



## REPORT TO COUNCIL City of Sacramento

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

Consent  
August 28, 2007

Honorable Mayor and  
Members of the City Council

**Title:** Establishing, Changing, and Re-Establishing Speed Limits on Various Streets; and Rescinding Resolution No. 2005-834

**Location/Council District:** Various streets in Council Districts 1, 2, 3, 4, 5, 6 and 8.

**Recommendation:** Adopt a **Resolution** approving: 1) establishing, changing and re-establishing speed limits on 15 speed zones on various streets, and 2) rescinding Resolution No. 2005-834.

**Contact:** Mahesh Bhatt, Assistant Engineer, (916) 808-5956; David Edrosolan; Associate Engineer, (916) 808 5974; Hector Barron, City Traffic Engineer, (916) 808-2669

**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. Furthermore, the evidence of speeding violation based on a speed trap is inadmissible in court and therefore could result in an inability to prosecute violators of the speed limit. The City is also 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 establishing, changing, and re-establishing speed limits on 15 speed zones on various streets. City Council approval through resolution is necessary for establishing, changing, and re-establishing speed limits on the subject 15 speed zones.

The previously adopted Council Resolution No. 2005-834 for the Citywide posted speed limits will therefore, need to be rescinded and superseded with a new Resolution in order to incorporate the above referenced new, changed, and re-established speed limits.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.

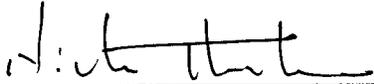
**Environmental Considerations:** The Development Services Department, Environmental Planning Services Manager has reviewed the proposed action and determined that this project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section 15301(c) of the CEQA 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.

**Rationale for Recommendation:** This report recommends that the City Council adopt a Resolution: 1) establishing, changing and re-establishing speed limits on 15 speed zones on various streets, and 2) rescinding previously adopted Resolution No. 2005-834 for the Citywide posted speed limits and replacing the same with a new Resolution incorporating these 15 speed zones. The subject 15 speed zones include: 1) establishing speed limit for 1 new speed zone; 2) changing speed zones for 1 street; 3) changing speed limit for 1 speed zone; and 4) re-establishing the current speed limit for 12 speed zones.

These recommendations are aimed at ensuring 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:   
Nicholas Theocharides  
Engineering Services Manager

Approved by:   
Jerry Way  
Director of Transportation

Recommendation Approved:

  
RAY KERRIDGE  
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 Discussions for each of the Proposed Speed Limit	Pg 8
4 Engineering and Traffic Surveys	Pg 12
5 List from Previously Adopted Resolution No. 2005-834 for Citywide Speed Limits with Changes Corresponding to the Proposed New, Changed, and Re-established Speed Limits	Pg 38
6 Resolution	Pg 47
Exhibit A: Summary of Resolution's Engineering and Traffic Surveys	Pg 49
Exhibit B: Resolution's Speed Limits	Pg 51

**Attachment 1**

**BACKGROUND INFORMATION:**

1. Speed limits in California are governed by the California Vehicle Code (CVC), Sections 32, 627, 22348 through 22413, 40802, and 40803. 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 the enforcement of the speed limit involves the use of radar or any 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, and therefore could result in an 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 15 speed zones on various streets of the City. These 15 speed zones include:
  - (A) Establishing speed limit for 1 new speed zone,
  - (B) Changing speed zones for 1 street,
  - (C) Changing speed limit for 1 speed zone, and
  - (D) Re-establishing the current speed limit for 12 speed zones.

A summary of the 85<sup>th</sup> percentile and proposed speed limits based on an E&TS for each of these 15 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 establishing, changing and re-establishing speed limits on the above mentioned 15 speed zones.

5. The previously adopted Council Resolution No. 2005-834 for the Citywide posted speed limits will need to be rescinded and superseded with a new Resolution in order to incorporate the new, changed, and re-established speed limits for the above referenced 15 speed zones.

Attachment 5 presents the list from previously adopted Council Resolution No. 2005-834 for Citywide posted speed limits. The changes reflecting new, changed, and re-established speed limits that are recommended herein for City Council approval are also shown in this list.

6. A list of City-wide 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) Establishing New Speed Survey Locations

No.	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT
1	Elkhorn Boulevard	Highway 99 to East City Limit	50.85	50	1

See NOTE 1 below

NOTE 1: Currently posted at 55 mph, and was previously managed by the County

(B) Re-establishing Existing Speed Survey Locations

No.	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justify
1	23RD AVENUE	FLORIN PERKINS RD/WAREHOUSE WY	35	37.0	35	6	
2	47TH AVENUE	24TH ST/CITY LIMITS	40	43.9	40	5	AZ, PD, UX
3	Alta Valley way	Mack Road/Bruceville Road	30	35.5	30	8	HC
4	AMHERST STREET	FLORIN RD/MEADOWVIEW RD	30	28	30	8	
5	Challenge way	Arden way/Exposition Boulevard	30	35.1	30	3	HC
6	Del Paso Boulevard	Marysville Boulevard/ El Camino AV	35	40.5	35	2	AZ, PD, UX
7	MEADOWVIEW ROAD	FREEPORT BLVD/BROOKFIELD DR	40	48.7	40	8	SC, CC, PD
8	NATOMAS PARK DRIVE	WEST EL CAMINO AVE/GARDEN HWY	30	39.4	30	1	HC
9	Response Road	Exposition Boulevard/Challenge way	35	37.5	35	3	
10	Stockton Boulevard	Lemon Hill Avenue/2nd Avenue	35	42.5	35	5&6	AZ, BL, PD
11	Stockton Boulevard	2nd Avenue/Alhambra Boulevard	30	35.7	30	3, 4, 5&6	BL, PD, UX
12	X Street	3rd Street/Alhambra Boulevard	35	38.1	35	4&5	PD, PR, UX

(C) Existing Speed Survey Locations to Change Zone

No.	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justify
1	Bruceville Road						
	Existing	Valley Ht Dr / Calvine Rd	40			8	
	Existing	Calvine Rd / Sheldon Rd	45				
	Proposed	Valley Ht Dr / Cosumnes River Blvd		45	40		HC, PD
	Proposed	Cosumnes River Blvd / Sheldon Rd		40.3	40		

Justification key

AP = Angle Point	NL/NR = Narrow Lanes/Rdway	SW = No Sidewalk
AZ = Adjacent Speed Zone	PD = Pedestrians	TCD = Traffic Calming Devices
BL = No Bike Lanes/Narrow Bike Lanes	PK = Parking	UX = Uncontrolled School Xing
CC = Community Center	PR = Park	UX = Uncontrolled Xing
CNL = Change in Number of Lanes	SC = School	VC = Vertical Curve
HC = Horizontal Curve	SH = No Shoulder/Narrow Shoulder	VS = Visibility

(D) Existing Speed Survey Locations to Lower

No.	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justify
1	EL PARAISO AVENUE	CITY LIMITS/STOCKTON BLVD	35	39.5	30	6	AZ, SW, SH

Justification key

AP = Angle Point	NL/NR = Narrow Lanes/Rdway	SW = No Sidewalk
AZ = Adjacent Speed Zone	PD = Pedestrians	TCD = Traffic Calming Devices
BL = No Bike Lanes/Narrow Bike Lanes	PK = Parking	UX = Uncontrolled School Xing
CC = Community Center	PR = Park	UX = Uncontrolled Xing
CNL = Change in Number of Lanes	SC = School	VC = Vertical Curve
HC = Horizontal Curve	SH = No Shoulder/Narrow Shoulder	VS = Visibility

## DISCUSSIONS FOR EACH OF THE PROPOSED SPEED LIMIT:

### A Establishing New Speed Survey Locations

- 1) **Elkhorn Boulevard (Hwy 99 to East City Limit)**: The Engineering and Traffic Survey indicated that the average 85<sup>th</sup> percentile speed is 50.85 mph. The roadway is generally straight, 2 lane undivided highway with on-street bike lanes. The 85<sup>th</sup> percentile speed and roadway characteristics indicate that this roadway should be posted at 50 mph.

### B Re-establishing Existing Speed Survey Locations

- 1) **23<sup>rd</sup> Avenue (Florin Perkins Rd to Warehouse Wy)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 37 mph. The roadway is generally straight with industrial land uses. The 85th percentile speed and roadway characteristics indicate that this roadway should be posted at 35 mph.
- 2) **47<sup>th</sup> Avenue (24<sup>th</sup> St to City Limit)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 43.9 mph. This speed zone is characterized by the presence of pedestrians due to Airport Little League Park at the southeast corner of the 47<sup>th</sup> Av and 24<sup>th</sup> intersection, and due to the light rail station east of 27<sup>th</sup> St/Otto Cir intersection. The pedestrian crossing near Airport Little League Park is uncontrolled. There are no on-street bikelanes on this segment. Additionally, the adjacent speed zone east of the City limit is currently posted at 40 mph.

Therefore, considering the pedestrian and bicyclist safety, and the speed limit on the adjacent speed zone, this roadway should be posted at 40 mph.

- 3) **Alta Valley Way (Mack Road to Bruceville Rd)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 35.5 mph. However, considering the curved roadway alignment, it is recommended to re-establish the currently posted speed limit of 30 mph for this street.
- 4) **Amherst Street (Florin Rd to Meadowview Rd)**: The Engineering and Traffic Survey indicated that the average 85th percentile speed is 28 mph. This data indicate that this street should be posted for 30 mph.
- 5) **Challenge Way (Arden Wy to Exposition Blvd)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 35.1 mph. However, considering the curved alignment, it is recommended to re-establish the currently posted speed limit of 30 mph for this street.

- 6) **Del Paso Boulevard (Marysville Blvd to El Camino Ave)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 40.5 mph. This speed zone is characterized by the pedestrian activity for many portions with uncontrolled crossings at the intersections of Del Paso Blvd at Plaza Av, Boxwood St, and Helena Av. There are two different adjacent speed zones. The speed zone to the south is Del Paso Blvd from El Camino Av with a posted speed of 30 mph, and the speed zone to the north is Del Paso Blvd from Marysville Blvd to Arcade Boulevard with a posted speed of 35 mph.

Therefore, considering the pedestrian safety, and the speed limit on the adjacent speed zones, this roadway should be posted at 35 mph.

- 7) **Meadowview Road (Freeport Blvd to Brookfield Dr)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 48.7 mph. This arterial roadway serves heavy traffic demand and yet has significant pedestrian activity at multiple locations such as a school at the 21<sup>st</sup> St intersection, a community center at the 24<sup>th</sup> St intersection, and a light rail station at the Detroit Blvd intersection. Therefore, considering the roadway characteristics and pedestrian safety, this roadway should be posted at 40 mph.

- 8) **Natomas Park Drive (W El Camino Ave to Garden Hwy)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 39.4 mph. However, considering the curved roadway alignment, it is recommended to re-establish the currently posted speed limit of 30 mph.

- 9) **Response Road (Exposition Blvd to Challenge Wy)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 37.5 mph. The roadway is characterized by mostly office and commercial land uses with some multi family developments. This data indicate that this roadway should be posted at 35 mph.

- 10) **Stockton Boulevard (Lemon Hill Ave to 2<sup>nd</sup> Ave)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 42.5 mph. This arterial roadway serves heavy traffic volumes and yet has significant pedestrian and bicyclist activity along the entire corridor due to high density of development. The roadway is characterized by narrow bike lanes for portions of this speed zone. Therefore, considering the pedestrian and bicyclist safety, this roadway should be posted at 35 mph.

- 11) **Stockton Boulevard (2<sup>nd</sup> Ave to Alhambra Blvd)**: The Engineering and Traffic Survey indicated that the 85th percentile speed is 35.7 mph. This arterial roadway serves heavy traffic volumes and yet has significant pedestrian activity along the corridor with uncontrolled crossings at the intersections of Stockton Blvd and Sherman Wy. There are no on-street bike lanes on this speed zone. Therefore, considering the pedestrian and bicyclist safety, this roadway should be posted at 30 mph.

**12) X Street (3<sup>rd</sup> St to Alhambra Blvd):** The Engineering and Traffic Survey indicated that the average 85th percentile speed is 38.1 mph. This speed zone is characterized by the presence of pedestrians near O'Neil Park between 6<sup>th</sup> St and 8<sup>th</sup> St, and many portions along the corridor with uncontrolled crossings at the intersections of X St at 6<sup>th</sup> St, 8<sup>th</sup> St, and 22<sup>nd</sup> St. Therefore, considering the pedestrian safety, this roadway should be posted at 35 mph.

**C Existing Speed Survey Locations to Change Zones**

**1) Bruceville Road:** The segment of Bruceville Rd between Cosumnes River Blvd and Sheldon Rd has been widened during the recent years; the major portion of this segment of Bruceville Rd has 6 lanes. Bruceville Rd north of Cosumnes River Blvd has only 4 lanes. 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)
Bruceville Road	<u>Existing:</u>			
	Valley Hi Dr / Calvine Rd	40		
	Calvine Rd / Sheldon Rd	45		
	<u>Proposed:</u>			
	Valley Hi Dr / Cosumnes River Blvd		45	40
	Cosumnes River Blvd / Sheldon Rd		40.3	40

**Explanation for the Proposed Speed Limits:**

**Bruceville Road (Valley Hi Dr to Cosumnes River Blvd):** The Engineering and Traffic Survey indicated that the 85th percentile speed is 45 mph. This roadway is characterized by: (a) horizontal curve alignment, and (b) pedestrian activity at the intersection with Cosumnes River Blvd (due to the commercial and residential development and Cosumnes River College), and at the intersections with Alta Valley Wy, and Valley Hi Dr/La Mancha Wy (due to the commercial and residential development, and the hospital). Therefore, considering the roadway characteristics and pedestrian safety, this roadway should be posted at 40 mph.

**Bruceville Road (Cosumnes River Blvd to Sheldon Rd):** The Engineering and Traffic Survey indicated that the 85th percentile speed is 40.3 mph. This roadway is characterized by generally straight alignment. The 85<sup>th</sup> percentile speed and roadway characteristics indicate that this roadway should be posted for 40 mph.

**D Existing Speed Survey Locations to Lower**

- 1) El Paraiso Avenue (City Limit to Stockton Blvd):** The Engineering and Traffic Survey indicated that the 85th percentile speed is 39.5 mph. There are residential units to the west of the City Limit, and a school at the intersection of Ivory Way which is about 1000 ft ± west of City Limit. There are no sidewalks and/or shoulders for portions of the street in this speed zone. Additionally, the adjacent speed zone west of the City limit is currently posted at 30 mph by the County.

In view of the above, it is recommended to lower the speed limit for this speed zone to 30 mph.

## **Engineering and Traffic Surveys**

**Part (A): Establishing New Speed Surveys**

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>ELKHORN BOULEVARD</b>			
Speed Zone: RT 99 to EAST CITY LIMIT			
Survey Location: between East Commerce Way and Northborough Dr			
Survey Date: 5/31/2007		Start Time: 9:30	End Time: 10:00
Expiration Date: 5/31/2014			
Weather: clear			
Observer: LoAnna Hernandez		Radar Serial No. AD1232	
Speed of Vehicle (MPH)	No.	%	SUM %
55 and over	17	16.5%	100%
54	8	7.8%	83.5%
53	5	4.9%	75.7%
52	7	6.8%	70.9%
51	8	7.8%	64.1%
50	6	5.8%	56.3%
49	8	7.8%	50.5%
48	12	11.7%	42.7%
47	8	7.8%	31.1%
46	6	5.8%	23.3%
45	9	8.7%	17.5%
44	3	2.9%	8.7%
43	5	4.9%	5.8%
42	0	0.0%	1.0%
41	0	0.0%	1.0%
40	1	1.0%	1.0%
39	0	0.0%	0.0%
38	0	0.0%	0.0%
37	0	0.0%	0.0%
36	0	0.0%	0.0%
35	0	0.0%	0.0%
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>103</b>	<b>100.0</b>	
2005	Accidents = 0	Due to Speeding = 0	
2006	Accidents = 1	Due to Speeding = 0	
<b>Certifying Engineer</b>			
Signature _____			
Posted Speed: 50 85 % Speed: 54 (54.1) Average Speed: 49.7 Average Daily Traffic: 14078 Date of ADT: 7/27/2006			
<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 type="checkbox"/>	
Industrial		<input checked="" type="checkbox"/>	
Park or School (P, S, B)			
Comments: Rual, with residential development 300' south of the roadway			
<i>On Street Parking</i>			
Heavy		<input type="checkbox"/>	
Moderate		<input type="checkbox"/>	
Light		<input type="checkbox"/>	
No Parking		<input checked="" type="checkbox"/>	
Comments:			
<i>Roadway Geometry</i>			
Segment Length (feet)		14849	
Width		38	
Median		None	
No. of Lanes		1wb, 1eb	
Curves		<input type="checkbox"/>	
Straightaway		<input type="checkbox"/>	
Bike Lanes		<input checked="" type="checkbox"/>	
Visibility		Good	

**Notes:**

Traffic Signals @ East Commerce, Northborough, Natomas and at Sageview.  
The average 85th percentile speed based on 2 measurements is 50.85 mph; see page no.181.6 for another speed survey. This speed zone should therefore be posted at 50 mph.

<b>City of Sacramento</b> Engineering Survey for Speed Limits ELKHORN BOULEVARD																																																																																																																																																																													
Speed Zone: RT 99 to EAST CITY LIMIT Survey Location: Between Sageview Dr and Notomas Bl. Survey Date: 5/31/2007      Start Time: 9:30      End Time: 10:15 Expiration Date: 5/31/2014 Weather: Clear Observer: Dino Reali      Radar Serial No. 9036																																																																																																																																																																													
<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;">7</td><td style="text-align: center;">5.9%</td><td style="text-align: center;">100%</td></tr> <tr><td>54</td><td style="text-align: center;">7</td><td style="text-align: center;">5.9%</td><td style="text-align: center;">94.1%</td></tr> <tr><td>53</td><td style="text-align: center;">5</td><td style="text-align: center;">4.2%</td><td style="text-align: center;">88.2%</td></tr> <tr><td>52</td><td style="text-align: center;">3</td><td style="text-align: center;">2.5%</td><td style="text-align: center;">84.0%</td></tr> <tr><td>51</td><td style="text-align: center;">9</td><td style="text-align: center;">7.6%</td><td style="text-align: center;">81.5%</td></tr> <tr><td>50</td><td style="text-align: center;">13</td><td style="text-align: center;">10.9%</td><td style="text-align: center;">73.9%</td></tr> <tr><td>49</td><td style="text-align: center;">6</td><td style="text-align: center;">5.0%</td><td style="text-align: center;">63.0%</td></tr> <tr><td>48</td><td style="text-align: center;">14</td><td style="text-align: center;">11.8%</td><td style="text-align: center;">58.0%</td></tr> <tr><td>47</td><td style="text-align: center;">9</td><td style="text-align: center;">7.6%</td><td style="text-align: center;">46.2%</td></tr> <tr><td>46</td><td style="text-align: center;">5</td><td style="text-align: center;">4.2%</td><td style="text-align: center;">38.7%</td></tr> <tr><td>45</td><td style="text-align: center;">10</td><td style="text-align: center;">8.4%</td><td style="text-align: center;">34.5%</td></tr> <tr><td>44</td><td style="text-align: center;">12</td><td style="text-align: center;">10.1%</td><td style="text-align: center;">26.1%</td></tr> <tr><td>43</td><td style="text-align: center;">5</td><td style="text-align: center;">4.2%</td><td style="text-align: center;">16.0%</td></tr> <tr><td>42</td><td style="text-align: center;">2</td><td style="text-align: center;">1.7%</td><td style="text-align: center;">11.8%</td></tr> <tr><td>41</td><td style="text-align: center;">5</td><td style="text-align: center;">4.2%</td><td style="text-align: center;">10.1%</td></tr> <tr><td>40</td><td style="text-align: center;">4</td><td style="text-align: center;">3.4%</td><td style="text-align: center;">5.9%</td></tr> <tr><td>39</td><td style="text-align: center;">1</td><td style="text-align: center;">0.8%</td><td style="text-align: center;">2.5%</td></tr> <tr><td>38</td><td style="text-align: center;">2</td><td style="text-align: center;">1.7%</td><td style="text-align: center;">1.7%</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;">0.0%</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;">0.0%</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;">0.0%</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;">0.0%</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;">0.0%</td></tr> <tr><td>32</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>31</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>30</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>29</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>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>119</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	7	5.9%	100%	54	7	5.9%	94.1%	53	5	4.2%	88.2%	52	3	2.5%	84.0%	51	9	7.6%	81.5%	50	13	10.9%	73.9%	49	6	5.0%	63.0%	48	14	11.8%	58.0%	47	9	7.6%	46.2%	46	5	4.2%	38.7%	45	10	8.4%	34.5%	44	12	10.1%	26.1%	43	5	4.2%	16.0%	42	2	1.7%	11.8%	41	5	4.2%	10.1%	40	4	3.4%	5.9%	39	1	0.8%	2.5%	38	2	1.7%	1.7%	37	0	0.0%	0.0%	36	0	0.0%	0.0%	35	0	0.0%	0.0%	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>119</b>	<b>100.0</b>		<p>                     Posted Speed: 50                      85 % Speed: 52 (52.2)                      Average Speed: 47.6                      Average Daily Traffic: 14078                      Date of ADT: 7/27/2006                 </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 type="checkbox"/>                      Office <input type="checkbox"/>                      Industrial <input type="checkbox"/>                      Park or School (P, S, B) <input type="checkbox"/> </p> <p>                     Comments:                      Rural Street segment, new housing developments (South side) 300' from the roadway                 </p> <p><i>On Street Parking</i></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><i>Roadway Geometry</i></p> <p>                     Segment Length (feet) 14849                      Width 38                      Median None                      No. of Lanes 2 (1-E/B, 1-W/B)                 </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	7	5.9%	100%																																																																																																																																																																										
54	7	5.9%	94.1%																																																																																																																																																																										
53	5	4.2%	88.2%																																																																																																																																																																										
52	3	2.5%	84.0%																																																																																																																																																																										
51	9	7.6%	81.5%																																																																																																																																																																										
50	13	10.9%	73.9%																																																																																																																																																																										
49	6	5.0%	63.0%																																																																																																																																																																										
48	14	11.8%	58.0%																																																																																																																																																																										
47	9	7.6%	46.2%																																																																																																																																																																										
46	5	4.2%	38.7%																																																																																																																																																																										
45	10	8.4%	34.5%																																																																																																																																																																										
44	12	10.1%	26.1%																																																																																																																																																																										
43	5	4.2%	16.0%																																																																																																																																																																										
42	2	1.7%	11.8%																																																																																																																																																																										
41	5	4.2%	10.1%																																																																																																																																																																										
40	4	3.4%	5.9%																																																																																																																																																																										
39	1	0.8%	2.5%																																																																																																																																																																										
38	2	1.7%	1.7%																																																																																																																																																																										
37	0	0.0%	0.0%																																																																																																																																																																										
36	0	0.0%	0.0%																																																																																																																																																																										
35	0	0.0%	0.0%																																																																																																																																																																										
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>119</b>	<b>100.0</b>																																																																																																																																																																											
2005 Accidents = 0      Due to Speeding = 0 2006 Accidents = 1      Due to Speeding = 0																																																																																																																																																																													
<b>Certifying Engineer</b> Signature _____																																																																																																																																																																													

**Notes:**

Traffic signals @ East Commerce, Northborough, Natomas Bl and Sageview Dr.  
The average 85th percentile speed based on 2 measurements is 50.85 mph; see page no.181.5 for another speed survey. This speed zone should therefore be posted at 50 mph.

