type="checkbox"/>                      Bike Lanes <input type="checkbox"/>                      Visibility Good</p>
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																																																																										
55 and over	1	0.8%	100%																																																																																																																																																																										
54	0	0.0%	99.2%																																																																																																																																																																										
53	0	0.0%	99.2%																																																																																																																																																																										
52	0	0.0%	99.2%																																																																																																																																																																										
51	2	1.6%	99.2%																																																																																																																																																																										
50	1	0.8%	97.6%																																																																																																																																																																										
49	0	0.0%	96.8%																																																																																																																																																																										
48	1	0.8%	96.8%																																																																																																																																																																										
47	1	0.8%	96.0%																																																																																																																																																																										
46	4	3.2%	95.2%																																																																																																																																																																										
45	3	2.4%	91.9%																																																																																																																																																																										
44	5	4.0%	89.5%																																																																																																																																																																										
43	7	5.6%	85.5%																																																																																																																																																																										
42	9	7.3%	79.8%																																																																																																																																																																										
41	15	12.1%	72.6%																																																																																																																																																																										
40	16	12.9%	60.5%																																																																																																																																																																										
39	7	5.6%	47.6%																																																																																																																																																																										
38	14	11.3%	41.9%																																																																																																																																																																										
37	2	1.6%	30.6%																																																																																																																																																																										
36	11	8.9%	29.0%																																																																																																																																																																										
35	8	6.5%	20.2%																																																																																																																																																																										
34	5	4.0%	13.7%																																																																																																																																																																										
33	6	4.8%	9.7%																																																																																																																																																																										
32	3	2.4%	4.8%																																																																																																																																																																										
31	2	1.6%	2.4%																																																																																																																																																																										
30	0	0.0%	0.8%																																																																																																																																																																										
29	1	0.8%	0.8%																																																																																																																																																																										
28	0	0.0%	0.0%																																																																																																																																																																										
27	0	0.0%	0.0%																																																																																																																																																																										
26	0	0.0%	0.0%																																																																																																																																																																										
25	0	0.0%	0.0%																																																																																																																																																																										
24	0	0.0%	0.0%																																																																																																																																																																										
23	0	0.0%	0.0%																																																																																																																																																																										
22	0	0.0%	0.0%																																																																																																																																																																										
21	0	0.0%	0.0%																																																																																																																																																																										
20	0	0.0%	0.0%																																																																																																																																																																										
19	0	0.0%	0.0%																																																																																																																																																																										
18	0	0.0%	0.0%																																																																																																																																																																										
17	0	0.0%	0.0%																																																																																																																																																																										
16	0	0.0%	0.0%																																																																																																																																																																										
15 and below	0	0.0%	0.0%																																																																																																																																																																										
<b>Total</b>	<b>124</b>	<b>100.0</b>																																																																																																																																																																											
2005 Accidents = 1      Due to Speeding = 0 2006 Accidents = 2      Due to Speeding = 2																																																																																																																																																																													
<p><b>Certifying Engineer</b>                      Signature _____</p>																																																																																																																																																																													

**Notes:**  
 Based on considerations given to sight distance, profile conditions, and driveways, the City Council established the speed limit at 40 mph. Signal @ Northgate Blvd

City of Sacramento			
Engineering Survey for Speed Limits			
W EL CAMINO AVENUE			
Speed Zone: NORTHGATE BOULEVARD to E LEVEE ROAD			
Survey Location: Between Northgate Blvd and American Ave			
Survey Date: 9/26/2007		Start Time: 10:00	End Time: 10:30
Expiration Date: 9/26/2014			
Weather: Clear			
Observer: Dino Reali		Radar Serial No.	
<b>Speed of Vehicle (MPH)</b>	<b>No.</b>	<b>%</b>	<b>SUM %</b>
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	0	0.0%	100.0
44	0	0.0%	100.0
43	0	0.0%	100.0
42	0	0.0%	100.0
41	1	1.0%	100.0
40	0	0.0%	99.0%
39	1	1.0%	99.0%
38	1	1.0%	98.1%
37	3	2.9%	97.1%
36	4	3.8%	94.2%
35	3	2.9%	90.4%
34	4	3.8%	87.5%
33	12	11.5%	83.7%
32	9	8.7%	72.1%
31	12	11.5%	63.5%
30	14	13.5%	51.9%
29	7	6.7%	38.5%
28	15	14.4%	31.7%
27	8	7.7%	17.3%
26	8	7.7%	9.6%
25	0	0.0%	1.9%
24	1	1.0%	1.9%
23	1	1.0%	1.0%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>104</b>	<b>100.0</b>	

  

Posted Speed: 30 85 % Speed: 33 (33.4) Average Speed: 30.6 Average Daily Traffic: 15158 Date of ADT: 10/4/2007	<p style="text-align: center;"><b>Roadside Conditions</b></p> <p style="text-align: center;"><i>Predominant Land Use</i></p> Single Family Residential <input checked="" type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Office <input type="checkbox"/> Industrial <input type="checkbox"/> Park or School (P, S, B) <input type="checkbox"/> Comments:
<p><b>On Street Parking</b></p> Heavy <input type="checkbox"/> Moderate <input checked="" type="checkbox"/> Light <input type="checkbox"/> No Parking <input type="checkbox"/> Comments: Some restrictions	
<p><b>Roadway Geometry</b></p> Segment Length (feet) 2178 Width 40 Median Single dashed No. of Lanes 2 (1 EB, 1 WB) Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input type="checkbox"/> Visibility Good	

  

2005 Accidents = 9      Due to Speeding = 4 2006 Accidents = 2      Due to Speeding = 0	<p><b>Certifying Engineer</b></p> Signature _____
--	---

Notes:  
 Based on considerations given to sight distance, profile conditions and driveways, the City Council established the speed limit at 30 mph. Signals @ Northgate Blvd, American Ave.

City of Sacramento			
Engineering Survey for Speed Limits			
WINTERS STREET			
Speed Zone: NORTH AVENUE to GRAND AVENUE			
Survey Location: Between North Ave and Percy Wy			
Survey Date: 9/26/2007		Start Time: 13:30	
Expiration Date: 9/26/2014		End Time: 14:15	
Weather: Clear			
Observer: John Perez		Radar Serial No. DS 13825	

  

Speed of Vehicle (MPH)	No.	%	SUM %	
55 and over	0	0.0%	100%	Posted Speed: 35 85 % Speed: 37 (37.3) Average Speed: 33.6 Average Daily Traffic: 8692 Date of ADT: 9/14/2007
54	0	0.0%	100.0	
53	0	0.0%	100.0	
52	0	0.0%	100.0	
51	0	0.0%	100.0	
50	0	0.0%	100.0	
49	0	0.0%	100.0	
48	0	0.0%	100.0	
47	0	0.0%	100.0	
46	0	0.0%	100.0	
45	1	1.0%	100.0	
44	2	1.9%	99.0%	
43	0	0.0%	97.1%	
42	2	1.9%	97.1%	
41	0	0.0%	95.1%	
40	1	1.0%	95.1%	
39	2	1.9%	94.2%	
38	10	9.7%	92.2%	
37	6	5.8%	82.5%	
36	7	6.8%	76.7%	
35	12	11.7%	69.9%	
34	9	8.7%	58.3%	
33	9	8.7%	49.5%	
32	11	10.7%	40.8%	
31	4	3.9%	30.1%	
30	8	7.8%	26.2%	
29	5	4.9%	18.4%	
28	6	5.8%	13.6%	
27	7	6.8%	7.8%	
26	1	1.0%	1.0%	
25	0	0.0%	0.0%	
24	0	0.0%	0.0%	
23	0	0.0%	0.0%	
22	0	0.0%	0.0%	
21	0	0.0%	0.0%	
20	0	0.0%	0.0%	
19	0	0.0%	0.0%	
18	0	0.0%	0.0%	
17	0	0.0%	0.0%	
16	0	0.0%	0.0%	
15 and below	0	0.0%	0.0%	
<b>Total</b>	<b>103</b>	<b>100.0</b>		<b>Roadside Conditions</b> <b>Predominant Land Use</b> Single Family Residential <input checked="" type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Office <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Park or School (P, S, B) <input type="checkbox"/> Comments:  <b>On Street Parking</b> Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input checked="" type="checkbox"/> No Parking <input type="checkbox"/> Comments: No Parking east side  <b>Roadway Geometry</b> Segment Length (feet) 1330 Width 56 Median Double Yellow No. of Lanes 2 N/B, 2S/B  Curves <input checked="" type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input type="checkbox"/> Visibility Good
2005 Accidents = 4 Due to Speeding = 1				
2006 Accidents = 1 Due to Speeding = 1				
<b>Certifying Engineer</b>				
Signature _____				

Notes:  
Traffic Signal @ I-80 W/B off ramp, Grand Ave.

**Part (B): Changing Boundary for Existing Speed Zones**

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>DEL PASO BOULEVARD</b> Speed Zone: ARDEN WAY to 650' SOUTHWEST OF GLOBE AVENUE Survey Location: Between Dale Ave and Colfax St Survey Date: 9/25/2007      Start Time: 14:45      End Time: 15:30 Expiration Date: 9/25/2014 Weather: Clear Observer: Dino Reali      Radar Serial No. DS 13639																																																																																																																																																																																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Speed of Vehicle (MPH)</th> <th style="text-align: center;">No.</th> <th style="text-align: center;">%</th> <th style="text-align: center;">SUM %</th> </tr> </thead> <tbody> <tr><td>55 and over</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100%</td></tr> <tr><td>54</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>53</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>52</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>51</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>50</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>49</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">100.0</td></tr> <tr><td>48</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">99.1%</td></tr> <tr><td>47</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">98.1%</td></tr> <tr><td>46</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">98.1%</td></tr> <tr><td>45</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">98.1%</td></tr> <tr><td>44</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">97.2%</td></tr> <tr><td>43</td><td style="text-align: center;">3</td><td style="text-align: center;">2.8%</td><td style="text-align: center;">97.2%</td></tr> <tr><td>42</td><td style="text-align: center;">4</td><td style="text-align: center;">3.7%</td><td style="text-align: center;">94.4%</td></tr> <tr><td>41</td><td style="text-align: center;">3</td><td style="text-align: center;">2.8%</td><td style="text-align: center;">90.7%</td></tr> <tr><td>40</td><td style="text-align: center;">3</td><td style="text-align: center;">2.8%</td><td style="text-align: center;">87.9%</td></tr> <tr><td>39</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">85.0%</td></tr> <tr><td>38</td><td style="text-align: center;">5</td><td style="text-align: center;">4.7%</td><td style="text-align: center;">83.2%</td></tr> <tr><td>37</td><td style="text-align: center;">7</td><td style="text-align: center;">6.5%</td><td style="text-align: center;">78.5%</td></tr> <tr><td>36</td><td style="text-align: center;">15</td><td style="text-align: center;">14.0%</td><td style="text-align: center;">72.0%</td></tr> <tr><td>35</td><td style="text-align: center;">10</td><td style="text-align: center;">9.3%</td><td style="text-align: center;">57.9%</td></tr> <tr><td>34</td><td style="text-align: center;">10</td><td style="text-align: center;">9.3%</td><td style="text-align: center;">48.6%</td></tr> <tr><td>33</td><td style="text-align: center;">16</td><td style="text-align: center;">15.0%</td><td style="text-align: center;">39.3%</td></tr> <tr><td>32</td><td style="text-align: center;">3</td><td style="text-align: center;">2.8%</td><td style="text-align: center;">24.3%</td></tr> <tr><td>31</td><td style="text-align: center;">4</td><td style="text-align: center;">3.7%</td><td style="text-align: center;">21.5%</td></tr> <tr><td>30</td><td style="text-align: center;">5</td><td style="text-align: center;">4.7%</td><td style="text-align: center;">17.8%</td></tr> <tr><td>29</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">13.1%</td></tr> <tr><td>28</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">11.2%</td></tr> <tr><td>27</td><td style="text-align: center;">3</td><td style="text-align: center;">2.8%</td><td style="text-align: center;">9.3%</td></tr> <tr><td>26</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">6.5%</td></tr> <tr><td>25</td><td style="text-align: center;">3</td><td style="text-align: center;">2.8%</td><td style="text-align: center;">5.6%</td></tr> <tr><td>24</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">2.8%</td></tr> <tr><td>23</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">0.9%</td></tr> <tr><td>22</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>21</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>20</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>19</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>18</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>17</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>16</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>15 and below</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>107</b></td> <td style="text-align: center;"><b>100.0</b></td> <td></td> </tr> </tbody> </table>	Speed of Vehicle (MPH)	No.	%	SUM %	55 and over	0	0.0%	100%	54	0	0.0%	100.0	53	0	0.0%	100.0	52	0	0.0%	100.0	51	0	0.0%	100.0	50	0	0.0%	100.0	49	1	0.9%	100.0	48	1	0.9%	99.1%	47	0	0.0%	98.1%	46	0	0.0%	98.1%	45	1	0.9%	98.1%	44	0	0.0%	97.2%	43	3	2.8%	97.2%	42	4	3.7%	94.4%	41	3	2.8%	90.7%	40	3	2.8%	87.9%	39	2	1.9%	85.0%	38	5	4.7%	83.2%	37	7	6.5%	78.5%	36	15	14.0%	72.0%	35	10	9.3%	57.9%	34	10	9.3%	48.6%	33	16	15.0%	39.3%	32	3	2.8%	24.3%	31	4	3.7%	21.5%	30	5	4.7%	17.8%	29	2	1.9%	13.1%	28	2	1.9%	11.2%	27	3	2.8%	9.3%	26	1	0.9%	6.5%	25	3	2.8%	5.6%	24	2	1.9%	2.8%	23	1	0.9%	0.9%	22	0	0.0%	0.0%	21	0	0.0%	0.0%	20	0	0.0%	0.0%	19	0	0.0%	0.0%	18	0	0.0%	0.0%	17	0	0.0%	0.0%	16	0	0.0%	0.0%	15 and below	0	0.0%	0.0%	<b>Total</b>	<b>107</b>	<b>100.0</b>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>                     Posted Speed: 35                      85 % Speed: 39.0                      Average Speed: 34.6                      Average Daily Traffic: 9100                      Date of ADT: 9/26/2007                 </td> </tr> <tr> <td> <b><u>Roadside Conditions</u></b>   <b><i>Predominant Land Use</i></b>                      Single Family Residential <input type="checkbox"/>                      Multi-Family Residential <input type="checkbox"/>                      Commercial <input checked="" type="checkbox"/>                      Office <input type="checkbox"/>                      Industrial <input checked="" type="checkbox"/>                      Park or School (P, S, B) <input type="checkbox"/>                      Comments:                 </td> </tr> <tr> <td> <b><i>On Street Parking</i></b>                       Heavy <input type="checkbox"/>                      Moderate <input checked="" type="checkbox"/>                      Light <input type="checkbox"/>                      No Parking <input type="checkbox"/>                      Comments:                 </td> </tr> <tr> <td> <b><i>Roadway Geometry</i></b>                       Segment Length (feet) 2433                      Width 75                      Median See Notes                      No. of Lanes 4 (2 EB, 2 WB)                       Curves <input type="checkbox"/>                      Straightaway <input checked="" type="checkbox"/>                      Bike Lanes <input type="checkbox"/>                      Visibility Good                 </td> </tr> </table>	Posted Speed: 35 85 % Speed: 39.0 Average Speed: 34.6 Average Daily Traffic: 9100 Date of ADT: 9/26/2007	<b><u>Roadside Conditions</u></b>  <b><i>Predominant Land Use</i></b> Single Family Residential <input type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Office <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Park or School (P, S, B) <input type="checkbox"/> Comments:	<b><i>On Street Parking</i></b>  Heavy <input type="checkbox"/> Moderate <input checked="" type="checkbox"/> Light <input type="checkbox"/> No Parking <input type="checkbox"/> Comments:	<b><i>Roadway Geometry</i></b>  Segment Length (feet) 2433 Width 75 Median See Notes No. of Lanes 4 (2 EB, 2 WB)  Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input type="checkbox"/> Visibility Good
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																																																																														
55 and over	0	0.0%	100%																																																																																																																																																																														
54	0	0.0%	100.0																																																																																																																																																																														
53	0	0.0%	100.0																																																																																																																																																																														
52	0	0.0%	100.0																																																																																																																																																																														
51	0	0.0%	100.0																																																																																																																																																																														
50	0	0.0%	100.0																																																																																																																																																																														
49	1	0.9%	100.0																																																																																																																																																																														
48	1	0.9%	99.1%																																																																																																																																																																														
47	0	0.0%	98.1%																																																																																																																																																																														
46	0	0.0%	98.1%																																																																																																																																																																														
45	1	0.9%	98.1%																																																																																																																																																																														
44	0	0.0%	97.2%																																																																																																																																																																														
43	3	2.8%	97.2%																																																																																																																																																																														
42	4	3.7%	94.4%																																																																																																																																																																														
41	3	2.8%	90.7%																																																																																																																																																																														
40	3	2.8%	87.9%																																																																																																																																																																														
39	2	1.9%	85.0%																																																																																																																																																																														
38	5	4.7%	83.2%																																																																																																																																																																														
37	7	6.5%	78.5%																																																																																																																																																																														
36	15	14.0%	72.0%																																																																																																																																																																														
35	10	9.3%	57.9%																																																																																																																																																																														
34	10	9.3%	48.6%																																																																																																																																																																														
33	16	15.0%	39.3%																																																																																																																																																																														
32	3	2.8%	24.3%																																																																																																																																																																														
31	4	3.7%	21.5%																																																																																																																																																																														
30	5	4.7%	17.8%																																																																																																																																																																														
29	2	1.9%	13.1%																																																																																																																																																																														
28	2	1.9%	11.2%																																																																																																																																																																														
27	3	2.8%	9.3%																																																																																																																																																																														
26	1	0.9%	6.5%																																																																																																																																																																														
25	3	2.8%	5.6%																																																																																																																																																																														
24	2	1.9%	2.8%																																																																																																																																																																														
23	1	0.9%	0.9%																																																																																																																																																																														
22	0	0.0%	0.0%																																																																																																																																																																														
21	0	0.0%	0.0%																																																																																																																																																																														
20	0	0.0%	0.0%																																																																																																																																																																														
19	0	0.0%	0.0%																																																																																																																																																																														
18	0	0.0%	0.0%																																																																																																																																																																														
17	0	0.0%	0.0%																																																																																																																																																																														
16	0	0.0%	0.0%																																																																																																																																																																														
15 and below	0	0.0%	0.0%																																																																																																																																																																														
<b>Total</b>	<b>107</b>	<b>100.0</b>																																																																																																																																																																															
Posted Speed: 35 85 % Speed: 39.0 Average Speed: 34.6 Average Daily Traffic: 9100 Date of ADT: 9/26/2007																																																																																																																																																																																	
<b><u>Roadside Conditions</u></b>  <b><i>Predominant Land Use</i></b> Single Family Residential <input type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Office <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Park or School (P, S, B) <input type="checkbox"/> Comments:																																																																																																																																																																																	
<b><i>On Street Parking</i></b>  Heavy <input type="checkbox"/> Moderate <input checked="" type="checkbox"/> Light <input type="checkbox"/> No Parking <input type="checkbox"/> Comments:																																																																																																																																																																																	
<b><i>Roadway Geometry</i></b>  Segment Length (feet) 2433 Width 75 Median See Notes No. of Lanes 4 (2 EB, 2 WB)  Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input type="checkbox"/> Visibility Good																																																																																																																																																																																	
2005 Accidents = 0      Due to Speeding = 0 2006 Accidents = 1      Due to Speeding = 0																																																																																																																																																																																	
<b>Certifying Engineer</b> Signature _____																																																																																																																																																																																	

