amento raffic Survey	and FTHAN WAY ENR	52	End Time: 11:05 Date of ADT: 6/24/2004	Radar Serial No. DS 13639	Avg. Speed (mph): 40.1 Weather: Dry	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use	Multi-Family Residential Commercial 🔀	Industrial				Roadway Characteristics	rking			Width (ft): <u>123</u>	(1-WAY) Bikeways: <u>None</u>	htaway Visibility: <u>Fair</u>	1 Median	f			<u>Traffic Controls:</u> (.ocation of Signats, Stop Signs, and Roundabouts) SIGNALS @: I-80 E/B ON-RAMP, POINT WEST WY, HERITAGE LN, CHALLENGE WY, ETHAN WY.				Leel set	Certifying Engineer	commended Speed Limit: the average 85th percentile speed is 44.1 mph (see page no. 88). The County segment east of this speed zone is currently posted at it to the west is currently posted at 40 mph. Therefore, considering the posted speed limits on adjacent zone, and to ensure the en adjacent speed zones, the City Council, on the recommendation of the City Traffic Engineer, approved to re-establishe this speed	
City of Sacramento Engineering and Traffic Survey	between RT 80	ш	Start Time: 10:35	Observer: Tara Barretto	85 <sup>th</sup> % Speed (mph): 43.3	LAND		Single Family Residential	Office	School	Notes:	e.		On Street Parking: No Parking	Notes:	Roadway Geometry:	Segment Length (ft): 5.100	No. of Lanes: <u>4 E/B (1-WAY)</u>	Alignment: <u>Straightawav</u>	Median and/or Center Line Treatment: <u>Raised Median</u>	Notes:			Traffic Controls: (Location of Signals, Stop Signs, and Rounda SIGNALS @: I-80 E/B ON-RAMP, PO	<b>Traffic Calming:</b> (Location of Traffic Calming Devices)	98		Collisions due to Signature:		ed Limit: entile speed is 44.1 mph (see page no. ntty posted at 40 mph. Therefore, con nes, the City Council, on the recommen	2
	WAY	N HERITAGE I	8/10/2010	8/10/2017	40	ТА	υď	0.00%			0.00%				0.00% 2.56% 4.27%		16.24%								100.00% 100.00% 100.00% 100.00%		lision History	Collisior Spee		<u>Tended Spee</u> lerage 85th perc he west is curre acent speed zo	
	ARDEN WAY	•	8/1	8/1	mit (mph):	SPOT SPEED DATA	Per	0.00%	0.00%	0.00% 0.00%	0.00%	00.00% 0.00%	0.00% 0.00%	0.00%	0.00% 2.56% 1.71%	2.56%	4.21% 3.42% 5.00%	9.40% 11.97%	10.26%	9.40% 11.11%	7.69%	%00:0 %00:0	0.00%	0.00% 0.00% 0.00% 0.85%	0.00% 0.00% 0.00%	0.00%	Collision	Total No. of Collisions	37 32	of Recomm ad that the av segment to th between adj	
	Speed Zone:	Survey Location:	Survey Date:	Expiration Date:	Posted Speed Limit (mph):	SPOTS	Nc	<ul> <li>415</li> <li>16</li> <li>16</li> <li>1</li> <l< td=""><td>18 0 0</td><td>20 20 21</td><td>22 0</td><td>24 0 25 0</td><td>26 0 27 0</td><td>28 59 00</td><td></td><td>33 34 3 24 2</td><td>36 4 4</td><td>38 11 39 14</td><td>12</td><td></td><td>44 9 45 7</td><td>46 47 48 0</td><td>49 0 50 0</td><td>51 52 54 54 5 4 0 5 4 0 5 4 0 5 4 0 5 4 0 0</td><td>57 0 58 0 59 0</td><td>&gt;=60 0 Total 117</td><td></td><td></td><td>2008 2009</td><td>Justification of Recommended Speed Limit: The E&amp;TS indicated that the average 85th percentile spe 35 mph while the segment to the west is currently poster gradual transition between adjacent speed zones, the Ci zone at 40 mph.</td><td></td></l<></ul>	18 0 0	20 20 21	22 0	24 0 25 0	26 0 27 0	28 59 00		33 34 3 24 2	36 4 4	38 11 39 14	12		44 9 45 7	46 47 48 0	49 0 50 0	51 52 54 54 5 4 0 5 4 0 5 4 0 5 4 0 5 4 0 0	57 0 58 0 59 0	>=60 0 Total 117			2008 2009	Justification of Recommended Speed Limit: The E&TS indicated that the average 85th percentile spe 35 mph while the segment to the west is currently poster gradual transition between adjacent speed zones, the Ci zone at 40 mph.	

ENGINEERING ENGINEERING	ETHAN WAY FOR	Average Daily Traffic (ADT): 50,493		Radar Serial No. DS 13639	Avg. Speed (mph): 39.6 Weather: Dry	DWAY CONDITIONS	it Land Use	Multi-Family Residential Commercial X	Industrial 🗍 Park 🗍				Iracteristics				Width (ft): <u>123</u>	Bikeways: <u>None</u>	Visibility: <u>Fair</u>					ERITAGE LN, CHALLENGE WAY, ETHAN WAY.						Certifying Engineer		agment east of this speed zone is currently posted at speed limits on adjacent zone, and to ensure the raffic Engineer, approved to re-establishe this speed
City of Sacramento Engineering and Traffic Survey	between RT 80	BETWEEN HERITAGE LANE & CHALLENGE WAY (W/B ONLY)	Start Time: 9:10 End Time: 9:40	Observer: Tara Barretto	85 <sup>th</sup> % Speed (mph): 44.9 Avg.	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use	Single Family Residential	Office	School	<u>Notes:</u>		Roadway Characteristics	On Street Parking: No Parking	Notes:	Roadway Geometry:	Segment Length (ft): <u>5,100</u>	No. of Lanes: <u>4 W/B (1-WAY)</u>	Alignment: <u>Straightaway</u>	Median and/or Center Line Treatment: <u>Raised Median</u>	Notes:		<u>Traffic Controls:</u>	(LOCBERON OF SUGNERS, STOP SUGNES, AND HOLINGEDURS) SIGNALS @: I-80 E/B ON RAMP, POINT WEST WAY, HERITAGE LN, CHALLENGE WAY, ETHAN WAY.		<b>Traffic Calming:</b> (Location of Traffic Calming Devices)			Collisions due to Signature:		ed Limit:	The E&TS indicated that the average 85th percentile speed is 44.1 mph (see page no. 87). The County segment east of this speed zone is currently posted at 35 mph while the segment to the west is currently posted at 40 mph. Therefore, considering the posted speed limits on adjacent zone, and to ensure the gradual transition between adjacent speed zones, the City Council, on the recommendation of the City Traffic Engineer, approved to re-establishe this speed zone at 40 mph.
	Speed Zone: ARDEN WAY	Survey Location: BETWEEN HERITAGE L		Expiration Date: 8/11/2017	Posted Speed Limit (mph): 40	SPOT SPEED DAT	No. of Percent of C Vehicles Total P		%00'0 %00'0 0	00.00%	0 0.00% 0.00%	0 0.00%	0 0.00% 0 0.00%	1 0.98%	4 3.92% 4.90% 0 0.00% 4.90% 3 2.94% 7.84%	3 2.94% 5 4.90%	7 6.86% 7 6.86%	7 6.86% 10 9.80%	3 2.94% 7 6.86%	0.02% 4.90% 2.94%	3 2.94% 75.49% 11 10.78% 86.27% 0 8.82% 05.10%	n u -	0 0.00%	0 0.00% 0 0.00%	0 0.00%	57 0 0.00% 100.00% 58 0 0.00% 100.00% 59 0 0.00% 100.00%	0 0.00% 102 100.00%	on Histo	Total No. of Collisions		Justification of Recommended Speed Limit:	kTS indicated that the average 85th perc h while the segment to the west is curre al transition between adjacent speed zoi it 40 mph.

Justification of Recommended Speed Limit: The E&TS indicated that the 85th percentile speed is 43.3 mph. This speed zone is characterized predominantly by commercial developments along the corridor. It is also listed as a bike route on the City of Sacramento's bikeway master plan. However, there is no striped bike lane along north-bound Howe Avenue from University Avenue to Cadillac Drive, and south-bound Howe Avenue from Cadillac Drive up to south of Fair Oaks Boulevard. Furthermore, this zone has experienced 15 vehicle collisions due to speeding within the last two years. Therefore, the City Council on the recommendation of the City Traffic Engineer, approved to re-establish this speed zone at 40 mph.

	8		18		2009
Certifying Engineer	7		15		2008
Signature: Post	Collisions due to Speeding	Collisic Spe	Total No. of Collisions	Total Coll	Year
		listory	<b>Collision History</b>		
			100.00%	102	Total
		100.00%	0.00%	0	>=60
RED LIGHT RUNNING CAMERA @ FAIR OAKS BLVD.	RED LIGHT R	100.00%	0.00%	0	59
(Location of Traffic Calming Devices)	(Location of Traff	100.00%	0.00%	0	58
ng:	Traffic Calming:	100.00%	0.00%	0	57
	4 8 8	100.00%	0.00%	0	56
		100.00%	0.00%	0	ដ្ឋ
		100.00%	0.00%	0	54
SIGNALS @ FAIR OAKS BLVD, UNIVERSITY AVE, & AMERICAN RIVER DR.	SIGNALS @ F	100.00%	0.00%	0	53
(Location of Signals, Stop Signs, and Roundabouts)	(Location of Sign	100.00%	0.00%	0	52
ols:	Traffic Controls:	100.00%	0.98%	-	51
		99.02%	0.00%	0	50
		99.02%	0.00%	0	49
		07.70'EG	0,06'1	N	40