**Part (B): Re-Establishing Existing Speed Surveys**

<b>City of Sacramento</b>			
Engineering Survey for Speed Limits			
23RD AVENUE			
Speed Zone: FLORIN PERKINS ROAD to WAREHOUSE WAY (W)			
Survey Location: Florin Perkins Rd and Warehouse Wy			
Survey Date: 9/26/2006		Start Time: 13:00	End Time: 14:00
Expiration Date: 9/26/2013			
Weather: Clear			
Observer: LoAnna Hernandez		Radar Serial No. DS13639	
<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	1	1.1%	100.0
48	0	0.0%	98.9%
47	0	0.0%	98.9%
46	0	0.0%	98.9%
45	1	1.1%	98.9%
44	1	1.1%	97.7%
43	2	2.3%	96.6%
42	0	0.0%	94.3%
41	1	1.1%	94.3%
40	2	2.3%	93.2%
39	2	2.3%	90.9%
38	3	3.4%	88.6%
37	4	4.5%	85.2%
36	11	12.5%	80.7%
35	7	8.0%	68.2%
34	6	6.8%	60.2%
33	5	5.7%	53.4%
32	6	6.8%	47.7%
31	7	8.0%	40.9%
30	3	3.4%	33.0%
29	2	2.3%	29.5%
28	8	9.1%	27.3%
27	3	3.4%	18.2%
26	2	2.3%	14.8%
25	3	3.4%	12.5%
24	3	3.4%	9.1%
23	2	2.3%	5.7%
22	1	1.1%	3.4%
21	1	1.1%	2.3%
20	0	0.0%	1.1%
19	0	0.0%	1.1%
18	0	0.0%	1.1%
17	1	1.1%	1.1%
16	0	0.0%	0.0%
15 and below	0	0.0%	0.0%
<b>Total</b>	<b>88</b>	<b>100.0</b>	

<p>Posted Speed: 35 85 % Speed: 37 (37.0) Average Speed: 32.5 Average Daily Traffic: 4089 Date of ADT: 9/14/2006</p> <p><b><u>Roadside Conditions</u></b></p> <p><b><i>Predominant Land Use</i></b></p> <p>Single Family Residential <input type="checkbox"/> Multi-Family Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Office <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Park or School (P, S, B) <input type="checkbox"/> Comments:</p> <p><b><i>On Street Parking</i></b></p> <p>Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input checked="" type="checkbox"/> No Parking <input type="checkbox"/> Comments:</p> <p><b><i>Roadway Geometry</i></b></p> <p>Segment Length (feet) 2285 Width 42 Median None No. of Lanes 2 (1 E/B 1 W/B)</p> <p>Curves <input checked="" type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input type="checkbox"/> Visibility Fair</p>
--

2004	Accidents = 0	Due to Speeding = 0	
2005	Accidents = 1	Due to Speeding = 0	

<b>Certifying Engineer</b>
Signature _____

Notes:  
Signal @ Florin Perkins Rd

<b>City of Sacramento</b> Engineering Survey for Speed Limits 47TH AVENUE																																																																																																																																																																													
<b>Speed Zone: 24TH STREET to CITY LIMITS</b> <b>Survey Location: Ventura St and Otto Cir.</b> <b>Survey Date: 7/20/2006      Start Time: 9:00      End Time: 10:00</b> <b>Expiration Date: 7/20/2013</b> <b>Weather: Clear</b> <b>Observer: John Perez      Radar Serial No. DS 13639</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;">3</td><td style="text-align: center;">2.0%</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;">98.0%</td></tr> <tr><td>50</td><td style="text-align: center;">4</td><td style="text-align: center;">2.7%</td><td style="text-align: center;">98.0%</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;">95.2%</td></tr> <tr><td>48</td><td style="text-align: center;">6</td><td style="text-align: center;">4.1%</td><td style="text-align: center;">95.2%</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;">91.2%</td></tr> <tr><td>46</td><td style="text-align: center;">8</td><td style="text-align: center;">5.4%</td><td style="text-align: center;">91.2%</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;">85.7%</td></tr> <tr><td>44</td><td style="text-align: center;">14</td><td style="text-align: center;">9.5%</td><td style="text-align: center;">85.7%</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;">76.2%</td></tr> <tr><td>42</td><td style="text-align: center;">18</td><td style="text-align: center;">12.2%</td><td style="text-align: center;">76.2%</td></tr> <tr><td>41</td><td style="text-align: center;">12</td><td style="text-align: center;">8.2%</td><td style="text-align: center;">63.9%</td></tr> <tr><td>40</td><td style="text-align: center;">10</td><td style="text-align: center;">6.8%</td><td style="text-align: center;">55.8%</td></tr> <tr><td>39</td><td style="text-align: center;">20</td><td style="text-align: center;">13.6%</td><td style="text-align: center;">49.0%</td></tr> <tr><td>38</td><td style="text-align: center;">16</td><td style="text-align: center;">10.9%</td><td style="text-align: center;">35.4%</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;">24.5%</td></tr> <tr><td>36</td><td style="text-align: center;">17</td><td style="text-align: center;">11.6%</td><td style="text-align: center;">24.5%</td></tr> <tr><td>35</td><td style="text-align: center;">3</td><td style="text-align: center;">2.0%</td><td style="text-align: center;">12.9%</td></tr> <tr><td>34</td><td style="text-align: center;">5</td><td style="text-align: center;">3.4%</td><td style="text-align: center;">10.9%</td></tr> <tr><td>33</td><td style="text-align: center;">4</td><td style="text-align: center;">2.7%</td><td style="text-align: center;">7.5%</td></tr> <tr><td>32</td><td style="text-align: center;">2</td><td style="text-align: center;">1.4%</td><td style="text-align: center;">4.8%</td></tr> <tr><td>31</td><td style="text-align: center;">1</td><td style="text-align: center;">0.7%</td><td style="text-align: center;">3.4%</td></tr> <tr><td>30</td><td style="text-align: center;">1</td><td style="text-align: center;">0.7%</td><td style="text-align: center;">2.7%</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;">2.0%</td></tr> <tr><td>28</td><td style="text-align: center;">1</td><td style="text-align: center;">0.7%</td><td style="text-align: center;">2.0%</td></tr> <tr><td>27</td><td style="text-align: center;">2</td><td style="text-align: center;">1.4%</td><td style="text-align: center;">1.4%</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>147</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	3	2.0%	100.0	51	0	0.0%	98.0%	50	4	2.7%	98.0%	49	0	0.0%	95.2%	48	6	4.1%	95.2%	47	0	0.0%	91.2%	46	8	5.4%	91.2%	45	0	0.0%	85.7%	44	14	9.5%	85.7%	43	0	0.0%	76.2%	42	18	12.2%	76.2%	41	12	8.2%	63.9%	40	10	6.8%	55.8%	39	20	13.6%	49.0%	38	16	10.9%	35.4%	37	0	0.0%	24.5%	36	17	11.6%	24.5%	35	3	2.0%	12.9%	34	5	3.4%	10.9%	33	4	2.7%	7.5%	32	2	1.4%	4.8%	31	1	0.7%	3.4%	30	1	0.7%	2.7%	29	0	0.0%	2.0%	28	1	0.7%	2.0%	27	2	1.4%	1.4%	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>147</b>	<b>100.0</b>		<p> <b>Posted Speed: 40</b>  <b>85 % Speed: 44 (43.9)</b>  <b>Average Speed: 40.1</b>  <b>Average Daily Traffic: 17045</b>  <b>Date of ADT: 9/14/2006</b> </p> <p> <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 checked="" type="checkbox"/>                      Office <input type="checkbox"/>                      Industrial <input type="checkbox"/>                      Park or School (P, S, B) <input type="checkbox"/>                      Comments:                 </p> <p> <b><i>On Street Parking</i></b>                      Heavy <input type="checkbox"/>                      Moderate <input type="checkbox"/>                      Light <input type="checkbox"/>                      No Parking <input checked="" type="checkbox"/>                      Comments:                 </p> <p> <b><i>Roadway Geometry</i></b>                      Segment Length (feet) 2300                      Width 63                      Median Two Way Left Turn                      No. of Lanes 4 (2 E/B, 2 W/B)                      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%																																																																																																																																																																										
54	0	0.0%	100.0																																																																																																																																																																										
53	0	0.0%	100.0																																																																																																																																																																										
52	3	2.0%	100.0																																																																																																																																																																										
51	0	0.0%	98.0%																																																																																																																																																																										
50	4	2.7%	98.0%																																																																																																																																																																										
49	0	0.0%	95.2%																																																																																																																																																																										
48	6	4.1%	95.2%																																																																																																																																																																										
47	0	0.0%	91.2%																																																																																																																																																																										
46	8	5.4%	91.2%																																																																																																																																																																										
45	0	0.0%	85.7%																																																																																																																																																																										
44	14	9.5%	85.7%																																																																																																																																																																										
43	0	0.0%	76.2%																																																																																																																																																																										
42	18	12.2%	76.2%																																																																																																																																																																										
41	12	8.2%	63.9%																																																																																																																																																																										
40	10	6.8%	55.8%																																																																																																																																																																										
39	20	13.6%	49.0%																																																																																																																																																																										
38	16	10.9%	35.4%																																																																																																																																																																										
37	0	0.0%	24.5%																																																																																																																																																																										
36	17	11.6%	24.5%																																																																																																																																																																										
35	3	2.0%	12.9%																																																																																																																																																																										
34	5	3.4%	10.9%																																																																																																																																																																										
33	4	2.7%	7.5%																																																																																																																																																																										
32	2	1.4%	4.8%																																																																																																																																																																										
31	1	0.7%	3.4%																																																																																																																																																																										
30	1	0.7%	2.7%																																																																																																																																																																										
29	0	0.0%	2.0%																																																																																																																																																																										
28	1	0.7%	2.0%																																																																																																																																																																										
27	2	1.4%	1.4%																																																																																																																																																																										
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>147</b>	<b>100.0</b>																																																																																																																																																																											
<table style="width: 100%;"> <tr> <td style="width: 15%;">2004</td> <td style="width: 35%;">Accidents = 8</td> <td style="width: 35%;">Due to Speeding = 4</td> <td style="width: 15%;"></td> </tr> <tr> <td>2005</td> <td>Accidents = 8</td> <td>Due to Speeding = 0</td> <td></td> </tr> </table>				2004	Accidents = 8	Due to Speeding = 4		2005	Accidents = 8	Due to Speeding = 0																																																																																																																																																																			
2004	Accidents = 8	Due to Speeding = 4																																																																																																																																																																											
2005	Accidents = 8	Due to Speeding = 0																																																																																																																																																																											
<p> <b>Certifying Engineer</b>                      Signature _____                 </p>																																																																																																																																																																													

**Notes:**

Signals @ 24th St, Woodbine Ave, Otto Cir., RR Crossing @ City Limits.  
 This roadway is characterized by presence of pedestrians due to Airport Little League Park, & light rail station east of 27th St/Otto Cir. Ped crossing near Airport Little League Park is uncontrolled. There are no on-street bike lanes. Considering ped & bike safety, & adjacent speed zone (40 mph to the east), this roadway should be posted at 40 mph.

City of Sacramento Engineering Survey for Speed Limits ALTA VALLEY DR																																																																																																																							
Speed Zone: MACK RD to BRUCEVILLE RD																																																																																																																							
Survey Location: MACK RD and BRUCEVILLE RD																																																																																																																							
Survey Date: 4/26/2006		Start Time: 13:00	End Time: 14:00																																																																																																																				
Expiration Date: 4/26/2013																																																																																																																							
Weather: Dry & Clear																																																																																																																							
Observer: Cindy Bates		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	1	0.5%	100.0																																																																																																																				
43	0	0.0%	99.5%																																																																																																																				
42	0	0.0%	99.5%																																																																																																																				
41	1	0.5%	99.5%																																																																																																																				
40	4	2.2%	98.9%																																																																																																																				
39	7	3.8%	96.7%																																																																																																																				
38	3	1.6%	92.9%																																																																																																																				
37	6	3.3%	91.3%																																																																																																																				
36	12	6.5%	88.0%																																																																																																																				
35	22	12.0%	81.5%																																																																																																																				
34	19	10.3%	69.6%																																																																																																																				
33	17	9.2%	59.2%																																																																																																																				
32	25	13.6%	50.0%																																																																																																																				
31	19	10.3%	36.4%																																																																																																																				
30	21	11.4%	26.1%																																																																																																																				
29	6	3.3%	14.7%																																																																																																																				
28	1	0.5%	11.4%																																																																																																																				
27	10	5.4%	10.9%																																																																																																																				
26	2	1.1%	5.4%																																																																																																																				
25	4	2.2%	4.3%																																																																																																																				
24	1	0.5%	2.2%																																																																																																																				
23	3	1.6%	1.6%																																																																																																																				
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>184</b>	<b>100.0</b>																																																																																																																					
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2004</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>2005</td> <td>Accidents = 2</td> <td>Due to Speeding = 0</td> <td></td> </tr> </table>				2004	Accidents = 3	Due to Speeding = 0		2005	Accidents = 2	Due to Speeding = 0																																																																																																													
2004	Accidents = 3	Due to Speeding = 0																																																																																																																					
2005	Accidents = 2	Due to Speeding = 0																																																																																																																					
<table style="width: 100%; border: none;"> <tr> <td colspan="2"><b>Certifying Engineer</b></td> <td colspan="2"></td> </tr> <tr> <td colspan="2">Signature _____</td> <td colspan="2"></td> </tr> </table>				<b>Certifying Engineer</b>				Signature _____																																																																																																															
<b>Certifying Engineer</b>																																																																																																																							
Signature _____																																																																																																																							
<table style="width: 100%; border: none;"> <tr> <td colspan="2"><b>Posted Speed: 30</b></td> <td colspan="2"></td> </tr> <tr> <td colspan="2"><b>85 % Speed: 36 (35.5)</b></td> <td colspan="2"></td> </tr> <tr> <td colspan="2"><b>Average Speed: 32.6</b></td> <td colspan="2"></td> </tr> <tr> <td colspan="2"><b>Average Daily Traffic: 14128</b></td> <td colspan="2"></td> </tr> <tr> <td colspan="2"><b>Date of ADT: 7/27/2006</b></td> <td colspan="2"></td> </tr> <tr> <td colspan="4"><b>Roadside Conditions</b></td> </tr> <tr> <td colspan="4"><i>Predominant Land Use</i></td> </tr> <tr> <td>Single Family Residential</td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Multi-Family Residential</td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Commercial</td> <td></td> <td><input checked="" type="checkbox"/></td> <td></td> </tr> <tr> <td>Office</td> <td></td> <td><input checked="" type="checkbox"/></td> <td></td> </tr> <tr> <td>Industrial</td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">Comments:</td> </tr> <tr> <td colspan="4"><b>On Street Parking</b></td> </tr> <tr> <td>Heavy</td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Moderate</td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Light</td> <td></td> <td><input checked="" type="checkbox"/></td> <td></td> </tr> <tr> <td>No Parking</td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td colspan="4">Comments:</td> </tr> <tr> <td colspan="4"><b>Roadway Geometry</b></td> </tr> <tr> <td>Segment Length (feet)</td> <td>1030</td> <td></td> <td></td> </tr> <tr> <td>Width</td> <td>86</td> <td></td> <td></td> </tr> <tr> <td>Median Raised</td> <td></td> <td></td> <td></td> </tr> <tr> <td>No. of Lanes</td> <td>4 (2S/B, 2N/B)</td> <td></td> <td></td> </tr> <tr> <td>Curves</td> <td></td> <td><input checked="" type="checkbox"/></td> <td></td> </tr> <tr> <td>Straightaway</td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Bike Lanes</td> <td></td> <td><input type="checkbox"/></td> <td></td> </tr> <tr> <td>Visibility</td> <td>Good</td> <td></td> <td></td> </tr> </table>				<b>Posted Speed: 30</b>				<b>85 % Speed: 36 (35.5)</b>				<b>Average Speed: 32.6</b>				<b>Average Daily Traffic: 14128</b>				<b>Date of ADT: 7/27/2006</b>				<b>Roadside Conditions</b>				<i>Predominant Land Use</i>				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)				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)	1030			Width	86			Median Raised				No. of Lanes	4 (2S/B, 2N/B)			Curves		<input checked="" type="checkbox"/>		Straightaway		<input type="checkbox"/>		Bike Lanes		<input type="checkbox"/>		Visibility	Good		
<b>Posted Speed: 30</b>																																																																																																																							
<b>85 % Speed: 36 (35.5)</b>																																																																																																																							
<b>Average Speed: 32.6</b>																																																																																																																							
<b>Average Daily Traffic: 14128</b>																																																																																																																							
<b>Date of ADT: 7/27/2006</b>																																																																																																																							
<b>Roadside Conditions</b>																																																																																																																							
<i>Predominant Land Use</i>																																																																																																																							
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)																																																																																																																							
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)	1030																																																																																																																						
Width	86																																																																																																																						
Median Raised																																																																																																																							
No. of Lanes	4 (2S/B, 2N/B)																																																																																																																						
Curves		<input checked="" type="checkbox"/>																																																																																																																					
Straightaway		<input type="checkbox"/>																																																																																																																					
Bike Lanes		<input type="checkbox"/>																																																																																																																					
Visibility	Good																																																																																																																						

**Notes:**

Signals at Mack Rd, Bruceville Rd. Yield @ Hwy 99 S/B off ramp (Mack Rd). Considering the curved roadway alignment, a speed limit of 30 mph is recommended.