Notes:  
 Signals@ Arden Way, Barstow St; Medians: Painted btwn Arden Way & Edgewater Rd, Raised btwn Edgewater Rd & Globe Ave

City of Sacramento Engineering Survey for Speed Limits			
REDDING AVENUE			
Speed Zone: Q ST to 850' NORTH OF SAN JOAQUIN STREET			
Survey Location: Between RT 50 and San Joaquin St			
Survey Date: 9/12/2007		Start Time: 10:05	End Time: 10:40
Expiration Date: 9/12/2014			
Weather: Clear		Observer: Tara Barretto	
		Radar Serial No. DS 13825	
<b>Speed of Vehicle (MPH)</b>	<b>No.</b>	<b>%</b>	<b>SUM %</b>
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	0	0.0%	100.0
44	0	0.0%	100.0
43	0	0.0%	100.0
42	0	0.0%	100.0
41	0	0.0%	100.0
40	0	0.0%	100.0
39	1	1.0%	100.0
38	2	2.0%	99.0%
37	3	3.0%	97.0%
36	4	4.0%	94.0%
35	2	2.0%	90.0%
34	5	5.0%	88.0%
33	6	6.0%	83.0%
32	5	5.0%	77.0%
31	8	8.0%	72.0%
30	8	8.0%	64.0%
29	7	7.0%	56.0%
28	7	7.0%	49.0%
27	12	12.0%	42.0%
26	12	12.0%	30.0%
25	9	9.0%	18.0%
24	7	7.0%	9.0%
23	2	2.0%	2.0%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>100</b>	<b>100.0</b>	

**Posted Speed: 30**  
**85 % Speed: 33.4**  
**Average Speed: 29.3**  
**Average Daily Traffic:**  
**Date of ADT: 9/26/2007**

**Roadside Conditions**

***Predominant Land Use***

Single Family Residential   
 Multi-Family Residential   
 Commercial   
 Office   
 Industrial   
 Park or School (P, S, B)  S

Comments:

***On Street Parking***

Heavy   
 Moderate   
 Light   
 No Parking

Comments:

***Roadway Geometry***

Segment Length (feet) 4085  
 Width 2036  
 Median None  
 No. of Lanes 2 (1N/B & 1 S/B)

Curves   
 Straightaway   
 Bike Lanes   
 Visibility Fair

2005	Accidents = 0	Due to Speeding = 0
2006	Accidents = 0	Due to Speeding = 0

**Certifying Engineer**  
 Signature \_\_\_\_\_

Notes:

**Part (C): Changing Boundary and / or Lowering Speed Limits for  
Existing Speed Zones**

City of Sacramento Engineering Survey for Speed Limits 21ST STREET			
Speed Zone: N STREET to W STREET			
Survey Location: Between P St and Q St			
Survey Date: 5/1/2008		Start Time: 10:15	End Time: 11:00
Expiration Date: 5/1/2015			
Weather: Clear			
Observer: Jon Fitzpatrick		Radar Serial No. 19288 #20	
Speed of Vehicle (MPH)	No.	%	SUM %
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	0	0.0%	100.0
50	0	0.0%	100.0
49	0	0.0%	100.0
48	0	0.0%	100.0
47	0	0.0%	100.0
46	0	0.0%	100.0
45	1	0.7%	100.0
44	0	0.0%	99.3%
43	0	0.0%	99.3%
42	0	0.0%	99.3%
41	0	0.0%	99.3%
40	0	0.0%	99.3%
39	1	0.7%	99.3%
38	0	0.0%	98.5%
37	2	1.5%	98.5%
36	1	0.7%	97.0%
35	6	4.5%	96.3%
34	4	3.0%	91.8%
33	9	6.7%	88.8%
32	12	9.0%	82.1%
31	14	10.4%	73.1%
30	21	15.7%	62.7%
29	18	13.4%	47.0%
28	23	17.2%	33.6%
27	9	6.7%	16.4%
26	5	3.7%	9.7%
25	6	4.5%	6.0%
24	0	0.0%	1.5%
23	2	1.5%	1.5%
22	0	0.0%	0.0%
21	0	0.0%	0.0%
20	0	0.0%	0.0%
19	0	0.0%	0.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>134</b>	<b>100.0</b>	
2006 Accidents =		Due to Speeding =	
2007 Accidents =		Due to Speeding =	
<b>Posted Speed: 30</b>			
<b>85 % Speed: 32.4</b>			
<b>Average Speed: 30.0</b>			
<b>Average Daily Traffic:</b>			
<b>Date of ADT:</b>			
<b><u>Roadside Conditions</u></b>			
<b><i>Predominant Land Use</i></b>			
Single Family Residential		<input checked="" type="checkbox"/>	
Multi-Family Residential		<input checked="" type="checkbox"/>	
Commercial		<input checked="" type="checkbox"/>	
Office		<input checked="" type="checkbox"/>	
Industrial		<input type="checkbox"/>	
Park or School (P, S, B)			
Comments:			
<b><i>On Street Parking</i></b>			
Heavy		<input type="checkbox"/>	
Moderate		<input checked="" type="checkbox"/>	
Light		<input type="checkbox"/>	
No Parking		<input type="checkbox"/>	
Comments:			
<b><i>Roadway Geometry</i></b>			
Segment Length (feet)		3577	
Width		48	
Medlan			
No. of Lanes			
Curves		<input type="checkbox"/>	
Straightaway		<input checked="" type="checkbox"/>	
Bike Lanes		<input checked="" type="checkbox"/>	
Visibility		Fair	
<b>Certifying Engineer</b>			
Signature _____			

Notes:  
N St-W St= 1 Way; 2 nb lanes+bike lanes+On St Parking.

City of Sacramento													
Engineering Survey for Speed Limits													
21ST STREET													
Speed Zone: N STREET to W STREET													
Survey Location: Between T St and U St													
Survey Date: 3/25/2008		Start Time: 10:45											
		End Time: 11:30											
Expiration Date: 3/25/2015													
Weather: Clear													
Observer: Jon Fitzpatrick		Radar Serial No. AH4113											
Speed of Vehicle (MPH)	No.	%	SUM %										
55 and over	0	0.0%	100%										
54	0	0.0%	100.0										
53	0	0.0%	100.0										
52	0	0.0%	100.0										
51	0	0.0%	100.0										
50	0	0.0%	100.0										
49	0	0.0%	100.0										
48	0	0.0%	100.0										
47	0	0.0%	100.0										
46	0	0.0%	100.0										
45	1	0.9%	100.0										
44	0	0.0%	99.1%										
43	1	0.9%	99.1%										
42	3	2.7%	98.2%										
41	1	0.9%	95.6%										
40	5	4.4%	94.7%										
39	1	0.9%	90.3%										
38	5	4.4%	89.4%										
37	2	1.8%	85.0%										
36	4	3.5%	83.2%										
35	6	5.3%	79.6%										
34	4	3.5%	74.3%										
33	9	8.0%	70.8%										
32	9	8.0%	62.8%										
31	8	7.1%	54.9%										
30	12	10.6%	47.8%										
29	12	10.6%	37.2%										
28	7	6.2%	26.5%										
27	10	8.8%	20.4%										
26	7	6.2%	11.5%										
25	4	3.5%	5.3%										
24	2	1.8%	1.8%										
23	0	0.0%	0.0%										
22	0	0.0%	0.0%										
21	0	0.0%	0.0%										
20	0	0.0%	0.0%										
19	0	0.0%	0.0%										
18	0	0.0%	0.0%										
17	0	0.0%	0.0%										
16	0	0.0%	0.0%										
15 and below	0	0.0%	0.0%										
<b>Total</b>	<b>113</b>	<b>100.0</b>											
<table style="width: 100%;"> <tr> <td>Posted Speed: 30</td> <td></td> </tr> <tr> <td>85 % Speed: 37.0</td> <td></td> </tr> <tr> <td>Average Speed: 31.7</td> <td></td> </tr> <tr> <td>Average Daily Traffic:</td> <td></td> </tr> <tr> <td>Date of ADT:</td> <td></td> </tr> </table>				Posted Speed: 30		85 % Speed: 37.0		Average Speed: 31.7		Average Daily Traffic:		Date of ADT:	
Posted Speed: 30													
85 % Speed: 37.0													
Average Speed: 31.7													
Average Daily Traffic:													
Date of ADT:													
<p style="text-align: center;"><b>Roadside Conditions</b></p> <p style="text-align: center;"><i>Predominant Land Use</i></p> <p>Single Family Residential <input checked="" type="checkbox"/></p> <p>Multi-Family Residential <input checked="" type="checkbox"/></p> <p>Commercial <input checked="" type="checkbox"/></p> <p>Office <input checked="" type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) <input type="checkbox"/></p> <p>Comments:</p>													
<p style="text-align: center;"><i>On Street Parking</i></p> <p>Heavy <input checked="" type="checkbox"/></p> <p>Moderate <input type="checkbox"/></p> <p>Light <input type="checkbox"/></p> <p>No Parking <input type="checkbox"/></p> <p>Comments:</p>													
<p style="text-align: center;"><i>Roadway Geometry</i></p> <p>Segment Length (feet) 3577</p> <p>Width 48</p> <p>Median None</p> <p>No. of Lanes See notes</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input checked="" type="checkbox"/></p> <p>Visibility Fair</p>													
2006 Accidents =		Due to Speeding =											
2007 Accidents =		Due to Speeding =											
<p><b>Certifying Engineer</b></p> <p>Signature _____</p>													

**Notes:**  
 Signals @ N St., P St., Q St., S St., T St., and at W Street (X St and Broadway) One way street with two N/B lanes and parking with bike lanes on both sides of the street (N St to W Street) 2 way 2 N/B and 1 S/B (W St. to Broadway no parking, bike lanes W to X Street. Parking allowed X St. to Broadway