					•	
			100.00%	0.00%	0	>=60
			100.00%	0.00%	<b>э</b> (	ло
		(I pration of Traffic Calming Devices)	100.00%	0.00%	<b>.</b> .	58
		Traffic Calming:	100.00%	0.00%	0 0	57
			100.00%	0.00%	э	50
			100.00%	0.00%	0	ទ្ធ
		10	100.00%	0.00%	0	54
	RSITY AVE. & AMERICAN RIVER DR.	SIGNALS @ FAIR OAKS BLVD. UNIVERSITY AVE. & AMERICAN RIVER DR.	100.00%	0.00%	0	53
	ts)	(Location of Signals, Stop Signs, and Roundahou	100.00%	0.00%	0	52
		Traffic Controls:	100.00%	%86.0	-	51
			99.02%	0.00%	0	50
			99.02%	0.00%	0	49
			99.02%	1.96%	N	48
			97.06%	1.96%	N	47
			95.10%	0.98%	-	46
		Notes:	94.12%	4.90%	01	45
			89.22%	5.88%	6	44
	edian	Center Line Treatment: Raised Median	83.33%	6.86%	7	43
		Median and/or	76.47%	7.84%	8	42
			68.63%	8.82%	9	41
Fair	<u>Surve</u> Visibility: Fair	Alignment: Vertical Curve	59.80%	11.76%	12	40
			48.04%	8.82%	9	39
Bikeways: On-Street Bike Lanes		No. of Lanes: 6 (3 N/B, 3 S/B)	39.22%	11.76%	12	38
1			27.45%	9.80%	10	37
88	Width (ft):	Segment Length (ft): 2,550	17.65%	7.84%	80	36
			9.80%	6.86%	7	33
		Roadway Geometry:	2.94%	0.00%	0	34
			2.94%	0.98%	-	33
			1.96%	0.98%		32
		Notes:	0.98%	0.98%	4	31
			0.00%	0.00%	0	30
	DI	On Street Parking: No Parking	0.00%	0.00%	0	29
			0.00%	0.00%	0	28
	Roadway Characteristics		0.00%	0.00%	0	27
			0.00%	0.00%	0	26
			0.00%	0.00%	0	25
			0.00%	0.00%	0	24
			0.00%	0.00%	0	23
		Notes:	0.00%	0.00%	0	22
			0.00%	0.00%	0	21
		School	0.00%	0.00%	0 1	20
		]	0.00%	0.00%	0	19
Park	Industrial	Office X	0.00%	0.00%	0 (	18
2				2°00 0	0	17
Commercial X	Multi-Family Residential	Single Family Residential	0.00%	0.00%	0 0	16
			0.00%	%00 D	5	<u>د</u>
	Predominant Land Use	~	Cumulative Percentage	Percent of Total	No. of Vehicles	Speed
	LAND USE AND ROADWAY CONDITIONS	LANDU	TA	SPOT SPEED DATA	SPOT SF	
weather: Dry	Avg. speed (mpn): 39.9	80 % speed (mpn): 43.3	40	ic (indui):	rusted speed Littiit (mpn):	Posted a

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City of Sacramento ngineering and Traffic Survey				
Shin Dasper	NO OFFICIAL S LIMI	DIVISION	C TRAFFIC SAL	J OF SACRA

Expiration Date: Survey Date: Survey Location: Speed Zone:

8/17/2017 8/17/2010 BETWEEN UNIVERSITY AVE & AMERICAN RIVER DR

between CADILLAC DR

and AMERICAN RIVER DR

Average Daily Traffic (ADT): 41,032

Radar Serial No. DS 13639 Date of ADT: 6/10/2009

Start Time: 10:00

End Time: 10:30

**Observer: Tara Barretto** 

HOWE AVE

City of Sacramento Engineering and Traffic Survey	16		ttart Time: 13:05 End Time: 13:40 Date of ADT: 1/10/2006 Observer: Tara Barretto Radar Serial No. DS 13825	85 <sup>th</sup> % Chood (mmh): 35.8 Avri Sheed (mmh): 33.7 Wlasther: Dw	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use	Single Family Residential 🗍 🛛 Multi-Family Residential 🔀 Commercial 🛛	Office	School 🗍			Roadway Characteristics	arking: Moderate			<u>sometry:</u>	Segment Length (ft): <u>4.750</u> Width (ft): <u>48</u>	No. of Lanes: <u>3 N/B</u> Bikeways: <u>None</u>	Alignment: <u>Straightaway</u> Visibility: <u>Fair</u>	Median and/or Center Line Treatment: <u>None</u>	<u>Notes:</u> MARKED, UNCONTROLLED CROSSWALKS ON 16TH ST @ O ST, R ST, U ST, & V ST.		<u>Traffic Controls:</u> (Location of Signals, Stop Signs, and Roundabouts) SIGNALS @ N ST, P ST, Q ST, S ST, T ST, W ST, X ST, & BROADWAY; LIGHT RAIL XING @ R ST.		<b>Traffic Calming:</b> (Location of Traffic Calming Devices)			Signature:	Certifying Engineer	Justification of Recommended Speed Limit: The E&TS indicated that the 85th percentile speed is 35.8 mph. There are existing marked uncontrolled crosswalks at O Street, R Street, U Street and V Street. This speed zone is within the Central City core area and is characterized by heavy pedestrian activity due to: (i) a mix of residential and commercial uses, and (ii) Fremont Park at P Street. Therefore, the City Council, on the recommendation of the City Traffic Engineer, approved to re-establish the speed zone at 30 mph.	
L L		1 94	Start Time: 13:05 Observer: Tara I	orth o		oe De				Notes:			On Street Parking:	% Notes:		Boadway Geometry:		<u></u>				×**		%				Collisions due to Speeding	1	Justification of Recommended Speed Limit: The E&TS indicated that the 85th percentile speed is 35.8 mr This speed zone is within the Central City core area and is cl (ii) Fremont Park at P Street. Therefore, the City Council, or mph.	
	REET	WEEN U STREET & V	7/14/2010 7/14/2017	30	ATA	ΟĞ					0.00% 0.00%				34.65% 52.48%							100.00% 100.00%			100.00% 100.00% 100.00%		history	Col		mended S 5th percent Central City Therefore,	
	16th STREET	BETWEE	42	Sneed Limit (mnh).	SPOT SPEED DATA		0.00% 0.00%	0.00%	00.0 %00.0	0.00%	0000% 0.00%	0.00%	0.00% 1.98%	4.95% 11.88%	15.84% 17.82%	15.84% 10.89%	6.93% 5.94%	4.95%	0.99%	0.00%	0.00% 0.00% 0.00%	0.00% 0.00%	0.00% 0.00% 0.00% 0.00%	0.00% 0.00%	0.00% 0.00%	0.00%	Collision History	Total No. of Collisions	4	F Recomt d that the 8 within the t P Street.	
	Zone:	Survey Location:	Survey Date: Expiration Date:	Sheed Lin	SPOT SI	No. of Vehicles	000	000	000	00	0 0	00	0 0	5 12	16 18	16 11	۲ 9	Ω-					00000	00	000	101		Col Col		cation of S indicate ed zone is ont Park al	
	Speed Zone:	Survey	Survey Date: Expiration Da	Preted 9		Speed	<=15 16 17	18	5 2 5	3 23	24	26 27	<b>7</b> 8 78	31 30	33 33	34 35	36 37	38	40	42	44 46 46	48 49	50 52 53 53	55 56	57 58 59	>=60 Total		Year	2008 2009	Justifi The E&T This spe (ii) Frem mph.	



between RIVERSIDE BLVD

**BETWEEN 17th STREET & 18th STREET** 

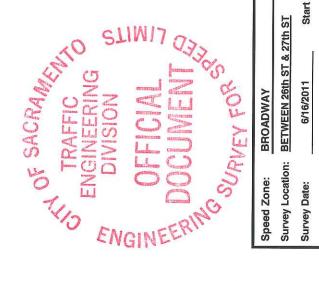
Average Daily Traffic (ADT): 21,073

and ALHAMBRA BLVD

Survey Date:	ate:	6/15/	6/15/2011	Start Time: 14:30	End Time: 15:00	Date of ADT: 10/25/2007
Expiration Date	n Date:	6/15	6/15/2018	Observer: Tara Barretto		Radar Serial No. DS 13639
Posted Speed Limit (mph):	oeed Limi	t (mph):	25	85 <sup>th</sup> % Speed (mph): 32.8	Avg. Speed (mph): 29.3	Weather: Dry
S	SPOT SPEE	EED DATA	LA	LAND I	LAND USE AND ROADWAY CONDITIONS	NS
Speed mph	No. of Vehicles	cent of otal	Cumulative Percentage		Predominant Land Use	
<=15 16	0 0	%00.0 0.00%	0.00%	Sincle Family Residential	Mutti-Family Residential	Commercial V
17	000	%00.0 %00.0	0.00%			
19	00	%00'0	%00.0 %00.0		Industrial	Park
20	00	%00.0 %00.0	0.00%	School		#1
3 2	00	0.00%	%00°0	Notes:		
23	с с	2.97% 1 98%	2.97% 4 95%		5. A	
52	9	5.94%	10.89%			
26 27	12	11.88% 0 00%	22.77% 32 67%		Boadway Characteristics	
58	2 E	10.89%	43.56%		Incauway cilalacteristics	
50	14	13.86%	57.43%	On Street Parking: Moderate	te	
3 8	6 r	8.91% 6.93%	66.34% 73.27%	Notes:		
32	. 9	5.94%	79.21%	100/04		c,
33	7	6.93%	86.14%			-
35	იი	2.97%	95.05%	Hoadway deometry:		
36	e	2.97%	98.02%	Segment Length (ft): 7,900	Width (ft): 64	t): <u>64</u>
37 38	0 0	1.98% 0.00%	100.00%	No. of Lanes: 4 (2 E/B.	2 W/B)	Bikeways: None
39	0	0.00%	100.00%			
40	0 0	%00.0 0.00%	100.00%	Alignment: Straightaway	e qu	Visibility: Good
41	- 0	%00.0	100.00%	Median and/or		
43	0	0.00%	100.00%	Center Line Treatment: See Note Below	e Below	
44	0 0	0.00% 0.00%	100.00%	Notes:	, N	±.
46	0	0.00%	100.00%	MARKED, UNCONTROLLED CROSSWALK @	MARKED,UNCONTROLLED CROSSWALK @ 13th ST,14th ST,17th ST,18th ST,20th ST,22nd ST,23rd ST,25th ST,27th ST,28th	2nd ST,23rd ST,25th ST,27th ST,28th
47	0 0	0.00%	100.00%	ST;		
64	00	0.00%	100.00%		* <sup>10</sup> 5	
20	0 0	0.00%	100.00%			1
52		%00.0 0.00%	100.00%	I reation of Simels Ston Sime and Boundaho	orte).	
53	0	0.00%	100.00%	Account of grants over ogradies and reconstruction.	TTTT: The second state of the second se	C,FRANKLIN BLVD,HWY 99 N/B OFF-
5 4 7	0 0	0.00%	100.00%	ST,RAISED BTWN 14th ST & 15th ST,DOUBI	LE YELLOW BTWN 15th ST & 21st ST,PAINT	ED BTWN 21st ST & FRANKLIN
20	00	0.00%	100.00%	A 2 AV 14 INI INI EDANIKI EDANIKI INI 14 AV	UNID VOID	
57	0	%00'0	100.00%	Traffic Calming:		5) e
28		0.00%	100.00%	(Location of Traffic Calming Devices)	(Location of Traffic Calming Devices) PEDESTRIAN ISLAND @ 13th ST. 14th ST. 22nd ST. 23rd ST. 25th ST. 26th ST. 27th ST. & 28th ST.	& 28th ST.
>=60		0.00%	100.00%			
Total	101	100.00%				
		<b>Collision History</b>	listory			
Year	Total No. Collision	No. of sions	Collisio	Collisions due to Signature:	Heet Rase	
2009	LC)			14	Certifying Engineer	heer
2010	4	44		12		
Luchifino.	tion of E		and od Car	and I imit:		
The E&TS indicated that	indicated 1	that the ave	Justimeted of recommended Speed Limit. The E&TS indicated that the average 85th percentile spe	commended Speed Limut. the average 85th percentile speed is 31.9 mph (see page # 111.6 for other E&TS). There are existing marked uncontrolled crosswalks	1.6 for other E&TS). There are existing I	marked uncontrolled crosswalks

. .