City of Sacramento Engineering Survey for Speed Limits AMHERST STREET																																
Speed Zone: FLORIN ROAD to MEADOWVIEW ROAD																																
Survey Location: 66th Ave and 68th Ave																																
Survey Date: 8/4/2006		Start Time: 14:30	End Time: 15:30																													
Expiration Date: 8/4/2013																																
Weather: Clear																																
Observer: John Perez		Radar Serial No. DS 13639																														
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	0	0.0%	100.0																													
31	1	0.6%	100.0																													
30	0	0.0%	99.4%																													
29	0	0.0%	99.4%																													
28	11	7.0%	99.4%																													
27	13	8.2%	92.4%																													
26	15	9.5%	84.2%																													
25	11	7.0%	74.7%																													
24	18	11.4%	67.7%																													
23	17	10.8%	56.3%																													
22	13	8.2%	45.6%																													
21	10	6.3%	37.3%																													
20	15	9.5%	31.0%																													
19	11	7.0%	21.5%																													
18	17	10.8%	14.6%																													
17	0	0.0%	3.8%																													
16	5	3.2%	3.8%																													
15 and below	1	0.6%	0.6%																													
<b>Total</b>	<b>158</b>	<b>100.0</b>																														
2004	Accidents = 12	Due to Speeding = 2																														
2005	Accidents = 13	Due to Speeding = 5																														
<b>Certifying Engineer</b>																																
Signature _____																																
<table style="width: 100%;"> <tr> <td>Posted Speed: 30</td> </tr> <tr> <td>85 % Speed: 26 (26.1)</td> </tr> <tr> <td>Average Speed: 22.7</td> </tr> <tr> <td>Average Daily Traffic: 2164</td> </tr> <tr> <td>Date of ADT: 9/13/2006</td> </tr> <tr> <td><b>Roadside Conditions</b></td> </tr> <tr> <td><i>Predominant Land Use</i></td> </tr> <tr> <td>Single Family Residential <input checked="" type="checkbox"/></td> </tr> <tr> <td>Multi-Family Residential <input type="checkbox"/></td> </tr> <tr> <td>Commercial <input type="checkbox"/></td> </tr> <tr> <td>Office <input type="checkbox"/></td> </tr> <tr> <td>Industrial <input type="checkbox"/></td> </tr> <tr> <td>Park or School (P, S, B)</td> </tr> <tr> <td>Comments:</td> </tr> <tr> <td><i>On Street Parking</i></td> </tr> <tr> <td>Heavy <input type="checkbox"/></td> </tr> <tr> <td>Moderate <input type="checkbox"/></td> </tr> <tr> <td>Light <input checked="" type="checkbox"/></td> </tr> <tr> <td>No Parking <input type="checkbox"/></td> </tr> <tr> <td>Comments:</td> </tr> <tr> <td><i>Roadway Geometry</i></td> </tr> <tr> <td>Segment Length (feet) 5808</td> </tr> <tr> <td>Width 3947</td> </tr> <tr> <td>Median Double Yellow</td> </tr> <tr> <td>No. of Lanes 2 (1 N/B 1 S/B)</td> </tr> <tr> <td>Curves <input checked="" type="checkbox"/></td> </tr> <tr> <td>Straightaway <input type="checkbox"/></td> </tr> <tr> <td>Bike Lanes <input type="checkbox"/></td> </tr> <tr> <td>Visibility Poor</td> </tr> </table>				Posted Speed: 30	85 % Speed: 26 (26.1)	Average Speed: 22.7	Average Daily Traffic: 2164	Date of ADT: 9/13/2006	<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)	Comments:	<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) 5808	Width 3947	Median Double Yellow	No. of Lanes 2 (1 N/B 1 S/B)	Curves <input checked="" type="checkbox"/>	Straightaway <input type="checkbox"/>	Bike Lanes <input type="checkbox"/>	Visibility Poor
Posted Speed: 30																																
85 % Speed: 26 (26.1)																																
Average Speed: 22.7																																
Average Daily Traffic: 2164																																
Date of ADT: 9/13/2006																																
<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)																																
Comments:																																
<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) 5808																																
Width 3947																																
Median Double Yellow																																
No. of Lanes 2 (1 N/B 1 S/B)																																
Curves <input checked="" type="checkbox"/>																																
Straightaway <input type="checkbox"/>																																
Bike Lanes <input type="checkbox"/>																																
Visibility Poor																																

**Notes:**

Signals @ Florin Rd and Meadowview Rd. Undulations between 63rd/64th Ave, 66th/68th Ave. Carella Dr/ 69th Ave. Bowen Cir (n-leg) / Handy Wy and between Glidden Ave/ Meadowview.  
The average 85th percentile speed based on 2 measurements is 28 mph; please see page no. 78 for another speed survey. Therefore, this roadway should be posted at 30 mph.

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>AMHERST STREET</b>			
<b>Speed Zone: FLORIN ROAD to MEADOWVIEW ROAD</b> <b>Survey Location: Carelia Dr. and 69th Ave.</b> <b>Survey Date: 8/4/2006      Start Time: 13:30      End Time: 14:30</b> <b>Expiration Date: 8/4/2013</b> <b>Weather: Clear</b> <b>Observer: John Perez</b>			
			<b>Radar Serial No. DS 13639</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	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	0.7%	100.0
37	0	0.0%	99.3%
36	0	0.0%	99.3%
35	0	0.0%	99.3%
34	0	0.0%	99.3%
33	5	3.4%	99.3%
32	5	3.4%	95.9%
31	10	6.8%	92.5%
30	15	10.2%	85.7%
29	5	3.4%	75.5%
28	15	10.2%	72.1%
27	15	10.2%	61.9%
26	15	10.2%	51.7%
25	16	10.9%	41.5%
24	13	8.8%	30.6%
23	11	7.5%	21.8%
22	11	7.5%	14.3%
21	10	6.8%	6.8%
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>147</b>	<b>100.0</b>	
2004 Accidents = 12      Due to Speeding = 2 2005 Accidents = 13      Due to Speeding = 5			
<b>Certifying Engineer</b> Signature _____			

**Posted Speed: 30**  
**85 % Speed: 30 (29.9)**  
**Average Speed: 26.5**  
**Average Daily Traffic: 1543**  
**Date of ADT: 9/13/2006**

**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) 5808  
 Width 3947  
 Median Double Yellow  
 No. of Lanes 2 (1/N/B, 1 S/B)  
 Curves   
 Straightaway   
 Bike Lanes   
 Visibility Fair

**Notes:**

Signals @ Florin, Meadowview. undulations 63rd/64th Ave, 66th/68th Ave, Carelia/69th Ave, Bowin Cir. (N-leg)/Handy Wy and Gliden Ave/Meadowview. Refer to folder for proposed posted limit.

The average 85th percentile speed based on 2 measurements is 28 mph; please see page no. 77 for another speed survey. Therefore, this roadway should be posted at 30 mph.

City of Sacramento Engineering Survey for Speed Limits CHALLENGE WAY								
Speed Zone: ARDEN WAY to EXPOSITION BLVD								
Survey Location: Response Rd. Arden Wy								
Survey Date: 4/28/2006		Start Time: 8:30	End Time: 9:30					
Expiration Date: 4/18/2013								
Weather: Dry & Clear								
Observer: Jon Fitzpatrick		Radar Serial No. DS 13639						
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	4	2.9%	100.0					
41	2	1.5%	97.1%					
40	0	0.0%	95.6%					
39	0	0.0%	95.6%					
38	4	2.9%	95.6%					
37	4	2.9%	92.6%					
36	7	5.1%	89.7%					
35	4	2.9%	84.6%					
34	11	8.1%	81.6%					
33	9	6.6%	73.5%					
32	11	8.1%	66.9%					
31	14	10.3%	58.8%					
30	14	10.3%	48.5%					
29	13	9.6%	38.2%					
28	10	7.4%	28.7%					
27	7	5.1%	21.3%					
26	11	8.1%	16.2%					
25	6	4.4%	8.1%					
24	3	2.2%	3.7%					
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>136</b>	<b>100.0</b>						
<table style="width: 100%;"> <tr> <td>Posted Speed: 30</td> </tr> <tr> <td>85 % Speed: 35 (35.1)</td> </tr> <tr> <td>Average Speed: 31.0</td> </tr> <tr> <td>Average Daily Traffic: 7009</td> </tr> <tr> <td>Date of ADT: 7/27/2006</td> </tr> </table>				Posted Speed: 30	85 % Speed: 35 (35.1)	Average Speed: 31.0	Average Daily Traffic: 7009	Date of ADT: 7/27/2006
Posted Speed: 30								
85 % Speed: 35 (35.1)								
Average Speed: 31.0								
Average Daily Traffic: 7009								
Date of ADT: 7/27/2006								
<p style="text-align: center;"><b><u>Roadside Conditions</u></b></p> <p style="text-align: center;"><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 type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B)</p> <p>Comments:</p>								
<p style="text-align: center;"><b><u>On Street Parking</u></b></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:</p>								
<p style="text-align: center;"><b><u>Roadway Geometry</u></b></p> <p>Segment Length (feet) 1475</p> <p>Width 75</p> <p>Median Double Yellow</p> <p>No. of Lanes 4 (2 N/B, 2 S/B)</p> <p>Curves <input checked="" type="checkbox"/></p> <p>Straightaway <input type="checkbox"/></p> <p>Bike Lanes <input type="checkbox"/></p> <p>Visibility Fair</p>								
<table style="width: 100%;"> <tr> <td>2004 Accidents = 1</td> <td>Due to Speeding = 0</td> </tr> <tr> <td>2005 Accidents = 5</td> <td>Due to Speeding = 0</td> </tr> </table>				2004 Accidents = 1	Due to Speeding = 0	2005 Accidents = 5	Due to Speeding = 0	
2004 Accidents = 1	Due to Speeding = 0							
2005 Accidents = 5	Due to Speeding = 0							
<p><b>Certifying Engineer</b></p> <p>Signature _____</p>								

Notes:  
Signals @Arden Wy, Response Wy, Exposition Blvd.  
Considering the curved roadway alignment, this street should be posted at 30 mph.

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>DEL PASO BLVD</b>																																																																																																																																																																																	
<b>Speed Zone: MARYSVILLE BLVD to EL CAMINO AVE</b> Survey Location: Helena Avenue and Glenrose Avenue Survey Date: 7/19/2007      Start Time: 10:00      End Time: 10:30 Expiration Date: 7/19/2014 Weather: clear Observer: LoAnna Hernandez      Radar Serial No. AD1232																																																																																																																																																																																	
<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;">0</td><td style="text-align: center;">0.0%</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;">99.1%</td></tr> <tr><td>43</td><td style="text-align: center;">5</td><td style="text-align: center;">4.6%</td><td style="text-align: center;">98.2%</td></tr> <tr><td>42</td><td style="text-align: center;">5</td><td style="text-align: center;">4.6%</td><td style="text-align: center;">93.6%</td></tr> <tr><td>41</td><td style="text-align: center;">8</td><td style="text-align: center;">7.3%</td><td style="text-align: center;">89.0%</td></tr> <tr><td>40</td><td style="text-align: center;">8</td><td style="text-align: center;">7.3%</td><td style="text-align: center;">81.7%</td></tr> <tr><td>39</td><td style="text-align: center;">9</td><td style="text-align: center;">8.3%</td><td style="text-align: center;">74.3%</td></tr> <tr><td>38</td><td style="text-align: center;">14</td><td style="text-align: center;">12.8%</td><td style="text-align: center;">66.1%</td></tr> <tr><td>37</td><td style="text-align: center;">7</td><td style="text-align: center;">6.4%</td><td style="text-align: center;">53.2%</td></tr> <tr><td>36</td><td style="text-align: center;">14</td><td style="text-align: center;">12.8%</td><td style="text-align: center;">46.8%</td></tr> <tr><td>35</td><td style="text-align: center;">12</td><td style="text-align: center;">11.0%</td><td style="text-align: center;">33.9%</td></tr> <tr><td>34</td><td style="text-align: center;">6</td><td style="text-align: center;">5.5%</td><td style="text-align: center;">22.9%</td></tr> <tr><td>33</td><td style="text-align: center;">6</td><td style="text-align: center;">5.5%</td><td style="text-align: center;">17.4%</td></tr> <tr><td>32</td><td style="text-align: center;">8</td><td style="text-align: center;">7.3%</td><td style="text-align: center;">11.9%</td></tr> <tr><td>31</td><td style="text-align: center;">2</td><td style="text-align: center;">1.8%</td><td style="text-align: center;">4.6%</td></tr> <tr><td>30</td><td style="text-align: center;">3</td><td style="text-align: center;">2.8%</td><td style="text-align: center;">2.8%</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;">0.0%</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>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	0	0.0%	99.1%	44	1	0.9%	99.1%	43	5	4.6%	98.2%	42	5	4.6%	93.6%	41	8	7.3%	89.0%	40	8	7.3%	81.7%	39	9	8.3%	74.3%	38	14	12.8%	66.1%	37	7	6.4%	53.2%	36	14	12.8%	46.8%	35	12	11.0%	33.9%	34	6	5.5%	22.9%	33	6	5.5%	17.4%	32	8	7.3%	11.9%	31	2	1.8%	4.6%	30	3	2.8%	2.8%	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> <b>Posted Speed: 35</b>  <b>85 % Speed: 40 (40.5)</b>  <b>Average Speed: 37.1</b>  <b>Average Daily Traffic: 12832</b>  <b>Date of ADT: 1/26/2005</b> </td> </tr> <tr> <td> <p style="text-align: center;"><b><u>Roadside Conditions</u></b></p> <p style="text-align: center;"><b><i>Predominant Land Use</i></b></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:                 </td> </tr> <tr> <td> <p style="text-align: center;"><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:                 </td> </tr> <tr> <td> <p style="text-align: center;"><b><i>Roadway Geometry</i></b></p>                     Segment Length (feet) 3900                      Width 85                      Median two Way Left Turn                      No. of Lanes 4(2 NB, 2 SB)                      Curves    <input type="checkbox"/>                      Straightaway    <input checked="" type="checkbox"/>                      Bike Lanes    <input type="checkbox"/>                      Visibility good                 </td> </tr> </table>	<b>Posted Speed: 35</b> <b>85 % Speed: 40 (40.5)</b> <b>Average Speed: 37.1</b> <b>Average Daily Traffic: 12832</b> <b>Date of ADT: 1/26/2005</b>	<p style="text-align: center;"><b><u>Roadside Conditions</u></b></p> <p style="text-align: center;"><b><i>Predominant Land Use</i></b></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 style="text-align: center;"><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 style="text-align: center;"><b><i>Roadway Geometry</i></b></p> Segment Length (feet) 3900 Width 85 Median two Way Left Turn No. of Lanes 4(2 NB, 2 SB) 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	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	1	0.9%	99.1%																																																																																																																																																																														
43	5	4.6%	98.2%																																																																																																																																																																														
42	5	4.6%	93.6%																																																																																																																																																																														
41	8	7.3%	89.0%																																																																																																																																																																														
40	8	7.3%	81.7%																																																																																																																																																																														
39	9	8.3%	74.3%																																																																																																																																																																														
38	14	12.8%	66.1%																																																																																																																																																																														
37	7	6.4%	53.2%																																																																																																																																																																														
36	14	12.8%	46.8%																																																																																																																																																																														
35	12	11.0%	33.9%																																																																																																																																																																														
34	6	5.5%	22.9%																																																																																																																																																																														
33	6	5.5%	17.4%																																																																																																																																																																														
32	8	7.3%	11.9%																																																																																																																																																																														
31	2	1.8%	4.6%																																																																																																																																																																														
30	3	2.8%	2.8%																																																																																																																																																																														
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>																																																																																																																																																																															
<b>Posted Speed: 35</b> <b>85 % Speed: 40 (40.5)</b> <b>Average Speed: 37.1</b> <b>Average Daily Traffic: 12832</b> <b>Date of ADT: 1/26/2005</b>																																																																																																																																																																																	
<p style="text-align: center;"><b><u>Roadside Conditions</u></b></p> <p style="text-align: center;"><b><i>Predominant Land Use</i></b></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 style="text-align: center;"><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 style="text-align: center;"><b><i>Roadway Geometry</i></b></p> Segment Length (feet) 3900 Width 85 Median two Way Left Turn No. of Lanes 4(2 NB, 2 SB) Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input type="checkbox"/> Visibility good																																																																																																																																																																																	
<table style="width: 100%;"> <tr> <td>2005</td> <td>Accidents = 9</td> <td>Due to Speeding = 2</td> </tr> <tr> <td>2006</td> <td>Accidents = 2</td> <td>Due to Speeding = 0</td> </tr> </table>	2005	Accidents = 9	Due to Speeding = 2	2006	Accidents = 2	Due to Speeding = 0																																																																																																																																																																											
2005	Accidents = 9	Due to Speeding = 2																																																																																																																																																																															
2006	Accidents = 2	Due to Speeding = 0																																																																																																																																																																															
<b>Certifying Engineer</b> Signature _____																																																																																																																																																																																	

**Notes:**  
 Signals @ Marysville Blvd, Eleanor Ave, Evergreen St and El Camino Ave.  
 This roadway is characterized by pedestrian activity for many portions, and has uncontrolled crossings at the intersections with Plaza Av, Boxwood St., and Helena Av. Considering the pedestrian safety, and adjacent speed zones on either side (30 mph to the south and 35 mph to the north) this roadway should be posted at 35 mph.

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>MEADOWVIEW ROAD</b>																																																																																																																																																																																					
<b>Speed Zone: FREEPOR BLVD to BROOKFIELD DRIVE</b> <b>Survey Location: Amherst Street and Red Willow Street</b> <b>Survey Date: 9/27/2006      Start Time: 13:55      End Time: 14:30</b> <b>Expiration Date: 9/27/2013</b> <b>Weather: Clear      Observer: John Perez      Radar Serial No. DS 13825</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;">1</td><td style="text-align: center;">0.9%</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;">99.1%</td></tr> <tr><td>52</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>51</td><td style="text-align: center;">6</td><td style="text-align: center;">5.5%</td><td style="text-align: center;">97.2%</td></tr> <tr><td>50</td><td style="text-align: center;">6</td><td style="text-align: center;">5.5%</td><td style="text-align: center;">91.7%</td></tr> <tr><td>49</td><td style="text-align: center;">5</td><td style="text-align: center;">4.6%</td><td style="text-align: center;">86.2%</td></tr> <tr><td>48</td><td style="text-align: center;">9</td><td style="text-align: center;">8.3%</td><td style="text-align: center;">81.7%</td></tr> <tr><td>47</td><td style="text-align: center;">9</td><td style="text-align: center;">8.3%</td><td style="text-align: center;">73.4%</td></tr> <tr><td>46</td><td style="text-align: center;">10</td><td style="text-align: center;">9.2%</td><td style="text-align: center;">65.1%</td></tr> <tr><td>45</td><td style="text-align: center;">12</td><td style="text-align: center;">11.0%</td><td style="text-align: center;">56.0%</td></tr> <tr><td>44</td><td style="text-align: center;">7</td><td style="text-align: center;">6.4%</td><td style="text-align: center;">45.0%</td></tr> <tr><td>43</td><td style="text-align: center;">11</td><td style="text-align: center;">10.1%</td><td style="text-align: center;">38.5%</td></tr> <tr><td>42</td><td style="text-align: center;">8</td><td style="text-align: center;">7.3%</td><td style="text-align: center;">28.4%</td></tr> <tr><td>41</td><td style="text-align: center;">7</td><td style="text-align: center;">6.4%</td><td style="text-align: center;">21.1%</td></tr> <tr><td>40</td><td style="text-align: center;">4</td><td style="text-align: center;">3.7%</td><td style="text-align: center;">14.7%</td></tr> <tr><td>39</td><td style="text-align: center;">2</td><td style="text-align: center;">1.8%</td><td style="text-align: center;">11.0%</td></tr> <tr><td>38</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">9.2%</td></tr> <tr><td>37</td><td style="text-align: center;">3</td><td style="text-align: center;">2.8%</td><td style="text-align: center;">8.3%</td></tr> <tr><td>36</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">5.5%</td></tr> <tr><td>35</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">4.6%</td></tr> <tr><td>34</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">3.7%</td></tr> <tr><td>33</td><td style="text-align: center;">1</td><td style="text-align: center;">0.9%</td><td style="text-align: center;">2.8%</td></tr> <tr><td>32</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>31</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>30</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>29</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>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>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	1	0.9%	100.0	53	0	0.0%	99.1%	52	2	1.8%	99.1%	51	6	5.5%	97.2%	50	6	5.5%	91.7%	49	5	4.6%	86.2%	48	9	8.3%	81.7%	47	9	8.3%	73.4%	46	10	9.2%	65.1%	45	12	11.0%	56.0%	44	7	6.4%	45.0%	43	11	10.1%	38.5%	42	8	7.3%	28.4%	41	7	6.4%	21.1%	40	4	3.7%	14.7%	39	2	1.8%	11.0%	38	1	0.9%	9.2%	37	3	2.8%	8.3%	36	1	0.9%	5.5%	35	1	0.9%	4.6%	34	1	0.9%	3.7%	33	1	0.9%	2.8%	32	2	1.8%	1.8%	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 border="1" style="width:100%; border-collapse: collapse;"> <tr> <td> <b>Posted Speed: 40</b>  <b>85 % Speed: 49 (48.7)</b>  <b>Average Speed: 44.6</b>  <b>Average Daily Traffic: 22332</b>  <b>Date of ADT: 9/13/2006</b> </td> </tr> <tr> <td> <p style="text-align: center;"><b><u>Roadside Conditions</u></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 type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) <input type="checkbox"/> S</p> <p>Comments: Freeport Elem. @ 21st St. Community Center at 24th St.</p> <p style="text-align: center;"><b><u>On Street Parking</u></b></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 style="text-align: center;"><b><u>Roadway Geometry</u></b></p> <p>Segment Length (feet) 12100                      Width 6487                      Median see notes                      No. of Lanes 2-E/B, 2-W/B</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input type="checkbox"/></p> <p>Visibility Good</p> </td> </tr> <tr> <td> <table style="width:100%;"> <tr> <td style="width: 30%;">2004 Accidents = 66</td> <td style="width: 30%;">Due to Speeding = 31</td> </tr> <tr> <td>2005 Accidents = 68</td> <td>Due to Speeding = 29</td> </tr> </table> </td> </tr> <tr> <td> <p><b>Certifying Engineer</b> Signature _____</p> </td> </tr> </table>	<b>Posted Speed: 40</b> <b>85 % Speed: 49 (48.7)</b> <b>Average Speed: 44.6</b> <b>Average Daily Traffic: 22332</b> <b>Date of ADT: 9/13/2006</b>	<p style="text-align: center;"><b><u>Roadside Conditions</u></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 type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) <input type="checkbox"/> S</p> <p>Comments: Freeport Elem. @ 21st St. Community Center at 24th St.</p> <p style="text-align: center;"><b><u>On Street Parking</u></b></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 style="text-align: center;"><b><u>Roadway Geometry</u></b></p> <p>Segment Length (feet) 12100                      Width 6487                      Median see notes                      No. of Lanes 2-E/B, 2-W/B</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input type="checkbox"/></p> <p>Visibility Good</p>	<table style="width:100%;"> <tr> <td style="width: 30%;">2004 Accidents = 66</td> <td style="width: 30%;">Due to Speeding = 31</td> </tr> <tr> <td>2005 Accidents = 68</td> <td>Due to Speeding = 29</td> </tr> </table>	2004 Accidents = 66	Due to Speeding = 31	2005 Accidents = 68	Due to Speeding = 29	<p><b>Certifying Engineer</b> Signature _____</p>
Speed of Vehicle (MPH)	No.	%	SUM %																																																																																																																																																																																		
55 and over	0	0.0%	100%																																																																																																																																																																																		
54	1	0.9%	100.0																																																																																																																																																																																		
53	0	0.0%	99.1%																																																																																																																																																																																		
52	2	1.8%	99.1%																																																																																																																																																																																		
51	6	5.5%	97.2%																																																																																																																																																																																		
50	6	5.5%	91.7%																																																																																																																																																																																		
49	5	4.6%	86.2%																																																																																																																																																																																		
48	9	8.3%	81.7%																																																																																																																																																																																		
47	9	8.3%	73.4%																																																																																																																																																																																		
46	10	9.2%	65.1%																																																																																																																																																																																		
45	12	11.0%	56.0%																																																																																																																																																																																		
44	7	6.4%	45.0%																																																																																																																																																																																		
43	11	10.1%	38.5%																																																																																																																																																																																		
42	8	7.3%	28.4%																																																																																																																																																																																		
41	7	6.4%	21.1%																																																																																																																																																																																		
40	4	3.7%	14.7%																																																																																																																																																																																		
39	2	1.8%	11.0%																																																																																																																																																																																		
38	1	0.9%	9.2%																																																																																																																																																																																		
37	3	2.8%	8.3%																																																																																																																																																																																		
36	1	0.9%	5.5%																																																																																																																																																																																		
35	1	0.9%	4.6%																																																																																																																																																																																		
34	1	0.9%	3.7%																																																																																																																																																																																		
33	1	0.9%	2.8%																																																																																																																																																																																		
32	2	1.8%	1.8%																																																																																																																																																																																		
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>																																																																																																																																																																																			
<b>Posted Speed: 40</b> <b>85 % Speed: 49 (48.7)</b> <b>Average Speed: 44.6</b> <b>Average Daily Traffic: 22332</b> <b>Date of ADT: 9/13/2006</b>																																																																																																																																																																																					
<p style="text-align: center;"><b><u>Roadside Conditions</u></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 type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) <input type="checkbox"/> S</p> <p>Comments: Freeport Elem. @ 21st St. Community Center at 24th St.</p> <p style="text-align: center;"><b><u>On Street Parking</u></b></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 style="text-align: center;"><b><u>Roadway Geometry</u></b></p> <p>Segment Length (feet) 12100                      Width 6487                      Median see notes                      No. of Lanes 2-E/B, 2-W/B</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input type="checkbox"/></p> <p>Visibility Good</p>																																																																																																																																																																																					
<table style="width:100%;"> <tr> <td style="width: 30%;">2004 Accidents = 66</td> <td style="width: 30%;">Due to Speeding = 31</td> </tr> <tr> <td>2005 Accidents = 68</td> <td>Due to Speeding = 29</td> </tr> </table>	2004 Accidents = 66	Due to Speeding = 31	2005 Accidents = 68	Due to Speeding = 29																																																																																																																																																																																	
2004 Accidents = 66	Due to Speeding = 31																																																																																																																																																																																				
2005 Accidents = 68	Due to Speeding = 29																																																																																																																																																																																				
<p><b>Certifying Engineer</b> Signature _____</p>																																																																																																																																																																																					