<b>City of Sacramento</b> Engineering Survey for Speed Limits 21ST STREET																																																																																																																																																																													
Speed Zone: W ST to FREEPORT BOULEVARD Survey Location: Between Castro Wy and Markham Wy Survey Date: 3/25/2008      Start Time: 13:17      End Time: 13:51 Expiration Date: 3/25/2015 Weather: Clear Observer: Tara Barretto      Radar Serial No. DS13825																																																																																																																																																																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Speed of Vehicle (MPH)</th> <th style="text-align: center;">No.</th> <th style="text-align: center;">%</th> <th style="text-align: center;">SUM %</th> </tr> </thead> <tbody> <tr><td>55 and over</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100%</td></tr> <tr><td>54</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>53</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>52</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>51</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>50</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>49</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>48</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>47</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>46</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>45</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>44</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>43</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>42</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>41</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>40</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>39</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>38</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>37</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>36</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>35</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>34</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>33</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>32</td><td style="text-align: center;">3</td><td style="text-align: center;">3.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>31</td><td style="text-align: center;">9</td><td style="text-align: center;">9.0%</td><td style="text-align: center;">97.0%</td></tr> <tr><td>30</td><td style="text-align: center;">20</td><td style="text-align: center;">20.0%</td><td style="text-align: center;">88.0%</td></tr> <tr><td>29</td><td style="text-align: center;">37</td><td style="text-align: center;">37.0%</td><td style="text-align: center;">68.0%</td></tr> <tr><td>28</td><td style="text-align: center;">26</td><td style="text-align: center;">26.0%</td><td style="text-align: center;">31.0%</td></tr> <tr><td>27</td><td style="text-align: center;">5</td><td style="text-align: center;">5.0%</td><td style="text-align: center;">5.0%</td></tr> <tr><td>26</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>25</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>24</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>23</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>22</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>21</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>20</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>19</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>18</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>17</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>16</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>15 and below</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>100</b></td> <td style="text-align: center;"><b>100.0</b></td> <td></td> </tr> </tbody> </table>	Speed of Vehicle (MPH)	No.	%	SUM %	55 and over	0	0.0%	100%	54	0	0.0%	100.0	53	0	0.0%	100.0	52	0	0.0%	100.0	51	0	0.0%	100.0	50	0	0.0%	100.0	49	0	0.0%	100.0	48	0	0.0%	100.0	47	0	0.0%	100.0	46	0	0.0%	100.0	45	0	0.0%	100.0	44	0	0.0%	100.0	43	0	0.0%	100.0	42	0	0.0%	100.0	41	0	0.0%	100.0	40	0	0.0%	100.0	39	0	0.0%	100.0	38	0	0.0%	100.0	37	0	0.0%	100.0	36	0	0.0%	100.0	35	0	0.0%	100.0	34	0	0.0%	100.0	33	0	0.0%	100.0	32	3	3.0%	100.0	31	9	9.0%	97.0%	30	20	20.0%	88.0%	29	37	37.0%	68.0%	28	26	26.0%	31.0%	27	5	5.0%	5.0%	26	0	0.0%	0.0%	25	0	0.0%	0.0%	24	0	0.0%	0.0%	23	0	0.0%	0.0%	22	0	0.0%	0.0%	21	0	0.0%	0.0%	20	0	0.0%	0.0%	19	0	0.0%	0.0%	18	0	0.0%	0.0%	17	0	0.0%	0.0%	16	0	0.0%	0.0%	15 and below	0	0.0%	0.0%	<b>Total</b>	<b>100</b>	<b>100.0</b>		<p>                     Posted Speed: 25                      85 % Speed: 30.0                      Average Speed: 29.1                      Average Daily Traffic: 9316                      Date of ADT: 6/7/2007                 </p> <p><b><u>Roadside Conditions</u></b></p> <p><i>Predominant Land Use</i></p> <p>                     Single Family Residential <input checked="" type="checkbox"/>                      Multi-Family Residential <input checked="" type="checkbox"/>                      Commercial <input checked="" type="checkbox"/>                      Office <input type="checkbox"/>                      Industrial <input type="checkbox"/>                      Park or School (P, S, B) <input type="checkbox"/>                      Comments:                 </p> <p><i>On Street Parking</i></p> <p>                     Heavy <input type="checkbox"/>                      Moderate <input checked="" type="checkbox"/>                      Light <input type="checkbox"/>                      No Parking <input type="checkbox"/>                      Comments:                 </p> <p><i>Roadway Geometry</i></p> <p>                     Segment Length (feet) 3000                      Width 52                      Median None                      No. of Lanes see notes                      Curves <input type="checkbox"/>                      Straightaway <input checked="" type="checkbox"/>                      Bike Lanes <input checked="" type="checkbox"/>                      Visibility Fair                 </p>
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																																																																										
55 and over	0	0.0%	100%																																																																																																																																																																										
54	0	0.0%	100.0																																																																																																																																																																										
53	0	0.0%	100.0																																																																																																																																																																										
52	0	0.0%	100.0																																																																																																																																																																										
51	0	0.0%	100.0																																																																																																																																																																										
50	0	0.0%	100.0																																																																																																																																																																										
49	0	0.0%	100.0																																																																																																																																																																										
48	0	0.0%	100.0																																																																																																																																																																										
47	0	0.0%	100.0																																																																																																																																																																										
46	0	0.0%	100.0																																																																																																																																																																										
45	0	0.0%	100.0																																																																																																																																																																										
44	0	0.0%	100.0																																																																																																																																																																										
43	0	0.0%	100.0																																																																																																																																																																										
42	0	0.0%	100.0																																																																																																																																																																										
41	0	0.0%	100.0																																																																																																																																																																										
40	0	0.0%	100.0																																																																																																																																																																										
39	0	0.0%	100.0																																																																																																																																																																										
38	0	0.0%	100.0																																																																																																																																																																										
37	0	0.0%	100.0																																																																																																																																																																										
36	0	0.0%	100.0																																																																																																																																																																										
35	0	0.0%	100.0																																																																																																																																																																										
34	0	0.0%	100.0																																																																																																																																																																										
33	0	0.0%	100.0																																																																																																																																																																										
32	3	3.0%	100.0																																																																																																																																																																										
31	9	9.0%	97.0%																																																																																																																																																																										
30	20	20.0%	88.0%																																																																																																																																																																										
29	37	37.0%	68.0%																																																																																																																																																																										
28	26	26.0%	31.0%																																																																																																																																																																										
27	5	5.0%	5.0%																																																																																																																																																																										
26	0	0.0%	0.0%																																																																																																																																																																										
25	0	0.0%	0.0%																																																																																																																																																																										
24	0	0.0%	0.0%																																																																																																																																																																										
23	0	0.0%	0.0%																																																																																																																																																																										
22	0	0.0%	0.0%																																																																																																																																																																										
21	0	0.0%	0.0%																																																																																																																																																																										
20	0	0.0%	0.0%																																																																																																																																																																										
19	0	0.0%	0.0%																																																																																																																																																																										
18	0	0.0%	0.0%																																																																																																																																																																										
17	0	0.0%	0.0%																																																																																																																																																																										
16	0	0.0%	0.0%																																																																																																																																																																										
15 and below	0	0.0%	0.0%																																																																																																																																																																										
<b>Total</b>	<b>100</b>	<b>100.0</b>																																																																																																																																																																											
2006 Accidents = 8      Due to Speeding = 1 2007 Accidents = 6      Due to Speeding = 1																																																																																																																																																																													
<b>Certifying Engineer</b> Signature _____																																																																																																																																																																													

Notes:  
 Signals at Broadway, 2nd Ave. 4th Ave and Freeport. One lane in each direction with left turn pockets at 2nd ave. @ N/B lanes merge into one at 4th Ave. 2 N/B lanes at Broadway (# 1 shared lane thru/turn)

City of Sacramento Engineering Survey for Speed Limits C STREET			
Speed Zone: 30TH STREET to 35TH STREET			
Survey Location: Between Alhambra Blvd and 32nd St			
Survey Date: 5/1/2008		Start Time: 1:55	End Time: 2:30
Expiration Date: 5/1/2015			
Weather: Clear			
Observer: John Perez		Radar Serial No. 9035	
Speed of Vehicle (MPH)	No.	%	SUM %
55 and over	0	0.0%	100%
54	0	0.0%	100.0
53	0	0.0%	100.0
52	0	0.0%	100.0
51	1	1.0%	100.0
50	0	0.0%	99.0%
49	0	0.0%	99.0%
48	0	0.0%	99.0%
47	0	0.0%	99.0%
46	0	0.0%	99.0%
45	0	0.0%	99.0%
44	0	0.0%	99.0%
43	0	0.0%	99.0%
42	0	0.0%	99.0%
41	0	0.0%	99.0%
40	0	0.0%	99.0%
39	1	1.0%	99.0%
38	0	0.0%	98.1%
37	1	1.0%	98.1%
36	1	1.0%	97.1%
35	0	0.0%	96.1%
34	0	0.0%	96.1%
33	3	2.9%	96.1%
32	6	5.8%	93.2%
31	6	5.8%	87.4%
30	8	7.8%	81.6%
29	7	6.8%	73.8%
28	13	12.6%	67.0%
27	14	13.6%	54.4%
26	17	16.5%	40.8%
25	14	13.6%	24.3%
24	7	6.8%	10.7%
23	2	1.9%	3.9%
22	0	0.0%	1.9%
21	0	0.0%	1.9%
20	1	1.0%	1.9%
19	1	1.0%	1.0%
18	0	0.0%	0.0%
17	0	0.0%	0.0%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>103</b>	<b>100.0</b>	
2006 Accidents =		Due to Speeding =	
2007 Accidents =		Due to Speeding =	
<b>Certifying Engineer</b>			
Signature _____			
Posted Speed: 25 85 % Speed: 30.6 Average Speed: 27.9 Average Daily Traffic: Date of ADT:			
<b>Roadside Conditions</b>			
<b>Predominant Land Use</b>			
Single Family Residential <input checked="" type="checkbox"/>			
Multi-Family Residential <input type="checkbox"/>			
Commercial <input type="checkbox"/>			
Office <input type="checkbox"/>			
Industrial <input type="checkbox"/>			
Park or School (P, S, B) <input type="checkbox"/>			
Comments:			
<b>On Street Parking</b>			
Heavy <input type="checkbox"/>			
Moderate <input checked="" type="checkbox"/>			
Light <input type="checkbox"/>			
No Parking <input type="checkbox"/>			
Comments:			
<b>Roadway Geometry</b>			
Segment Length (feet) 1071			
Width 31			
Median			
No. of Lanes 1-E, 1-W (2)			
Curves <input type="checkbox"/>			
Straightaway <input checked="" type="checkbox"/>			
Bike Lanes <input type="checkbox"/>			
Visibility Fair			

**Notes:**

All way Stop @ 33rd, C Street stopped @ Alhambra Boulevard, Traffic Calming "bulb out's" on the Alhambra Boulevard, and mid block "chokers" between Alhambra and 32nd St. 31' width with parking allowed on both sides of the street makes it challenging for 30 mph with cars parked on both sides. Uncontrolled unmarked crosswalks at the intersection of 32nd Street/C Street

**Part (D): Lowering Speed Limits for Existing Speed Zones**

City of Sacramento Engineering Survey for Speed Limits 2ND AVENUE																																																					
Speed Zone: STOCKTON BOULEVARD to 49TH STREET																																																					
Survey Location: Between 45th St and 48th St																																																					
Survey Date: 9/24/2007		Start Time: 13:35	End Time: 14:10																																																		
Expiration Date: 9/24/2014																																																					
Weather: Clear		Radar Serial No. DS 13825																																																			
Observer: Tara Barretto																																																					
Speed of Vehicle (MPH)	No.	%	SUM %																																																		
55 and over	0	0.0%	100%																																																		
54	0	0.0%	100.0																																																		
53	0	0.0%	100.0																																																		
52	0	0.0%	100.0																																																		
51	0	0.0%	100.0																																																		
50	0	0.0%	100.0																																																		
49	0	0.0%	100.0																																																		
48	0	0.0%	100.0																																																		
47	0	0.0%	100.0																																																		
46	0	0.0%	100.0																																																		
45	0	0.0%	100.0																																																		
44	0	0.0%	100.0																																																		
43	0	0.0%	100.0																																																		
42	0	0.0%	100.0																																																		
41	0	0.0%	100.0																																																		
40	0	0.0%	100.0																																																		
39	0	0.0%	100.0																																																		
38	0	0.0%	100.0																																																		
37	0	0.0%	100.0																																																		
36	0	0.0%	100.0																																																		
35	2	2.0%	100.0																																																		
34	0	0.0%	98.0%																																																		
33	2	2.0%	98.0%																																																		
32	4	4.0%	96.0%																																																		
31	5	5.0%	92.0%																																																		
30	7	7.0%	87.0%																																																		
29	8	8.0%	80.0%																																																		
28	7	7.0%	72.0%																																																		
27	13	13.0%	65.0%																																																		
26	7	7.0%	52.0%																																																		
25	10	10.0%	45.0%																																																		
24	6	6.0%	35.0%																																																		
23	8	8.0%	29.0%																																																		
22	7	7.0%	21.0%																																																		
21	4	4.0%	14.0%																																																		
20	1	1.0%	10.0%																																																		
19	3	3.0%	9.0%																																																		
18	1	1.0%	6.0%																																																		
17	0	0.0%	5.0%																																																		
16	2	2.0%	5.0%																																																		
15 and below	3	3.0%	3.0%																																																		
<b>Total</b>	<b>100</b>	<b>100.0</b>																																																			
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2005 Accidents = 0</td> <td style="width: 25%;">Due to Speeding = 0</td> <td colspan="2"></td> </tr> <tr> <td>2006 Accidents = 0</td> <td>Due to Speeding = 0</td> <td colspan="2"></td> </tr> </table>				2005 Accidents = 0	Due to Speeding = 0			2006 Accidents = 0	Due to Speeding = 0																																												
2005 Accidents = 0	Due to Speeding = 0																																																				
2006 Accidents = 0	Due to Speeding = 0																																																				
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><b>Certifying Engineer</b></td> <td style="width: 50%;"></td> </tr> <tr> <td>Signature _____</td> <td></td> </tr> </table>				<b>Certifying Engineer</b>		Signature _____																																															
<b>Certifying Engineer</b>																																																					
Signature _____																																																					
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%;">                     Posted Speed: 30                      85 % Speed: 29.7                      Average Speed: 25.8                      Average Daily Traffic: 5322                      Date of ADT: 9/26/2007                 </td> </tr> <tr> <td colspan="2"><b>Roadside Conditions</b></td> </tr> <tr> <td colspan="2"><i>Predominant Land Use</i></td> </tr> <tr> <td>Single Family Residential</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Multi-Family Residential</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Commercial</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Office</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Industrial</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td></td> </tr> <tr> <td colspan="2">Comments:</td> </tr> <tr> <td colspan="2"> <b>On Street Parking</b></td> </tr> <tr> <td>Heavy</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Moderate</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Light</td> <td><input type="checkbox"/></td> </tr> <tr> <td>No Parking</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td colspan="2">Comments:</td> </tr> <tr> <td colspan="2"> <b>Roadway Geometry</b></td> </tr> <tr> <td>Segment Length (feet)</td> <td>2050</td> </tr> <tr> <td>Width</td> <td>44</td> </tr> <tr> <td>Median</td> <td>None</td> </tr> <tr> <td>No. of Lanes</td> <td>2 (1 E/B &amp; 1 W/B)</td> </tr> <tr> <td>Curves</td> <td><input type="checkbox"/></td> </tr> <tr> <td>Straightaway</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Bike Lanes</td> <td><input checked="" type="checkbox"/></td> </tr> <tr> <td>Visibility</td> <td>Fair</td> </tr> </table>					Posted Speed: 30 85 % Speed: 29.7 Average Speed: 25.8 Average Daily Traffic: 5322 Date of ADT: 9/26/2007	<b>Roadside Conditions</b>		<i>Predominant Land Use</i>		Single Family Residential	<input type="checkbox"/>	Multi-Family Residential	<input type="checkbox"/>	Commercial	<input type="checkbox"/>	Office	<input checked="" type="checkbox"/>	Industrial	<input type="checkbox"/>	Park or School (P, S, B)		Comments:		 <b>On Street Parking</b>		Heavy	<input type="checkbox"/>	Moderate	<input type="checkbox"/>	Light	<input type="checkbox"/>	No Parking	<input checked="" type="checkbox"/>	Comments:		 <b>Roadway Geometry</b>		Segment Length (feet)	2050	Width	44	Median	None	No. of Lanes	2 (1 E/B & 1 W/B)	Curves	<input type="checkbox"/>	Straightaway	<input checked="" type="checkbox"/>	Bike Lanes	<input checked="" type="checkbox"/>	Visibility	Fair
	Posted Speed: 30 85 % Speed: 29.7 Average Speed: 25.8 Average Daily Traffic: 5322 Date of ADT: 9/26/2007																																																				
<b>Roadside Conditions</b>																																																					
<i>Predominant Land Use</i>																																																					
Single Family Residential	<input type="checkbox"/>																																																				
Multi-Family Residential	<input type="checkbox"/>																																																				
Commercial	<input type="checkbox"/>																																																				
Office	<input checked="" type="checkbox"/>																																																				
Industrial	<input type="checkbox"/>																																																				
Park or School (P, S, B)																																																					
Comments:																																																					
 <b>On Street Parking</b>																																																					
Heavy	<input type="checkbox"/>																																																				
Moderate	<input type="checkbox"/>																																																				
Light	<input type="checkbox"/>																																																				
No Parking	<input checked="" type="checkbox"/>																																																				
Comments:																																																					
 <b>Roadway Geometry</b>																																																					
Segment Length (feet)	2050																																																				
Width	44																																																				
Median	None																																																				
No. of Lanes	2 (1 E/B & 1 W/B)																																																				
Curves	<input type="checkbox"/>																																																				
Straightaway	<input checked="" type="checkbox"/>																																																				
Bike Lanes	<input checked="" type="checkbox"/>																																																				
Visibility	Fair																																																				

**Notes:**

When out @ location, observed Count Hoses @ 45th St. on 2nd Ave. & construction behind a portable fence on the S/S of 2nd Ave. between 45th St. & 48th St. which was not interfering w/ traffic flow. There was no construction warning to slow down signage, only sidewalk closure signs @ location.