The E&TS indicated that the average 85th percentile speed is 31.9 mph (see page # 111.6 for other E&TS). There are existing marked uncontrolled crosswalks at 13th Street, 14th Street, 17th Street, 18th Street, 20th Street, 22nd Street, 23rd Street, 25th Street, 27th Street, and 28th Street. This speed zone is characterized by heavy pedestrian activity due to (i) numerous offices located throughout the stretch of the segment; and (ii) commercial uses. Therefore, the City Council, on the recommendation of the City Traffic Engineer, approved to re-establish the posted speed limit for this speed zone at 25 mph.



Average Daily Traffic (ADT): 22,110

and ALHAMBRA BLVD

between **RIVERSIDE BLVD** 

Survey Date:	ate:	6/16	6/16/2011	Start Time: 13:20	End Time: 13:50	Date of ADT: <u>6/24/2004</u>
Expiration Date:	n Date:	9/16	6/16/2018	Observer: Tara Barretto		Radar Serial No. DS 13639
osted S	peed Lim	Posted Speed Limit (mph):	25	85 <sup>th</sup> % Speed (mph): 31.0	.0 Avg. Speed (mph): 29.1	Weather: Dry
S	POT SF	SPOT SPEED DATA	TA	Ľ	LAND USE AND ROADWAY CONDITIONS	SN
Speed mph	No. of Vehicles	Percent of Total	Cumulative Percentage		Predominant Land Use	
<=15	0	%00.0	0.00%			
16 17	0 0	0.00% 0.00%	0.00%	Single Family Residential	☐ Multi-Family Residential	Commercial X
18	0	0.00%	0.00%	Offlice X		Park
19	0	%00.0	0.00%			
20	0	%00.0	0.00%	School		
2 %	0 0	0.00%	0.00%	N-t		
33		1.00%	1.00%	MOLES:		
24	2	2.00%	3.00%			
25	40	4.00% 9.00%	7.00% 16.00%			
27	13	13.00%	29.00%		<b>Roadway Characteristics</b>	
28	16	16.00%	45.00%			
50	<del>1</del> 8	18.00%	63.00% 76.00%	On Street Parking: Mo	Moderate	
31	2 თ	%00%	85.00%	Notes:		
32	o lo	5.00%	90.00%	100101		
33	2	2.00%	92.00%			
34	n	3.00%	95.00%	<b>Roadway Geometry:</b>		
35	2 10	2.00%	97.00%			
37		1.00%	%00.76 98.00%	segment Length (It): 1,900	200 (π): <u>64</u>	t): <u>64</u>
38	-	1.00%	800.66	No. of Lanes: 4 (2 E/B, 2 W/B)		Bikeways: None
39	-	1.00%	100.00%			
40	0 0	0.00%	100.00%	Alignment: Straightaway		Visibility: Good
41	0 0	0.00%	100.00%			
44	- c	%00.0 0.00%	100.00%	Median and/or Center I ine Treatment: See Note Below	e Note Below	
44	0	0.00%	100.00%			
45	0	%00.0	100.00%	Notes:		
46	0 0	0.00%	100.00%	MARKED, UNCONTROLLED CROSSW	MARKED,UNCONTROLLED CROSSWALK @ 13th ST,14th ST,17th ST,18th ST,20th ST,22nd ST,23rd ST,25th ST,27th ST,28th ST:	ind ST,23rd ST,25th ST,27th ST,28th
48	00	0.00%	100.00%			
49	0	%00'0	100.00%			
50	0	0.00%	100.00%			2
51	0 0	0.00%	100.00%	Iraffic Controls:		
20		%0000	100.00%	Cocation of Signals, Stop Signs, and Ho	undabouts) 16th ST EBEEPORT BI VD 21st ST 24th ST 26th ST	EBANKI IN BI VD HWY 99 N/B CEE
54	00	%00.0	100.00%	RAMP, ALHAMBRA BLVD; MEDIANS: T	RAMP,ALHAMBRA BLVD; MEDIANS: TWLTL BTWN RIVERSIDE BLVD & 13th ST,DOUBLE YELLOW BTWN 13th ST & 14th	Freedow BTWN 13th ST & 14th
55	0	0.00%	100.00%	ST,RAISED BTWN 14th ST & 15th ST,DOUBLE YELLOW BTV	DOUBLE YELLOW BTWN 15th ST & 21st ST,PAINTE	ED BTWN 21st ST & FRANKLIN
56	0	%00.0	100.00%			
20	<b>.</b>	%00°0	100.00%	Iratric Calming:		
20	<b>.</b> .	%00'0 0 00%	100.00%	Contraction of Trattic Calming Devices)	(Location of Traffic Calming Devices) PEDESTRIAN ISLAND @ 13th ST 14th ST 22nd ST 25th ST 26th ST 27th ST & 28th ST	Joth CT
>=60	0	0.00%	100.00%			
Total	100	100.00%				
		Collision History	History		1	
Year	Total	Total No. of	Collisio	Collisions due to Signature:	HOM BAD	$\wedge$
2000	5	ISIONS 50	40	Speeding 14	Certifying Engineer	
- CUUZ		200				

**Justification of Recommended Speed Limit:** 

50

2010

The E&TS indicated that the average 85th percentile speed is 31.9 mph (see page # 111.5 for other E&TS). There are existing marked uncontrolled crosswalks at 13th Street, 17th Street, 18th Street, 20th Street, 22nd Street, 23rd Street, 25th Street, 27th Street, and 28th Street. This speed zone is characterized by heavy pedestrian activity due to (i) numerous offices located throughout the stretch of the segment; and (ii) commercial uses. Therefore, the City Council, on the recommendation of the City Traffic Engineer, approved to re-establish the posted speed limit for this speed zone at 25 mph.

Certifying Engineer

OFFICIAL OFFICIAL DOCUMENT ENGINEERING SLIWIT CTA OF SACRAMENIO TRANSPORTATION DIVISION OFFICIAL

City of Sacramento Engineering and Traffic Survey

and ETHAN WY

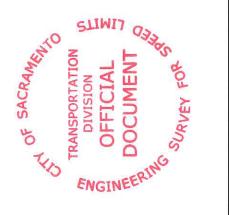
between DEL PASO BLVD

EL CAMINO AVE

Speed Zone:

Survey Location:		BETWEEN	<b>ALBATRO</b>	BETWEEN ALBATROSS WY & ETHAN WY.	Average	Average Daily Traffic (ADT): 33,019
Survey Date:	te:	5/14/	5/14/2014	Start Time: 10:20	End Time: 10:50	Date of ADT: 6/12/2014
Expiration Date:	Date:	5/14/	5/14/2021	Observer: Tara Barretto		Radar Serial No. DS 13639
Posted Speed Limit	eed Limi	(hqm):	35	85 <sup>th</sup> % Speed (mph): 36.0	Avg. Speed (mph): 32.5	Weather: Dry
SF	SPOT SPE	EED DATA	A.	LAND	ND USE AND ROADWAY CONDITIONS	SNC
Speed mph	No. of Vehicles	Percent of Total	Cumulative Percentage		Predominant Land Use	
	0 0	%00.0	%00.0			
17	. 0	%00.0	%00.0	Single Family Residential	Multi-Family Kesidential	Commercial X
18	00	%00.0	0.00%	Office X	Industrial 🗙	Park
20	00	0.00%	0.00%	School		
21	0 0	%00.0	%00.0	Noto:		
8	00	%00.0	%00.0 %00.0	NOIES.		t
24	- c	0.85%	0.85%			
92	10	1 69%	4 24%			
27	4 (7)	2.54%	6.78%		Roadway Characteristics	
58	4	3.39%	10.17%			
30 23	11	9.32% 14.41%	19.49% 33.90%	Un Street Parking: No P	NO Parking	
31	12	10.17%	44.07%	Notes:		
32	12	10.17% 7 62%	54.24%			
3 45	ი თ	7.63%	69.49%	Roadway Geometry:		
35	10	8.47%	77.97%			
36	00 1	6.78%	84.75%	Segment Length (ft): 8.300		Width (ft): <u>66</u>
38	2	5.93% 4.24%	90.68%	No. of Lanes: 4 (2 F	4 (2 E/B.2 W/B) Bikewa	Bikewavs: On-Street Bike Lanes
39	20	1.69%	96.61%		1	
40	2	1.69%	98.31%	Alignment: <u>Straightaway</u>	88 . <u>2</u> 4	Visibility: <u>Fair</u>
42	~ ~	0.85%	%61.66 100.00%	Median and/or		
43	• 0	0.00%	100.00%	Center Line Treatment: Two-Way Left-Turn Lane	-Way Left-Turn Lane	
44	0 0	%00.0	100.00%			
45	0 0	0.00%	100.00%	NOTES: IINMARKED INCONTROLLED CROSSW	VALK @ CONNE DR/N/S LEGS) ALBATROSS V	ZVINS I EGS) BRINCETON STINIS
40	00	%00.0 %00.0	100.00%	LEGS), KNOLL ST, TAFT ST, GREEN ST,	DUMMANNED DIVECTING LEED DAVISSOMEALA & CONNEL DAVING LEDO), ALBALINGO BYTING LEDO), FANNELLON DIVES LEGS), KNOLL ST, TAFT ST, GREEN ST, ERICKSON ST, MARKED UNCONTROLLED CROSSWALK @ CLAY ST, EMPRESS	ROSSWALK @ CLAY ST, EMPRESS
48	0	0.00%	100.00%	ST.		
49	00	%00.0 %00.0	100.00%			
51	00	0.00%	100.00%	Traffic Controls:		
52	0	%00.0	100.00%	(Location of Signals, Stop Signs, and Roundabouts)	dabouts)	
22	0 0	0.00%	100.00%	ETHAN WY.	SIGNAL @ DEL PASO BLVD, BOXWOOD ST, EVERGREEN ST, LEXINGTON ST, VAN NESS ST, I-80 E/W BOUND RAMPS, ETHAN WY.	SS S1, F80 E/W BOUND KAMPS,
55	00	0.00%	100.00%			
56	0	0.00%	100.00%			
57	0	%00.0	100.00%	Traffic Calming:		
20	- o	%00.0 %00.0	100.00%	(Location of Traffic Calming Devices)		
>=60	0	0.00%	100.00%			
Total	118	100.00%				
		<b>Collision History</b>	listory		/	
Year	Total	Total No. of	Collisi	Collisions due to Signature:	Hede Rose	
2012	100	27	do	Speeding 11	Certifying Engineer	16er
2013		22		11	8	
	1. CONTRACTOR					
Justificat	ion of t	Recomme	Justification of Recommended Speed Limit:	<u>ed Limit:</u>		

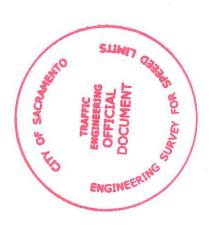
Since the average 85th percentile speed as indicated by two E&TS is 35.5 mph (see page number 172.1 for other E&TS), the speed limit for this speed zone shall be posted at 35 mph.