**Notes:**  
 Sidnals @ Freeport Bl., 21st St., 22nd St., 24th St., Coral Gables Ct., Detroit Bl., and Brookfield Dr. Raised medians Freeport to Amherst. TWLTL Amherst to Brookfield. Railroad Crossing between Shing Star Dr./Detroit Bl.  
 Considering the pedestrian safety due to school at 19th St, Community Center at 24th St. and light rail station at Detroit Blvd, this roadway should be posted at 40 mph.

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>NATOMAS PARK DRIVE</b>																																																																																																																																																																													
<b>Speed Zone: WEST EL CAMINO AVENUE to GARDEN HIGHWAY</b> Survey Location: 90 Degree Corner and Capitol Park Drive Survey Date: 9/27/2006      Start Time: 13:55      End Time: 14:45 Expiration Date: 9/27/2013 Weather: Clear Observer: John Perez      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;">1</td><td style="text-align: center;">1.0%</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;">99.0%</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;">99.0%</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;">99.0%</td></tr> <tr><td>44</td><td style="text-align: center;">4</td><td style="text-align: center;">3.9%</td><td style="text-align: center;">99.0%</td></tr> <tr><td>43</td><td style="text-align: center;">4</td><td style="text-align: center;">3.9%</td><td style="text-align: center;">95.1%</td></tr> <tr><td>42</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">91.3%</td></tr> <tr><td>41</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">89.3%</td></tr> <tr><td>40</td><td style="text-align: center;">4</td><td style="text-align: center;">3.9%</td><td style="text-align: center;">87.4%</td></tr> <tr><td>39</td><td style="text-align: center;">9</td><td style="text-align: center;">8.7%</td><td style="text-align: center;">83.5%</td></tr> <tr><td>38</td><td style="text-align: center;">7</td><td style="text-align: center;">6.8%</td><td style="text-align: center;">74.8%</td></tr> <tr><td>37</td><td style="text-align: center;">11</td><td style="text-align: center;">10.7%</td><td style="text-align: center;">68.0%</td></tr> <tr><td>36</td><td style="text-align: center;">13</td><td style="text-align: center;">12.6%</td><td style="text-align: center;">57.3%</td></tr> <tr><td>35</td><td style="text-align: center;">10</td><td style="text-align: center;">9.7%</td><td style="text-align: center;">44.7%</td></tr> <tr><td>34</td><td style="text-align: center;">8</td><td style="text-align: center;">7.8%</td><td style="text-align: center;">35.0%</td></tr> <tr><td>33</td><td style="text-align: center;">5</td><td style="text-align: center;">4.9%</td><td style="text-align: center;">27.2%</td></tr> <tr><td>32</td><td style="text-align: center;">6</td><td style="text-align: center;">5.8%</td><td style="text-align: center;">22.3%</td></tr> <tr><td>31</td><td style="text-align: center;">1</td><td style="text-align: center;">1.0%</td><td style="text-align: center;">16.5%</td></tr> <tr><td>30</td><td style="text-align: center;">6</td><td style="text-align: center;">5.8%</td><td style="text-align: center;">15.5%</td></tr> <tr><td>29</td><td style="text-align: center;">7</td><td style="text-align: center;">6.8%</td><td style="text-align: center;">9.7%</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;">2.9%</td></tr> <tr><td>27</td><td style="text-align: center;">1</td><td style="text-align: center;">1.0%</td><td style="text-align: center;">2.9%</td></tr> <tr><td>26</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">1.9%</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>103</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	1	1.0%	100.0	47	0	0.0%	99.0%	46	0	0.0%	99.0%	45	0	0.0%	99.0%	44	4	3.9%	99.0%	43	4	3.9%	95.1%	42	2	1.9%	91.3%	41	2	1.9%	89.3%	40	4	3.9%	87.4%	39	9	8.7%	83.5%	38	7	6.8%	74.8%	37	11	10.7%	68.0%	36	13	12.6%	57.3%	35	10	9.7%	44.7%	34	8	7.8%	35.0%	33	5	4.9%	27.2%	32	6	5.8%	22.3%	31	1	1.0%	16.5%	30	6	5.8%	15.5%	29	7	6.8%	9.7%	28	0	0.0%	2.9%	27	1	1.0%	2.9%	26	2	1.9%	1.9%	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>103</b>	<b>100.0</b>		<p>                         Posted Speed: 30                          85 % Speed: 39 (39.4)                          Average Speed: 35.8                          Average Daily Traffic: 3450                          Date of ADT: 9/14/2006                     </p> <p> <u><b>Roadside Conditions</b></u>  <i>Predominant Land Use</i>                          Single Family Residential <input type="checkbox"/>                          Multi-Family Residential <input checked="" type="checkbox"/>                          Commercial <input type="checkbox"/>                          Office <input type="checkbox"/>                          Industrial <input checked="" 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 type="checkbox"/>                          Light <input type="checkbox"/>                          No Parking <input checked="" type="checkbox"/>                          Comments:                     </p> <p> <i>Roadway Geometry</i>                          Segment Length (feet) 3168                          Width 4448                          Median Double Yellow                          No. of Lanes 2 (1N/B, 1S/B)                          Curves <input checked="" type="checkbox"/>                          Straightaway <input type="checkbox"/>                          Bike Lanes <input checked="" type="checkbox"/>                          Visibility Good                     </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	1	1.0%	100.0																																																																																																																																																																										
47	0	0.0%	99.0%																																																																																																																																																																										
46	0	0.0%	99.0%																																																																																																																																																																										
45	0	0.0%	99.0%																																																																																																																																																																										
44	4	3.9%	99.0%																																																																																																																																																																										
43	4	3.9%	95.1%																																																																																																																																																																										
42	2	1.9%	91.3%																																																																																																																																																																										
41	2	1.9%	89.3%																																																																																																																																																																										
40	4	3.9%	87.4%																																																																																																																																																																										
39	9	8.7%	83.5%																																																																																																																																																																										
38	7	6.8%	74.8%																																																																																																																																																																										
37	11	10.7%	68.0%																																																																																																																																																																										
36	13	12.6%	57.3%																																																																																																																																																																										
35	10	9.7%	44.7%																																																																																																																																																																										
34	8	7.8%	35.0%																																																																																																																																																																										
33	5	4.9%	27.2%																																																																																																																																																																										
32	6	5.8%	22.3%																																																																																																																																																																										
31	1	1.0%	16.5%																																																																																																																																																																										
30	6	5.8%	15.5%																																																																																																																																																																										
29	7	6.8%	9.7%																																																																																																																																																																										
28	0	0.0%	2.9%																																																																																																																																																																										
27	1	1.0%	2.9%																																																																																																																																																																										
26	2	1.9%	1.9%																																																																																																																																																																										
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>103</b>	<b>100.0</b>																																																																																																																																																																											
2004 Accidents = 3      Due to Speeding = 1 2005 Accidents = 5      Due to Speeding = 1																																																																																																																																																																													
<b>Certifying Engineer</b> Signature _____																																																																																																																																																																													

**Notes:**  
 Signals at El Camino Ave. and at Garden Hwy, and a Stop Sign at 90 Degree Corner.  
 Considering the curved roadway alignment, a lower speed limit is recommended.

<b>City of Sacramento</b>			
Engineering Survey for Speed Limits			
RESPONSE RD			
Speed Zone: EXPOSITION BLVD to CHALLENGE WAY			
Survey Location: River Park Dr. Challenge Wy			
Survey Date: 4/19/2006		Start Time: 15:30	End Time: 16:15
Expiration Date: 4/19/2013			
Weather: Dry & Clear			
Observer: Jon Fitzpatrick		Radar Serial No. LA 25287	
<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	1	0.9%	100.0
47	0	0.0%	99.1%
46	0	0.0%	99.1%
45	1	0.9%	99.1%
44	0	0.0%	98.3%
43	2	1.7%	98.3%
42	1	0.9%	96.6%
41	3	2.6%	95.7%
40	1	0.9%	93.1%
39	6	5.2%	92.2%
38	5	4.3%	87.1%
37	13	11.2%	82.8%
36	16	13.8%	71.6%
35	13	11.2%	57.8%
34	17	14.7%	46.6%
33	14	12.1%	31.9%
32	7	6.0%	19.8%
31	6	5.2%	13.8%
30	5	4.3%	8.6%
29	2	1.7%	4.3%
28	2	1.7%	2.6%
27	1	0.9%	0.9%
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>116</b>	<b>100.0</b>	

**Posted Speed: 35**  
**85 % Speed: 38 (37.5)**  
**Average Speed: 35.0**  
**Average Daily Traffic: 7740**  
**Date of ADT: 7/27/2006**

**Roadside Conditions**

***Predominant Land Use***

Single Family Residential

Multi-Family Residential

Commercial

Office

Industrial

Park or School (P, S, B) S

Comments:  
University of San Francisco Campus  
@ River Park Dr.

***On Street Parking***

Heavy

Moderate

Light

No Parking

Comments:

***Roadway Geometry***

Segment Length (feet) 4100  
 Width 60  
 Median see notes  
 No. of Lanes 2 (1E/B, 1W/B)

Curves

Straightaway

Bike Lanes

Visibility Fair

2004	Accidents = 5	Due to Speeding = 1
2005	Accidents = 1	Due to Speeding = 0

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

**Notes:**  
 Signals @ Heritage Ln, Challenge Wy. Medians: Single Solid between Exposition & Heritage Ln. Double Yellow between Heritage and Challenge Wy.

<b>City of Sacramento</b> Engineering Survey for Speed Limits <b>STOCKTON BLVD</b>			
<b>Speed Zone: ALHAMBRA BLVD to 2ND AVE</b> <b>Survey Location: U ST AND V ST</b> <b>Survey Date: 4/28/2006</b> <b>Start Time: 13:55</b> <b>End Time: 15:00</b> <b>Expiration Date: 4/28/2013</b> <b>Weather: Dry &amp; Clear</b> <b>Observer: John Perez</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	0	0.0%	100.0
43	0	0.0%	100.0
42	1	1.0%	100.0
41	1	1.0%	99.0%
40	3	2.9%	98.1%
39	1	1.0%	95.2%
38	7	6.7%	94.2%
37	1	1.0%	87.5%
36	5	4.8%	86.5%
35	6	5.8%	81.7%
34	10	9.6%	76.0%
33	11	10.6%	66.3%
32	8	7.7%	55.8%
31	11	10.6%	48.1%
30	10	9.6%	37.5%
29	12	11.5%	27.9%
28	10	9.6%	16.3%
27	2	1.9%	6.7%
26	5	4.8%	4.8%
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>104</b>	<b>100.0</b>	

Posted Speed: 30 85 % Speed: 36 (35.7) Average Speed: 32.2 Average Daily Traffic: 23948 Date of ADT: 8/2/2006
<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 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 style="text-align: center;"><i>On Street Parking</i></p> Heavy <input type="checkbox"/> Moderate <input checked="" type="checkbox"/> Light <input type="checkbox"/> No Parking <input type="checkbox"/> Comments:
<p style="text-align: center;"><i>Roadway Geometry</i></p> Segment Length (feet) 6500 Width 55 Median Raised No. of Lanes 2N, 2S Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input type="checkbox"/> Visibility Fair

2004 Accidents = 45 2005 Accidents = 40	Due to Speeding = 9 Due to Speeding = 10
<p><b>Certifying Engineer</b>                  Signature _____</p>	

**Notes:**  
 Shriners Hospital & UC D Med. Center. Signals @ Alhambra Bl, 34th St., 35th St., T St., 39th St., Colonial Wy., X St., 2nd Ave, RR Xing btwn 34th St & 35th St. Raised median (35th St - T St.) double yellow (34th St - 35th St).  
 There is significant pedestrian activity along the corridor with uncontrolled crossing at Sherman Wy. Intersection. There are no on-street bikelanes on this speed zone. Considering pedestrian and bicyclist safety, this roadway should be posted at 30 mph.

<b>City of Sacramento</b> Engineering Survey for Speed Limits STOCKTON BLVD																																																																																																																																																																																	
Speed Zone: 2ND AVE to LEMON HILL AVE Survey Location: BETWEEN PARKER AVE & ROOSEVELT AVE Survey Date: 7/11/2007      Start Time: 9:05      End Time: 9:45 Expiration Date: 7/11/2014 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;">1</td><td style="text-align: center;">1.0%</td><td style="text-align: center;">100.0</td></tr> <tr><td>47</td><td style="text-align: center;">3</td><td style="text-align: center;">2.9%</td><td style="text-align: center;">99.0%</td></tr> <tr><td>46</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">96.2%</td></tr> <tr><td>45</td><td style="text-align: center;">5</td><td style="text-align: center;">4.8%</td><td style="text-align: center;">94.2%</td></tr> <tr><td>44</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">89.4%</td></tr> <tr><td>43</td><td style="text-align: center;">5</td><td style="text-align: center;">4.8%</td><td style="text-align: center;">87.5%</td></tr> <tr><td>42</td><td style="text-align: center;">6</td><td style="text-align: center;">5.8%</td><td style="text-align: center;">82.7%</td></tr> <tr><td>41</td><td style="text-align: center;">6</td><td style="text-align: center;">5.8%</td><td style="text-align: center;">76.9%</td></tr> <tr><td>40</td><td style="text-align: center;">9</td><td style="text-align: center;">8.7%</td><td style="text-align: center;">71.2%</td></tr> <tr><td>39</td><td style="text-align: center;">7</td><td style="text-align: center;">6.7%</td><td style="text-align: center;">62.5%</td></tr> <tr><td>38</td><td style="text-align: center;">12</td><td style="text-align: center;">11.5%</td><td style="text-align: center;">55.8%</td></tr> <tr><td>37</td><td style="text-align: center;">11</td><td style="text-align: center;">10.6%</td><td style="text-align: center;">44.2%</td></tr> <tr><td>36</td><td style="text-align: center;">11</td><td style="text-align: center;">10.6%</td><td style="text-align: center;">33.7%</td></tr> <tr><td>35</td><td style="text-align: center;">11</td><td style="text-align: center;">10.6%</td><td style="text-align: center;">23.1%</td></tr> <tr><td>34</td><td style="text-align: center;">6</td><td style="text-align: center;">5.8%</td><td style="text-align: center;">12.5%</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;">6.7%</td></tr> <tr><td>32</td><td style="text-align: center;">4</td><td style="text-align: center;">3.8%</td><td style="text-align: center;">6.7%</td></tr> <tr><td>31</td><td style="text-align: center;">1</td><td style="text-align: center;">1.0%</td><td style="text-align: center;">2.9%</td></tr> <tr><td>30</td><td style="text-align: center;">2</td><td style="text-align: center;">1.9%</td><td style="text-align: center;">1.9%</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;">0.0%</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>104</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	1	1.0%	100.0	47	3	2.9%	99.0%	46	2	1.9%	96.2%	45	5	4.8%	94.2%	44	2	1.9%	89.4%	43	5	4.8%	87.5%	42	6	5.8%	82.7%	41	6	5.8%	76.9%	40	9	8.7%	71.2%	39	7	6.7%	62.5%	38	12	11.5%	55.8%	37	11	10.6%	44.2%	36	11	10.6%	33.7%	35	11	10.6%	23.1%	34	6	5.8%	12.5%	33	0	0.0%	6.7%	32	4	3.8%	6.7%	31	1	1.0%	2.9%	30	2	1.9%	1.9%	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>104</b>	<b>100.0</b>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>                     Posted Speed: 35                      85 % Speed: 42 (42.5)                      Average Speed: 38.5                      Average Daily Traffic: 21097                      Date of ADT: 8/2/2007                 </td> </tr> <tr> <td> <p style="text-align: center;"><b><u>Roadside Conditions</u></b></p> <p style="text-align: center;"><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) <input type="checkbox"/>                      Comments:                 </td> </tr> <tr> <td> <p style="text-align: center;"><i>On Street Parking</i></p>                     Heavy <input type="checkbox"/>                      Moderate <input type="checkbox"/>                      Light <input type="checkbox"/>                      No Parking <input checked="" type="checkbox"/>                      Comments:                 </td> </tr> <tr> <td> <p style="text-align: center;"><i>Roadway Geometry</i></p>                     Segment Length (feet)                      Width                      Median                      No. of Lanes 5                      Curves <input type="checkbox"/>                      Straightaway <input checked="" type="checkbox"/>                      Bike Lanes <input checked="" type="checkbox"/>                      Visibility Good                 </td> </tr> </table>	Posted Speed: 35 85 % Speed: 42 (42.5) Average Speed: 38.5 Average Daily Traffic: 21097 Date of ADT: 8/2/2007	<p style="text-align: center;"><b><u>Roadside Conditions</u></b></p> <p style="text-align: center;"><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) <input type="checkbox"/> Comments:	<p style="text-align: center;"><i>On Street Parking</i></p> Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input type="checkbox"/> No Parking <input checked="" type="checkbox"/> Comments:	<p style="text-align: center;"><i>Roadway Geometry</i></p> Segment Length (feet) Width Median No. of Lanes 5 Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input checked="" 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	0	0.0%	100.0																																																																																																																																																																														
48	1	1.0%	100.0																																																																																																																																																																														
47	3	2.9%	99.0%																																																																																																																																																																														
46	2	1.9%	96.2%																																																																																																																																																																														
45	5	4.8%	94.2%																																																																																																																																																																														
44	2	1.9%	89.4%																																																																																																																																																																														
43	5	4.8%	87.5%																																																																																																																																																																														
42	6	5.8%	82.7%																																																																																																																																																																														
41	6	5.8%	76.9%																																																																																																																																																																														
40	9	8.7%	71.2%																																																																																																																																																																														
39	7	6.7%	62.5%																																																																																																																																																																														
38	12	11.5%	55.8%																																																																																																																																																																														
37	11	10.6%	44.2%																																																																																																																																																																														
36	11	10.6%	33.7%																																																																																																																																																																														
35	11	10.6%	23.1%																																																																																																																																																																														
34	6	5.8%	12.5%																																																																																																																																																																														
33	0	0.0%	6.7%																																																																																																																																																																														
32	4	3.8%	6.7%																																																																																																																																																																														
31	1	1.0%	2.9%																																																																																																																																																																														
30	2	1.9%	1.9%																																																																																																																																																																														
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>104</b>	<b>100.0</b>																																																																																																																																																																															
Posted Speed: 35 85 % Speed: 42 (42.5) Average Speed: 38.5 Average Daily Traffic: 21097 Date of ADT: 8/2/2007																																																																																																																																																																																	
<p style="text-align: center;"><b><u>Roadside Conditions</u></b></p> <p style="text-align: center;"><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) <input type="checkbox"/> Comments:																																																																																																																																																																																	
<p style="text-align: center;"><i>On Street Parking</i></p> Heavy <input type="checkbox"/> Moderate <input type="checkbox"/> Light <input type="checkbox"/> No Parking <input checked="" type="checkbox"/> Comments:																																																																																																																																																																																	
<p style="text-align: center;"><i>Roadway Geometry</i></p> Segment Length (feet) Width Median No. of Lanes 5 Curves <input type="checkbox"/> Straightaway <input checked="" type="checkbox"/> Bike Lanes <input checked="" type="checkbox"/> Visibility Good																																																																																																																																																																																	
<table style="width: 100%;"> <tr> <td style="width: 30%;">2005 Accidents =</td> <td style="width: 30%;">Due to Speeding =</td> <td style="width: 40%;"></td> </tr> <tr> <td>2006 Accidents =</td> <td>Due to Speeding =</td> <td></td> </tr> </table>		2005 Accidents =	Due to Speeding =		2006 Accidents =	Due to Speeding =																																																																																																																																																																											
2005 Accidents =	Due to Speeding =																																																																																																																																																																																
2006 Accidents =	Due to Speeding =																																																																																																																																																																																
<p><b>Certifying Engineer</b> Signature _____</p>																																																																																																																																																																																	