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>FREEPORT BOULEVARD</b>																																																																																																																																																																													
<b>Speed Zone: BROADWAY to 21ST STREET</b> <b>Survey Location: Between Larkin Wy and Commercial Wy</b> Survey Date: 5/21/2008      Start Time: 9:00      End Time: 9:30 Expiration Date: 5/21/2015 Weather: Clear Observer: LoAnna Hernandez      Radar Serial No. AD1224																																																																																																																																																																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Speed of Vehicle (MPH)</th> <th style="text-align: center;">No.</th> <th style="text-align: center;">%</th> <th style="text-align: center;">SUM %</th> </tr> </thead> <tbody> <tr><td>55 and over</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>54</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>53</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>52</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>51</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>50</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>49</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>48</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>47</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>46</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>45</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>44</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>43</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>42</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>41</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>40</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>39</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>38</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>37</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>36</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>35</td><td style="text-align: center;">3</td><td style="text-align: center;">2.7%</td><td style="text-align: center;">100.0</td></tr> <tr><td>34</td><td style="text-align: center;">4</td><td style="text-align: center;">3.6%</td><td style="text-align: center;">97.3%</td></tr> <tr><td>33</td><td style="text-align: center;">10</td><td style="text-align: center;">9.1%</td><td style="text-align: center;">93.6%</td></tr> <tr><td>32</td><td style="text-align: center;">15</td><td style="text-align: center;">13.6%</td><td style="text-align: center;">84.5%</td></tr> <tr><td>31</td><td style="text-align: center;">15</td><td style="text-align: center;">13.6%</td><td style="text-align: center;">70.9%</td></tr> <tr><td>30</td><td style="text-align: center;">15</td><td style="text-align: center;">13.6%</td><td style="text-align: center;">57.3%</td></tr> <tr><td>29</td><td style="text-align: center;">17</td><td style="text-align: center;">15.5%</td><td style="text-align: center;">43.6%</td></tr> <tr><td>28</td><td style="text-align: center;">11</td><td style="text-align: center;">10.0%</td><td style="text-align: center;">28.2%</td></tr> <tr><td>27</td><td style="text-align: center;">4</td><td style="text-align: center;">3.6%</td><td style="text-align: center;">18.2%</td></tr> <tr><td>26</td><td style="text-align: center;">3</td><td style="text-align: center;">2.7%</td><td style="text-align: center;">14.5%</td></tr> <tr><td>25</td><td style="text-align: center;">5</td><td style="text-align: center;">4.5%</td><td style="text-align: center;">11.8%</td></tr> <tr><td>24</td><td style="text-align: center;">2</td><td style="text-align: center;">1.8%</td><td style="text-align: center;">7.3%</td></tr> <tr><td>23</td><td style="text-align: center;">3</td><td style="text-align: center;">2.7%</td><td style="text-align: center;">5.5%</td></tr> <tr><td>22</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">2.7%</td></tr> <tr><td>21</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">1.8%</td></tr> <tr><td>20</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">1.8%</td></tr> <tr><td>19</td><td style="text-align: center;">2</td><td style="text-align: center;">1.8%</td><td style="text-align: center;">1.8%</td></tr> <tr><td>18</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>17</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>16</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr><td>15 and below</td><td style="text-align: center;">0</td><td style="text-align: center;">0.0%</td><td style="text-align: center;">0.0%</td></tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>110</b></td> <td style="text-align: center;"><b>100.0</b></td> <td></td> </tr> </tbody> </table>	Speed of Vehicle (MPH)	No.	%	SUM %	55 and over	0	0.0%	100.0	54	0	0.0%	100.0	53	0	0.0%	100.0	52	0	0.0%	100.0	51	0	0.0%	100.0	50	0	0.0%	100.0	49	0	0.0%	100.0	48	0	0.0%	100.0	47	0	0.0%	100.0	46	0	0.0%	100.0	45	0	0.0%	100.0	44	0	0.0%	100.0	43	0	0.0%	100.0	42	0	0.0%	100.0	41	0	0.0%	100.0	40	0	0.0%	100.0	39	0	0.0%	100.0	38	0	0.0%	100.0	37	0	0.0%	100.0	36	0	0.0%	100.0	35	3	2.7%	100.0	34	4	3.6%	97.3%	33	10	9.1%	93.6%	32	15	13.6%	84.5%	31	15	13.6%	70.9%	30	15	13.6%	57.3%	29	17	15.5%	43.6%	28	11	10.0%	28.2%	27	4	3.6%	18.2%	26	3	2.7%	14.5%	25	5	4.5%	11.8%	24	2	1.8%	7.3%	23	3	2.7%	5.5%	22	1	0.9%	2.7%	21	0	0.0%	1.8%	20	0	0.0%	1.8%	19	2	1.8%	1.8%	18	0	0.0%	0.0%	17	0	0.0%	0.0%	16	0	0.0%	0.0%	15 and below	0	0.0%	0.0%	<b>Total</b>	<b>110</b>	<b>100.0</b>		<p>                     Posted Speed: 25                      85 % Speed: 32.1                      Average Speed: 29.6                      Average Daily Traffic:                      Date of ADT:                 </p> <p> <u><b>Roadside Conditions</b></u>  <i>Predominant Land Use</i>                      Single Family Residential <input checked="" type="checkbox"/>                      Multi-Family Residential <input type="checkbox"/>                      Commercial <input type="checkbox"/>                      Office <input type="checkbox"/>                      Industrial <input type="checkbox"/>                      Park or School (P, S, B) <input type="checkbox"/>                      Comments:                 </p> <p> <i>On Street Parking</i>                      Heavy <input type="checkbox"/>                      Moderate <input checked="" type="checkbox"/>                      Light <input type="checkbox"/>                      No Parking <input type="checkbox"/>                      Comments:                 </p> <p> <i>Roadway Geometry</i>                      Segment Length (feet) 3260                      Width 38                      Median None                      No. of Lanes 2 (1 SB / 1 NB)                      Curves <input type="checkbox"/>                      Straightaway <input checked="" type="checkbox"/>                      Bike Lanes <input type="checkbox"/>                      Visibility Fair                 </p>
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																																																																										
55 and over	0	0.0%	100.0																																																																																																																																																																										
54	0	0.0%	100.0																																																																																																																																																																										
53	0	0.0%	100.0																																																																																																																																																																										
52	0	0.0%	100.0																																																																																																																																																																										
51	0	0.0%	100.0																																																																																																																																																																										
50	0	0.0%	100.0																																																																																																																																																																										
49	0	0.0%	100.0																																																																																																																																																																										
48	0	0.0%	100.0																																																																																																																																																																										
47	0	0.0%	100.0																																																																																																																																																																										
46	0	0.0%	100.0																																																																																																																																																																										
45	0	0.0%	100.0																																																																																																																																																																										
44	0	0.0%	100.0																																																																																																																																																																										
43	0	0.0%	100.0																																																																																																																																																																										
42	0	0.0%	100.0																																																																																																																																																																										
41	0	0.0%	100.0																																																																																																																																																																										
40	0	0.0%	100.0																																																																																																																																																																										
39	0	0.0%	100.0																																																																																																																																																																										
38	0	0.0%	100.0																																																																																																																																																																										
37	0	0.0%	100.0																																																																																																																																																																										
36	0	0.0%	100.0																																																																																																																																																																										
35	3	2.7%	100.0																																																																																																																																																																										
34	4	3.6%	97.3%																																																																																																																																																																										
33	10	9.1%	93.6%																																																																																																																																																																										
32	15	13.6%	84.5%																																																																																																																																																																										
31	15	13.6%	70.9%																																																																																																																																																																										
30	15	13.6%	57.3%																																																																																																																																																																										
29	17	15.5%	43.6%																																																																																																																																																																										
28	11	10.0%	28.2%																																																																																																																																																																										
27	4	3.6%	18.2%																																																																																																																																																																										
26	3	2.7%	14.5%																																																																																																																																																																										
25	5	4.5%	11.8%																																																																																																																																																																										
24	2	1.8%	7.3%																																																																																																																																																																										
23	3	2.7%	5.5%																																																																																																																																																																										
22	1	0.9%	2.7%																																																																																																																																																																										
21	0	0.0%	1.8%																																																																																																																																																																										
20	0	0.0%	1.8%																																																																																																																																																																										
19	2	1.8%	1.8%																																																																																																																																																																										
18	0	0.0%	0.0%																																																																																																																																																																										
17	0	0.0%	0.0%																																																																																																																																																																										
16	0	0.0%	0.0%																																																																																																																																																																										
15 and below	0	0.0%	0.0%																																																																																																																																																																										
<b>Total</b>	<b>110</b>	<b>100.0</b>																																																																																																																																																																											
2006 Accidents = 4      Due to Speeding = 4 2007 Accidents = 1      Due to Speeding = 1																																																																																																																																																																													
<b>Certifying Engineer</b> Signature _____																																																																																																																																																																													

Notes:  
 SIGNALS AT BROADWAY, AND AT 2ND AV. STREET HAS BEEN CHANGED TO ALLOW NORTH BOUND TRAVEL

## Attachment 5

**LIST FROM PREVIOUSLY ADOPTED RESOLUTION No. 2007-638 FOR CITYWIDE SPEED LIMITS WITH CHANGES CORRESPONDING TO THE PROPOSED RE-ESTABLISHED AND CHANGED SPEED LIMITS**

No.	STREET	SEGMENT	MPH
1.	Airport Road	End to San Juan Rd	40
2.	<u>Alhambra Boulevard</u> <sup>(*)</sup>	<u>C St to Broadway</u>	<u>30</u>
3.	Alpine Avenue	Power Inn Rd to End	35
4.	Alta Valley Way	Mack Rd to Bruceville Rd	30
5.	Altos Avenue	Eleanor Ave to El Camino Ave	30
6.	American River Drive	Howe Ave to City Limits	35
7.	Amherst Street	Florin Rd to Meadowview Rd	30
8.	Arcade Boulevard	Rio Linda Blvd to Marysville Blvd	30
9.	Arcade Boulevard	Marysville Blvd to Del Paso Blvd	35
10.	Arden-Garden Connector	Northgate Blvd to Colfax St	50
11.	Arden Way	Colfax St to Del Paso Blvd	40
12.	Arden Way	Del Paso Blvd to I-80	40
13.	Arden Way	I-80 to Ethan Wy	40
14.	Arena Boulevard	El Centro Rd to Duckhorn Dr	40
15.	Arena Boulevard	Duckhorn Dr to Truxel Rd	45
16.	Arena Boulevard	Truxel Rd to Gateway Park Blvd	45
17.	Ascot Avenue	Dry Creek Rd to 20 <sup>th</sup> St	40
18.	Astoria Street	Grand Ave to Del Paso Blvd	30
19.	Auburn Boulevard	Howe Ave to Marconi Ave	40
20.	Auburn Boulevard	Connie Dr to Marconi Cir	30
21.	Auburn Boulevard	Marconi Cir to Frientza Ave	40
22.	Auburn Boulevard	Frientza Ave to El Camino Ave	30
23.	Azevedo Drive	San Juan Rd to West El Camino Ave	35
24.	Bannon Street	Bercut Dr to North B St	35
25.	Barandas Drive	West River Dr to Orchard Ln	35
26.	Bell Avenue	Norwood Ave to Raley Blvd	40
27.	Bell Avenue	Raley Blvd to Winters St	40
28.	Belvedere Avenue	Power Inn Rd to Florin Perkins Rd	35
29.	Bercut Drive	Richards Blvd to Bannon St	30
30.	Berry Avenue	Power Inn Rd to End	35
31.	Blair Avenue	14 <sup>th</sup> St to Freeport Blvd	35
32.	Bridgecross Drive	Natomas Blvd to Regency Park Cir	30
33.	Broadway	Front St to Riverside Blvd	30
34.	Broadway	Riverside Blvd to Alhambra Blvd	25
35.	Broadway	Alhambra Blvd to MLK Jr Blvd	30
36.	Broadway	MLK Jr Blvd to Stockton Blvd	35

---

(\*) Re-Establishing Existing Speed Limit

No.	STREET	SEGMENT	MPH
37.	Broadway	Stockton Blvd to 65 <sup>th</sup> St	30
38.	Brookfield Drive	Meadowview Rd to Franklin Blvd	45
39.	Brookfield Drive	Franklin Blvd to Tangerine Ave	30
40.	Bruceville Road	Valley Hi Dr to Cosumnes River Blvd	40
41.	Bruceville Road	Cosumnes River Blvd to Sheldon Rd	40
42.	Buchman Street	San Juan Rd to End	35
43.	<u>C Street</u> <sup>(*)</sup>	<u>11<sup>th</sup> St to 29<sup>th</sup> St</u>	<u>30</u>
44.	C Street <sup>(2)</sup>	<del>Alhambra Blvd to 35<sup>th</sup> St</del> 30 <sup>th</sup> St to 35 <sup>th</sup> St	<del>30</del> 25
45.	C Street	35 <sup>th</sup> St to Elvas Ave	35
46.	Calvine Road	Franklin Blvd to Center Pkwy	35
47.	Calvine Road	Center Parkway to Bruceville Rd	45
48.	Capitol Avenue	15 <sup>th</sup> St to Alhambra Blvd	30
49.	Capitol Mall	End to 3 <sup>rd</sup> St	35
50.	Capitol Mall	3 <sup>rd</sup> St to 5 <sup>th</sup> St	30
51.	Carlson Drive	Sandburg Dr to J St	30
52.	Center Parkway	City Limits to Mack Rd	35
53.	Center Parkway	Mack Rd to Calvine Rd	40
54.	Center Parkway	Calvine Rd to Bruceville Rd	40
55.	Challenge Way	Arden Wy to Exposition Blvd	30
56.	Club Center Drive	Maybrook Dr to Natomas Blvd	35
57.	Club Center Drive	Natomas Blvd to End	35
58.	Colfax Street	El Camino Ave to Del Paso Blvd	30
59.	College Town Drive	State University Drive East to Howe Ave	35
60.	Connie Drive	Roseville Rd to Marconi Ave	35
61.	Cosumnes River Boulevard	Franklin Blvd to Bruceville Rd	50
62.	Cosumnes River Boulevard	Bruceville Rd to Hwy 99	45
63.	Danbrook Drive	Club Center Dr (W) to North Bend Dr	25
64.	Del Paso Boulevard	Astoria St to Arcade Blvd	35
65.	Del Paso Boulevard	Arcade Blvd to Marysville Blvd	35
66.	Del Paso Boulevard	Marysville Blvd to El Camino Ave	35
67.	Del Paso Boulevard	El Camino Ave to Arden Wy	30
68.	Del Paso Boulevard <sup>(1)</sup>	<del>Arden Wy to Globe Ave</del> Arden Wy to 650' Southwest of Globe Ave	<del>35</del> 35
69.	Del Paso Road	West City Limits to RT5	40
70.	Del Paso Road	RT5 to East City Limits	50
71.	Del Rio Road	Sutterville Rd to 27 <sup>th</sup> Ave	30
72.	Detroit Boulevard	Meadowview Rd to Shrader Cir (S)	30
73.	Dry Creek Road	City Limits to O'Donnell Ave	40
74.	Dry Creek Road	O'Donnell Ave to Grand Ave	35