## City of Sacramento Engineering and Traffic Survey between DEL PASO BLVD

Speed Zone:	E	CAMINO AVE	between DEL	DEL PASO BLVD and E	ETHAN WY
Survey Location:	BE	WEEN DEL PASO	TWEEN DEL PASO BLVD & BOXWOOD ST.	Aver	Average Daily Traffic (ADT): 33,019
Survey Date:		5/14/2014	Start Time: 10:55	End Time: 11:25	Date of ADT: 6/12/2014
Expiration Date	ate:	5/14/2021	Observer: Tara Barretto		Radar Serial No. DS 13639
Posted Speed Limit (mph):	d Limit (m	ph): 35	85 <sup>th</sup> % Speed (mph): 34.9	Avg. Speed (mph): 31.9	1.9 Weather: Dry
SP(	SPOT SPEED	D DATA	LAI	LAND USE AND ROADWAY CONDITIONS	DITIONS
Speed N mph Ve	No. of Perc Vehicles To	Percent of Cumulative Total Percentage		Predominant Land Use	
					[
16	0.0	00% 0.00%	Single Family Residential	Multi-Family Residential	Commercial X
. 43	0.0		Office X	Industrial X	Park
20	0.0		School		
33	0.0	%00% 0.00%	Notae		
53 5		0.88% 1.75% 1.75% 2.54%	N0(63)		
25	3 2.6				
26	3 21	63% 8.77% 63% 11.40%		Roadwav Characteristics	
58	6				
30	11 96	89% 24.56%	On Street Parking: No F	<u>No Parking</u>	
31	6 7.8		Notes:		
32					
34	13 10.		Roadway Geometry:		
35			Commont   oneth (61): 0 20		1444 (441) C.C.
37	7 6.1	14% 98.25%	Segment Lengun (11): 0.200		
38	1 0.0		No. of Lanes: 4 (2	<u>4 (2 E/B,2 W/B)</u> Bi	Bikeways: <u>On-Street Bike Lanes</u>
40	0.0		Alignment: Stra	Straightaway	Visibility: Fair
41	0.0				
42		0.00% 100.00%	Median and/or Center Line Treatment: <u>Two-Way Left-Turn Lane</u>	-Way Left-Turn Lane	
44	0.0	100.00% 100.00%	Notoe:		
46	0.0		UNMARKED UNCONTROLLED CROSS	NOURSE: UNMARKED UNCONTROLLED CROSSWALK @ CONNIE DR(N/S LEGS), ALBATROSS WY(N/S LEGS), PRINCETON ST(N/S LECS), VADOL ET TATE OF OPERALSET END/COON ST, MANUED UNCONTROLLED OF OPERALS	DSS WY(NIS LEGS), PRINCETON ST(N/S
47 48	0.0		ST.		ED CRUSSWALN @ CLAT 31, EMPRESS
49	0.0	00% 100.00%			
51	0.0		Traffic Controls:		
23 23	0.0	00% 100.00%	(Location of Signals, Stop Signs, and Rour SIGNAL @ DEL PASO BLVD, BOXWOO!	(Location of Signals, Stop Signs, and Roundabouts) SIGNAL @ DEL PASO BLVD, BOXWOOD ST, EVERGREEN ST, LEXINGTON ST, VAN NESS ST, 1-80 E/W BOUND RAMPS,	AN NESS ST, I-80 E/W BOUND RAMPS,
54	0.0	00% 100.00%	ETHAN WY.		
56	0.0	5 (1997)			
57 58	0.0	20% 100.00%	Traffic Calming:		
59 / 59		18 18 18			
Total	114 10	%			
	Colli	Collision History		/	
Year	Total No. of Collisions		Collisions due to Signature: Speeding	Hat Boos	
2012	27		1	Certifying E	Engineer
2013	77	_	11 11		
Justificatio	on of Rec	Justification of Recommended Speed Limit: Since the average 85th nerventile short as indicated by	eed Limit: indicated by two E&TS is 35.5 mph (se	Justification of Recommended Speed Limit: Since the average 85th percentile encodies indicated by two F&TS is 35.5 mmh (see page number 172 for other F&TS) the speed limit for this speed zone shall	a snaad limit for this snaad zona chall
Since us ave	AGE ODITION	COLUMNIA MINUTA	The second second with the second sec		

Since the average 85th percentile speed as indicated by two E&TS is 35.5 mph (see page number 172 for other E&TS), the speed limit for this speed zone shall be posted at 35 mph.



Speed Zone:	ne:	FAIR OAM	R OAKS BLVD	between H STREET and W. OF UNIVERSITY AVE	
Survey Location:	ation:	BETWEEN	I CAMPUS	WEEN CAMPUS COMMONS RD & HOWE AVE (East Bound Only). Average Daily Traffic (ADT): 45,894	,894
Survey Date:	е:	3/22	3/22/2012	Start Time: 10:10 End Time: 10:45 Date of ADT: 8/20/2002	:0/2002
Expiration Date	Date:	3/22	3/22/2019	Observer: Tara Barretto Observer: Tara Barretto	DS 13639
Posted Speed Limit (mph):	sed Lim	it (mph):	40	85 <sup>th</sup> % Speed (mph): 44.6 Avg. Speed (mph): 41.3 Weather: Dry	
SP	SPOT SPEE	PEED DATA	ΓA	LAND USE AND ROADWAY CONDITIONS	
Speed mph V	No. of Vehicles	Percent of Total	Cumulative Percentage	Predominant Land Use	
	0	%00.0	%00'0		
16	0 0	%00.0 %00.0	%00°0	Single Family Residential Multi-Family Residential 🖂 Commercial 🖂	
18	00	%00.0	0.00%	Office D Industrial Park	
19 20	0 0	0.00% 0.00%	%00.0 %00.0		
3 5	0	%00.0	0.00%		
23 23	0 0	0.00% %00.0	0.00% 0.00%	Notes:	
24	• •	%00.0	%00.0		
25 26	0 0	%00°0	%00°0		
27	0	%00.0	%00.0	Roadway Characteristics	
28	0 0	%00.0 %00.0	%00.0 %00.0	On Street Parking. No Parking	
ខ្ល	• •	0.00%	0.00%		
31	0 +	0.00%	0.00%	Notes:	
33	- 2	1.94%	2.91%		
34	2	1.94%	4.85%	Roadway Geometry:	
35	4 v	3.88%	8.74%	Seament Length (ft): 3 800 Width (ft): 54-98	
37	סי כ	4.85%	18.45%		0
38	ю I	5.83%	24.27%	No. of Lanes: See Note Below Bikeways: On-Street Bike Lanes	anes
39	10	6.80% 9.71%	31.078%	Alianment: Visibility: Good	
41	9	5.83%	46.60%	Vertical Curve	
42	ωç	7.77%	54.37%		
43	5 5	9.71% 12.62%	64.08% 76.70%	Center Line Treatment: See Note Below	
45	15	14.56%	91.26%	<u>Notes:</u>	
46	4 ~	3.88%	95.15% 96.12%	BTWN H ST & HOWE AVE, 3 W/B LANES BTWN HOWE AVE, CAMILLEA AVE, H S I, LANES (1-WAT); 2 W/B LANES BTWN H ST & HOWE AVE, 3 W/B LANES BTWN HOWE AVE & CITY LIMITS; MEDIANS: DOUBLE YELLOW BTWN H ST &	LANES H ST &
48	2	1.94%	98.06%	CADILLAC DR, RAISED BTWN CADILLAC DR & CITY LIMITS.	
43 50		%/6.0 0.97%	99.03% 100.00%		
51	0	%00.0	100.00%	Traffic Controls:	
52 53	o c	%00°0	100.00%	I (Location of Signals, Stop Signs, and Roundabouts) SIGNAL @ CADILLAC DR. HOWE AVE.	
54	0	%00.0	100.00%		
55 56	0 0	0.00% 0.00%	100.00%		
57	0	0.00%	100.00%	Traffic Calming:	
58 59	0 0	0.00% 0.00%	100.00%	(Location of Traffic Calming Devices)	
>=60	0	%00.0	100.00%		
Total	103	100.00%			
		Collision History	History	/	
Year	Tota Coll	Total No. of Collisions	Collisi	Collisions due to Signature:	
2010		7		3 Certifying Engineer	
1107		0		7	
Justification of Rec	ion of	Recomm	ended Sp.	ommended Speed Limit:	

<u>Justification of Recommended Speed Limit:</u> This speed zone is characterized by a mix of multi-residential and commercial uses. This segment has a vertical and horizontal curve alignment, in addition to the three unmarked uncontrolled crosswalks. The segment just east of the bridge (southwest bound lanes) has a narrow road and has no shoulder and sidewalk. The average 85th percentile speed as indicated by two E&TS is 44.2 mph (see page number 197 for other ETS), therefore, the City Council, on the recommendation of the City Traffic Engineer, approved to reduce the posted speed limit along this speed zone to 40 mph.



	Only). Ave	e: 2:10 End Time: 3:00 Date of ADT: 8/20/2002	Observer: Tara Barretto	85 <sup>th</sup> % Speed (mph): 43.9 Avg. Speed (mph): 40.2 Weather: Dry	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use	Multi Familu Bacidantia 63	Single ramity residential multi-ramity residential  X  Commercial  X	Office	School 🗌				Roadway Characteristics		arking: No Parking			eometry:	Segment Length (ft): <u>3,800</u> Width (ft): <u>54-98</u>	No. of Lanes: See Note Below Bikeways: On-Street Bike Lanes		Alignment: <u>Vertical Curve</u> Visibility: <u>Fair</u>	Median and/or	Center Line Treatment: <u>See Note Below</u>	NCONTED'I ED CEOSSIWAI IZ © HINIVEDSETY AVE CAMILI IA AVE EL ST-LANES (1 MAV) - 9 MIELLANES	BTWN HST & HOWE AVE, 3 WIB LANES BTWN HOWE AVE & GITY LIMITS; MEDIANS: DOUBLE YELLOW BTWN HST & CADILL AG DR RAISED BTWN CADILLA OR & GITY LIMITS; MEDIANS: DOUBLE YELLOW BTWN HST &		teal b:	ITALITE COLLECUS. (Location of Signals, Stop Signs, and Roundabouts)	JILLAC DR, HOWE AVE.			ning: ffic Calming Devices)				Signature: Leon Port	Certifying Engineer		
	CAMPUS COMMONS RD & HC	:012 Start Time: 2:10		40 85 <sup>th</sup> % Sp	T	Cumulative Percentage			0.00%	0.00%	0.00% Notes:	0.00%	0.00%	0.00%		0.99% On Street Parking:	5.94% Notes:	8.91%	10.89% Roadway Geometry:		25.74% 32.67% No		49.50% 57.43%		78.22% Center Line 86.14%			98.02% 88.02%			99.01% SIGNAL @ CADILLA	100.00%	T60	100.00% Location of Traffic Calming: (Location of Traffic Calming Devices)	100.00%		istory	Collisions due to Speeding	3	2	Justification of Recommended Speed Limit:
		3/21/2012	3/21/2019		SPOT SPEED DATA	Percent of Total	0.00%	%00.0 %00.0	0.00%	0.00%	0.00% 0.00%	0.00% 0.00%	%00.0	0.00% 0.00%	0.00%	0.99%	1.98%	0.99% 0.99%	1.98%	2.97%	8.91% 6.93%	7.92%	8.91% 7.92%	9.90%	10.89% 7.92%	4.95%	2.97%	0.09% 0.00%	0.99%	%00.0 0.00%	0.00%	0.99%	0.00%	%00.0	0.00% 0.00%	100.00%	Collision History	Total No. of Collisions	7	8	of Recomme
Curod Zouri	Survey Location:	Survey Date:	Expiration Date:	Posted Speed Limit (mph):	SPOT S	Speed No. of mph Vehicles		17 0	18 0	20 0	21 22 0	23 0 24 0	25 0	26 0 27 0	28 0	29 1	31 2 0	32 22 33 1	34 2 35 3	36 3	37 9 38 7	39 8	40 41 8 8	42 10	43 11 44 8	45 5	47 3	48 1 49 0	50	52 0	53 0	55 1	26	5/ 0 58 0	59 0 >=60 0	Total 101		Year Tot		2011	Justification o