Notes:  
 Signals @ 2nd Ave, Broadway, 14th Ave, 21st Ave, Lawrence Dr, Fruitridge Rd, Jansen Dr, McMaohon Dr, Lemon Hill Ave. Combination of Raised median and TWLTL.  
 There is significant pedestrian and bicyclist activity due to high density development. Bike lanes are narrow for portions of this speed zone.  
 Considering pedestrian and bicyclists safety, this roadway should be posted at 35 mph

City of Sacramento Engineering Survey for Speed Limits X ST																																																													
Speed Zone: 3RD ST to ALHAMBRA BLVD (N)																																																													
Survey Location: 14th St and 15th St																																																													
Survey Date: 4/13/2006		Start Time: 9:00	End Time: 10:00																																																										
Expiration Date: 4/13/2013																																																													
Weather: Dry & Clear																																																													
Observer: Loanna Hernandez		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	1	0.9%	100.0																																																										
43	2	1.8%	99.1%																																																										
42	1	0.9%	97.3%																																																										
41	2	1.8%	96.4%																																																										
40	3	2.7%	94.6%																																																										
39	1	0.9%	92.0%																																																										
38	2	1.8%	91.1%																																																										
37	6	5.4%	89.3%																																																										
36	10	8.9%	83.9%																																																										
35	3	2.7%	75.0%																																																										
34	6	5.4%	72.3%																																																										
33	10	8.9%	67.0%																																																										
32	16	14.3%	58.0%																																																										
31	6	5.4%	43.8%																																																										
30	11	9.8%	38.4%																																																										
29	7	6.3%	28.6%																																																										
28	6	5.4%	22.3%																																																										
27	6	5.4%	17.0%																																																										
26	7	6.3%	11.6%																																																										
25	2	1.8%	5.4%																																																										
24	1	0.9%	3.6%																																																										
23	1	0.9%	2.7%																																																										
22	0	0.0%	1.8%																																																										
21	0	0.0%	1.8%																																																										
20	2	1.8%	1.8%																																																										
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>112</b>	<b>100.0</b>																																																											
<table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">2004</td> <td style="width: 25%;">Accidents = 64</td> <td style="width: 25%;">Due to Speeding = 5</td> <td></td> </tr> <tr> <td>2005</td> <td>Accidents = 54</td> <td>Due to Speeding = 1</td> <td></td> </tr> </table>				2004	Accidents = 64	Due to Speeding = 5		2005	Accidents = 54	Due to Speeding = 1																																																			
2004	Accidents = 64	Due to Speeding = 5																																																											
2005	Accidents = 54	Due to Speeding = 1																																																											
<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 (36.2)</b></td> </tr> <tr> <td colspan="2"><b>Average Speed: 32.1</b></td> </tr> <tr> <td colspan="2"><b>Average Daily Traffic: 4963</b></td> </tr> <tr> <td colspan="2"><b>Date of ADT: 7/27/2006</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 style="text-align: right;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Multi-Family Residential</td> <td style="text-align: right;"><input type="checkbox"/></td> </tr> <tr> <td>Commercial</td> <td style="text-align: right;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Office</td> <td style="text-align: right;"><input type="checkbox"/></td> </tr> <tr> <td>Industrial</td> <td style="text-align: right;"><input type="checkbox"/></td> </tr> <tr> <td>Park or School (P, S, B)</td> <td style="text-align: right;">P</td> </tr> <tr> <td colspan="2">Comments: Oneil Park southside of X (6th to 8th St.)</td> </tr> <tr> <td colspan="2"><b><i>On Street Parking</i></b></td> </tr> <tr> <td>Heavy</td> <td style="text-align: right;"><input type="checkbox"/></td> </tr> <tr> <td>Moderate</td> <td style="text-align: right;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Light</td> <td style="text-align: right;"><input type="checkbox"/></td> </tr> <tr> <td>No Parking</td> <td style="text-align: right;"><input type="checkbox"/></td> </tr> <tr> <td colspan="2">Comments:</td> </tr> <tr> <td colspan="2"><b><i>Roadway Geometry</i></b></td> </tr> <tr> <td>Segment Length (feet)</td> <td style="text-align: right;">11100</td> </tr> <tr> <td>Width</td> <td style="text-align: right;">48</td> </tr> <tr> <td>Median</td> <td style="text-align: right;">Not Applicable</td> </tr> <tr> <td>No. of Lanes</td> <td style="text-align: right;">3 (1way E/B)</td> </tr> <tr> <td>Curves</td> <td style="text-align: right;"><input type="checkbox"/></td> </tr> <tr> <td>Straightaway</td> <td style="text-align: right;"><input checked="" type="checkbox"/></td> </tr> <tr> <td>Bike Lanes</td> <td style="text-align: right;"><input type="checkbox"/></td> </tr> <tr> <td>Visibility</td> <td style="text-align: right;">Fair</td> </tr> </table>				<b>Posted Speed: 35</b>		<b>85 % Speed: 36 (36.2)</b>		<b>Average Speed: 32.1</b>		<b>Average Daily Traffic: 4963</b>		<b>Date of ADT: 7/27/2006</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 checked="" type="checkbox"/>	Office	<input type="checkbox"/>	Industrial	<input type="checkbox"/>	Park or School (P, S, B)	P	Comments: Oneil Park southside of X (6th to 8th St.)		<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)	11100	Width	48	Median	Not Applicable	No. of Lanes	3 (1way E/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: 36 (36.2)</b>																																																													
<b>Average Speed: 32.1</b>																																																													
<b>Average Daily Traffic: 4963</b>																																																													
<b>Date of ADT: 7/27/2006</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 checked="" type="checkbox"/>																																																												
Office	<input type="checkbox"/>																																																												
Industrial	<input type="checkbox"/>																																																												
Park or School (P, S, B)	P																																																												
Comments: Oneil Park southside of X (6th to 8th St.)																																																													
<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)	11100																																																												
Width	48																																																												
Median	Not Applicable																																																												
No. of Lanes	3 (1way E/B)																																																												
Curves	<input 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:**

Traffic Signal Locations. 3rd, 5th, 9th, 10th, 11th (Riverside Bl.) 15th, 16th, 19th, 21st, 24th, 26th, Streets. Stop controls at Alhambra. The average 85th percentile speed based on 4 measurements is 38.1 mph; please see page no. 451-453 for other speed surveys. There is considerable pedestrian activity near the O'neil Park and many portions along the corridor with uncontrolled crossings at intersections of 6th St, 8th St. and 22nd St. Considering pedestrian safety, a lower speed limit is recommended.

City of Sacramento								
Engineering Survey for Speed Limits								
X ST								
Speed Zone: 3RD ST to ALHAMBRA BLVD (N)								
Survey Location: 17TH ST and 18TH ST								
Survey Date: 4/13/2006		Start Time: 10:00	End Time: 11:00					
Expiration Date: 4/13/2013								
Weather: Dry & Clear								
Observer: Loanna Hernandez		Radar Serial No. DS 13639						
<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	0.9%	100.0					
49	0	0.0%	99.1%					
48	0	0.0%	99.1%					
47	0	0.0%	99.1%					
46	0	0.0%	99.1%					
45	2	1.8%	99.1%					
44	2	1.8%	97.4%					
43	3	2.6%	95.6%					
42	0	0.0%	93.0%					
41	2	1.8%	93.0%					
40	6	5.3%	91.2%					
39	7	6.1%	86.0%					
38	8	7.0%	79.8%					
37	5	4.4%	72.8%					
36	9	7.9%	68.4%					
35	14	12.3%	60.5%					
34	12	10.5%	48.2%					
33	8	7.0%	37.7%					
32	8	7.0%	30.7%					
31	7	6.1%	23.7%					
30	9	7.9%	17.5%					
29	5	4.4%	9.6%					
28	1	0.9%	5.3%					
27	1	0.9%	4.4%					
26	2	1.8%	3.5%					
25	2	1.8%	1.8%					
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>114</b>	<b>100.0</b>						
<table style="width: 100%;"> <tr> <td>Posted Speed: 35</td> </tr> <tr> <td>85 % Speed: 39 (38.8)</td> </tr> <tr> <td>Average Speed: 34.8</td> </tr> <tr> <td>Average Daily Traffic: 7906</td> </tr> <tr> <td>Date of ADT: 7/27/2006</td> </tr> </table>				Posted Speed: 35	85 % Speed: 39 (38.8)	Average Speed: 34.8	Average Daily Traffic: 7906	Date of ADT: 7/27/2006
Posted Speed: 35								
85 % Speed: 39 (38.8)								
Average Speed: 34.8								
Average Daily Traffic: 7906								
Date of ADT: 7/27/2006								
<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 type="checkbox"/></p> <p>Commercial <input checked="" type="checkbox"/></p> <p>Office <input type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) P</p> <p>Comments: O'Neil Park (6th to 8th Street)</p> <p style="text-align: center;"><b>On Street Parking</b></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:</p> <p style="text-align: center;"><b>Roadway Geometry</b></p> <p>Segment Length (feet) 11100</p> <p>Width 48</p> <p>Median Not Applicable</p> <p>No. of Lanes 3 (1way E/B)</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input type="checkbox"/></p> <p>Visibility Fair</p>								
<table style="width: 100%;"> <tr> <td>2004 Accidents = 64</td> <td>Due to Speeding = 5</td> </tr> <tr> <td>2005 Accidents = 54</td> <td>Due to Speeding = 1</td> </tr> </table>				2004 Accidents = 64	Due to Speeding = 5	2005 Accidents = 54	Due to Speeding = 1	
2004 Accidents = 64	Due to Speeding = 5							
2005 Accidents = 54	Due to Speeding = 1							
<p><b>Certifying Engineer</b></p> <p>Signature _____</p>								

**Notes:**

Traffic Signal Locations. 3rd, 5th, 9th, 10th, 11th (Riverside Bl.) 15th, 16th, 19th, 21st, 24th, 26th, Streets. Stop controls at Alhambra. The average 85th percentile speed based on 4 measurements is 38.1 mph; please see page no. 450,452 & 453 for other speed surveys. There is considerable pedestrian activity near the O'Neil Park and many portions along the corridor with uncontrolled crossings at intersections of 6th St, 8th St. and 22nd St. Considering pedestrian safety, a lower speed limit is recommended.

City of Sacramento Engineering Survey for Speed Limits X ST								
Speed Zone: 3RD ST to ALHAMBRA BLVD (N)								
Survey Location: 21ST ST and 22ND ST								
Survey Date: 4/13/2006		Start Time: 9:30	End Time: 10:30					
Expiration Date: 4/13/2013								
Weather: Dry & Clear								
Observer: Cindy Bates		Radar Serial No. LA 25287						
<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	2	1.3%	100.0					
41	1	0.6%	98.7%					
40	7	4.5%	98.1%					
39	7	4.5%	93.5%					
38	12	7.8%	89.0%					
37	8	5.2%	81.2%					
36	7	4.5%	76.0%					
35	15	9.7%	71.4%					
34	11	7.1%	61.7%					
33	10	6.5%	54.5%					
32	11	7.1%	48.1%					
31	13	8.4%	40.9%					
30	11	7.1%	32.5%					
29	11	7.1%	25.3%					
28	8	5.2%	18.2%					
27	3	1.9%	13.0%					
26	6	3.9%	11.0%					
25	4	2.6%	7.1%					
24	0	0.0%	4.5%					
23	1	0.6%	4.5%					
22	2	1.3%	3.9%					
21	2	1.3%	2.6%					
20	2	1.3%	1.3%					
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>154</b>	<b>100.0</b>						
<table style="width: 100%;"> <tr> <td>Posted Speed: 35</td> </tr> <tr> <td>85 % Speed: 37 (37.5)</td> </tr> <tr> <td>Average Speed: 32.6</td> </tr> <tr> <td>Average Daily Traffic: 7890</td> </tr> <tr> <td>Date of ADT: 7/27/2006</td> </tr> </table>				Posted Speed: 35	85 % Speed: 37 (37.5)	Average Speed: 32.6	Average Daily Traffic: 7890	Date of ADT: 7/27/2006
Posted Speed: 35								
85 % Speed: 37 (37.5)								
Average Speed: 32.6								
Average Daily Traffic: 7890								
Date of ADT: 7/27/2006								
<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 type="checkbox"/></p> <p>Commercial <input checked="" type="checkbox"/></p> <p>Office <input type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) P</p> <p>Comments: ONeil Park (6th to 8th Street)</p> <p style="text-align: center;"><b>On Street Parking</b></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:</p> <p style="text-align: center;"><b>Roadway Geometry</b></p> <p>Segment Length (feet) 11100</p> <p>Width 48</p> <p>Median Not Applicable</p> <p>No. of Lanes 3 (1way E/B)</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input type="checkbox"/></p> <p>Visibility Good</p>								
<table style="width: 100%;"> <tr> <td>2004 Accidents = 64</td> <td>Due to Speeding = 5</td> </tr> <tr> <td>2005 Accidents = 54</td> <td>Due to Speeding = 1</td> </tr> </table>				2004 Accidents = 64	Due to Speeding = 5	2005 Accidents = 54	Due to Speeding = 1	
2004 Accidents = 64	Due to Speeding = 5							
2005 Accidents = 54	Due to Speeding = 1							
<p><b>Certifying Engineer</b></p> <p>Signature _____</p>								

**Notes:**  
 Traffic Signal Locations. 3rd, 5th, 9th, 10th, 11th (Riverside Bl.) 15th, 16th, 19th, 21st, 24th, 26th, Streets. Stop controls at Alhambra. The average 85th percentile speed based on 4 measurements is 38.1 mph; please see page no. 450, 451 & 453 for other speed surveys. There is considerable pedestrian activity near the O'neil Park and many portions along the corridor with uncontrolled crossings at intersections of 6th St, 8th St and 22nd St. Considering pedestrian safety, a lower speed limit is recommended.

City of Sacramento Engineering Survey for Speed Limits X ST								
<b>Speed Zone: 3RD ST to ALHAMBRA BLVD (N)</b>								
<b>Survey Location: 26TH ST and 27TH ST</b>								
<b>Survey Date: 4/13/2006</b>		<b>Start Time: 10:30</b>	<b>End Time: 11:30</b>					
<b>Expiration Date: 4/13/2013</b>								
<b>Weather: Dry &amp; Clear</b>								
<b>Observer: Cindy Bates</b>		<b>Radar Serial No. LA 25287</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	1	0.7%	100.0					
51	0	0.0%	99.3%					
50	0	0.0%	99.3%					
49	1	0.7%	99.3%					
48	0	0.0%	98.7%					
47	2	1.3%	98.7%					
46	1	0.7%	97.3%					
45	3	2.0%	96.6%					
44	2	1.3%	94.6%					
43	0	0.0%	93.3%					
42	6	4.0%	93.3%					
41	5	3.4%	89.3%					
40	7	4.7%	85.9%					
39	9	6.0%	81.2%					
38	10	6.7%	75.2%					
37	10	6.7%	68.5%					
36	16	10.7%	61.7%					
35	20	13.4%	51.0%					
34	15	10.1%	37.6%					
33	15	10.1%	27.5%					
32	12	8.1%	17.4%					
31	5	3.4%	9.4%					
30	5	3.4%	6.0%					
29	2	1.3%	2.7%					
28	0	0.0%	1.3%					
27	2	1.3%	1.3%					
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>149</b>	<b>100.0</b>						
<table style="width: 100%;"> <tr> <td><b>Posted Speed: 35</b></td> </tr> <tr> <td><b>85 % Speed: 40 (39.8)</b></td> </tr> <tr> <td><b>Average Speed: 36.1</b></td> </tr> <tr> <td><b>Average Daily Traffic: 8144</b></td> </tr> <tr> <td><b>Date of ADT: 7/27/2006</b></td> </tr> </table>				<b>Posted Speed: 35</b>	<b>85 % Speed: 40 (39.8)</b>	<b>Average Speed: 36.1</b>	<b>Average Daily Traffic: 8144</b>	<b>Date of ADT: 7/27/2006</b>
<b>Posted Speed: 35</b>								
<b>85 % Speed: 40 (39.8)</b>								
<b>Average Speed: 36.1</b>								
<b>Average Daily Traffic: 8144</b>								
<b>Date of ADT: 7/27/2006</b>								
<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 type="checkbox"/></p> <p>Commercial <input checked="" type="checkbox"/></p> <p>Office <input type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) <input type="checkbox"/> P</p> <p>Comments: ONeil Park (6th to 8th Streets)</p> <p style="text-align: center;"><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:</p> <p style="text-align: center;"><i>Roadway Geometry</i></p> <p>Segment Length (feet) 11100</p> <p>Width 48</p> <p>Median Not Applicable</p> <p>No. of Lanes 3 (1way E/B)</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input type="checkbox"/></p> <p>Visibility Good</p>								
<table style="width: 100%;"> <tr> <td>2004 Accidents = 64</td> <td>Due to Speeding = 5</td> </tr> <tr> <td>2005 Accidents = 54</td> <td>Due to Speeding = 1</td> </tr> </table>				2004 Accidents = 64	Due to Speeding = 5	2005 Accidents = 54	Due to Speeding = 1	
2004 Accidents = 64	Due to Speeding = 5							
2005 Accidents = 54	Due to Speeding = 1							
<p><b>Certifying Engineer</b></p> <p>Signature _____</p>								

**Notes:**

Traffic Signal Locations. 3rd, 5th, 9th, 10th, 11th (Riverside Bl.) 15th, 16th, 19th, 21st, 24th, 28th, Streets. Stop controls at Alhambra. The average 85th percentile speed based on 4 measurements is 38.1 mph; please see page no. 450-452 for other speed surveys. There is considerable pedestrian activity near the O'neil Park and many portions along the corridor with uncontrolled crossings at intersections of 6th St, 8th St. and 22nd St. Considering pedestrian safety, a lower speed limit is recommended.