(\*) Re-Establishing Existing Speed Limit

(1) Changing Boundary for Existing Speed Zone

(2) Changing Boundary and / or Lowering Speed Limit for Existing Speed Zone

No.	STREET	SEGMENT	MPH
75.	Duckhorn Drive	El Centro Rd to Arena Blvd	35
76.	Duckhorn Drive	Arena Blvd to San Juan Rd	35
77.	E Street	7 <sup>th</sup> St to Alhambra Blvd	30
78.	East Commerce Way	Elkhorn Blvd to Del Paso Rd	45
79.	East Commerce Way	Del Paso Rd to Arena Blvd	50
80.	Ehrhardt Avenue	Franklin Blvd to Lockborne Dr	30
81.	El Camino Avenue	East Levee Rd to Del Paso Blvd	30
82.	<u>El Camino Avenue<sup>(*)</sup></u>	<u>Del Paso Blvd to Ethan Wy</u>	<u>35</u>
83.	El Centro Road	West Drainage Canal to City Limits	50
84.	El Centro Road	San Juan Rd to City Limits	50
85.	El Monte Avenue	Dale Ave to Globe Ave	30
86.	El Paraiso Avenue	City Limits to Stockton Blvd	30
87.	Elder Creek Road	Stockton Blvd to South Watt Ave	45
88.	Eleanor Avenue	Grove Ave to Del Paso Blvd	30
89.	Elkhorn Boulevard	Highway 99 to East City Limit	50
90.	Elvas Avenue	C St to Primrose Wy	35
91.	Elvas Avenue	Primrose Wy to F St	40
92.	Elvas Avenue	F St to 56 <sup>th</sup> St	35
93.	Elvas Avenue	J St to 62 <sup>nd</sup> St	45
94.	Elvas Avenue	62 <sup>nd</sup> St to 65 <sup>th</sup> St	40
95.	Ethan Way	El Camino Ave to Alta Arden Exwy	35
96.	Ethan Way	Arden Wy to Hurley Wy	45
97.	Evergreen Street	Del Paso Blvd to Arden Wy	30
98.	Exposition Boulevard	Leisure Ln to Tribute Rd	40
99.	Exposition Boulevard	Tribute Rd to Ethan Wy	45
100.	F Street	7 <sup>th</sup> St to Alhambra Blvd	30
101.	Fair Oaks Boulevard	H St to City Limits	45
102.	Florin Road	Riverside Blvd to Gloria Dr	40
103.	Florin Road	Gloria Dr to I-5	40
104.	Florin Road	I-5 to Franklin Blvd	40
105.	Florin Perkins Road	Folsom Blvd to City Limits	45
106.	Folsom Boulevard	Alhambra Blvd to Elvas Ave	35
107.	Folsom Boulevard	Elvas Ave to Watt Ave	45
108.	Fowler Avenue	Stockton Blvd to 63 <sup>rd</sup> St	30
109.	Franklin Boulevard	Broadway to Sutterville Rd	30
110.	Franklin Boulevard	Sutterville Rd to Fruitridge Rd	35
111.	Franklin Boulevard	Fruitridge Rd to City Limits	40
112.	Franklin Boulevard	City Limits to Brookfield Dr	40
113.	Franklin Boulevard	Brookfield Dr to Cosumnes River Blvd	45
114.	Franklin Boulevard	Cosumnes River Blvd to City Limits	45
115.	Freeport Boulevard <sup>♦</sup>	Broadway to 21 <sup>st</sup> St	<del>30</del> 25
116.	Freeport Boulevard	21 <sup>st</sup> St to Sutterville Rd (S Leg)	30

(\*) Re-Establishing Existing Speed Limit

♦ Lowering Speed Limit for Existing Speed Zone

No.	STREET	SEGMENT	MPH
117.	Freeport Boulevard	Sutterville Rd (S Leg) to Fruitridge Rd	35
118.	Freeport Boulevard	Fruitridge Rd to Blair Ave	40
119.	Freeport Boulevard	Blair Ave to Belleau Wood Ln	45
120.	Freeport Boulevard	Belleau Wood Ln to City Limits	50
121.	Front Street	O St to Broadway	40
122.	Fruitridge Road	South Land Park Dr to MLK Jr Blvd	40
123.	Fruitridge Road	53 <sup>rd</sup> St to Power Inn Rd	40
124.	Fruitridge Road	Power Inn Rd to Florin Perkins Rd	45
125.	Fruitridge Road	Florin Perkins Rd to South Watt Ave	50
126.	<u>G Street</u> <sup>(*)</sup>	<u>7<sup>th</sup> St to Alhambra Blvd</u>	<u>30</u>
127.	Garden Highway	City Limits to W Main Drainage Canal	40
128.	Garden Highway	W Main Drainage Canal to Gateway Oaks Dr	35
129.	Garden Highway	Gateway Oaks Dr to I-5	40
130.	Garden Highway	I-5 to Truxel Rd	45
131.	Garden Highway	Truxel Rd to Northgate Blvd	50
132.	Gateway Oaks Drive	Weald Wy to West El Camino Ave	35
133.	Gateway Oaks Drive	West El Camino Ave to Garden Hwy	35
134.	Gateway Park Boulevard	North Bend Dr to Del Paso Rd	30
135.	Gateway Park Boulevard	Del Paso Rd to Arena Blvd	45
136.	Gateway Park Boulevard	Arena Blvd to Truxel Rd	40
137.	Glenrose Ave	Del Paso Blvd to Lexington St	25
138.	Gloria Drive	35 <sup>th</sup> Ave to Greenhaven Dr	30
139.	Gloria Drive	Greenhaven Dr to Las Positas Cir	35
140.	<u>Grand Avenue</u> <sup>(*)</sup>	<u>Norwood Ave to Talent St</u>	<u>35</u>
141.	Grasslands Drive	Weald Wy to West El Camino Ave	35
142.	<u>Greenhaven Drive</u> <sup>(*)</sup>	<u>Riverside Blvd to Florin Rd</u>	<u>35</u>
143.	<u>Greenhaven Drive</u> <sup>(*)</sup>	<u>Florin Rd to Pocket Rd</u>	<u>35</u>
144.	Grove Avenue	Norwood Bypass to El Monte Ave	30
145.	H Street	5 <sup>th</sup> St to 10 <sup>th</sup> St	25
146.	H Street	10 <sup>th</sup> St to 21 <sup>st</sup> St	25
147.	H Street	21 <sup>st</sup> St to Alhambra Blvd	25
148.	H Street	Alhambra Blvd to 42 <sup>nd</sup> St	30
149.	H Street	42 <sup>nd</sup> St to 53 <sup>rd</sup> St	30
150.	H Street	53 <sup>rd</sup> St to Carlson Dr	30
151.	H Street	Carlson Dr to Fair Oaks Blvd	40
152.	Harvard Street	El Camino Ave to Silica Ave	30
153.	Harvard Street	Silica Ave to Arden Wy	35
154.	Havenside Drive	Riverside Blvd to Florin Rd	30
155.	Havenside Drive	Florin Rd to Las Positas Cir	35
156.	Heritage Lane	Arden Wy to Exposition Blvd	35
157.	Honor Parkway	Bridgecross Dr to Regency Park Cir	30
158.	Hornet Drive	College Town Dr to Folsom Blvd	40

(\*) Re-Establishing Existing Speed Limit

No.	STREET	SEGMENT	MPH
159.	Howe Avenue	Auburn Blvd to Marconi Ave	35
160.	Howe Avenue	Cadillac Dr to American River Dr	40
161.	Howe Avenue	American River Dr to Hwy 50	50
162.	Howe Avenue	Hwy 50 to Folsom Blvd	40
163.	I Street	3 <sup>rd</sup> St to 21 <sup>st</sup> St	25
164.	I Street	21 <sup>st</sup> St to 29 <sup>th</sup> St	25
165.	Innovator Drive	Arena Blvd to Natomas Crossing Dr	35
166.	Irvin Way	Freeport Blvd to 24 <sup>th</sup> St	25
167.	J Street	3 <sup>rd</sup> St to 10 <sup>th</sup> St	30
168.	J Street	10 <sup>th</sup> St to Alhambra Blvd	30
169.	J Street	Alhambra Blvd to 42 <sup>nd</sup> St	30
170.	J Street	42 <sup>nd</sup> St to 56 <sup>th</sup> St	35
171.	J Street	56 <sup>th</sup> St to H St	40
172.	Jacinto Avenue	Calvine Rd to Center Pkwy	35
173.	Jacinto Avenue	Center Pkwy to Bruceville Rd	35
174.	Jacinto Road	Bruceville Rd to West Stockton Blvd	35
175.	Jackson Road	Folsom Blvd to City Limits	50
176.	Jansen Drive	Stockton Blvd to 65 <sup>th</sup> Exwy	30
177.	Jibboom Street	Richards Blvd to I St Bridge	40
178.	Julliard Drive	Notre Dame Dr to Folsom Blvd	30
179.	Karbet Way	25 <sup>th</sup> Ave to Seamas Ave	30
180.	Kiefer Boulevard	Florin Perkins Rd to City Limits	45
181.	L Street	3 <sup>rd</sup> St to 12 <sup>th</sup> St	25
182.	L Street	12 <sup>th</sup> St to Alhambra Blvd	30
183.	La Mancha Way	Tangerine Ave to Mack Rd	40
184.	La Riviera Drive	College Town Dr to Watt Ave	35
185.	Lake Forest Drive	Notre Dame Dr to Bennington Wy	30
186.	Land Park Drive	Broadway to 14 <sup>th</sup> Ave	30
187.	Land Park Drive	14 <sup>th</sup> Ave to Sutterville Rd	30
188.	Lawrence Drive	Fruitridge Rd to Stockton Blvd	30
189.	Leisure Lane	Canterbury Rd to Royal Oaks Dr	30
190.	<u>Lemon Hill Avenue<sup>(*)</sup></u>	<u>City Limits to Stockton Blvd</u>	<u>35</u>
191.	Lemon Hill Avenue	Stockton Blvd to 65 <sup>th</sup> Exwy	35
192.	Lemon Hill Avenue	65 <sup>th</sup> Exwy to Power Inn Rd	40
193.	Lexington Street	Glenrose Ave to Calvados Ave	30
194.	Logan Street	Lemon Hill Ave to Elder Creek Rd	30
195.	Longview Drive	Roseville Rd to Watt Ave	40
196.	Luther Drive	52 <sup>nd</sup> Ave to Florin Rd	40
197.	Mabry Drive	Maybrook Dr to Natomas Blvd	30
198.	Mack Road	Brookfield Dr to Stockton Blvd	45
199.	Main Avenue	East Levee Rd to Kelton Wy	40
200.	Main Avenue	Kelton Wy to Rio Linda Blvd	40
201.	Main Avenue	Marysville Blvd to Raley Blvd	30

---

(\*) Re-Establishing Existing Speed Limit

No.	STREET	SEGMENT	MPH
202.	Marconi Avenue	Del Paso Rd to Connie Dr	35
203.	Marconi Avenue	Connie Dr to Howe Ave	40
204.	Marconi Circle	Marconi Ave to Roseville Rd	30
205.	Martin Luther King Jr Boulevard	Broadway to 14 <sup>th</sup> Ave	30
206.	Martin Luther King Jr Boulevard	14 <sup>th</sup> Ave to Fruitridge Rd	35
207.	Marysville Boulevard	Rio Linda Blvd to Bell Ave	45
208.	Marysville Boulevard	Doolittle St to Del Paso Blvd	35
209.	McKinley Boulevard	Alhambra Blvd to Elvas Ave	25
210.	McMahon Drive	Stockton Blvd to 65 <sup>th</sup> Exwy	30
211.	Meadowgate Drive	Franklin Blvd to G Pkwy	25
212.	Meadowview Road	Freeport Blvd to Brookfield Dr	40
213.	Muir Way	Broadway to Vallejo Wy	30
214.	Munroe Street	City Limits to American River Dr	30
215.	N Street	3 <sup>rd</sup> St to 16 <sup>th</sup> St	25
216.	N Street	16 <sup>th</sup> St to Alhambra Blvd	25
217.	Natomas Boulevard	Elkhorn Blvd to Del Paso Rd	45
218.	Natomas Crossing Drive	Cashaw Wy to Truxel Rd	35
219.	Natomas Park Drive	West El Camino Ave to Garden Hwy	30
220.	North Avenue	Marysville Blvd to Winters St	30
221.	<u>North B Street(*)</u>	<u>Bannon St to North 16<sup>th</sup> St</u>	<u>35</u>
222.	North Bend Drive	Natomas Blvd to East Drainage Canal	30
223.	North Bend Drive	East Drainage Canal to Blackrock Dr	30
224.	North Bend Drive	Blackrock Dr to Danbrook Dr	30
225.	North 7 <sup>th</sup> Street	Richards Blvd to North B St	35
226.	North 12 <sup>th</sup> Street	Richards Blvd to North B St	35
227.	North 16 <sup>th</sup> Street	Richards Blvd to North B St	35
228.	North Park Drive	Brookmere Wy to Natomas Blvd	35
229.	Northborough Drive	Elkhorn Blvd to North Park Dr	30
230.	Northgate Boulevard	City Limits to I-80 WB off-ramp	40
231.	Northgate Boulevard	I-80 WB off-ramp to San Juan Rd	40
232.	Northgate Boulevard	San Juan Rd to Arden Garden Connector	40
233.	Northgate Boulevard	Arden Garden Connector to Hwy 160	45
234.	Norwood Avenue	Main Ave to Grand Ave	40
235.	Norwood Avenue	Grand Ave to Fairbanks Ave	35
236.	Norwood Avenue	Fairbanks Ave to Norwood Bypass	30
237.	Norwood Bypass	Norwood Ave to Grove Ave	30
238.	Notre Dame Drive	Lake Forest Dr to Folsom Blvd	30
239.	Orchard Lane	West El Camino Ave to Garden Hwy	30
240.	P Street	2 <sup>nd</sup> St to 10 <sup>th</sup> St	25
241.	P Street	10 <sup>th</sup> St to 16 <sup>th</sup> St	30
242.	P Street	16 <sup>th</sup> St to Alhambra Blvd	30
243.	Park Riviera Way	Riverside Blvd (N) to Pocket Rd	30
244.	Park Riviera Way	Pocket Rd to Riverside Blvd (S)	30