This speed zone is characterized by a mix of multi-residential and commercial uses. This segment has a vertical and horizontal curve alignment, in addition to the three unmarked uncontrolled crosswalks. The segment just east of the bridge (southwest bound lanes) has a narrow road and has no shoulder and sidewalk. The average 85th percentile speed as indicated by two E&TS is 44.2 mph (see page number 196 for other ETS), therefore, the City Council, on the recommendation of the City Traffic Engineer, approved to reduce the posted speed limit along this speed zone to 40 mph.

Sacramento ENGINEEUMO	CADILLAC DR	AN RIVER DR Average Daily Traffic (ADT): <u>41,032</u> 0:00 End Time: <u>10:30</u> Date of ADT: <u>6/10/2009</u>	ara Barretto Barretto	85 <sup>th</sup> % Speed (mph): 43.3 Avg. Speed (mph): 39.9 Weather: Dry	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use	Hesidential     Muttu-Family Residential  X  Commercial  X  Office  X  Park □			Roadway Characteristics	ng: No Parking		hetry:	Segment Length (ft): <u>2.550</u> Width (ft): <u>88</u>	No. of Lanes: <u>6 (3 N/B, 3 S/B)</u> Bikeways: <u>On-Street Bike Lanes</u>	Alignment: <u>Vertical Curve</u> Visibility: <u>Fair</u>	Median and/or Center Line Treatment: <u>Raised Median</u>				(Location of Signals, Stop Signs, and Roundabouts) SIGNALS @ FAIR OAKS BLVD, UNIVERSITY AVE, & AMERICAN RIVER DR.		Traffic Calming: (Location of Traffic Calming Devices) RED LIGHT RUNNING CAMERA @ FAIR OAKS BLVD.			Signature:	Certifying Engineer	commended Speed Limit: t the 85th percentile speed is 43.3 mph. This speed zone is characterized predominantly by commercial developments along the d as a bike route on the City of Sacramento's bikeway master plan. However, there is no striped bike lane along north-bound Howe Avenue to Cadillac Drive, and south-bound Howe Avenue from Cadillac Drive up to south of Fair Oaks Boulevard. Furthermore, this 5 vehicle collisions due to speeding within the last two years. Therefore, the City Council on the recommendation of the City Traffic e-establish this speed zone at 40 mph.
Engi		WEEN UNIVERSITY AVE & AMERICAN RIVER DR 8/17/2010 Start Time: 10:00	Observer: Tara Barretto	85 <sup>th</sup> % Sp			Single ramity residential	 <u>Notes:</u>			On Street Parking:	Notes:	Roadway Geometry:					<u>Notes:</u>								Collisions due to Speeding	8	beed Limit: e speed is 43.3 mph. - the City of Sacramen c Drive, and south-bou s due to speeding with eed zone at 40 mph.
		BETWEEN UNIVERS 8/17/2010	8/17/2017	(mph): 40	ED DATA	Cent of Cu otal Pe	0.00% 0.00% 0.00%						0.98% 2.94% 0.00% 2.94%			11.76% 59.80% 8.82% 68.63%							0.00%100.00%0.00%100.00%0.00%100.00%	0.00% 100.00% 100.00%	sion Histo	s of		Justification of Recommended Speed Limit: The E&TS indicated that the 85th percentile speed is 43. corridor. It is also listed as a bike route on the City of St Avenue from University Avenue to Cadillac Drive, and so and so zone has experienced 15 vehicle collisions due to speed Engineer, approved to re-establish this speed zone at 40
		Survey Location: <u>B</u> Survey Date:	Expiration Date:	Posted Speed Limit (n	SPOT SPEED DATA	d No. of Vehicles			00		000	>	33 34 1	∼ 80 Ç	2 2 6	o 12 o	42 8 43 7 44 6	ою <del>,</del>	0 0 0	0 - 0	54 0 0 0 0	0 0			0	Year Total No. ( Collision	2008 15 2009 18	Justification of Reco The E&TS indicated that th corridor. It is also listed as Avenue from University Aw Zone has experienced 15 v zone has experienced 15 v

City Engined Folsom Blvd Start Time: 11:30 On Street Parking: Notes: Notes: Notes: Signals at Hwy 50 EE Signals at Hwy 50 EE Center Line Trei (Location of Signals, Sign Signals at Hwy 50 EE Center Line Trei (Location of Traffic Calming: (Location of Traffic Calming: (Location of Traffic Calming: (Location of Signals, Sign Signals at Hwy 50 EE	Final       Final         IVENUE       Havy 50 and Folsom Blvd         Havy 50 and Folsom Blvd       1/2010         1/2010       Start Time:         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%         0.00%       0.00%     <	FIL         FIL           HOWE AVENUE         Between Hwy 50 and Folsom Bivd           Between Hwy 50 and Folsom Bivd         Start Time:           2/11/2010         3tart Time:           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%         0.00%           0.00%	Final Speed Zone:         HOWE AVENUE           Survey Location:         Edited Family 50 and Folson Bird           Survey Location:         Edited Family 50 and Folson Bird           Survey Jate:         211/2010         Datar Time:           Explored Limit (mph);         40         86 <sup>m</sup> %           Sport Speed Limit (mph);         40	City of Sacramento Engineering and Traffic Survey City of Sacramento Engineering and Traffic Survey City of Sacramento	between HIGHWAY 50 and FOLSOM BOULEVARD	Average Daily	Start Time: 11:30 End Time: 12:00 Date of ADT: 10/25/2007 Observer: LoAnna Hernandez Radar Serial No. DS 4204	85 <sup>th</sup> % Sneed (moh): 43.0 Avg. Speed (mph): 37.3 Weather: Clear	ID USE AND ROADWAY CONDITIONS	<u>Predominant Land Use</u> Single Family Residential ☐ Commercial ⊠	Office	School		Roadway Characteristics	No Park	×.	ometry:	Segment Length (ft): <u>1.550</u> Width (ft): <u>109</u>	No. of Lanes: <u>6 (3 NB, 3 SB)</u> Bikeways: <u>None</u>	Alignment: <u>Straightaway</u> Visibility: <u>Fair</u>	Median and/or Center Line Treatment: <u>Raised Median</u>		Traffic Controls: (Location of Signals, Stop Signs, and Roundabouts) Signals at Hwy 50 EB Off-Ramp, Folsom Blvd.	Traffic Calming: (Location of Traffic Calming Devices)	Signature: Wether Bassa	Certifying Engineer		<u>Justification of Recommended Speed Limit:</u> The Engineering & Traffic Survey indicated that the 85th percentile speed is 43 mph. This speed zone is characterized predominantly by commercial developments along the corridor and its close provimity to the on and off ramp of Hichwey 50. During the last two years, this zone has experienced 16 vehicle
	VENUE         Hwy 50 and         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2011         1/2010         1/2010         1/2010         1/2010         1/2010         1/2010         1/2011         1/2011         1/2011         1/2012         1/2013         30.13%         1/2010         1/2011         1/2012         1/2013         1/2014         1/2015         1/2016         1/2017         1/2010         1/2010         1/2011         1/2010         1/2	HOWE AVENUE           Between Hwy 50 and           2/11/2010           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011           2/11/2011	Zone:         HOWE AVENUE           Zone:         Between Hwy 50 and           Date:         2/11/2010           Date:         2/11/2010           Date:         2/11/2010           Ion Date:         2/11/2010           SPOT SPEED DAT         200%           0         0.00%         0.00%           0         0.00%         0.00%           0         0.00%         0.00%           10         8.70%         56.55%           11         13.48%         78.35%           10         0.00%         0.00%           10         0.00%         0.00%           10         8.70%         56.55%           11         4.35%         86.52%           10         8.70%         56.55%           10         0.00%         0.00%           10         0.00%         0.00%           115         1.74%         96.52%           116         8.70%         56.55%           11740.00%         100.00%           11740.00%         0.00%           11744         96.52%           11744         96.52%           1174%         96.52% <tr< td=""><td>ů.</td><td></td><td>Folsom Blvd</td><td>Start Time: Observer:</td><td>85<sup>th</sup> %</td><td></td><td></td><td></td><td></td><td>Notes:</td><td></td><td>On Street Par</td><td>Notes:</td><td>Roadway Geometry:</td><td>Segme</td><td></td><td></td><td>Center Li</td><td>Notes:</td><td>Traffic Controls: (Location of Signals, St Signals at Hwy 50</td><td>Traffic Calmir (Location of Traffic</td><td>ions due to</td><td>peeding 7</td><td>6</td><td>that the 85th perce</td></tr<>	ů.		Folsom Blvd	Start Time: Observer:	85 <sup>th</sup> %					Notes:		On Street Par	Notes:	Roadway Geometry:	Segme			Center Li	Notes:	Traffic Controls: (Location of Signals, St Signals at Hwy 50	Traffic Calmir (Location of Traffic	ions due to	peeding 7	6	that the 85th perce



and 21st STREET

between 3rd STREET

I STREET

Speed Zone:

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	Average Daily Traffic (ADT): 16,446	Radar Serial No. DS 13639	Avg. Speed (mph): 24.8 Weather: Drv		AND ROADWAY CONDITIONS	and Use	esidential Commercial 🖂		Industrial   Park  X					ctaristics			-			Mildeb (64). 40 64	WILLII (11). <u>40-04</u>	Bikeways: On-Street Bike Lanes	Visibility: <u>Fair</u>	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2			INCONTROLLED CROSSWALK @ 18th ST, 20th ST;	11 31 & 011 31, 3 W/D (1-W1) D1 W/N 011 31 & 2131 31.	14 14			th ST, 12th ST, 13th ST, 14th ST, 15th ST, 16th ST, 19th T.								Certifvina Engineer		ther E&TS), the posted speed limit for this speed	
Delweell and alkeel		Observer: Tara Barretto	85 <sup>th</sup> % Sneed (mnh): 27.4 Avg. Spe		LAND USE AND ROADW	Predominant Land Use	Sincle Family Residential		Office X	School	Notes:			Roadway Characteristics		On Street Parking: Heavy	Notes:		Roadway Geometry:	Commund 1 anadet (66), 7 100	Segment Length (rt): 1.400	No. of Lanes: SEE NOTE BELOW	Alignment: <u>Straightaway</u>	Median and/or	Center Line Treatment: <u>None</u>	Notes:	UNMARKED UNCONTROLLED CROSSWALK @ 17th ST; MARKED UNCONTROLLED CROSSWALK @ 18th ST; 20th ST; UNTE: 0 MUD 04 MOD GTAND 0-4 GT 0 AUG OT 04 MOD GTAND 04 GT 0 MUD 04 MOD GTAND 04 GT 0 344 GT 0	NES: 2 W/B (1-WT) B I WN 310 31 & 401 31,4 W/B (1-WT) B I WN 40		Traffic Controls:	cation of Signals, Stop Signs, and Roundabouts)	SIGNAL @ 4th ST, 5th ST, 6th ST, 7th ST, 8th ST, 9th ST, 10th ST, 11th ST, 12th ST, 13th ST, 14th ST, 15th ST, 16th SL, 19th ST, 21st ST; RR XING BTWN 19th ST & 20th ST; STOP SIGN @ 3rd ST.		Traffic Calmina:	(Location of Traffic Calming Devices)				tue to Signature: Lear Cs.	51 51		commended Speed Limit: percentile speed as indicated by two E&TS is 27.9 mph (see page number 274.6 for other E&TS), the posted speed limit for this speed	
	BETWEEN 7th STREET & 8th STREET	4/9/2020	1): 25		D DATA	of Do	%00.0 %00.0%				22.12%	26.92%	0% 39.42%	6% 75.96%	87.50%	93.27%	96.15%	2% 98.08%	100.00%	)% 100.00%		)% 100.00%	_	0% 100.00%		100.00%	100.00%	100.00%		100.00%	100.00%	100.00%		100.00%	100.00%	)% 100.00%	%	Collision History	f Collisions due to	-	4	Justification of Recommended Speed Limit: Since the average 85th percentile speed as indicated by	d at 25 mph.
VICI Selor neade	ion:	Survey Date.	Posted Speed Limit (mph):			No. of Pe Vehicles	0 -	. 61	- 0	1 0 1	7 6.73%	. <b>.</b>	1 13 12.50% 5 24 23.08%	14 °	94	0 6 5.77%	1 - 0	2 1.92%		0 0		0 0.00%		0 0	00	0 0	0	0 0.00% 0 0.00%	0			0 0	0		0	0 000% 0 0.00% 0.00%	104	Collis	Ir Total No. of	-	2 13	Justification of Recoi Since the average 85th per	zone shall be re-established at 25 mph.
ohee	Surve	Expire	Poste	-		Speed	<=15 16	: 4	20 20 20	2 8 3	22	53	24	26	58	29	5.5	32	2 4	35	37 55	38	40	41	43	44	46	47	49	50	52	54 53	55	56	58	59 >=60	Total		Year	2011	201	<u>Justi</u> Since	zone (

Page No. 274.5



### City of Sacramento Engineering and Traffic Survey between 3rd STREET

between 3rd STREET and 21st STREET	T. Ave	Start Time: 10:00 End Time: 10:40 Date of ADT: 7/24/2013	Observer: Tara Barretto DS 13639	85 <sup>th</sup> % Speed (mph): 28.4 Avg. Speed (mph): 25.7 Weather: Dry	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use		Single Family Residential 🗍 🛛 Multi-Family Residential 🗍 Commercial 🕅	Office						Roadway Characteristics	On Street Parking: Heavy			Roadway Geometry:		Segment Length (ft): <u>7.400</u> Width (ft): <u>48-64</u>	No. of Lanes: <u>SEE NOTE BELOW</u> Bikeways: <u>On-Street Bike Lanes</u>	Alignment: Straightaway		Center Line Treatment: <u>None</u>		UNMARKED UNCONTROLLED CROSSWALK @ 17th ST; MARKED UNCONTROLLED CROSSWALK @ 18th ST, 20th ST; LANES: 2 W/B (1-WY) BTWN 3rd ST & 4th ST, 4 W/B (1-WY) BTWN 4th ST & 6th ST, 3 W/B (1-WY) BTWN 6th ST & 21st ST.			Traffic Controls: It oration of Stornals Stors and Roundabouts)	SIGNAL @ 4th ST, 5th ST, 6th ST, 7th ST, 8th ST, 9th ST, 10th ST, 11th ST, 12th ST, 13th ST, 14th ST, 15th ST, 16th ST, 19th ST, 21st ST, RR XING BTWN 19th ST & 20th ST, STOP SIGN @ 3rd ST.		Traffic Calming:	(Location of Traffic Calming Devices)				Signature: Late Page	Certifying Engineer	Justification of Recommended Speed Limit: Since the average 85th nercentile speed as indicated by two E&IS is 27.9 mph (see bage number 274.5 for other E&IS). the posted speed limit for this speed
	BETWEEN 17th STREET & 18th STREE			25	~	Cumulative Percentage		0.00% Sing	0.99%	1.98%	5.54 % 11.88%	14.85% Notes:	34.65%	51.49%	75.25%	83.17% On Stre		93.07% Notes: 94.06%	95.05% Roadw		100.00%	100.00%	100.00%	100.00%			100.00% UNMARK 100.00% LANES: 2	100.00%		100.00% Traffic			_	. enuna	100.00%		story	Collisions due to Speeding	4	commended Speed Limit: percentile speed as indicated by
I STREET	BETWEEN '	4/9/2013	4/9/2020		PEED DATA	Percent of Total	%00.0	0.00%	%00.0 0.99%	0.99% 3 96%	5.94%	2.97%	0.31%	16.83%	9.90%	7.92% 4.95%	2.97%	1.98% 0.99%	0.99%	1.98%	0.99% 0.00%	%00.0 %00.0	%00.0 %00.0	0.00% 0.00%	%00.0	%00.0 %00.0	0.00% 0.00%	0.00% 0.00%	%00.0	0.00% 0.00%	%00.0 %00.0	0.00%	%00.0	0.00%	%00.0	100.00%	<b>Collision History</b>	Total No. of Collisions	22 13	Recomme
Speed Zone:	Survey Location:	Survey Date:	Expiration Date:	Posted Speed Limit (mph):	SPOT SPEE	Speed No. of mph Vehicles		16 0 17 0	18 1	19 19	21 6	22 3	24 11	25 17	27 10	28 8 29 5	30 3	31 2 32 1	33 1 34 2	35 2	36 1 37 0		39 0 40 0	41 0 42 0	43	44 0 45 0	46 0 47 0	48 0	50 0	51 0 52 0	53 0		×		o 0 09=<	Total 101		Year Tota Col	2011 2012	Justification of Rec

Page No. 274.6

City of Sacramento Engineering and Traffic Survey City of Sacramento Engineering and Traffic Survey	between 10th STREET and ALHAMBRA BLVD	Average Daily	tiart Time: 10:25 End Time: 11:00 Date of ADT: 10/8/2009 Observer: Tara Barretto Radar Serial No. DS 13639	85 <sup>th</sup> % Speed (mph): 29.8 Avg. Speed (mph): 27.0 Weather: Dry	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use	Single Family Residential 🗍 🛛 Multi-Family Residential 🗍 Commercial 🔀	Office 🛛 Park 🛛	School 🗌				rking: Moderate	ometry:	Segment Length (ft): <u>8.650</u> Width (ft): <u>48-52</u>	No. of Lanes: <u>3 E/B (1-WAY)</u> Bikeways: <u>None</u>	Alignment: <u>Straightaway</u> Visibility: <u>Fair</u>	Median and/or Center Line Treatment: <u>None</u>	<u>Notes:</u> UNIMARKED UNCONTROLLED CROSSWALK @ 22nd ST, 24th ST; MARKED UNCONTROLLED CROSSWALK @ 17th ST, 18th ST, 20th ST, & 27th ST.	Traffic Controls: (Location of Signals, Stop Signs, and Roundabouts) SIGNAL @ 10th ST, 11th ST, 12th ST, 14th ST, 15th ST, 16th ST, 19th ST, 21st ST, 23rd ST, 25th ST, 26th ST, 28th ST, 29th ST, 30th ST, ALHAMBRA BLVD; RR XING BTWN 19th ST & 20th ST.	<b>Traffic Calming:</b> (Location of Traffic Calming Devices)		Signature: Wash Town	Certifying Engineer	commended Speed Limit: percentile speed as indicated by three E&TS is 31.5 mph (see page numbers 278 and 279 for other E&TS), the posted speed limit for be re-established at 30 mph.
Б		BETWEEN 11th STREET & 12th STREET	Start Time: 10:25 Observer: Tara I	85 <sup>th</sup> %			Single Fam			Notes:			On Street Parking: Notes:	Roadway Geometry:	Segme			Center Li	<u>Notes:</u> UNMARKED L CROSSWALK	Traffic Controls: (Location of Signals, Si SIGNAL @ 10th S' ST, 26th ST, 28th (	Traffic Calmi (Location of Traffi		y Collisions due to	apeeunig 8 13	eed Limit: ndicated by three 30 mph.
		11th STRE	10/26/2010	30	V.	ŌĔ	0.00% 0.00%	0.00%	0.00%	5.61% 10.28% 18.69%	35.51%	64.49% 71.96%	80.37% 85.98% 91.59% 93.46%	94.39% 99.07% 100.00%	100.00%	100.00%	100.00%	100.00% 100.00%	100.00% 100.00% 100.00% 100.00%	100.00% 100.00% 100.00% 100.00% 100.00%	100.00% 100.00% 100.00% 100.00%		Collisic	5	Justification of Recommended Speed Limit: Since the average 85th percentile speed as indicated by this speed zone should be re-established at 30 mph.
	J STREET	BETWEEN	10/26		SPOT SPEED DATA	Percent of Total	0.00% 0.00%	0.00%	0.00%	4.67% 4.67% 8.41%	16.82%	13.08% 7.48%	8.41% 5.61% 5.61%	0.93% 4.67% 0.93%	0.00%	0.00%	%00.0 %00.0	0.00% 0.00%	0.00% 0.00% 0.00% 0.00%	0.00% 0.00% 0.00% 0.00% 0.00%	0.00% 0.00% 0.00% 0.00%	100.00%	Total No. of Commence	75 51	
6	Zone:	Survey Location:	Survey Date: Expiration Date:	Posted Speed Limit (mph):	SPOT SF	No. of Vehicles	000	000	0 -	രഹര	18	8 4 8	<b>०००</b> ०	- ۲۵ <del>-</del>		000	000	0000			00000	107	Tota	5	Justification of Re Since the average 85th this speed zone should
	Speed Zone:	Survey I	Survey Date: Expiration Da	Posted 9		Speed mph	15 16 15	19 19	3 5	22 23 24	25	8 21	33 <del>3</del> 1 93 58	33 34 35	36	888	40 5	4 4 5 7 3 7 5 7 4 5 7	45 46 47 48 48	55 52 51 55 53 25 55	56 57 58 59 >=60	Total	Year	2009 2010	Justific Since the this spee