**Part (C): Existing Speed Survey Locations to Change Zones**

City of Sacramento			
Engineering Survey for Speed Limits			
BRUCEVILLE RD			
Speed Zone: COSUMNES RIVER BLVD to SHELDON RD			
Survey Location: Calvin Rd & Jecinto Rd			
Survey Date: 5/31/2007	Start Time: 13:40	End Time: 14:30	
Expiration Date: 5/31/2014			
Weather: Clear		Radar Serial No. DS 13825	
Observer: Tara Barretto			
<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	3	2.7%	100.0
43	5	4.5%	97.3%
42	4	3.6%	92.7%
41	6	5.5%	89.1%
40	10	9.1%	83.6%
39	10	9.1%	74.5%
38	6	5.5%	65.5%
37	10	9.1%	60.0%
36	12	10.9%	50.9%
35	30	27.3%	40.0%
34	7	6.4%	12.7%
33	3	2.7%	6.4%
32	1	0.9%	3.6%
31	1	0.9%	2.7%
30	2	1.8%	1.8%
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>110</b>	<b>100.0</b>	
2005 Accidents = 11	Due to Speeding = 1		
2006 Accidents = 1	Due to Speeding = 1		
<b>Certifying Engineer</b>			
Signature _____			

**Posted Speed: 40**  
**85 % Speed: 40 (40.3)**  
**Average Speed: 37.2**  
**Average Daily Traffic: 14617**  
**Date of ADT: 7/8/2003**

**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) 7187  
 Width  
 Median Raised  
 No. of Lanes 4

Curves   
 Straightaway   
 Bike Lanes   
 Visibility Fair

Notes:  
Signals at College Drwy / Calvin Rd / Jecinto / Damascas / Sheldon Rd

City of Sacramento Engineering Survey for Speed Limits BRUCEVILLE RD			
Speed Zone: COSUMNES RIVER BLVD to SHELDON RD			
Survey Location: Calvine Rd & Jecinto Rd			
Survey Date: 5/31/2007		Start Time: 13:40	End Time: 14:30
Expiration Date: 5/31/2014			
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	3	2.7%	100.0
43	5	4.5%	97.3%
42	4	3.6%	92.7%
41	6	5.5%	89.1%
40	10	9.1%	83.6%
39	10	9.1%	74.5%
38	6	5.5%	65.5%
37	10	9.1%	60.0%
36	12	10.9%	50.9%
35	30	27.3%	40.0%
34	7	6.4%	12.7%
33	3	2.7%	6.4%
32	1	0.9%	3.6%
31	1	0.9%	2.7%
30	2	1.8%	1.8%
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>110</b>	<b>100.0</b>	
2005	Accidents = 11	Due to Speeding = 1	
2006	Accidents = 1	Due to Speeding = 1	
<b>Posted Speed: 40</b>			
<b>85 % Speed: 40 (40.3)</b>			
<b>Average Speed: 37.2</b>			
<b>Average Daily Traffic: 14617</b>			
<b>Date of ADT: 7/8/2003</b>			
<b><u>Roadside Conditions</u></b>			
<i>Predominant Land Use</i>			
Single Family Residential			<input 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
Comments:			
<b><u>On Street Parking</u></b>			
Heavy			<input type="checkbox"/>
Moderate			<input type="checkbox"/>
Light			<input type="checkbox"/>
No Parking			<input checked="" type="checkbox"/>
Comments:			
<b><u>Roadway Geometry</u></b>			
Segment Length (feet)			7187
Width			
Median Raised			
No. of Lanes 4			
Curves			<input type="checkbox"/>
Straightaway			<input checked="" type="checkbox"/>
Bike Lanes			<input checked="" type="checkbox"/>
Visibility Fair			
<b>Certifying Engineer</b>			
Signature _____			

Notes:  
Signals at College Drwy / Calvine Rd / Jecinto / Damascas / Sheldon Rd

**Part (D): Existing Speed Survey Locations to Lower**

<b>City of Sacramento</b> Engineering Survey for Speed Limits EL PARAISO AVENUE											
<b>Speed Zone: STOCKTON BOULEVARD to CITY LIMITS</b>											
<b>Survey Location: Stockton Blvd. City Limits</b>											
<b>Survey Date: 9/27/2006</b>		<b>Start Time: 14:15</b>	<b>End Time: 15:15</b>								
<b>Expiration Date: 9/27/2013</b>											
<b>Weather: Clear</b>											
<b>Observer: LoAnna Hernandez</b>		<b>Radar Serial No. AD 1224</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	1	1.2%	100.0								
48	1	1.2%	98.8%								
47	0	0.0%	97.6%								
46	1	1.2%	97.6%								
45	0	0.0%	96.3%								
44	3	3.7%	96.3%								
43	2	2.4%	92.7%								
42	0	0.0%	90.2%								
41	1	1.2%	90.2%								
40	6	7.3%	89.0%								
39	5	6.1%	81.7%								
38	3	3.7%	75.6%								
37	8	9.8%	72.0%								
36	6	7.3%	62.2%								
35	9	11.0%	54.9%								
34	5	6.1%	43.9%								
33	7	8.5%	37.8%								
32	5	6.1%	29.3%								
31	5	6.1%	23.2%								
30	4	4.9%	17.1%								
29	3	3.7%	12.2%								
28	4	4.9%	8.5%								
27	2	2.4%	3.7%								
26	0	0.0%	1.2%								
25	0	0.0%	1.2%								
24	0	0.0%	1.2%								
23	0	0.0%	1.2%								
22	0	0.0%	1.2%								
21	1	1.2%	1.2%								
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>82</b>	<b>100.0</b>									
<table style="width: 100%; border: none;"> <tr> <td style="width: 15%;">2004</td> <td style="width: 35%;">Accidents = 0</td> <td style="width: 35%;">Due to Speeding = 0</td> <td style="width: 15%;"></td> </tr> <tr> <td>2005</td> <td>Accidents = 1</td> <td>Due to Speeding = 0</td> <td></td> </tr> </table>				2004	Accidents = 0	Due to Speeding = 0		2005	Accidents = 1	Due to Speeding = 0	
2004	Accidents = 0	Due to Speeding = 0									
2005	Accidents = 1	Due to Speeding = 0									
<b>Posted Speed: 35</b> <b>85 % Speed: 39 (39.5)</b> <b>Average Speed: 35.2</b> <b>Average Daily Traffic: 1147</b> <b>Date of ADT: 9/14/2006</b>											
<p style="text-align: center;"><b><u>Roadside Conditions</u></b></p> <p style="text-align: center;"><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 type="checkbox"/></p> <p>Industrial <input type="checkbox"/></p> <p>Park or School (P, S, B) <input type="checkbox"/></p> <p>Comments: Cemetery on both sides of Street</p> <p style="text-align: center;"><b><u>On Street Parking</u></b></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:</p> <p style="text-align: center;"><b><u>Roadway Geometry</u></b></p> <p>Segment Length (feet) 1200                      Width 3042                      Median None                      No. of Lanes 1 E/B, 1 W/B (2)</p> <p>Curves <input type="checkbox"/></p> <p>Straightaway <input checked="" type="checkbox"/></p> <p>Bike Lanes <input type="checkbox"/></p> <p>Visibility Good</p>											
<b>Certifying Engineer</b> Signature _____											

**Notes:**

Stop Sign at Stockton Blvd.  
 There is a school at Ivory wy, and residential development to the west of the city limit. There are no sidewalks and/or shoulders for portions of this speed zone. Thus, considering pedestrian safety and adjacent speed zone to the west (30mph), this street should be posted at 30mph

**LIST FROM PREVIOUSLY ADOPTED RESOLUTION No. 2005-834 FOR CITYWIDE  
SPEED LIMITS WITH CHANGES CORRESPONDING TO THE PROPOSED NEW,  
CHANGED, AND RE-ESTABLISHED SPEED LIMITS**

<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
Airport Road	End to San Juan Rd	40
Alhambra Boulevard	C St to Broadway	30
Alpine Avenue	Power Inn Rd to End	35
<u>Alta Valley Way<sup>(*)</sup></u>	<u>Mack Rd to Bruceville Rd</u>	<u>30</u>
Altos Avenue	Eleanor Ave to El Camino Ave	30
American River Drive	Howe Ave to City Limits	35
<u>Amherst Street<sup>(*)</sup></u>	<u>Florin Rd to Meadowview Rd</u>	<u>30</u>
Arcade Boulevard	Rio Linda Blvd to Marysville Blvd	30
Arcade Boulevard	Marysville Blvd to Del Paso Blvd	35
Arden-Garden Connector	Northgate Blvd to Colfax St	50
Arden Way	Colfax St to Del Paso Blvd	40
Arden Way	Del Paso Blvd to I-80	40
Arden Way	I-80 to Ethan Wy	40
Arena Boulevard	El Centro Rd to Duckhorn Dr	40
Arena Boulevard	Duckhorn Dr to Truxel Rd	45
Arena Boulevard	Truxel Rd to Gateway Park Blvd	45
Ascot Avenue	Dry Creek Rd to 20 <sup>th</sup> St	40
Astoria Street	Grand Ave to Del Paso Blvd	30
Auburn Boulevard	Howe Ave to Marconi Ave	40
Auburn Boulevard	Connie Dr to Marconi Cir	30
Auburn Boulevard	Marconi Cir to Fianza Ave	40
Auburn Boulevard	Fianza Ave to El Camino Ave	30
Azevedo Drive	San Juan Rd to West El Camino Ave	35
Bannon Street	Bercut Dr to North B St	35
Barandas Drive	West River Dr to Orchard Ln	35
Bell Avenue	Norwood Ave to Raley Blvd	40
Bell Avenue	Raley Blvd to Winters St	40
Belvedere Avenue	Power Inn Rd to Florin Perkins Rd	35
Bercut Drive	Richards Blvd to Bannon St	30
Berry Avenue	Power Inn Rd to End	35
Blair Avenue	14 <sup>th</sup> St to Freeport Blvd	35
Bridgexcross Drive	Natomas Blvd to Regency Park Cir	30
Broadway	Front St to Riverside Blvd	30
Broadway	Riverside Blvd to Alhambra Blvd	25
Broadway	Alhambra Blvd to MLK Jr Blvd	30

(\*) Re-Establishing Existing Speed Limit

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Broadway	MLK Jr Blvd to Stockton Blvd	35
Broadway	Stockton Blvd to 65 <sup>th</sup> St	30
Brookfield Drive	Meadowview Rd to Franklin Blvd	45
Brookfield Drive	Franklin Blvd to Tangerine Ave	30
<del>Bruceville Road</del>	<del>Valley Hi Dr to Calvine Rd</del>	<del>40</del>
<del>Bruceville Road</del>	<del>Calvine Rd to Sheldon Rd</del>	<del>45</del>
Bruceville Road <sup>(1)</sup>	Valley Hi Dr to Cosumnes River Blvd	40
Bruceville Road <sup>(1)</sup>	Cosumnes River Blvd to Sheldon Rd	40
Buchman Street	San Juan Rd to End	35
C Street	11 <sup>th</sup> St to 29 <sup>th</sup> St	30
C Street	Alhambra Blvd to 35 <sup>th</sup> St	30
C Street	35 <sup>th</sup> St to Elvas Ave	35
Calvine Road	Franklin Blvd to Center Pkwy	35
Calvine Road	Center Parkway to Bruceville Rd	45
Capitol Avenue	15 <sup>th</sup> St to Alhambra Blvd	30
Capitol Mall	End to 3 <sup>rd</sup> St	35
Capitol Mall	3 <sup>rd</sup> St to 5 <sup>th</sup> St	30
Carlson Drive	Sandburg Dr to J St	30
Center Parkway	City Limits to Mack Rd	35
Center Parkway	Mack Rd to Calvine Rd	40
Center Parkway	Calvine Rd to Bruceville Rd	40
Challenge Way <sup>(*)</sup>	Arden Wy to Exposition Blvd	30
Club Center Drive	Maybrook Dr to Natomas Blvd	35
Club Center Drive	Natomas Blvd to End	35
Colfax Street	El Camino Ave to Del Paso Blvd	30
College Town Drive	State University Drive East to Howe Ave	35
Connie Drive	Roseville Rd to Marconi Ave	35
Cosumnes River Boulevard	Franklin Blvd to Bruceville Rd	50
Cosumnes River Boulevard	Bruceville Rd to Hwy 99	45
Danbrook Drive	Club Center Dr (W) to North Bend Dr	25
Del Paso Boulevard	Astoria St to Arcade Blvd	35
Del Paso Boulevard	Arcade Blvd to Marysville Blvd	35
Del Paso Boulevard <sup>(*)</sup>	Marysville Blvd to El Camino Ave	35
Del Paso Boulevard	El Camino Ave to Arden Wy	30
Del Paso Boulevard	Arden Wy to Globe Ave	35
Del Paso Road	West City Limits to RT5	40
Del Paso Road	RT5 to East City Limits	50
Del Rio Road	Sutterville Rd to 27 <sup>th</sup> Ave	30
Detroit Boulevard	Meadowview Rd to Shrader Cir (S)	30
Dry Creek Road	City Limits to O'Donnell Ave	40
Dry Creek Road	O'Donnell Ave to Grand Ave	35

(1) Changing Existing Speed Zone

(\*) Re-Establishing Existing Speed Limit

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Duckhorn Drive	El Centro Rd to Arena Blvd	35
Duckhorn Drive	Arena Blvd to San Juan Rd	35
E Street	7 <sup>th</sup> St to Alhambra Blvd	30
East Commerce Way	Elkhorn Blvd to Del Paso Rd	45
East Commerce Way	Del Paso Rd to Arena Blvd	50
Ehrhardt Avenue	Franklin Blvd to Lockborne Dr	30
El Camino Avenue	East Levee Rd to Del Paso Blvd	30
El Camino Avenue	Del Paso Blvd to Ethan Wy	35
El Centro Road	West Drainage Canal to City Limits	50
El Centro Road	San Juan Rd to City Limits	50
El Monte Avenue	Dale Ave to Globe Ave	30
El Paraiso Avenue ♦	City Limits to Stockton Blvd	<del>35</del> 30
Elder Creek Road	Stockton Blvd to South Watt Ave	45
Eleanor Avenue	Grove Ave to Del Paso Blvd	30
Elkhorn Boulevard @	Highway 99 to East City Limit	50
Elvas Avenue	C St to Primrose Wy	35
Elvas Avenue	Primrose Wy to F St	40
Elvas Avenue	F St to 56 <sup>th</sup> St	35
Elvas Avenue	J St to 62 <sup>nd</sup> St	45
Elvas Avenue	62 <sup>nd</sup> St to 65 <sup>th</sup> St	40
Ethan Way	El Camino Ave to Alta Arden Exwy	35
Ethan Way	Arden Wy to Hurley Wy	45
Evergreen Street	Del Paso Blvd to Arden Wy	30
Exposition Boulevard	Leisure Ln to Tribute Rd	40
Exposition Boulevard	Tribute Rd to Ethan Wy	45
F Street	7 <sup>th</sup> St to Alhambra Blvd	30
Fair Oaks Boulevard	H St to City Limits	45
Florin Road	Riverside Blvd to Gloria Dr	40
Florin Road	Gloria Dr to I-5	40
Florin Road	I-5 to Franklin Blvd	40
Florin Perkins Road	Folsom Blvd to City Limits	45
Folsom Boulevard	Alhambra Blvd to Elvas Ave	35
Folsom Boulevard	Elvas Ave to Watt Ave	45
Fowler Avenue	Stockton Blvd to 63 <sup>rd</sup> St	30
Franklin Boulevard	Broadway to Sutterville Rd	30
Franklin Boulevard	Sutterville Rd to Fruitridge Rd	35
Franklin Boulevard	Fruitridge Rd to City Limits	40
Franklin Boulevard	City Limits to Brookfield Dr	40
Franklin Boulevard	Brookfield Dr to Cosumnes River Blvd	45
Franklin Boulevard	Cosumnes River Blvd to City Limits	45
Freeport Boulevard	Broadway to 21 <sup>st</sup> St	30

♦ Existing Speed Zone to Lower

@ Establishing New Speed Zone

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Freeport Boulevard	21 <sup>st</sup> St to Sutterville Rd (S Leg)	30
Freeport Boulevard	Sutterville Rd (S Leg) to Fruitridge Rd	35
Freeport Boulevard	Fruitridge Rd to Blair Ave	40
Freeport Boulevard	Blair Ave to Belleau Wood Ln	45
Freeport Boulevard	Belleau Wood Ln to City Limits	50
Front Street	O St to Broadway	40
Fruitridge Road	South Land Park Dr to MLK Jr Blvd	40
Fruitridge Road	53 <sup>rd</sup> St to Power Inn Rd	40
Fruitridge Road	Power Inn Rd to Florin Perkins Rd	45
Fruitridge Road	Florin Perkins Rd to South Watt Ave	50
G Street	7 <sup>th</sup> St to Alhambra Blvd	30
Garden Highway	City Limits to W Main Drainage Canal	40
Garden Highway	W Main Drainage Canal to Gateway Oaks Dr	35
Garden Highway	Gateway Oaks Dr to I-5	40
Garden Highway	I-5 to Truxel Rd	45
Garden Highway	Truxel Rd to Northgate Blvd	50
Gateway Oaks Drive	Weald Wy to West El Camino Ave	35
Gateway Oaks Drive	West El Camino Ave to Garden Hwy	35
Gateway Park Boulevard	North Bend Dr to Del Paso Rd	30
Gateway Park Boulevard	Del Paso Rd to Arena Blvd	45
Gateway Park Boulevard	Arena Blvd to Truxel Rd	40
Glenrose Ave	Del Paso Blvd to Lexington St	25
Gloria Drive	35 <sup>th</sup> Ave to Greenhaven Dr	30
Gloria Drive	Greenhaven Dr to Las Positas Cir	35
Grand Avenue	Norwood Ave to Talent St	35
Grasslands Drive	Weald Wy to West El Camino Ave	35
Greenhaven Drive	Riverside Blvd to Florin Rd	35
Greenhaven Drive	Florin Rd to Pocket Rd	35
Grove Avenue	Norwood Bypass to El Monte Ave	30
H Street	5 <sup>th</sup> St to 10 <sup>th</sup> St	25
H Street	10 <sup>th</sup> St to 21 <sup>st</sup> St	25
H Street	21 <sup>st</sup> St to Alhambra Blvd	25
H Street	Alhambra Blvd to 42 <sup>nd</sup> St	30
H Street	42 <sup>nd</sup> St to 53 <sup>rd</sup> St	30
H Street	53 <sup>rd</sup> St to Carlson Dr	30
H Street	Carlson Dr to Fair Oaks Blvd	40
Harvard Street	El Camino Ave to Silica Ave	30
Harvard Street	Silica Ave to Arden Wy	35
Havenside Drive	Riverside Blvd to Florin Rd	30
Havenside Drive	Florin Rd to Las Positas Cir	35
Heritage Lane	Arden Wy to Exposition Blvd	35
Honor Parkway	Bridgecross Dr to Regency Park Cir	30
Hornet Drive	College Town Dr to Folsom Blvd	40
Howe Avenue	Auburn Blvd to Marconi Ave	35
Howe Avenue	Cadillac Dr to American River Dr	40

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Howe Avenue	American River Dr to Hwy 50	50
Howe Avenue	Hwy 50 to Folsom Blvd	40
I Street	3 <sup>rd</sup> St to 21 <sup>st</sup> St	25
I Street	21 <sup>st</sup> St to 29 <sup>th</sup> St	25
Innovator Drive	Arena Blvd to Natomas Crossing Dr	35
Irvin Way	Freeport Blvd to 24 <sup>th</sup> St	25
J Street	3 <sup>rd</sup> St to 10 <sup>th</sup> St	30
J Street	10 <sup>th</sup> St to Alhambra Blvd	30
J Street	Alhambra Blvd to 42 <sup>nd</sup> St	30
J Street	42 <sup>nd</sup> St to 56 <sup>th</sup> St	35
J Street	56 <sup>th</sup> St to H St	40
Jacinto Avenue	Calvine Rd to Center Pkwy	35
Jacinto Avenue	Center Pkwy to Bruceville Rd	35
Jacinto Road	Bruceville Rd to West Stockton Blvd	35
Jackson Road	Folsom Blvd to City Limits	50
Jansen Drive	Stockton Blvd to 65 <sup>th</sup> Exwy	30
Jibboom Street	Richards Blvd to I St Bridge	40
Julliard Drive	Notre Dame Dr to Folsom Blvd	30
Karbet Way	25 <sup>th</sup> Ave to Seamas Ave	30
Kiefer Boulevard	Florin Perkins Rd to City Limits	45
L Street	3 <sup>rd</sup> St to 12 <sup>th</sup> St	25
L Street	12 <sup>th</sup> St to Alhambra Blvd	30
La Mancha Way	Tangerine Ave to Mack Rd	40
La Riviera Drive	College Town Dr to Watt Ave	35
Lake Forest Drive	Notre Dame Dr to Bennington Wy	30
Land Park Drive	Broadway to 14 <sup>th</sup> Ave	30
Land Park Drive	14 <sup>th</sup> Ave to Sutterville Rd	30
Lawrence Drive	Fruitridge Rd to Stockton Blvd	30
Leisure Lane	Canterbury Rd to Royal Oaks Dr	30
Lemon Hill Avenue	City Limits to Stockton Blvd	35
Lemon Hill Avenue	Stockton Blvd to 65 <sup>th</sup> Exwy	35
Lemon Hill Avenue	65 <sup>th</sup> Exwy to Power Inn Rd	40
Lexington Street	Glenrose Ave to Calvados Ave	30
Logan Street	Lemon Hill Ave to Elder Creek Rd	30
Longview Drive	Roseville Rd to Watt Ave	40
Luther Drive	52 <sup>nd</sup> Ave to Florin Rd	40
Mabry Drive	Maybrook Dr to Natomas Blvd	30
Mack Road	Brookfield Dr to Stockton Blvd	45
Main Avenue	East Levee Rd to Kelton Wy	40
Main Avenue	Kelton Wy to Rio Linda Blvd	40
Main Avenue	Marysville Blvd to Raley Blvd	30
Marconi Avenue	Del Paso Rd to Connie Dr	35
Marconi Avenue	Connie Dr to Howe Ave	40
Marconi Circle	Marconi Ave to Roseville Rd	30
Martin Luther King Jr Boulevard	Broadway to 14 <sup>th</sup> Ave	30