---

(\*) Re-Establishing Existing Speed Limit

No.	STREET	SEGMENT	MPH
245.	Pebblewood Drive	Azevedo Dr to Truxel Rd	25
246.	Pell Drive	Main Ave to Pell Cir (S Leg)	30
247.	Pinell Street	North Ave to South Ave	30
248.	Pocket Road	Park Riviera Wy to Riverside Blvd	30
249.	Pocket Road	Riverside Blvd to Freeport Blvd	40
250.	Power Inn Road	Folsom Blvd to City Limits	45
251.	Q Street	10 <sup>th</sup> St to Alhambra Blvd	30
252.	Raley Boulevard	Ascot Avenue to Santa Ana Ave	50
253.	Raley Boulevard	Santa Ana Ave to Doolittle St	45
254.	Ramona Avenue	Brighton Ave to Power Inn Rd	30
255.	Redding Avenue <sup>(1)</sup>	<del>Hwy 50 to 850' N of San Joaquin St</del> Q St to 850' N of San Joaquin St	<del>30</del> 30
256.	Regency Park Circle	Club Center Dr to Club Center Dr	30
257.	Response Road	Exposition Blvd to Challenge Wy	35
258.	Richards Boulevard	Jibboom St to North 5 <sup>th</sup> St	40
259.	Richards Boulevard	North 5 <sup>th</sup> St to North 12 <sup>th</sup> St	35
260.	Rio Linda Boulevard	City Limits to Marysville Blvd	50
261.	Rio Linda Boulevard	Marysville Blvd to North Ave	45
262.	Rio Linda Boulevard	North Ave to Acacia Ave	40
263.	Rio Linda Boulevard	Acacia Ave to Lampasas Ave	35
264.	Rio Linda Boulevard	Lampasas Ave to El Camino Ave	30
265.	River Plaza Drive	Orchard Ln to Coconut Wy	30
266.	<u>Riverside Boulevard</u> <sup>(*)</sup>	<u>Broadway to 43<sup>rd</sup> Ave</u>	<u>35</u>
267.	<u>Riverside Boulevard</u> <sup>(*)</sup>	<u>43<sup>rd</sup> Ave to Pocket Rd</u>	<u>40</u>
268.	Roseville Road	Longview Dr to Connie Dr	50
269.	Roseville Road	Connie Dr to Marconi Cir	40
270.	Royal Oaks Drive	Arden Wy to Leisure Ln	30
271.	Rush River Drive	Gloria Dr to Windbridge Dr	35
272.	Rush River Drive	Windbridge Dr to Greenhaven Dr	35
273.	S Street	3 <sup>rd</sup> St to 34 <sup>th</sup> St	30
274.	<u>San Juan Road</u> <sup>(*)</sup>	<u>City Limits to Northgate Blvd</u>	<u>45</u>
275.	<u>San Juan Road</u> <sup>(*)</sup>	<u>Northgate Blvd to Western Av</u>	<u>40</u>
276.	Seamas Avenue	Riverside Blvd to South Land Park Dr	40
277.	Silver Eagle Road	Western Ave to Norwood Ave	35
278.	Sorento Road	East Levee Rd to Del Paso Rd	35
279.	South Avenue	Rio Linda Blvd to Astoria St	30
280.	South Land Park Drive	Sutterville Rd to Fruitridge Rd	30
281.	South Land Park Drive	Fruitridge Rd to Florin Rd	30
282.	South Land Park Drive	Florin Rd to Windbridge Dr	30
283.	Stockton Boulevard	Alhambra Blvd to 2 <sup>nd</sup> Ave	30
284.	Stockton Boulevard	2 <sup>nd</sup> Ave to Lemon Hill Ave	35

(1) Changing Boundary for Existing Speed Zone

(\*) Re-Establishing Existing Speed Limit

No.	STREET	SEGMENT	MPH
285.	Stockton Boulevard	Lemon Hill Ave to City Limits	40
286.	Stockton Boulevard	City Limits (N of Massie Ct) to City Limits (Hwy 99 On-Ramp)	40
287.	Sully Street	Santa Ana Ave to Main Ave	40
288.	Sutterville Road	Riverside Blvd to Freeport Blvd	35
289.	Sutterville Road	Freeport Blvd to Franklin Blvd	35
290.	T Street	3 <sup>rd</sup> St to Alhambra Blvd	30
291.	T Street	Alhambra Blvd to 59 <sup>th</sup> St	30
292.	Traction Avenue	Eleanor Ave to El Camino Ave	30
293.	Truxel Road	Del Paso Rd to Gateway Park Blvd	50
294.	Truxel Road	Gateway Park Blvd to I-80	45
295.	Truxel Road	I-80 to San Juan Rd	45
296.	Truxel Road	San Juan Rd to Garden Hwy	40
297.	University Avenue	Fair Oaks Blvd to Howe Ave Overpass	35
298.	University Avenue	Howe Ave Overpass to American River Dr	30
299.	Valley Hi Drive	Franklin Blvd to Mack Rd	35
300.	W Street	3 <sup>rd</sup> St to 27 <sup>th</sup> St	35
301.	Watt Avenue (SB)	American River Bridge to Folsom Blvd	45
302.	Weald Way	Gateway Oaks Dr (W) to Gateway Oaks Dr (E)	35
303.	West El Camino Avenue	City Limits to Seamist Dr	45
304.	West El Camino Avenue	Seamist Dr to Northgate Blvd	35
305.	<u>West El Camino Avenue</u> <sup>(*)</sup>	<u>Northgate Blvd to East Levee Rd</u>	<u>30</u>
306.	West River Drive	Shady Arbor Dr to West El Camino Ave	30
307.	West Stockton Boulevard	Jacinto Rd to Sheldon Rd	45
308.	Windbridge Drive	Greenhaven Dr to Rush River Dr	35
309.	Windbridge Drive	Rush River Dr to Pocket Rd	35
310.	Winters Street	Bell Ave to North Ave (N)	40
311.	<u>Winters Street</u> <sup>(*)</sup>	<u>North Ave (N) to Grand Ave</u>	<u>35</u>
312.	Wissemann Drive	Bennington Wy to Folsom Blvd	30
313.	Woodbine Avenue	47 <sup>th</sup> Ave to Edinger Ave	30
314.	Woodbine Avenue	53 <sup>rd</sup> Ave to Florin Rd	30
315.	Wyndham Drive	Valley Hi Dr to Bruceville Rd	35
316.	X Street	3 <sup>rd</sup> St to Alhambra Blvd	35
317.	2 <sup>nd</sup> Avenue	Riverside Blvd to Stockton Blvd	30
318.	2 <sup>nd</sup> Avenue <sup>♦</sup>	Stockton Blvd to 49 <sup>th</sup> St	<del>35</del> 30
319.	12 <sup>th</sup> Avenue	Franklin Blvd to MLK Jr Blvd	35
320.	14 <sup>th</sup> Avenue	MLK Jr Blvd to Stockton Blvd	30
321.	14 <sup>th</sup> Avenue	Stockton Blvd to 73 <sup>rd</sup> St	35
322.	14 <sup>th</sup> Avenue	73 <sup>rd</sup> St to Power Inn Rd	40
323.	<u>21<sup>st</sup> Avenue</u> <sup>(*)</sup>	<u>Franklin Blvd to MLK Jr Blvd</u>	<u>30</u>

(\*) Re-Establishing Existing Speed Limit

♦ Lowering Speed Limit for Existing Speed Zone

No.	STREET	SEGMENT	MPH
324.	<u>21<sup>st</sup> Avenue</u> <sup>(*)</sup>	<u>Stockton Blvd to 79<sup>th</sup> St</u>	<u>35</u>
325.	23 <sup>rd</sup> Avenue	Florin Perkins Rd to Warehouse Wy	35
326.	26 <sup>th</sup> Avenue	24 <sup>th</sup> St to Franklin Blvd	30
327.	35 <sup>th</sup> Avenue	Riverside Blvd to 14 <sup>th</sup> St	30
328.	35 <sup>th</sup> Avenue	14 <sup>th</sup> St to Freeport Blvd	40
329.	43 <sup>rd</sup> Avenue	Riverside Blvd to Gloria Dr	40
330.	43 <sup>rd</sup> Avenue	Gloria Dr to 14 <sup>th</sup> St	35
331.	47 <sup>th</sup> Avenue	24 <sup>th</sup> St to City Limits	40
332.	47 <sup>th</sup> Avenue	City Limits to Stockton Blvd	40
333.	65 <sup>th</sup> Expressway	14 <sup>th</sup> Ave to City Limits	45
334.	3 <sup>rd</sup> Street	N St to S St	30
335.	5 <sup>th</sup> Street	I St to X St	30
336.	5 <sup>th</sup> Street	X St to Vallejo Wy	30
337.	9 <sup>th</sup> Street	N St to Broadway	30
338.	10 <sup>th</sup> Street	N St to Broadway	30
339.	<u>12<sup>th</sup> Street</u> <sup>(*)</sup>	<u>North B St to F St</u>	<u>30</u>
340.	12 <sup>th</sup> Street	F St to L St	25
341.	15 <sup>th</sup> Street	N St to Broadway	30
342.	16 <sup>th</sup> Street	North B St to F St	30
343.	16 <sup>th</sup> Street	F St to N St	30
344.	16 <sup>th</sup> Street	N St to Broadway	30
345.	19 <sup>th</sup> Street	G St to N St	25
346.	19 <sup>th</sup> Street	N St to Broadway	30
347.	21 <sup>st</sup> Street	I St to N St	25
348.	21 <sup>st</sup> Street <sup>(2)</sup>	<del>N St to Broadway</del> N St to W St	<del>30</del> 30
349.	21 <sup>st</sup> Street <sup>(2)</sup>	<del>Broadway to Freeport Blvd</del> W St to Freeport Blvd	<del>35</del> 25
350.	21 <sup>st</sup> Street	Florin Rd to Meadowview Rd	30
351.	24 <sup>th</sup> Street	Broadway to Sutterville Rd	30
352.	24 <sup>th</sup> Street	Sutterville Rd to Meadowview Rd	40
353.	24 <sup>th</sup> Street	Meadowview Rd to Laramore Wy	35
354.	29 <sup>th</sup> Street	C St to 27 <sup>th</sup> St	30
355.	29 <sup>th</sup> Street	Florin Rd to Meadowview Rd	30
356.	<u>30<sup>th</sup> Street</u> <sup>(*)</sup>	<u>C St to T St</u>	<u>30</u>
357.	30 <sup>th</sup> Street	12 <sup>th</sup> Ave to 14 <sup>th</sup> Ave	30
358.	33 <sup>rd</sup> Street	5 <sup>th</sup> Ave to 12 <sup>th</sup> Ave	30
359.	34 <sup>th</sup> Street	Folsom Blvd to 5 <sup>th</sup> Ave	25
360.	37 <sup>th</sup> Street	Y St to Broadway	30
361.	39 <sup>th</sup> Street	Folsom Blvd to Stockton Blvd	30
362.	<u>49<sup>th</sup> Street</u> <sup>(*)</sup>	<u>V St to Broadway</u>	<u>35</u>

(2) Changing Boundary and / or Lowering Speed Limit for Existing Speed Zone

(\*) Re-Establishing Existing Speed Limit

<b>No.</b>	<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
363.	56 <sup>th</sup> Street	Elvas Ave to H St	30
364.	59 <sup>th</sup> Street	Folsom Blvd to Broadway	30
365.	63 <sup>rd</sup> Street	Elder Creek Rd to Fowler Ave	35
366.	65 <sup>th</sup> Street	Elvas Ave to S St	35
367.	65 <sup>th</sup> Street	S St to 14 <sup>th</sup> Ave	40
368.	7 <sup>th</sup> Street	North B St to F St	35
369.	7 <sup>th</sup> Street	F St to T St	30
370.	71 <sup>st</sup> Street	14 <sup>th</sup> Ave to 21 <sup>st</sup> Ave	30
371.	88 <sup>th</sup> Street	Fruitridge Rd to End	40

## RESOLUTION NO.

Adopted by the Sacramento City Council

### Re-establishing and Changing Speed Limits on Various Streets; and Rescinding Resolution No. 2007-638

#### BACKGROUND

- A. According to California Vehicle Code (CVC) Section 40802 (“Speed Traps”), a section of a highway or street is a “speed trap” if the prima facie speed limit is not justified by an Engineering and Traffic Survey (E&TS) performed within the specified time period, and the enforcement of the speed limit involves the use of radar or any other electronic device for measuring the speed of moving objects. Furthermore, the evidence of speeding violation based on a speed trap is inadmissible in court (CVC Section 40803, “Speed Trap Evidence”). In view of this, the prima facie speed limits on various streets of the City must be determined and established on the basis of an E&TS. Conducting the E&TS for establishing speed limits is governed by the CVC, and the California Manual on Uniform Traffic Control Devices (MUTCD). Since the E&TS’ are usually valid for a period of 7 years, the City must update the E&TS’ for the existing speed zones prior to their expiration date. Additionally, the City is required to reevaluate the speed limits on segments of the roadways that have undergone a significant change in roadway characteristics or surrounding land uses.
- B. In order to ensure compliance with the requirements set forth in the CVC, the E&TS’ have been performed for 27 speed zones on various streets of the City. These 27 speed zones include:
- (I) Re-establishing speed limit for 20 speed zones;
  - (II) Changing boundary for 2 speed zones;
  - (III) Changing boundary and / or speed limit for 3 speed zones; and
  - (IV) Changing speed limit for 2 speed zones.

A summary of the 85<sup>th</sup> percentile and proposed speed limits based on an E&TS for each of these 27 speed zones is presented in Exhibit A.

- C. The E&TS' for justifying the proposed speed limits were performed in accordance with the requirements set forth in to CVC, California MUTCD, and established traffic engineering practices.
- D. Based on the background information presented herein, Staff recommends that the City Council adopt a Resolution re-establishing and changing speed limits on 27 speed zones as summarized in Exhibit A.
- E. The previously adopted Council Resolution No. 2007-638 for the Citywide posted speed limits will need to be rescinded and superseded with a new Resolution in order to incorporate the re-established and changed speed limits for the above referenced 27 speed zones.
- F. A list of Citywide speed limits that is recommended to be adopted as part of a new City Council Resolution is presented in Exhibit B.

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

Section 1. Pursuant to California Vehicle Code Sections 32 ("Actions Local Authorities May Take by Resolution"), 627 ("Engineering and Traffic Survey"), 22352 ("Prima Facie Speed Limits"), 22354.5 ("Speed Limit Change: Consultation and Consideration Requirements"), 22357 ("Increase of Local Speed Limits to 65 Miles Per Hour"), and 22358 ("Decrease of Local speed Limits"), the following declared prima facie speed limits (and maximum speed limits) have been established with Engineering and Traffic Surveys and are established as shown in Exhibit A: List Summarizing the Resolution's Engineering and Traffic Surveys; and Exhibit B: Resolution' Speed Limits.

Section 2. Resolution Number 2007-638 is hereby rescinded.

**Table of Contents:**

Exhibit A	List Summarizing the Resolution's Engineering and Traffic Surveys
Exhibit B	Resolution's Speed Limits

Exhibit A: Summary of Resolution's Engineering and Traffic Surveys

(A) Re-establishing Existing Speed Limits

No.	Page #	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justification
1	12	12th Street	North B St & F St	30	27.9	30	1,3	
2	22	21st Avenue	Franklin Blvd & Martin Luther King Jr Blvd	30	30.3	30	5	
3	23-26	21st Avenue	Stockton Blvd & 79th St	35	36.3	35	5,6	
4	42	30th Street	C St & T St	30	32.1	30	3,4	
5	56	49th Street	V St & Broadway	35	34.2	35	5	
6	70 - 72	Alhambra Blvd	C St & Broadway	30	31.6	30	3,4,5	
7	122	C St	11th St & 29th St	30	31.8	30	1,3	
8	172	El Camino Avenue	Del Paso Blvd & Ethan wy	35	41.8	35	2,3	NBL, UX
9	237-239	G St	7th St & Alhambra Blvd	30	31.9	30	1,3	
10	251-252	Grand Avenue	Norwood AV & Talent St	35	35.6	35	2	
11	253-254	Greenhaven Drive	RiverSide Blvd & Florin Rd	35	40.4	35	4	
12	255-256	Greenhaven Drive	Florin Rd & Pocket Rd	35	39.9	35	7	SC, UUX, UX
13	303	Lemon Hill Avenue	City Limit & Stockton Blvd	35	33.4	35	6	PD
14	337	North B Street	Bannon St & North 16th St	35	39.2	35	1	NBL, SH, UX
15	383-385	Riverside Boulevard	Broadway & 43rd AV	35	38.7	35	4	NBL, PR, SC, UUX, USX, UX
16	386-387	Riverside Boulevard	43rd AV & Pocket Rd	40	43.8	40	4,7	HC, UUX
17	395	San Juan Road	City Limit & Northgate Blvd	45	42.8	45	1	
18	396	San Juan Road	Northgate Blvd & Western Av	40	42.9	40	1,2	AZ
19	438	W El Camino Avenue	Northgate Blvd & E Levee Rd	30	33.4	30	1	VC
20	444	Winters Street	North AV (N) & Grand AV	35	37.3	35	2	

Justification key (SEE PAGE 81)