City of Sacramento Engineering of FICIAL DIVISION City of Sacramento Engineering and Traffic Survey	between 10th STREET and ALHAMBRA BLVD	T Ave End Time: 11:40	Barretto Rad	85 <sup>th</sup> % Speed (mph): 30.9 Avg. Speed (mph): 27.7 Weather: Dry	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use         Single Family Residential       □       Commercial       ⊠	X Industrial □	School 🗌			<u>On Street Parking: Moderate</u> Notes:		Roadway Geometry:	Segment Length (ft): <u>8.650</u> Width (ft): <u>48-52</u>	No. of Lanes: <u>3 E/B (1-WAY)</u> Bikeways: <u>None</u>	Alignment: <u>Straightawav</u> Visibility: <u>Fair</u>	Median and/or Center Line Treatment: <u>None</u>	<u>Notes:</u> UNMARKED UNCONTROLLED CROSSWALK @ 22nd ST, 24th ST; MARKED UNCONTROLLED	ALK @ 17th ST, 18th ST, 20th ST, & 27th ST.	Traffic Controls: (Location of Signals, Stop Signs, and Roundabouts) SIGNAL @ 10th ST, 11th ST, 12th ST, 13th ST, 14th ST, 15th ST, 16th ST, 19th ST, 21st ST, 23rd ST, 25th	1, 2011 31, 2911 31, 3011 31, ALNAMBRA BLVU; KH AING DI WN 1311 31 & 2011 31.	<b>Traffic Calming:</b> (Location of Traffic Calming Devices)		4	orgnature: Certifying Engineer		Justification of Recommended Speed Limit: Since the average 85th percentile speed as indicated by three E&TS is 31.5 mph (see page numbers 277 and 279 for other E&TS), the posted speed limit for this speed zone should be re-established at 30 mph.	
		STREET &	,	8		Cumulative Percentage 0.00% Single			0.97% Notes: 5.83% 12.62%	28.16% 43.69%	74.76% On Stree 78.64% Notes: 85.44% Notes:	_	20		100.00%	100.00%	100.00%					100.00% <u>Traffic Calmino:</u> 100.00% (Location of Traffic Cal 100.00% 00		ry Collicione due to	Speeding	13	ed Speed Limit: eed as indicated by shed at 30 mph.	
	J STREET	8	10/26/2017	nit (mph): 30	SPOT SPEED DATA	Percent of s Total 0.00% 0.00%										Sector and				0.00% 0.00% 0.00% 0.00% 100 100 100 100 100			100.00%	ision Histo	suc	51	f Recommend 85th percentile sp nould be re-establi	
-	Speed Zone:	Survey Location:	Expiration Date:	Posted Speed Limit (rr		Speed No. of mph Vehicles <=15 0 16 0			22 1 23 5 24 7		 29 8 30 4 31 7	32 4	35 34 3 35 3 4 35 3 4		38 0 0	40 0 0	42 43 0	44 0 45 0 46 0	47 0 48 0 49 0	50 52 53 52 0 0 0 0 0 0 0 0	55 56 0	-	-		_	2010	Justification o Since the average this speed zone sh	

City of Sacramento Engineering and Traffic Survey City of Sacramento Engineering and Traffic Survey City of Sacramento	<b>NBRA</b>		End Time: 11:15	Observer: Tara Barretto Dobserver: Tara Barretto	85 <sup>th</sup> % Speed (mph): 33.8 Avg. Speed (mph): 30.8 Weather: Dry	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use	Single Family Residential 🗍 🛛 Multi-Family Residential 🦷 Commercial 🕅	Office 지 Industrial   Park X	School 🗍	<u>Notes:</u>		Roadway Characteristics	On Street Parking: Moderate	Notes:	Roadway Geometry:	Segment Length (ft): <u>8,650</u> Width (ft): <u>48-52</u>	No. of Lanes: <u>3 E/B (1-WAY)</u> Bikeways: <u>None</u>	Alignment: <u>Straightawav</u> Visibility: <u>Fair</u>	Median and/or Center Line Treatment: <u>None</u>	<u>Notes:</u> UNMARKED UNCONTROLLED CROSSWALK @ 22nd ST, 24th ST; MARKED UNCONTROLLED CROSSWALK @ 17th ST, 18th ST, 20th ST, & 27th ST.	Traffic Controls:         (Location of Signals, Stop Signs, and Roundabouts)         SIGNAL @ 10th ST, 11th ST, 12th ST, 14th ST, 15th ST, 16th ST, 19th ST, 21st ST, 23rd ST, 25th         ST, 26th ST, 28th ST, 29th ST, 30th ST, ALHAMBRA BLVD; RR XING BTWN 19th ST & 20th ST.	Tradition Collections	Trante Caming: (Location of Traffic Calming Devices)			Collisions due to Signature:		id Limit:	percentile speed as indicated by three E&TS is 31.5 mph (see page numbers 277 and 278 for other E&TS), the posted speed limit for be re-established at 30 mph.	
	F	N 24th STREE	10/28/2010	10/28/2017	30	ТА	OF				0.00% 2.00% 2.00%					81.00% 86.00% 81.00%					100.00% 100.00% 100.00% 100.00%			100.00% 100.00% 100.00%		History	Collisio		nended Spe	tile speed as in established at 3	
	J STREET				-imit (mph):	SPOT SPEED DATA		00.00%	0.00%	0.00%	0.00% 2.00% 0.00%	0.00% 0.00%	4.00% 6.00% 9.00%	13.00%	15.00% 7.00%	8.00% 5.00% 5.00%	4.00%	1.00%	0.00%	0.00%	%00.0 %00.0 %00.0	%00.0 %00.0 %00.0 %00.0				Collision History	Total No. of Collisions	75 51	of Recomn	e 85th percen should be re-	
	Speed Zone:	Survey Location:	Survey Date:	Expiration Date:	Posted Speed Limit (mph):		Vet	16 0 17 0			22 23 24 24			29 13 30 17	31 15 32 7	33 34 35 35	36	38 2	40 41 000		44 46 48 48 48 49 49 49 49	5 2 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		20 28 29 29 20 20 20 20 20 20 20 20 20 20 20 20 20	Total 100			2010	Justification of Recommended Speed Limit:	Since the average 85th this speed zone should	

CITATFIC CARAMETERING CITATFIC AND CITATFIC AND CITATFI	h <sup>th</sup> % Speed (mph): 28.5 Avg. Speed (mph): 26.8 Weather: Dry LAND USE AND ROADWAY CONDITIONS	Single Family Residential X Multi-Family Residential Commercial X Office X Nulti-Family Residential Commercial X School X School X	On Street Parking: Moderate	Roadway Geometry:       Segment Length (ft): <u>4.420</u> Segment Length (ft): <u>4.420</u> Width (ft): <u>48</u> No. of Lanes: <u>See Notes Below</u> Bikeways: <u>None</u> Alignment: <u>Straightaway</u> Visibility: <u>Fair</u> Median and/or       Center Line Treatment: <u>See Note Below</u>	Notes: Metblans: TWLTL BTWN ALHAMBRA BLVD & 41st ST, DOUBLE YELLOW BTWN 41st ST & 42nd ST;UNMRKD UNCONTROLLED CROSSWALKS © SANTA BARBARA CRT,SANTA YNEZ WY,DOLORES WY,38th ST,41st ST,42nd ST,34th ST;MRKD UNCONTROLLED CROSSWALKS © 35th ST,37th ST.LANES: 2(1E/B,1W/B)BTWN ALHAMBRA BLVD & 41st ST,4(2E/B,2W/B)BTWN 41st ST & 42nd ST. Traffic Controls: (Location of Signals, Stop Signs, and Roundabouts) SIGNALS © ALHAMBRA BLVD, 33rd ST, 39th ST, 40th ST. (Location of Traffic Calming: (Location of Traffic Calming: (Location of Traffic Calming:	Signature:	mmended Speed Limit: peed as indicated by an E&TS is 28.5 mph, the posted speed limit for this speed zone should be re-established at 30 mph. Page No. 280
Eng Start Time: Observer:	82 <sup>th</sup>	Single I Notes:	On Street Notes:	Roadway Se Cent	Notes: MEDIANS: TWLTL ST;UNMRKD UNCG WY,38th ST,41st S ST.LANES: 2(1E/B) Traffic Controls: (Location of Signals, St SIGNALS @ ALHA Location of Traffic Calming: (Location of Traffic Calming)	0.00%	by an E&TS
L STREET BETWEEN 38th STREET & 39th STREET 10/28/2010 Start Time: 1 10/28/2017 Observer: 1	30	Cumulative Percentage 0.00% 0.00% 0.00% 0.00% 0.00% 1.00%		FFFFFFFF		100.00%   listory Collisio Spe	Justification of Recommended Speed Limit: Since the 85th percentile speed as indicated by an E&TS
J STREET BETWEEN 10/28/	DAT		7.00% 11.00% 18.00% 17.00% 5.00% 2.00%	1.00% 1.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%	0 0.00% 100.0 00 100.00% Collision History Total No. of C Collisions 1 13	In the speed of th
ü ö	SPOT SPEED	N No. of Chicles	- 11 18 10 10 12 18 10 10 10 10 10 10 10 10 10 10 10 10 10 1			Colli	Since the 85th percentile s
Speed Zone: Survey Location Survey Date: Expiration Date:	Posted S	Speed mph 15 13 13 13 13 14 15 15 15 15 15 15 15 15 15 15 15 15 15	24 25 26 28 28 29 31 30 31 30 31	33 33 33 33 33 33 33 33 33 33 33 33 33	5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	>=60 Total Year 2009	Justific Since the