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Martin Luther King Jr Boulevard	14 <sup>th</sup> Ave to Fruitridge Rd	35
Marysville Boulevard	Rio Linda Blvd to Bell Ave	45
Marysville Boulevard	Doolittle St to Del Paso Blvd	35
McKinley Boulevard	Alhambra Blvd to Elvas Ave	25
McMahon Drive	Stockton Blvd to 65 <sup>th</sup> Exwy	30
Meadowgate Drive	Franklin Blvd to G Pkwy	25
Meadowview Road <sup>(*)</sup>	Freeport Blvd to Brookfield Dr	40
Muir Way	Broadway to Vallejo Wy	30
Munroe Street	City Limits to American River Dr	30
N Street	3 <sup>rd</sup> St to 16 <sup>th</sup> St	25
N Street	16 <sup>th</sup> St to Alhambra Blvd	25
Natomas Boulevard	Elkhorn Blvd to Del Paso Rd	45
Natomas Crossing Drive	Cashaw Wy to Truxel Rd	35
Natomas Park Drive <sup>(*)</sup>	West El Camino Ave to Garden Hwy	30
North Avenue	Marysville Blvd to Winters St	30
North B Street	Bannon St to North 16 <sup>th</sup> St	35
North Bend Drive	Natomas Blvd to East Drainage Canal	30
North Bend Drive	East Drainage Canal to Blackrock Dr	30
North Bend Drive	Blackrock Dr to Danbrook Dr	30
North 7 <sup>th</sup> Street	Richards Blvd to North B St	35
North 12 <sup>th</sup> Street	Richards Blvd to North B St	35
North 16 <sup>th</sup> Street	Richards Blvd to North B St	35
North Park Drive	Brookmere Wy to Natomas Blvd	35
Northborough Drive	Elkhorn Blvd to North Park Dr	30
Northgate Boulevard	City Limits to I-80 WB off-ramp	40
Northgate Boulevard	I-80 WB off-ramp to San Juan Rd	40
Northgate Boulevard	San Juan Rd to Arden Garden Connector	40
Northgate Boulevard	Arden Garden Connector to Hwy 160	45
Norwood Avenue	Main Ave to Grand Ave	40
Norwood Avenue	Grand Ave to Fairbanks Ave	35
Norwood Avenue	Fairbanks Ave to Norwood Bypass	30
Norwood Bypass	Norwood Ave to Grove Ave	30
Notre Dame Drive	Lake Forest Dr to Folsom Blvd	30
Orchard Lane	West El Camino Ave to Garden Hwy	30
P Street	2 <sup>nd</sup> St to 10 <sup>th</sup> St	25
P Street	10 <sup>th</sup> St to 16 <sup>th</sup> St	30
P Street	16 <sup>th</sup> St to Alhambra Blvd	30
Park Riviera Way	Riverside Blvd (N) to Pocket Rd	30
Park Riviera Way	Pocket Rd to Riverside Blvd (S)	30
Pebblewood Drive	Azevedo Dr to Truxel Rd	25
Pell Drive	Main Ave to Pell Cir (S Leg)	30
Pinell Street	North Ave to South Ave	30

(\*) Re-Establishing Existing Speed Limit

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Pocket Road	Park Riviera Wy to Riverside Blvd	30
Pocket Road	Riverside Blvd to Freeport Blvd	40
Power Inn Road	Folsom Blvd to City Limits	45
Q Street	10 <sup>th</sup> St to Alhambra Blvd	30
Raley Boulevard	Ascot Avenue to Santa Ana Ave	50
Raley Boulevard	Santa Ana Ave to Doolittle St	45
Ramona Avenue	Brighton Ave to Power Inn Rd	30
Redding Avenue	Hwy 50 to 850' N of San Joaquin St	30
Regency Park Circle	Club Center Dr to Club Center Dr	30
Response Road <sup>(*)</sup>	Exposition Blvd to Challenge Wy	35
Richards Boulevard	Jibboom St to North 5 <sup>th</sup> St	40
Richards Boulevard	North 5 <sup>th</sup> St to North 12 <sup>th</sup> St	35
Rio Linda Boulevard	City Limits to Marysville Blvd	50
Rio Linda Boulevard	Marysville Blvd to North Ave	45
Rio Linda Boulevard	North Ave to Acacia Ave	40
Rio Linda Boulevard	Acacia Ave to Lampasas Ave	35
Rio Linda Boulevard	Lampasas Ave to El Camino Ave	30
River Plaza Drive	Orchard Ln to Coconut Wy	30
Riverside Boulevard	Broadway to 43 <sup>rd</sup> Ave	35
Riverside Boulevard	43 <sup>rd</sup> Ave to Pocket Rd	40
Roseville Road	Longview Dr to Connie Dr	50
Roseville Road	Connie Dr to Marconi Cir	40
Royal Oaks Drive	Arden Wy to Leisure Ln	30
Rush River Drive	Gloria Dr to Windbridge Dr	35
Rush River Drive	Windbridge Dr to Greenhaven Dr	35
S Street	3 <sup>rd</sup> St to 34 <sup>th</sup> St	30
San Juan Road	City Limits to Northgate Blvd	45
San Juan Road	Northgate Blvd to Western Ave	40
Seamas Avenue	Riverside Blvd to South Land Park Dr	40
Silver Eagle Road	Western Ave to Norwood Ave	35
Sorento Road	East Levee Rd to Del Paso Rd	35
South Avenue	Rio Linda Blvd to Astoria St	30
South Land Park Drive	Sutterville Rd to Fruitridge Rd	30
South Land Park Drive	Fruitridge Rd to Florin Rd	30
South Land Park Drive	Florin Rd to Windbridge Dr	30
Stockton Boulevard <sup>(*)</sup>	Alhambra Blvd to 2 <sup>nd</sup> Ave	30
Stockton Boulevard <sup>(*)</sup>	2 <sup>nd</sup> Ave to Lemon Hill Ave	35
Stockton Boulevard	Lemon Hill Ave to City Limits	40
Stockton Boulevard	City Limits (N of Massie Ct) to City Limits (Hwy 99 On-Ramp)	40
Sully Street	Santa Ana Ave to Main Ave	40

(\*) Re-Establishing Existing Speed Limit

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Sutterville Road	Riverside Blvd to Freeport Blvd	35
Sutterville Road	Freeport Blvd to Franklin Blvd	35
T Street	3 <sup>rd</sup> St to Alhambra Blvd	30
T Street	Alhambra Blvd to 59 <sup>th</sup> St	30
Traction Avenue	Eleanor Ave to El Camino Ave	30
Truxel Road	Del Paso Rd to Gateway Park Blvd	50
Truxel Road	Gateway Park Blvd to I-80	45
Truxel Road	I-80 to San Juan Rd	45
Truxel Road	San Juan Rd to Garden Hwy	40
University Avenue	Fair Oaks Blvd to Howe Ave Overpass	35
University Avenue	Howe Ave Overpass to American River Dr	30
Valley Hi Drive	Franklin Blvd to Mack Rd	35
W Street	3 <sup>rd</sup> St to 27 <sup>th</sup> St	35
Watt Avenue (SB)	American River Bridge to Folsom Blvd	45
Weald Way	Gateway Oaks Dr (W) to Gateway Oaks Dr (E)	35
West El Camino Avenue	City Limits to Seamist Dr	45
West El Camino Avenue	Seamist Dr to Northgate Blvd	35
West El Camino Avenue	Northgate Blvd to East Levee Rd	30
West River Drive	Shady Arbor Dr to West El Camino Ave	30
West Stockton Boulevard	Jacinto Rd to Sheldon Rd	45
Windbridge Drive	Greenhaven Dr to Rush River Dr	35
Windbridge Drive	Rush River Dr to Pocket Rd	35
Winters Street	Bell Ave to North Ave (N)	40
Winters Street	North Ave (N) to Grand Ave	35
Wissemann Drive	Bennington Wy to Folsom Blvd	30
Woodbine Avenue	47 <sup>th</sup> Ave to Edinger Ave	30
Woodbine Avenue	53 <sup>rd</sup> Ave to Florin Rd	30
Wyndham Drive	Valley Hi Dr to Bruceville Rd	35
X Street <sup>(*)</sup>	3 <sup>rd</sup> St to Alhambra Blvd	35
2 <sup>nd</sup> Avenue	Riverside Blvd to Stockton Blvd	30
2 <sup>nd</sup> Avenue	Stockton Blvd to 49 <sup>th</sup> St	35
12 <sup>th</sup> Avenue	Franklin Blvd to MLK Jr Blvd	35
14 <sup>th</sup> Avenue	MLK Jr Blvd to Stockton Blvd	30
14 <sup>th</sup> Avenue	Stockton Blvd to 73 <sup>rd</sup> St	35
14 <sup>th</sup> Avenue	73 <sup>rd</sup> St to Power Inn Rd	40
21 <sup>st</sup> Avenue	Franklin Blvd to MLK Jr Blvd	30
21 <sup>st</sup> Avenue	Stockton Blvd to 79 <sup>th</sup> St	35
23 <sup>rd</sup> Avenue <sup>(*)</sup>	Florin Perkins Rd to Warehouse Wy	35
26 <sup>th</sup> Avenue	24 <sup>th</sup> St to Franklin Blvd	30
35 <sup>th</sup> Avenue	Riverside Blvd to 14 <sup>th</sup> St	30
35 <sup>th</sup> Avenue	14 <sup>th</sup> St to Freeport Blvd	40
43 <sup>rd</sup> Avenue	Riverside Blvd to Gloria Dr	40

(\*) Re-Establishing Existing Speed Limit

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

43 <sup>rd</sup> Avenue	Gloria Dr to 14 <sup>th</sup> St	35
47 <sup>th</sup> Avenue <sup>(*)</sup>	24 <sup>th</sup> St to City Limits	40
47 <sup>th</sup> Avenue	City Limits to Stockton Blvd	40
65 <sup>th</sup> Expressway	14 <sup>th</sup> Ave to City Limits	45
3 <sup>rd</sup> Street	N St to S St	30
5 <sup>th</sup> Street	I St to X St	30
5 <sup>th</sup> Street	X St to Vallejo Wy	30
9 <sup>th</sup> Street	N St to Broadway	30
10 <sup>th</sup> Street	N St to Broadway	30
12 <sup>th</sup> Street	North B St to F St	30
12 <sup>th</sup> Street	F St to L St	25
15 <sup>th</sup> Street	N St to Broadway	30
16 <sup>th</sup> Street	North B St to F St	30
16 <sup>th</sup> Street	F St to N St	30
16 <sup>th</sup> Street	N St to Broadway	30
19 <sup>th</sup> Street	G St to N St	25
19 <sup>th</sup> Street	N St to Broadway	30
21 <sup>st</sup> Street	I St to N St	25
21 <sup>st</sup> Street	N St to Broadway	30
21 <sup>st</sup> Street	Broadway to Freeport Blvd	35
21 <sup>st</sup> Street	Florin Rd to Meadowview Rd	30
24 <sup>th</sup> Street	Broadway to Sutterville Rd	30
24 <sup>th</sup> Street	Sutterville Rd to Meadowview Rd	40
24 <sup>th</sup> Street	Meadowview Rd to Laramore Wy	35
29 <sup>th</sup> Street	C St to 27 <sup>th</sup> St	30
29 <sup>th</sup> Street	Florin Rd to Meadowview Rd	30
30 <sup>th</sup> Street	C St to T St	30
30 <sup>th</sup> Street	12 <sup>th</sup> Ave to 14 <sup>th</sup> Ave	30
33 <sup>rd</sup> Street	5 <sup>th</sup> Ave to 12 <sup>th</sup> Ave	30
34 <sup>th</sup> Street	Folsom Blvd to 5 <sup>th</sup> Ave	25
37 <sup>th</sup> Street	Y St to Broadway	30
39 <sup>th</sup> Street	Folsom Blvd to Stockton Blvd	30
49 <sup>th</sup> Street	V St to Broadway	35
56 <sup>th</sup> Street	Elvas Ave to H St	30
59 <sup>th</sup> Street	Folsom Blvd to Broadway	30
63 <sup>rd</sup> Street	Elder Creek Rd to Fowler Ave	35
65 <sup>th</sup> Street	Elvas Ave to S St	35
65 <sup>th</sup> Street	S St to 14 <sup>th</sup> Ave	40
7 <sup>th</sup> Street	North B St to F St	35
7 <sup>th</sup> Street	F St to T St	30
71 <sup>st</sup> Street	14 <sup>th</sup> Ave to 21 <sup>st</sup> Ave	30
88 <sup>th</sup> Street	Fruitridge Rd to End	40

## RESOLUTION NO.

Adopted by the Sacramento City Council

### Establishing, Changing, and Re-Establishing Speed Limits on Various Streets; and Rescinding Resolution No. 2005-834

#### BACKGROUND

1. 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.
2. In order to ensure compliance with the requirements set forth in the CVC, the E&TS have been performed for 15 speed zones on various streets of the City. These 15 speed zones include:
  - (A) Establishing speed limit for 1 new speed zone,
  - (B) Changing speed zones for 1 street,
  - (C) Changing speed limit for 1 speed zone, and
  - (D) Re-establishing the current speed limit for 12 speed zones.

A summary of the 85<sup>th</sup> percentile and proposed speed limits based on an E&TS for each of these 15 speed zones is presented in Exhibit A.

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.

4. Based on the background information presented herein, Staff recommends that the City Council adopt a Resolution establishing, changing and re-establishing speed limits on 15 speed zones as summarized in Exhibit A.
5. The previously adopted Council Resolution No. 2005-834 for the Citywide posted speed limits will need to be rescinded and superseded with a new Resolution in order to incorporate the new, changed, and re-established speed limits for the above referenced 15 speed zones.
6. A list of City-wide 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 2005-834 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) Establishing New Speed Survey Locations

No.	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT
1	Elkhorn Boulevard	Highway 99 to East City Limit	50.85	50	1

see NOTE 1  
below

NOTE 1: Currently posted at 55 mph, and is managed by the County

(B) Re-establishing Existing Speed Survey Locations

No.	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justify
1	23RD AVENUE	FLORIN PERKINS RD/WAREHOUSE WY	35	37.0	35	6	
2	47TH AVENUE	24TH ST/CITY LIMITS	40	43.9	40	5	AZ, PD, UX
3	Alta Valley way	Mack Road/Bruceville Road	30	35.5	30	8	HC
4	AMHERST STREET	FLORIN RD/MEADOWVIEW RD	30	28	30	8	
5	Challenge way	Arden way/Exposition Boulevard	30	35.1	30	3	HC
6	Del Paso Boulevard	Marysville Boulevard/ El Camino AV	35	40.5	35	2	AZ, PD, UX
7	MEADOWVIEW ROAD	FREEPOR BLVD/BROOKFIELD DR	40	48.7	40	8	SC, CC, PD
8	NATOMAS PARK DRIVE	WEST EL CAMINO AVE/GARDEN HWY	30	39.4	30	1	HC
9	Response Road	Exposition Boulevard/Challenge way	35	37.5	35	3	
10	Stockton Boulevard	Lemon Hill Avenue/2nd Avenue	35	42.5	35	5&6	AZ, BL, PD
11	Stockton Boulevard	2nd Avenue/Alhambra Boulevard	30	35.7	30	3, 4, 5&6	BL, PD, UX
12	X Street	3rd Street/Alhambra Boulevard	35	38.1	35	4&5	PD, PR, UX

(C) Existing Speed Survey Locations to Change Zone

No.	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justify
1	Bruceville Road					8	
	Existing	Valley Hi Dr / Galvina Rd	40				
	Existing	Galvina Rd / Sheldon Rd	45				
	Proposed	Valley Hi Dr / Cosumnes River Blvd		45	40		HC, PD
	Proposed	Cosumnes River Blvd / Sheldon Rd		40.3	40		

Justification Key

AP = Angle Point	NL/NR = Narrow Lanes/Rdway	SW = No Sidewalk
AZ = Adjacent Speed Zone	PD = Pedestrians	TCD = Traffic Calming Devices
BL = No Bike Lanes/Narrow Bike Lanes	PK = Parking	UXS = Uncontrolled School Xing
CC = Community Center	PR = Park	UX = Uncontrolled Xing
CNL = Change in Number of Lanes	SC = School	VC = Vertical Curve
HC = Horizontal Curve	SH = No Shoulder/Narrow Shoulder	VS = Visibility

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

(D) Existing Speed Survey Locations to Lower

NO.	SURVEYED STREET	SEGMENT BOUNDED BY THESE STREETS	POSTED SPEED	85th % SPEED	PROPOSED SPEED	COUNCIL DISTRICT	Justify
1	EL PARAIISO AVENUE	CITY LIMITS/STOCKTON BLVD	35	39.5	30	6	AZ, SW, SH

**Justification Key**

AP = Angle Point	NL/NR = Narrow Lanes/Rdway	SW = No Sidewalk
AZ = Adjacent Speed Zone	PD = Pedestrians	TCD = Traffic Calming Devices
BL = No Bike Lanes/Narrow Bike Lanes	PK = Parking	UX = Uncontrolled School Xing
CC = Community Center	PR = Park	UX = Uncontrolled Xing
CNL = Change in Number of Lanes	SC = School	VC = Vertical Curve
HC = Horizontal Curve	SH = No Shoulder/Narrow Shoulder	VS = Visibility

**Exhibit B**

**Resolution's Speed Limits**

<b>STREET</b>	<b>SEGMENT</b>	<b>MPH</b>
Airport Road	End to San Juan Rd	40
Alhambra Boulevard	C St to Broadway	30
Alpine Avenue	Power Inn Rd to End	35
Alta Valley Way	Mack Rd to Bruceville Rd	30
Altos Avenue	Eleanor Ave to El Camino Ave	30
American River Drive	Howe Ave to City Limits	35
Amherst Street	Florin Rd to Meadowview Rd	30
Arcade Boulevard	Rio Linda Blvd to Marysville Blvd	30
Arcade Boulevard	Marysville Blvd to Del Paso Blvd	35
Arden-Garden Connector	Northgate Blvd to Colfax St	50
Arden Way	Colfax St to Del Paso Blvd	40
Arden Way	Del Paso Blvd to I-80	40
Arden Way	I-80 to Ethan Wy	40
Arena Boulevard	El Centro Rd to Duckhorn Dr	40
Arena Boulevard	Duckhorn Dr to Truxel Rd	45
Arena Boulevard	Truxel Rd to Gateway Park Blvd	45
Ascot Avenue	Dry Creek Rd to 20 <sup>th</sup> St	40
Astoria Street	Grand Ave to Del Paso Blvd	30
Auburn Boulevard	Howe Ave to Marconi Ave	40
Auburn Boulevard	Connie Dr to Marconi Cir	30
Auburn Boulevard	Marconi Cir to Fianza Ave	40
Auburn Boulevard	Fianza Ave to El Camino Ave	30
Azevedo Drive	San Juan Rd to West El Camino Ave	35
Bannon Street	Bercut Dr to North B St	35
Barandas Drive	West River Dr to Orchard Ln	35
Bell Avenue	Norwood Ave to Raley Blvd	40
Bell Avenue	Raley Blvd to Winters St	40
Belvedere Avenue	Power Inn Rd to Florin Perkins Rd	35
Bercut Drive	Richards Blvd to Bannon St	30
Berry Avenue	Power Inn Rd to End	35
Blair Avenue	14 <sup>th</sup> St to Freeport Blvd	35
Bridgexcross Drive	Natomas Blvd to Regency Park Cir	30
Broadway	Front St to Riverside Blvd	30
Broadway	Riverside Blvd to Alhambra Blvd	25
Broadway	Alhambra Blvd to MLK Jr Blvd	30
Broadway	MLK Jr Blvd to Stockton Blvd	35
Broadway	Stockton Blvd to 65 <sup>th</sup> St	30
Brookfield Drive	Meadowview Rd to Franklin Blvd	45
Brookfield Drive	Franklin Blvd to Tangerine Ave	30
Bruceville Road	Valley Hi Dr to Cosumnes River Blvd	40
Bruceville Road	Cosumnes River Blvd to Sheldon Rd	40
Buchman Street	San Juan Rd to End	35

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

C Street	11 <sup>th</sup> St to 29 <sup>th</sup> St	30
C Street	Alhambra Blvd to 35 <sup>th</sup> St	30
C Street	35 <sup>th</sup> St to Elvas Ave	35
Calvine Road	Franklin Blvd to Center Pkwy	35
Calvine Road	Center Parkway to Bruceville Rd	45
Capitol Avenue	15 <sup>th</sup> St to Alhambra Blvd	30
Capitol Mall	End to 3 <sup>rd</sup> St	35
Capitol Mall	3 <sup>rd</sup> St to 5 <sup>th</sup> St	30
Carlson Drive	Sandburg Dr to J St	30
Center Parkway	City Limits to Mack Rd	35
Center Parkway	Mack Rd to Calvine Rd	40
Center Parkway	Calvine Rd to Bruceville Rd	40
Challenge Way	Arden Wy to Exposition Blvd	30
Club Center Drive	Maybrook Dr to Natomas Blvd	35
Club Center Drive	Natomas Blvd to End	35
Colfax Street	El Camino Ave to Del Paso Blvd	30
College Town Drive	State University Drive East to Howe Ave	35
Connie Drive	Roseville Rd to Marconi Ave	35
Cosumnes River Boulevard	Franklin Blvd to Bruceville Rd	50
Cosumnes River Boulevard	Bruceville Rd to Hwy 99	45
Danbrook Drive	Club Center Dr (W) to North Bend Dr	25
Del Paso Boulevard	Astoria St to Arcade Blvd	35
Del Paso Boulevard	Arcade Blvd to Marysville Blvd	35
Del Paso Boulevard	Marysville Blvd to El Camino Ave	35
Del Paso Boulevard	El Camino Ave to Arden Wy	30
Del Paso Boulevard	Arden Wy to Globe Ave	35
Del Paso Road	West City Limits to RT5	40
Del Paso Road	RT5 to East City Limits	50
Del Rio Road	Sutterville Rd to 27 <sup>th</sup> Ave	30
Detroit Boulevard	Meadowview Rd to Shrader Cir (S)	30
Dry Creek Road	City Limits to O'Donnell Ave	40
Dry Creek Road	O'Donnell Ave to Grand Ave	35
Duckhorn Drive	El Centro Rd to Arena Blvd	35
Duckhorn Drive	Arena Blvd to San Juan Rd	35
E Street	7 <sup>th</sup> St to Alhambra Blvd	30
East Commerce Way	Elkhorn Blvd to Del Paso Rd	45
East Commerce Way	Del Paso Rd to Arena Blvd	50
Ehrhardt Avenue	Franklin Blvd to Lockborne Dr	30
El Camino Avenue	East Levee Rd to Del Paso Blvd	30
El Camino Avenue	Del Paso Blvd to Ethan Wy	35
El Centro Road	West Drainage Canal to City Limits	50
El Centro Road	San Juan Rd to City Limits	50
El Monte Avenue	Dale Ave to Globe Ave	30
El Paraiso Avenue	City Limits to Stockton Blvd	30
Elder Creek Road	Stockton Blvd to South Watt Ave	45