**Exhibit A: Summary of Resolution's Engineering and Traffic Surveys**

(B) Changing boundary for Existing Speed Zones

No.	Page #	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justification
1	157	Del Paso Blvd Existing	<del>Arden Wy &amp; Globe Av</del>	35			2	
		Proposed	Arden wy & 650' SW of Globe AV		39	35		HC, UX
2	372	Redding Avenue Existing	<del>Rt 50 &amp; 850' N of San Joaquin St</del>	30			3, 6	
		Proposed	Q St & 850' N of San Joaquin St		33.4	30		NBL, SH, NSW

Justification key (SEE PAGE 81)

**Exhibit A: Summary of Resolution's Engineering and Traffic Surveys**

(C) Changing Boundary and / or Lowering speed Limits for Existing Speed Zones

No.	Page #	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justification
1	27 -28	21st St Existing Proposed	<del>N St &amp; Broadway</del> N St & W St	30	34.7	30	3, 4	UUX, UX
2	29	21st St Existing Proposed	<del>Broadway &amp; Freeport Blvd</del> W St & Freeport Blvd	35	30	25	4, 5	NBL, UUX, UX
3	123	C St	<del>Alhambra Blvd &amp; 35th St</del> 30th St to 35th St	30	30.6	25	3	UUX, UX

Justification key (SEE PAGE 81)

**Exhibit A: Summary of Resolution's Engineering and Traffic Surveys**

(D) Lowering Speed Limits for Existing Speed Zones

No.	Page #	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justification
1	4	2 <sup>nd</sup> Avenue	Stockton Blvd & 49 <sup>th</sup> St	35	29.7	30	5	
2	218	Freeport Blvd	Broadway & 21 <sup>st</sup> St	30	32.1	25	4	HC, UUX

Justification Key (SEE PAGE 81)

**Exhibit A: Summary of Resolution's Engineering and Traffic Surveys**

Justification Key

AP = Angle Point	NSW = No Sidewalk	USX = Uncontrolled School Xing
AZ = Adjacent Speed Zone	PD = Pedestrians Safety	UUX = Uncontrolled, Unmarked Xing
HC = Horizontal Curve	PR = Park	UX = Uncontrolled Xing
NBL = No Bike Lanes/Narrow Bike Lanes	SC = School	VC = Vertical Curve
NL/NR = Narrow Lanes/Rdway	SH = No Shoulder/Narrow Shoulder	VS = Visibility

**EXHIBIT B****RESOLUTION'S SPEED LIMITS**

<b>No.</b>	<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
1.	Airport Road	End to San Juan Rd	40
2.	Alhambra Boulevard	C St to Broadway	30
3.	Alpine Avenue	Power Inn Rd to End	35
4.	Alta Valley Way	Mack Rd to Bruceville Rd	30
5.	Altos Avenue	Eleanor Ave to El Camino Ave	30
6.	American River Drive	Howe Ave to City Limits	35
7.	Amherst Street	Florin Rd to Meadowview Rd	30
8.	Arcade Boulevard	Rio Linda Blvd to Marysville Blvd	30
9.	Arcade Boulevard	Marysville Blvd to Del Paso Blvd	35
10.	Arden-Garden Connector	Northgate Blvd to Colfax St	50
11.	Arden Way	Colfax St to Del Paso Blvd	40
12.	Arden Way	Del Paso Blvd to I-80	40
13.	Arden Way	I-80 to Ethan Wy	40
14.	Arena Boulevard	El Centro Rd to Duckhorn Dr	40
15.	Arena Boulevard	Duckhorn Dr to Truxel Rd	45
16.	Arena Boulevard	Truxel Rd to Gateway Park Blvd	45
17.	Ascot Avenue	Dry Creek Rd to 20 <sup>th</sup> St	40
18.	Astoria Street	Grand Ave to Del Paso Blvd	30
19.	Auburn Boulevard	Howe Ave to Marconi Ave	40
20.	Auburn Boulevard	Connie Dr to Marconi Cir	30
21.	Auburn Boulevard	Marconi Cir to Fienza Ave	40
22.	Auburn Boulevard	Fienza Ave to El Camino Ave	30
23.	Azevedo Drive	San Juan Rd to West El Camino Ave	35
24.	Bannon Street	Bercut Dr to North B St	35
25.	Barandas Drive	West River Dr to Orchard Ln	35
26.	Bell Avenue	Norwood Ave to Raley Blvd	40
27.	Bell Avenue	Raley Blvd to Winters St	40
28.	Belvedere Avenue	Power Inn Rd to Florin Perkins Rd	35
29.	Bercut Drive	Richards Blvd to Bannon St	30
30.	Berry Avenue	Power Inn Rd to End	35
31.	Blair Avenue	14 <sup>th</sup> St to Freeport Blvd	35
32.	Bridgecross Drive	Natomas Blvd to Regency Park Cir	30
33.	Broadway	Front St to Riverside Blvd	30
34.	Broadway	Riverside Blvd to Alhambra Blvd	25
35.	Broadway	Alhambra Blvd to MLK Jr Blvd	30
36.	Broadway	MLK Jr Blvd to Stockton Blvd	35
37.	Broadway	Stockton Blvd to 65 <sup>th</sup> St	30
38.	Brookfield Drive	Meadowview Rd to Franklin Blvd	45
39.	Brookfield Drive	Franklin Blvd to Tangerine Ave	30

<b>No.</b>	<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
40.	Bruceville Road	Valley Hi Dr to Cosumnes River Blvd	40
41.	Bruceville Road	Cosumnes River Blvd to Sheldon Rd	40
42.	Buchman Street	San Juan Rd to End	35
43.	C Street	11 <sup>th</sup> St to 29 <sup>th</sup> St	30
44.	C Street	30 <sup>th</sup> St to 35 <sup>th</sup> St	25
45.	C Street	35 <sup>th</sup> St to Elvas Ave	35
46.	Calvine Road	Franklin Blvd to Center Pkwy	35
47.	Calvine Road	Center Parkway to Bruceville Rd	45
48.	Capitol Avenue	15 <sup>th</sup> St to Alhambra Blvd	30
49.	Capitol Mall	End to 3 <sup>rd</sup> St	35
50.	Capitol Mall	3 <sup>rd</sup> St to 5 <sup>th</sup> St	30
51.	Carlson Drive	Sandburg Dr to J St	30
52.	Center Parkway	City Limits to Mack Rd	35
53.	Center Parkway	Mack Rd to Calvine Rd	40
54.	Center Parkway	Calvine Rd to Bruceville Rd	40
55.	Challenge Way	Arden Wy to Exposition Blvd	30
56.	Club Center Drive	Maybrook Dr to Natomas Blvd	35
57.	Club Center Drive	Natomas Blvd to End	35
58.	Colfax Street	El Camino Ave to Del Paso Blvd	30
59.	College Town Drive	State University Drive East to Howe Ave	35
60.	Connie Drive	Roseville Rd to Marconi Ave	35
61.	Cosumnes River Boulevard	Franklin Blvd to Bruceville Rd	50
62.	Cosumnes River Boulevard	Bruceville Rd to Hwy 99	45
63.	Danbrook Drive	Club Center Dr (W) to North Bend Dr	25
64.	Del Paso Boulevard	Astoria St to Arcade Blvd	35
65.	Del Paso Boulevard	Arcade Blvd to Marysville Blvd	35
66.	Del Paso Boulevard	Marysville Blvd to El Camino Ave	35
67.	Del Paso Boulevard	El Camino Ave to Arden Wy	30
68.	Del Paso Boulevard	Arden Wy to 650' Southwest of Globe Ave	35
69.	Del Paso Road	West City Limits to RT5	40
70.	Del Paso Road	RT5 to East City Limits	50
71.	Del Rio Road	Sutterville Rd to 27 <sup>th</sup> Ave	30
72.	Detroit Boulevard	Meadowview Rd to Shrader Cir (S)	30
73.	Dry Creek Road	City Limits to O'Donnell Ave	40
74.	Dry Creek Road	O'Donnell Ave to Grand Ave	35
75.	Duckhorn Drive	El Centro Rd to Arena Blvd	35
76.	Duckhorn Drive	Arena Blvd to San Juan Rd	35
77.	E Street	7 <sup>th</sup> St to Alhambra Blvd	30
78.	East Commerce Way	Elkhorn Blvd to Del Paso Rd	45
79.	East Commerce Way	Del Paso Rd to Arena Blvd	50
80.	Ehrhardt Avenue	Franklin Blvd to Lockborne Dr	30
81.	El Camino Avenue	East Levee Rd to Del Paso Blvd	30

<b>No.</b>	<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
82.	El Camino Avenue	Del Paso Blvd to Ethan Wy	35
83.	El Centro Road	West Drainage Canal to City Limits	50
84.	El Centro Road	San Juan Rd to City Limits	50
85.	El Monte Avenue	Dale Ave to Globe Ave	30
86.	El Paraiso Avenue	City Limits to Stockton Blvd	30
87.	Elder Creek Road	Stockton Blvd to South Watt Ave	45
88.	Eleanor Avenue	Grove Ave to Del Paso Blvd	30
89.	Elkhorn Boulevard	Highway 99 to East City Limit	50
90.	Elvas Avenue	C St to Primrose Wy	35
91.	Elvas Avenue	Primrose Wy to F St	40
92.	Elvas Avenue	F St to 56 <sup>th</sup> St	35
93.	Elvas Avenue	J St to 62 <sup>nd</sup> St	45
94.	Elvas Avenue	62 <sup>nd</sup> St to 65 <sup>th</sup> St	40
95.	Ethan Way	El Camino Ave to Alta Arden Exwy	35
96.	Ethan Way	Arden Wy to Hurley Wy	45
97.	Evergreen Street	Del Paso Blvd to Arden Wy	30
98.	Exposition Boulevard	Leisure Ln to Tribute Rd	40
99.	Exposition Boulevard	Tribute Rd to Ethan Wy	45
100.	F Street	7 <sup>th</sup> St to Alhambra Blvd	30
101.	Fair Oaks Boulevard	H St to City Limits	45
102.	Florin Road	Riverside Blvd to Gloria Dr	40
103.	Florin Road	Gloria Dr to I-5	40
104.	Florin Road	I-5 to Franklin Blvd	40
105.	Florin Perkins Road	Folsom Blvd to City Limits	45
106.	Folsom Boulevard	Alhambra Blvd to Elvas Ave	35
107.	Folsom Boulevard	Elvas Ave to Watt Ave	45
108.	Fowler Avenue	Stockton Blvd to 63 <sup>rd</sup> St	30
109.	Franklin Boulevard	Broadway to Sutterville Rd	30
110.	Franklin Boulevard	Sutterville Rd to Fruitridge Rd	35
111.	Franklin Boulevard	Fruitridge Rd to City Limits	40
112.	Franklin Boulevard	City Limits to Brookfield Dr	40
113.	Franklin Boulevard	Brookfield Dr to Cosumnes River Blvd	45
114.	Franklin Boulevard	Cosumnes River Blvd to City Limits	45
115.	Freeport Boulevard	Broadway to 21 <sup>st</sup> St	25
116.	Freeport Boulevard	21 <sup>st</sup> St to Sutterville Rd (S Leg)	30
117.	Freeport Boulevard	Sutterville Rd (S Leg) to Fruitridge Rd	35
118.	Freeport Boulevard	Fruitridge Rd to Blair Ave	40
119.	Freeport Boulevard	Blair Ave to Belleau Wood Ln	45
120.	Freeport Boulevard	Belleau Wood Ln to City Limits	50
121.	Front Street	O St to Broadway	40
122.	Fruitridge Road	South Land Park Dr to MLK Jr Blvd	40
123.	Fruitridge Road	53 <sup>rd</sup> St to Power Inn Rd	40

<b>No.</b>	<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
124.	Fruitridge Road	Power Inn Rd to Florin Perkins Rd	45
125.	Fruitridge Road	Florin Perkins Rd to South Watt Ave	50
126.	G Street	7 <sup>th</sup> St to Alhambra Blvd	30
127.	Garden Highway	City Limits to W Main Drainage Canal	40
128.	Garden Highway	W Main Drainage Canal to Gateway Oaks Dr	35
129.	Garden Highway	Gateway Oaks Dr to I-5	40
130.	Garden Highway	I-5 to Truxel Rd	45
131.	Garden Highway	Truxel Rd to Northgate Blvd	50
132.	Gateway Oaks Drive	Weald Wy to West El Camino Ave	35
133.	Gateway Oaks Drive	West El Camino Ave to Garden Hwy	35
134.	Gateway Park Boulevard	North Bend Dr to Del Paso Rd	30
135.	Gateway Park Boulevard	Del Paso Rd to Arena Blvd	45
136.	Gateway Park Boulevard	Arena Blvd to Truxel Rd	40
137.	Glenrose Ave	Del Paso Blvd to Lexington St	25
138.	Gloria Drive	35 <sup>th</sup> Ave to Greenhaven Dr	30
139.	Gloria Drive	Greenhaven Dr to Las Positas Cir	35
140.	Grand Avenue	Norwood Ave to Talent St	35
141.	Grasslands Drive	Weald Wy to West El Camino Ave	35
142.	Greenhaven Drive	Riverside Blvd to Florin Rd	35
143.	Greenhaven Drive	Florin Rd to Pocket Rd	35
144.	Grove Avenue	Norwood Bypass to El Monte Ave	30
145.	H Street	5 <sup>th</sup> St to 10 <sup>th</sup> St	25
146.	H Street	10 <sup>th</sup> St to 21 <sup>st</sup> St	25
147.	H Street	21 <sup>st</sup> St to Alhambra Blvd	25
148.	H Street	Alhambra Blvd to 42 <sup>nd</sup> St	30
149.	H Street	42 <sup>nd</sup> St to 53 <sup>rd</sup> St	30
150.	H Street	53 <sup>rd</sup> St to Carlson Dr	30
151.	H Street	Carlson Dr to Fair Oaks Blvd	40
152.	Harvard Street	El Camino Ave to Silica Ave	30
153.	Harvard Street	Silica Ave to Arden Wy	35
154.	Havenside Drive	Riverside Blvd to Florin Rd	30
155.	Havenside Drive	Florin Rd to Las Positas Cir	35
156.	Heritage Lane	Arden Wy to Exposition Blvd	35
157.	Honor Parkway	Bridgecross Dr to Regency Park Cir	30
158.	Hornet Drive	College Town Dr to Folsom Blvd	40
159.	Howe Avenue	Auburn Blvd to Marconi Ave	35
160.	Howe Avenue	Cadillac Dr to American River Dr	40
161.	Howe Avenue	American River Dr to Hwy 50	50
162.	Howe Avenue	Hwy 50 to Folsom Blvd	40
163.	I Street	3 <sup>rd</sup> St to 21 <sup>st</sup> St	25
164.	I Street	21 <sup>st</sup> St to 29 <sup>th</sup> St	25
165.	Innovator Drive	Arena Blvd to Natomas Crossing Dr	35

<b>No.</b>	<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
166.	Irvin Way	Freeport Blvd to 24 <sup>th</sup> St	25
167.	J Street	3 <sup>rd</sup> St to 10 <sup>th</sup> St	30
168.	J Street	10 <sup>th</sup> St to Alhambra Blvd	30
169.	J Street	Alhambra Blvd to 42 <sup>nd</sup> St	30
170.	J Street	42 <sup>nd</sup> St to 56 <sup>th</sup> St	35
171.	J Street	56 <sup>th</sup> St to H St	40
172.	Jacinto Avenue	Calvine Rd to Center Pkwy	35
173.	Jacinto Avenue	Center Pkwy to Bruceville Rd	35
174.	Jacinto Road	Bruceville Rd to West Stockton Blvd	35
175.	Jackson Road	Folsom Blvd to City Limits	50
176.	Jansen Drive	Stockton Blvd to 65 <sup>th</sup> Exwy	30
177.	Jibboom Street	Richards Blvd to I St Bridge	40
178.	Julliard Drive	Notre Dame Dr to Folsom Blvd	30
179.	Karbet Way	25 <sup>th</sup> Ave to Seamas Ave	30
180.	Kiefer Boulevard	Florin Perkins Rd to City Limits	45
181.	L Street	3 <sup>rd</sup> St to 12 <sup>th</sup> St	25
182.	L Street	12 <sup>th</sup> St to Alhambra Blvd	30
183.	La Mancha Way	Tangerine Ave to Mack Rd	40
184.	La Riviera Drive	College Town Dr to Watt Ave	35
185.	Lake Forest Drive	Notre Dame Dr to Bennington Wy	30
186.	Land Park Drive	Broadway to 14 <sup>th</sup> Ave	30
187.	Land Park Drive	14 <sup>th</sup> Ave to Sutterville Rd	30
188.	Lawrence Drive	Fruitridge Rd to Stockton Blvd	30
189.	Leisure Lane	Canterbury Rd to Royal Oaks Dr	30
190.	Lemon Hill Avenue	City Limits to Stockton Blvd	35
191.	Lemon Hill Avenue	Stockton Blvd to 65 <sup>th</sup> Exwy	35
192.	Lemon Hill Avenue	65 <sup>th</sup> Exwy to Power Inn Rd	40
193.	Lexington Street	Glenrose Ave to Calvados Ave	30
194.	Logan Street	Lemon Hill Ave to Elder Creek Rd	30
195.	Longview Drive	Roseville Rd to Watt Ave	40
196.	Luther Drive	52 <sup>nd</sup> Ave to Florin Rd	40
197.	Mabry Drive	Maybrook Dr to Natomas Blvd	30
198.	Mack Road	Brookfield Dr to Stockton Blvd	45
199.	Main Avenue	East Levee Rd to Kelton Wy	40
200.	Main Avenue	Kelton Wy to Rio Linda Blvd	40
201.	Main Avenue	Marysville Blvd to Raley Blvd	30
202.	Marconi Avenue	Del Paso Rd to Connie Dr	35
203.	Marconi Avenue	Connie Dr to Howe Ave	40
204.	Marconi Circle	Marconi Ave to Roseville Rd	30
205.	Martin Luther King Jr Boulevard	Broadway to 14 <sup>th</sup> Ave	30
206.	Martin Luther King Jr Boulevard	14 <sup>th</sup> Ave to Fruitridge Rd	35
207.	Marysville Boulevard	Rio Linda Blvd to Bell Ave	45

<b>No.</b>	<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
208.	Marysville Boulevard	Doolittle St to Del Paso Blvd	35
209.	McKinley Boulevard	Alhambra Blvd to Elvas Ave	25
210.	McMahon Drive	Stockton Blvd to 65 <sup>th</sup> Exwy	30
211.	Meadowgate Drive	Franklin Blvd to G Pkwy	25
212.	Meadowview Road	Freeport Blvd to Brookfield Dr	40
213.	Muir Way	Broadway to Vallejo Wy	30
214.	Munroe Street	City Limits to American River Dr	30
215.	N Street	3 <sup>rd</sup> St to 16 <sup>th</sup> St	25
216.	N Street	16 <sup>th</sup> St to Alhambra Blvd	25
217.	Natomas Boulevard	Elkhorn Blvd to Del Paso Rd	45
218.	Natomas Crossing Drive	Cashaw Wy to Truxel Rd	35
219.	Natomas Park Drive	West El Camino Ave to Garden Hwy	30
220.	North Avenue	Marysville Blvd to Winters St	30
221.	North B Street	Bannon St to North 16 <sup>th</sup> St	35
222.	North Bend Drive	Natomas Blvd to East Drainage Canal	30
223.	North Bend Drive	East Drainage Canal to Blackrock Dr	30
224.	North Bend Drive	Blackrock Dr to Danbrook Dr	30
225.	North 7 <sup>th</sup> Street	Richards Blvd to North B St	35
226.	North 12 <sup>th</sup> Street	Richards Blvd to North B St	35
227.	North 16 <sup>th</sup> Street	Richards Blvd to North B St	35
228.	North Park Drive	Brookmere Wy to Natomas Blvd	35
229.	Northborough Drive	Elkhorn Blvd to North Park Dr	30
230.	Northgate Boulevard	City Limits to I-80 WB off-ramp	40
231.	Northgate Boulevard	I-80 WB off-ramp to San Juan Rd	40
232.	Northgate Boulevard	San Juan Rd to Arden Garden Connector	40
233.	Northgate Boulevard	Arden Garden Connector to Hwy 160	45
234.	Norwood Avenue	Main Ave to Grand Ave	40
235.	Norwood Avenue	Grand Ave to Fairbanks Ave	35
236.	Norwood Avenue	Fairbanks Ave to Norwood Bypass	30
237.	Norwood Bypass	Norwood Ave to Grove Ave	30
238.	Notre Dame Drive	Lake Forest Dr to Folsom Blvd	30
239.	Orchard Lane	West El Camino Ave to Garden Hwy	30
240.	P Street	2 <sup>nd</sup> St to 10 <sup>th</sup> St	25
241.	P Street	10 <sup>th</sup> St to 16 <sup>th</sup> St	30
242.	P Street	16 <sup>th</sup> St to Alhambra Blvd	30
243.	Park Riviera Way	Riverside Blvd (N) to Pocket Rd	30
244.	Park Riviera Way	Pocket Rd to Riverside Blvd (S)	30
245.	Pebblewood Drive	Azevedo Dr to Truxel Rd	25
246.	Pell Drive	Main Ave to Pell Cir (S Leg)	30
247.	Pinell Street	North Ave to South Ave	30
248.	Pocket Road	Park Riviera Wy to Riverside Blvd	30
249.	Pocket Road	Riverside Blvd to Freeport Blvd	40

No.	STREET	SEGMENT	MPH
250.	Power Inn Road	Folsom Blvd to City Limits	45
251.	Q Street	10 <sup>th</sup> St to Alhambra Blvd	30
252.	Raley Boulevard	Ascot Avenue to Santa Ana Ave	50
253.	Raley Boulevard	Santa Ana Ave to Doolittle St	45
254.	Ramona Avenue	Brighton Ave to Power Inn Rd	30
255.	Redding Avenue	Q St to 850' N of San Joaquin St	30
256.	Regency Park Circle	Club Center Dr to Club Center Dr	30
257.	Response Road	Exposition Blvd to Challenge Wy	35
258.	Richards Boulevard	Jibboom St to North 5 <sup>th</sup> St	40
259.	Richards Boulevard	North 5 <sup>th</sup> St to North 12 <sup>th</sup> St	35
260.	Rio Linda Boulevard	City Limits to Marysville Blvd	50
261.	Rio Linda Boulevard	Marysville Blvd to North Ave	45
262.	Rio Linda Boulevard	North Ave to Acacia Ave	40
263.	Rio Linda Boulevard	Acacia Ave to Lampasas Ave	35
264.	Rio Linda Boulevard	Lampasas Ave to El Camino Ave	30
265.	River Plaza Drive	Orchard Ln to Coconut Wy	30
266.	Riverside Boulevard	Broadway to 43 <sup>rd</sup> Ave	35
267.	Riverside Boulevard	43 <sup>rd</sup> Ave to Pocket Rd	40
268.	Roseville Road	Longview Dr to Connie Dr	50
269.	Roseville Road	Connie Dr to Marconi Cir	40
270.	Royal Oaks Drive	Arden Wy to Leisure Ln	30
271.	Rush River Drive	Gloria Dr to Windbridge Dr	35
272.	Rush River Drive	Windbridge Dr to Greenhaven Dr	35
273.	S Street	3 <sup>rd</sup> St to 34 <sup>th</sup> St	30
274.	San Juan Road	City Limits to Northgate Blvd	45
275.	San Juan Road	Northgate Blvd to Western Av	40
276.	Seamas Avenue	Riverside Blvd to South Land Park Dr	40
277.	Silver Eagle Road	Western Ave to Norwood Ave	35
278.	Sorento Road	East Levee Rd to Del Paso Rd	35
279.	South Avenue	Rio Linda Blvd to Astoria St	30
280.	South Land Park Drive	Sutterville Rd to Fruitridge Rd	30
281.	South Land Park Drive	Fruitridge Rd to Florin Rd	30
282.	South Land Park Drive	Florin Rd to Windbridge Dr	30
283.	Stockton Boulevard	Alhambra Blvd to 2 <sup>nd</sup> Ave	30
284.	Stockton Boulevard	2 <sup>nd</sup> Ave to Lemon Hill Ave	35
285.	Stockton Boulevard	Lemon Hill Ave to City Limits	40
286.	Stockton Boulevard	City Limits (N of Massie Ct) to City Limits (Hwy 99 On-Ramp)	40
287.	Sully Street	Santa Ana Ave to Main Ave	40
288.	Sutterville Road	Riverside Blvd to Freeport Blvd	35
289.	Sutterville Road	Freeport Blvd to Franklin Blvd	35
290.	T Street	3 <sup>rd</sup> St to Alhambra Blvd	30

No.	STREET	SEGMENT	MPH
291.	T Street	Alhambra Blvd to 59 <sup>th</sup> St	30
292.	Traction Avenue	Eleanor Ave to El Camino Ave	30
293.	Truxel Road	Del Paso Rd to Gateway Park Blvd	50
294.	Truxel Road	Gateway Park Blvd to I-80	45
295.	Truxel Road	I-80 to San Juan Rd	45
296.	Truxel Road	San Juan Rd to Garden Hwy	40
297.	University Avenue	Fair Oaks Blvd to Howe Ave Overpass	35
298.	University Avenue	Howe Ave Overpass to American River Dr	30
299.	Valley Hi Drive	Franklin Blvd to Mack Rd	35
300.	W Street	3 <sup>rd</sup> St to 27 <sup>th</sup> St	35
301.	Watt Avenue (SB)	American River Bridge to Folsom Blvd	45
302.	Weald Way	Gateway Oaks Dr (W) to Gateway Oaks Dr (E)	35
303.	West El Camino Avenue	City Limits to Seamist Dr	45
304.	West El Camino Avenue	Seamist Dr to Northgate Blvd	35
305.	West El Camino Avenue	Northgate Blvd to East Levee Rd	30
306.	West River Drive	Shady Arbor Dr to West El Camino Ave	30
307.	West Stockton Boulevard	Jacinto Rd to Sheldon Rd	45
308.	Windbridge Drive	Greenhaven Dr to Rush River Dr	35
309.	Windbridge Drive	Rush River Dr to Pocket Rd	35
310.	Winters Street	Bell Ave to North Ave (N)	40
311.	Winters Street	North Ave (N) to Grand Ave	35
312.	Wissemann Drive	Bennington Wy to Folsom Blvd	30
313.	Woodbine Avenue	47 <sup>th</sup> Ave to Edinger Ave	30
314.	Woodbine Avenue	53 <sup>rd</sup> Ave to Florin Rd	30
315.	Wyndham Drive	Valley Hi Dr to Bruceville Rd	35
316.	X Street	3 <sup>rd</sup> St to Alhambra Blvd	35
317.	2 <sup>nd</sup> Avenue	Riverside Blvd to Stockton Blvd	30
318.	2 <sup>nd</sup> Avenue	Stockton Blvd to 49 <sup>th</sup> St	30
319.	12 <sup>th</sup> Avenue	Franklin Blvd to MLK Jr Blvd	35
320.	14 <sup>th</sup> Avenue	MLK Jr Blvd to Stockton Blvd	30
321.	14 <sup>th</sup> Avenue	Stockton Blvd to 73 <sup>rd</sup> St	35
322.	14 <sup>th</sup> Avenue	73 <sup>rd</sup> St to Power Inn Rd	40
323.	21 <sup>st</sup> Avenue	Franklin Blvd to MLK Jr Blvd	30
324.	21 <sup>st</sup> Avenue	Stockton Blvd to 79 <sup>th</sup> St	35
325.	23 <sup>rd</sup> Avenue	Florin Perkins Rd to Warehouse Wy	35
326.	26 <sup>th</sup> Avenue	24 <sup>th</sup> St to Franklin Blvd	30
327.	35 <sup>th</sup> Avenue	Riverside Blvd to 14 <sup>th</sup> St	30
328.	35 <sup>th</sup> Avenue	14 <sup>th</sup> St to Freeport Blvd	40
329.	43 <sup>rd</sup> Avenue	Riverside Blvd to Gloria Dr	40
330.	43 <sup>rd</sup> Avenue	Gloria Dr to 14 <sup>th</sup> St	35
331.	47 <sup>th</sup> Avenue	24 <sup>th</sup> St to City Limits	40
332.	47 <sup>th</sup> Avenue	City Limits to Stockton Blvd	40

<b>No.</b>	<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
333.	65 <sup>th</sup> Expressway	14 <sup>th</sup> Ave to City Limits	45
334.	3 <sup>rd</sup> Street	N St to S St	30
335.	5 <sup>th</sup> Street	I St to X St	30
336.	5 <sup>th</sup> Street	X St to Vallejo Wy	30
337.	9 <sup>th</sup> Street	N St to Broadway	30
338.	10 <sup>th</sup> Street	N St to Broadway	30
339.	12 <sup>th</sup> Street	North B St to F St	30
340.	12 <sup>th</sup> Street	F St to L St	25
341.	15 <sup>th</sup> Street	N St to Broadway	30
342.	16 <sup>th</sup> Street	North B St to F St	30
343.	16 <sup>th</sup> Street	F St to N St	30
344.	16 <sup>th</sup> Street	N St to Broadway	30
345.	19 <sup>th</sup> Street	G St to N St	25
346.	19 <sup>th</sup> Street	N St to Broadway	30
347.	21 <sup>st</sup> Street	I St to N St	25
348.	21 <sup>st</sup> Street	N St to W St	30
349.	21 <sup>st</sup> Street	W St to Freeport Blvd	25
350.	21 <sup>st</sup> Street	Florin Rd to Meadowview Rd	30
351.	24 <sup>th</sup> Street	Broadway to Sutterville Rd	30
352.	24 <sup>th</sup> Street	Sutterville Rd to Meadowview Rd	40
353.	24 <sup>th</sup> Street	Meadowview Rd to Laramore Wy	35
354.	29 <sup>th</sup> Street	C St to 27 <sup>th</sup> St	30
355.	29 <sup>th</sup> Street	Florin Rd to Meadowview Rd	30
356.	30 <sup>th</sup> Street	C St to T St	30
357.	30 <sup>th</sup> Street	12 <sup>th</sup> Ave to 14 <sup>th</sup> Ave	30
358.	33 <sup>rd</sup> Street	5 <sup>th</sup> Ave to 12 <sup>th</sup> Ave	30
359.	34 <sup>th</sup> Street	Folsom Blvd to 5 <sup>th</sup> Ave	25
360.	37 <sup>th</sup> Street	Y St to Broadway	30
361.	39 <sup>th</sup> Street	Folsom Blvd to Stockton Blvd	30
362.	49 <sup>th</sup> Street	V St to Broadway	35
363.	56 <sup>th</sup> Street	Elvas Ave to H St	30
364.	59 <sup>th</sup> Street	Folsom Blvd to Broadway	30
365.	63 <sup>rd</sup> Street	Elder Creek Rd to Fowler Ave	35
366.	65 <sup>th</sup> Street	Elvas Ave to S St	35
367.	65 <sup>th</sup> Street	S St to 14 <sup>th</sup> Ave	40
368.	7 <sup>th</sup> Street	North B St to F St	35
369.	7 <sup>th</sup> Street	F St to T St	30
370.	71 <sup>st</sup> Street	14 <sup>th</sup> Ave to 21 <sup>st</sup> Ave	30
371.	88 <sup>th</sup> Street	Fruitridge Rd to End	40