Eleanor Avenue	Grove Ave to Del Paso Blvd	30
Elkhorn Boulevard	Highway 99 to East City Limit	50
Elvas Avenue	C St to Primrose Wy	35
Elvas Avenue	Primrose Wy to F St	40
Elvas Avenue	F St to 56 <sup>th</sup> St	35
Elvas Avenue	J St to 62 <sup>nd</sup> St	45
Elvas Avenue	62 <sup>nd</sup> St to 65 <sup>th</sup> St	40
Ethan Way	El Camino Ave to Alta Arden Exwy	35
Ethan Way	Arden Wy to Hurley Wy	45
Evergreen Street	Del Paso Blvd to Arden Wy	30
Exposition Boulevard	Leisure Ln to Tribute Rd	40
Exposition Boulevard	Tribute Rd to Ethan Wy	45
F Street	7 <sup>th</sup> St to Alhambra Blvd	30
Fair Oaks Boulevard	H St to City Limits	45
Florin Road	Riverside Blvd to Gloria Dr	40
Florin Road	Gloria Dr to I-5	40
Florin Road	I-5 to Franklin Blvd	40
Florin Perkins Road	Folsom Blvd to City Limits	45
Folsom Boulevard	Alhambra Blvd to Elvas Ave	35
Folsom Boulevard	Elvas Ave to Watt Ave	45
Fowler Avenue	Stockton Blvd to 63 <sup>rd</sup> St	30
Franklin Boulevard	Broadway to Sutterville Rd	30
Franklin Boulevard	Sutterville Rd to Fruitridge Rd	35
Franklin Boulevard	Fruitridge Rd to City Limits	40
Franklin Boulevard	City Limits to Brookfield Dr	40
Franklin Boulevard	Brookfield Dr to Cosumnes River Blvd	45
Franklin Boulevard	Cosumnes River Blvd to City Limits	45
Freeport Boulevard	Broadway to 21 <sup>st</sup> St	30
Freeport Boulevard	21 <sup>st</sup> St to Sutterville Rd (S Leg)	30
Freeport Boulevard	Sutterville Rd (S Leg) to Fruitridge Rd	35
Freeport Boulevard	Fruitridge Rd to Blair Ave	40
Freeport Boulevard	Blair Ave to Belleau Wood Ln	45
Freeport Boulevard	Belleau Wood Ln to City Limits	50
Front Street	O St to Broadway	40
Fruitridge Road	South Land Park Dr to MLK Jr Blvd	40
Fruitridge Road	53 <sup>rd</sup> St to Power Inn Rd	40
Fruitridge Road	Power Inn Rd to Florin Perkins Rd	45
Fruitridge Road	Florin Perkins Rd to South Watt Ave	50
G Street	7 <sup>th</sup> St to Alhambra Blvd	30
Garden Highway	City Limits to W Main Drainage Canal	40
Garden Highway	W Main Drainage Canal to Gateway Oaks Dr	35
Garden Highway	Gateway Oaks Dr to I-5	40
Garden Highway	I-5 to Truxel Rd	45
Garden Highway	Truxel Rd to Northgate Blvd	50
Gateway Oaks Drive	Weald Wy to West El Camino Ave	35

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Gateway Oaks Drive	West El Camino Ave to Garden Hwy	35
Gateway Park Boulevard	North Bend Dr to Del Paso Rd	30
Gateway Park Boulevard	Del Paso Rd to Arena Blvd	45
Gateway Park Boulevard	Arena Blvd to Truxel Rd	40
Glenrose Ave	Del Paso Blvd to Lexington St	25
Gloria Drive	35 <sup>th</sup> Ave to Greenhaven Dr	30
Gloria Drive	Greenhaven Dr to Las Positas Cir	35
Grand Avenue	Norwood Ave to Talent St	35
Grasslands Drive	Weald Wy to West El Camino Ave	35
Greenhaven Drive	Riverside Blvd to Florin Rd	35
Greenhaven Drive	Florin Rd to Pocket Rd	35
Grove Avenue	Norwood Bypass to El Monte Ave	30
H Street	5 <sup>th</sup> St to 10 <sup>th</sup> St	25
H Street	10 <sup>th</sup> St to 21 <sup>st</sup> St	25
H Street	21 <sup>st</sup> St to Alhambra Blvd	25
H Street	Alhambra Blvd to 42 <sup>nd</sup> St	30
H Street	42 <sup>nd</sup> St to 53 <sup>rd</sup> St	30
H Street	53 <sup>rd</sup> St to Carlson Dr	30
H Street	Carlson Dr to Fair Oaks Blvd	40
Harvard Street	El Camino Ave to Silica Ave	30
Harvard Street	Silica Ave to Arden Wy	35
Havenside Drive	Riverside Blvd to Florin Rd	30
Havenside Drive	Florin Rd to Las Positas Cir	35
Heritage Lane	Arden Wy to Exposition Blvd	35
Honor Parkway	Bridgecross Dr to Regency Park Cir	30
Hornet Drive	College Town Dr to Folsom Blvd	40
Howe Avenue	Auburn Blvd to Marconi Ave	35
Howe Avenue	Cadillac Dr to American River Dr	40
Howe Avenue	American River Dr to Hwy 50	50
Howe Avenue	Hwy 50 to Folsom Blvd	40
I Street	3 <sup>rd</sup> St to 21 <sup>st</sup> St	25
I Street	21 <sup>st</sup> St to 29 <sup>th</sup> St	25
Innovator Drive	Arena Blvd to Natomas Crossing Dr	35
Irvin Way	Freeport Blvd to 24 <sup>th</sup> St	25
J Street	3 <sup>rd</sup> St to 10 <sup>th</sup> St	30
J Street	10 <sup>th</sup> St to Alhambra Blvd	30
J Street	Alhambra Blvd to 42 <sup>nd</sup> St	30
J Street	42 <sup>nd</sup> St to 56 <sup>th</sup> St	35
J Street	56 <sup>th</sup> St to H St	40
Jacinto Avenue	Calvine Rd to Center Pkwy	35
Jacinto Avenue	Center Pkwy to Bruceville Rd	35
Jacinto Road	Bruceville Rd to West Stockton Blvd	35
Jackson Road	Folsom Blvd to City Limits	50
Jansen Drive	Stockton Blvd to 65 <sup>th</sup> Exwy	30
Jibboom Street	Richards Blvd to I St Bridge	40

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Julliard Drive	Notre Dame Dr to Folsom Blvd	30
Karbet Way	25 <sup>th</sup> Ave to Seamas Ave	30
Kiefer Boulevard	Florin Perkins Rd to City Limits	45
L Street	3 <sup>rd</sup> St to 12 <sup>th</sup> St	25
L Street	12 <sup>th</sup> St to Alhambra Blvd	30
La Mancha Way	Tangerine Ave to Mack Rd	40
La Riviera Drive	College Town Dr to Watt Ave	35
Lake Forest Drive	Notre Dame Dr to Bennington Wy	30
Land Park Drive	Broadway to 14 <sup>th</sup> Ave	30
Land Park Drive	14 <sup>th</sup> Ave to Sutterville Rd	30
Lawrence Drive	Fruitridge Rd to Stockton Blvd	30
Leisure Lane	Canterbury Rd to Royal Oaks Dr	30
Lemon Hill Avenue	City Limits to Stockton Blvd	35
Lemon Hill Avenue	Stockton Blvd to 65 <sup>th</sup> Exwy	35
Lemon Hill Avenue	65 <sup>th</sup> Exwy to Power Inn Rd	40
Lexington Street	Glenrose Ave to Calvados Ave	30
Logan Street	Lemon Hill Ave to Elder Creek Rd	30
Longview Drive	Roseville Rd to Watt Ave	40
Luther Drive	52 <sup>nd</sup> Ave to Florin Rd	40
Mabry Drive	Maybrook Dr to Natomas Blvd	30
Mack Road	Brookfield Dr to Stockton Blvd	45
Main Avenue	East Levee Rd to Kelton Wy	40
Main Avenue	Kelton Wy to Rio Linda Blvd	40
Main Avenue	Marysville Blvd to Raley Blvd	30
Marconi Avenue	Del Paso Rd to Connie Dr	35
Marconi Avenue	Connie Dr to Howe Ave	40
Marconi Circle	Marconi Ave to Roseville Rd	30
Martin Luther King Jr Boulevard	Broadway to 14 <sup>th</sup> Ave	30
Martin Luther King Jr Boulevard	14 <sup>th</sup> Ave to Fruitridge Rd	35
Marysville Boulevard	Rio Linda Blvd to Bell Ave	45
Marysville Boulevard	Doolittle St to Del Paso Blvd	35
McKinley Boulevard	Alhambra Blvd to Elvas Ave	25
McMahon Drive	Stockton Blvd to 65 <sup>th</sup> Exwy	30
Meadowgate Drive	Franklin Blvd to G Pkwy	25
Meadowview Road	Freeport Blvd to Brookfield Dr	40
Muir Way	Broadway to Vallejo Wy	30
Munroe Street	City Limits to American River Dr	30
N Street	3 <sup>rd</sup> St to 16 <sup>th</sup> St	25
N Street	16 <sup>th</sup> St to Alhambra Blvd	25
Natomas Boulevard	Elkhorn Blvd to Del Paso Rd	45
Natomas Crossing Drive	Cashaw Wy to Truxel Rd	35
Natomas Park Drive	West El Camino Ave to Garden Hwy	30
North Avenue	Marysville Blvd to Winters St	30
North B Street	Bannon St to North 16 <sup>th</sup> St	35
North Bend Drive	Natomas Blvd to East Drainage Canal	30

North Bend Drive	East Drainage Canal to Blackrock Dr	30
North Bend Drive	Blackrock Dr to Danbrook Dr	30
North 7 <sup>th</sup> Street	Richards Blvd to North B St	35
North 12 <sup>th</sup> Street	Richards Blvd to North B St	35
North 16 <sup>th</sup> Street	Richards Blvd to North B St	35
North Park Drive	Brookmere Wy to Natomas Blvd	35
Northborough Drive	Elkhorn Blvd to North Park Dr	30
Northgate Boulevard	City Limits to I-80 WB off-ramp	40
Northgate Boulevard	I-80 WB off-ramp to San Juan Rd	40
Northgate Boulevard	San Juan Rd to Arden Garden Connector	40
Northgate Boulevard	Arden Garden Connector to Hwy 160	45
Norwood Avenue	Main Ave to Grand Ave	40
Norwood Avenue	Grand Ave to Fairbanks Ave	35
Norwood Avenue	Fairbanks Ave to Norwood Bypass	30
Norwood Bypass	Norwood Ave to Grove Ave	30
Notre Dame Drive	Lake Forest Dr to Folsom Blvd	30
Orchard Lane	West El Camino Ave to Garden Hwy	30
P Street	2 <sup>nd</sup> St to 10 <sup>th</sup> St	25
P Street	10 <sup>th</sup> St to 16 <sup>th</sup> St	30
P Street	16 <sup>th</sup> St to Alhambra Blvd	30
Park Riviera Way	Riverside Blvd (N) to Pocket Rd	30
Park Riviera Way	Pocket Rd to Riverside Blvd (S)	30
Pebblewood Drive	Azevedo Dr to Truxel Rd	25
Pell Drive	Main Ave to Pell Cir (S Leg)	30
Pinell Street	North Ave to South Ave	30
Pocket Road	Park Riviera Wy to Riverside Blvd	30
Pocket Road	Riverside Blvd to Freeport Blvd	40
Power Inn Road	Folsom Blvd to City Limits	45
Q Street	10 <sup>th</sup> St to Alhambra Blvd	30
Raley Boulevard	Ascot Avenue to Santa Ana Ave	50
Raley Boulevard	Santa Ana Ave to Doolittle St	45
Ramona Avenue	Brighton Ave to Power Inn Rd	30
Redding Avenue	Hwy 50 to 850' N of San Joaquin St	30
Regency Park Circle	Club Center Dr to Club Center Dr	30
Response Road	Exposition Blvd to Challenge Wy	35
Richards Boulevard	Jibboom St to North 5 <sup>th</sup> St	40
Richards Boulevard	North 5 <sup>th</sup> St to North 12 <sup>th</sup> St	35
Rio Linda Boulevard	City Limits to Marysville Blvd	50
Rio Linda Boulevard	Marysville Blvd to North Ave	45
Rio Linda Boulevard	North Ave to Acacia Ave	40
Rio Linda Boulevard	Acacia Ave to Lampasas Ave	35
Rio Linda Boulevard	Lampasas Ave to El Camino Ave	30
River Plaza Drive	Orchard Ln to Coconut Wy	30
Riverside Boulevard	Broadway to 43 <sup>rd</sup> Ave	35
Riverside Boulevard	43 <sup>rd</sup> Ave to Pocket Rd	40

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Roseville Road	Longview Dr to Connie Dr	50
Roseville Road	Connie Dr to Marconi Cir	40
Royal Oaks Drive	Arden Wy to Leisure Ln	30
Rush River Drive	Gloria Dr to Windbridge Dr	35
Rush River Drive	Windbridge Dr to Greenhaven Dr	35
S Street	3 <sup>rd</sup> St to 34 <sup>th</sup> St	30
San Juan Road	City Limits to Northgate Blvd	45
San Juan Road	Northgate Blvd to Western Ave	40
Seamas Avenue	Riverside Blvd to South Land Park Dr	40
Silver Eagle Road	Western Ave to Norwood Ave	35
Sorento Road	East Levee Rd to Del Paso Rd	35
South Avenue	Rio Linda Blvd to Astoria St	30
South Land Park Drive	Sutterville Rd to Fruitridge Rd	30
South Land Park Drive	Fruitridge Rd to Florin Rd	30
South Land Park Drive	Florin Rd to Windbridge Dr	30
Stockton Boulevard	Alhambra Blvd to 2 <sup>nd</sup> Ave	30
Stockton Boulevard	2 <sup>nd</sup> Ave to Lemon Hill Ave	35
Stockton Boulevard	Lemon Hill Ave to City Limits	40
Stockton Boulevard	City Limits (N of Massie Ct) to City Limits (Hwy 99 On-Ramp)	40
Sully Street	Santa Ana Ave to Main Ave	40
Sutterville Road	Riverside Blvd to Freeport Blvd	35
Sutterville Road	Freeport Blvd to Franklin Blvd	35
T Street	3 <sup>rd</sup> St to Alhambra Blvd	30
T Street	Alhambra Blvd to 59 <sup>th</sup> St	30
Traction Avenue	Eleanor Ave to El Camino Ave	30
Truxel Road	Del Paso Rd to Gateway Park Blvd	50
Truxel Road	Gateway Park Blvd to I-80	45
Truxel Road	I-80 to San Juan Rd	45
Truxel Road	San Juan Rd to Garden Hwy	40
University Avenue	Fair Oaks Blvd to Howe Ave Overpass	35
University Avenue	Howe Ave Overpass to American River Dr	30
Valley Hi Drive	Franklin Blvd to Mack Rd	35
W Street	3 <sup>rd</sup> St to 27 <sup>th</sup> St	35
Watt Avenue (SB)	American River Bridge to Folsom Blvd	45
Weald Way	Gateway Oaks Dr (W) to Gateway Oaks Dr (E)	35
West El Camino Avenue	City Limits to Seamist Dr	45
West El Camino Avenue	Seamist Dr to Northgate Blvd	35
West El Camino Avenue	Northgate Blvd to East Levee Rd	30
West River Drive	Shady Arbor Dr to West El Camino Ave	30
West Stockton Boulevard	Jacinto Rd to Sheldon Rd	45
Windbridge Drive	Greenhaven Dr to Rush River Dr	35
Windbridge Drive	Rush River Dr to Pocket Rd	35
Winters Street	Bell Ave to North Ave (N)	40
Winters Street	North Ave (N) to Grand Ave	35

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

Wissemann Drive	Bennington Wy to Folsom Blvd	30
Woodbine Avenue	47 <sup>th</sup> Ave to Edinger Ave	30
Woodbine Avenue	53 <sup>rd</sup> Ave to Florin Rd	30
Wyndham Drive	Valley Hi Dr to Bruceville Rd	35
X Street	3 <sup>rd</sup> St to Alhambra Blvd	35
2 <sup>nd</sup> Avenue	Riverside Blvd to Stockton Blvd	30
2 <sup>nd</sup> Avenue	Stockton Blvd to 49 <sup>th</sup> St	35
12 <sup>th</sup> Avenue	Franklin Blvd to MLK Jr Blvd	35
14 <sup>th</sup> Avenue	MLK Jr Blvd to Stockton Blvd	30
14 <sup>th</sup> Avenue	Stockton Blvd to 73 <sup>rd</sup> St	35
14 <sup>th</sup> Avenue	73 <sup>rd</sup> St to Power Inn Rd	40
21 <sup>st</sup> Avenue	Franklin Blvd to MLK Jr Blvd	30
21 <sup>st</sup> Avenue	Stockton Blvd to 79 <sup>th</sup> St	35
23 <sup>rd</sup> Avenue	Florin Perkins Rd to Warehouse Wy	35
26 <sup>th</sup> Avenue	24 <sup>th</sup> St to Franklin Blvd	30
35 <sup>th</sup> Avenue	Riverside Blvd to 14 <sup>th</sup> St	30
35 <sup>th</sup> Avenue	14 <sup>th</sup> St to Freeport Blvd	40
43 <sup>rd</sup> Avenue	Riverside Blvd to Gloria Dr	40
43 <sup>rd</sup> Avenue	Gloria Dr to 14 <sup>th</sup> St	35
47 <sup>th</sup> Avenue	24 <sup>th</sup> St to City Limits	40
47 <sup>th</sup> Avenue	City Limits to Stockton Blvd	40
65 <sup>th</sup> Expressway	14 <sup>th</sup> Ave to City Limits	45
3 <sup>rd</sup> Street	N St to S St	30
5 <sup>th</sup> Street	I St to X St	30
5 <sup>th</sup> Street	X St to Vallejo Wy	30
9 <sup>th</sup> Street	N St to Broadway	30
10 <sup>th</sup> Street	N St to Broadway	30
12 <sup>th</sup> Street	North B St to F St	30
12 <sup>th</sup> Street	F St to L St	25
15 <sup>th</sup> Street	N St to Broadway	30
16 <sup>th</sup> Street	North B St to F St	30
16 <sup>th</sup> Street	F St to N St	30
16 <sup>th</sup> Street	N St to Broadway	30
19 <sup>th</sup> Street	G St to N St	25
19 <sup>th</sup> Street	N St to Broadway	30
21 <sup>st</sup> Street	I St to N St	25
21 <sup>st</sup> Street	N St to Broadway	30
21 <sup>st</sup> Street	Broadway to Freeport Blvd	35
21 <sup>st</sup> Street	Florin Rd to Meadowview Rd	30
24 <sup>th</sup> Street	Broadway to Sutterville Rd	30
24 <sup>th</sup> Street	Sutterville Rd to Meadowview Rd	40
24 <sup>th</sup> Street	Meadowview Rd to Laramore Wy	35
29 <sup>th</sup> Street	C St to 27 <sup>th</sup> St	30
29 <sup>th</sup> Street	Florin Rd to Meadowview Rd	30
30 <sup>th</sup> Street	C St to T St	30

Establishing, Changing, and Re-Establishing Speed Limits  
on Various Streets

August 28, 2007

30 <sup>th</sup> Street	12 <sup>th</sup> Ave to 14 <sup>th</sup> Ave	30
33 <sup>rd</sup> Street	5 <sup>th</sup> Ave to 12 <sup>th</sup> Ave	30
34 <sup>th</sup> Street	Folsom Blvd to 5 <sup>th</sup> Ave	25
37 <sup>th</sup> Street	Y St to Broadway	30
39 <sup>th</sup> Street	Folsom Blvd to Stockton Blvd	30
49 <sup>th</sup> Street	V St to Broadway	35
56 <sup>th</sup> Street	Elvas Ave to H St	30
59 <sup>th</sup> Street	Folsom Blvd to Broadway	30
63 <sup>rd</sup> Street	Elder Creek Rd to Fowler Ave	35
65 <sup>th</sup> Street	Elvas Ave to S St	35
65 <sup>th</sup> Street	S St to 14 <sup>th</sup> Ave	40
7 <sup>th</sup> Street	North B St to F St	35
7 <sup>th</sup> Street	F St to T St	30
71 <sup>st</sup> Street	14 <sup>th</sup> Ave to 21 <sup>st</sup> Ave	30
88 <sup>th</sup> Street	Fruitridge Rd to End	40