## Engineering and Traffic Survey City of Sacramento

Average Daily Traffic (ADT): 29,325

and STOCKTON BLVD

BROOKFIELD DR

between

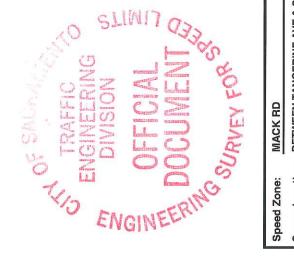
(Location of Signals, Stop Signs, and Roundabouts) SIGNAL @ BROOKFIELD DR, DEER CREEK DR, FRANKLIN BLVD, TANGERINE AVE, CENTER PRKWY, VALLEY HI DR, ALTA VALLEY WY, STOCKTON BLVD; MEDIANS: RAISED BTWN BROOKFIELD DR & ALTA VALLEY WY, DOUBLE YELLOW BTWN ALTA VALLEY WY & STOCKTON BLVD. Radar Serial No. DS 13639 <u>Notes:</u> UNMARKED UNCONTROLLED CROSSWALK @ SAMOS WY, ARCHEAN WY, DEER MEADOWS DR, SUMMERSDALE DR. Date of ADT: 9/5/2002 Bikeways: On-Street Bike Lanes Weather: Dry X E Park Commercial Visibility: Good Width (ft): 94 **Certifying Engineer** LAND USE AND ROADWAY CONDITIONS Avg. Speed (mph): 42.3 Multi-Family Residential X Industrial **Roadway Characteristics** Predominant Land Use P End Time: 10:45 PC-Median and/or Center Line Treatment: <u>See Note Below</u> No. of Lanes: 4 (2 E/B, 2 W/B) Alignment: Vertical Curve No Parking Segment Length (ft): 13,860 Signature: 85<sup>th</sup> % Speed (mph): 45.9 Single Family Residential Office School Calming Devices) Observer: Tara Barretto Roadway Geometry: Start Time: 10:15 **On Street Parking: Traffic Controls: Traffic Calming:** (Location of Traffic Collision History Notes: Notes: Cumulative Percentage %00.00% %00.00% 100.00% 100.00% %00.00 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00%0 32.74% 41.59% 53.10% 66.37% 74.34% 78.76% 85.84% 96.46% 97.35% 98.23% 99.12% 17.70% 91.15% 93.81% 95.58% 99.12% 24.78% 7/26/2018 45 SPOT SPEED DATA Percent of Total 100.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% 0.088% 0.088% 0.088% 0.088% 0.00% 0.00% 0.00% 0.00% 0.00% 0.00% Posted Speed Limit (mph): 0.00% Total No. of Collisions 90 No. of Vehicles Expiration Date: 300000 13 10 00 0 00 00 6 50000N 0 ange d angle d ang Total Year =60

48

6

2010

Justification of Recommended Speed Limit: Since the average 85th percentile speed as indicated by two E&TS is 46.1 mph (see page number 312 for other E&TS), the posted speed limit for this speed zone shall be 45 mph.



Average Daily Traffic (ADT): 33,718

and STOCKTON BLVD

between BROOKFIELD DR

Survey Location: BETWEEN TANGERINE AVE & SUMMERSDALE DR

Survey Date: Expiration Date: Posted Speed Limit	Date: 7/26/ ion Date: 7/26/ Speed Limit (mph):	7/26/2011 7/26/2018 1): 45	Start Time: <u>9:25</u> End Time: <u>9:55</u> Observer: Tara Barretto 85 <sup>th</sup> % Speed (mph): 46.3 Avg. Speed (mph): 41.9	Date of ADT: 9/5/2002 Radar Serial No. DS 13639 Weather: Dry
SPOT SPEED D	D DATA	A	ID USE AND F	
Percent of Total	t of I	Cumulative Percentage	Predominant Land Use	
0.00% 0.00%	% %	0.00% 0.00%	Single Family Residential 🗍 Multi-Family Residential 🔀	Commercial 🔀
%00.0	%	%00.0	Office	Park
0.00% 0.00%	%	0.00% 0.00%	School	
0.00% 0.00%	%	0.00% 0.00%	Notes:	
00.0	%	%00.0 %00.0		
0.00%	% %	0.00%		
0.0	%	0.00% 0.00%	Roadway Characteristics	
0.0	%(	0.00% 0.00%	On Street Parking	
0.0	%0	0.00%		
	37%	1.87% 3.74%	Notes:	
0	0.93%	4.67%		
5 -	33%	5.61% 7.48%	Hoadway Geometry:	
20	30%	10.28%	Segment Length (ft): 13,860 Width (ft): 94	(ft): <u>94</u>
5.0	57% 31%	14.95% 20.56%	No. of Lanes: 4 (2 E/B. 2 W/B) Bikewa	Bikeways: On-Street Bike Lanes
9	54%	27.10%		
9.5	9.35% 12 15%	36.45% 48 60%	Alignment: Vertical Curve	Visibility: Good
in i	5.61%	54.21%	Median and/or	
2 3	61%	70.09%	Center Line Treatment: See Note Below	
ю́ ч	6.54% 6.54%	76.64% 83 18%	Notes: UNMARKED UNCONTROLLED CROSSWALK @ SAMOS WY ARCHEAN WY. DEER MEADOWS DR. SUMMERSDALE DR.	DOWS DR. SUMMERSDALE DR.
i o	6.54%	89.72%		
4. –	4.67% 1.87%	94.39% 96.26%		
÷ 0	1.87%	98.13% 00.07%	Tudio Controlo:	
ó	% <b>0</b> 0	%10.66	Location of Signals, Stop Signs, and Roundabouts)	
0 0	.00%	99.07% 100.00%	Isignal @ BROOKFIELD DR, DEER CREEK DR, FRANKLIN BLVD, TANGERINE AVE, CENTER PRKWY, VALLEY HI DR, ALTA VALLEY WY, STOCKTON BLVD; MEDIANS: RAISED BTWN BROOKFIELD DR & ALTA VALLEY WY, DOUBLE YELLOW BTWN	ENTER PRKWY, VALLEY HI DR, ALTA ALLEY WY, DOUBLE YELLOW BTWN
0	%00	100.00%	ALTA VALLEY WY & STOCKTON BLVD.	
o o	%00	100.00%		
5 0	%00	100.00%	1 oration of Traffic Calming Devices	
000	%00%	100.00%		
P	100.00%			
Col	lision History	listory		
Total No. of Collisions	is of	Collisic Spe	Collisions due to Signature: Late Conc.	
60		e.	47 Certifying Engineer	neer
06			48	

Justification of Recommended Speed Limit: Since the average 85th percentile speed as indicated by two E&TS is 46.1 mph (see page number 311 for other E&TS), the posted speed limit for this speed zone shall be 45 mph.

City of Sacramento Engineering and Traffic Line of Sacramento City of Sacramento Engineering and Traffic Survey		BETWEEN 20th AVE & 21st AVE Ave	Start Time: 2:00 End Time: 2:30	e: 8/4/2017 Observer: Tara Barretto Radar Serial No. DS 13639	Speed Limit (mph): 45 85 <sup>th</sup> % Speed (mph): 48.8 Avg. Speed (mph): 44.4 Weather: Dry	SPOT SPEED DATA LAND USE AND ROADWAY CONDITIONS	Percent of CI Total Pe	0.00% 0.00% Single Family Residential Mutti-Family Residential 0.00% 0.00%	0.00% 0.00%	0.00% %00.0	00.00% 0.00%	0.00% 0.00%				0.00% 0.00% 1.36% Poadway Geometry:				1 9.52% 34.69% Median and/or 0 6.80% 41.50% Center Line Treatment: <u>See Note Below</u>	8.16% 49.66% 8.16% 57.82%	8.84% 6.80% 6.12% 6.80%		2.04% 100.00% FRUITRIDGE RD; MEDIANS: RAISED BTWN FOLSOM BLVD & CUCAMONGA AVE FOR LIGHTRAIL 0.00% 100.00%	0.00 0.00% 0.00%	100.00%	Total No. of Collisions due to Signature:	σ	of Recommended Speed Limit: ge 85th percentile speed as indicated by two E&TS is 46.6 mph (see page no. 366), the posted speed limit for this speed zone is re-established	
	Speed Zone:	Survey Location:	Survey Date:	Expiration Date:	Posted Speed Lirr	SPOT SI	Veh	<pre>&lt;=I3 0 16 0 17 0</pre>		5 5 5 5 0 0	24 23 24 0 0 0		27 0 28 0	29 30 0	31 32 0	33 34 2 25	36 2 2	30 5 0 38 5 30 5	40 41 6 6 0 6	42 14 43 10	44 12 45 12		50 51 52 53 33 33 3 0 0 0			-	Year Tota		Justification of Re Since the average 85th at 45 mph.	

City of Sacramento Engineering and Traffic LIMITS DIVISION City of Sacramento City of Sacramento	between FOLSOM BLVD and CITY LIMITS	Average Daily	itart Ilme: 2:35 End Ilme: 2:55 Date of ADT: 10/27/2009 Observer: Tara Barretto Radar Serial No. DS 13639	Speed (mph): 44.4 Avg. Speed (mph): 41.2 Weather: Dry	LAND USE AND ROADWAY CONDITIONS	Predominant Land Use	Single Family Residential 🛛 Multi-Family Residential Commercial 🛛		School X			<b>Roadway Characteristics</b>	<u>king:</u> <u>No Parking</u>		metry:	Segment Length (ft): <u>18,050</u> Width (ft): <u>64</u>	No. of Lanes: <u>4 (2 N/B, 2 S/B)</u> Bikeways: <u>On-Street Bike Lanes</u>	Alignment: <u>Straightaway</u> Visibility: <u>Good</u>	Median and/or Center Line Treatment: See Note Below		UNIMARKED UNCONTROLLED CROSSWALKS ⊚: CARLTON RD,BELIVEDERE AVE,AMADOR AVE,BUTTE AVE,18th AVE,ALPINE AVE,MERCED AVE,NAPA AVE,19th AVE,HICKORY AVE,20th AVE,21st AVE,32nd AVE,33rd AVE,34th AVE,35th AVE,36th AVE,38th AVE,39th AVE,39th AVE,0ENWIL CRT,INDUSTRIAL PRKWY,43rd AVE,SIGNAL CRT,ANDORA WY,CAPISTRANO WY,48th AVE,52nd		(Location of Signals, Stop Signs, and Roundabouts) SIGNAL @ FOLSOM BLVD,RT PARKING LOT ENTRANCE,CUCAMONGA AVE,RAMONA AVE,14th AVE,FRUITRIDGE RD; MEDIANS: RAISED BTWN FOLSOM BLVD & CUCAMONGA AVE FOR LIGHTRAIL OVERPASS. TWLTL BTWN CUCAMONGA AVE & ELDER CREEK RD. DOUBLE YELLOW BTWN ELDER	ם:	Calming Devices)				Certifying Engineer	commended Speed Limit: percentile speed as indicated by two E&TS is 46.6 mph (see page no. 365), the posted speed limit for this speed zone is re-established	
O		39th AVE	Start Lime: 2:35 Observer: Tara	85 <sup>th</sup> % S		12	Single Family		Noto:				On Street Parking:	Notes:	Roadway Geometry:	Segment	z		Me Center Line	Notes:	UNMARKED UN AVE,BUTTE AVE AVE,21st AVE,33 CRT,INDUSTRIA	Traffic Controls:	(Location of Signals, SIGNAL @ FOLS AVE, FRUITRIDG OVERPASS, TW	Traffic Calming:	(Location of Traffic Calming Devices)			Collisions due to Speeding	6	ed Limit: dicated by two E&	
	INN RD	ETWEEN 38th AVE & 39th AVE	8/4/2010 8/4/2017	45	LA	Cumulative Percentage 0.00%	0.00% 0.00%	0.00%	0.00%	0.00% 0.00%	0.00%	0.00%	0.00% 0.00% 0.00%	0.00% 1.65%	1.65% 2.48% 0.26%	6.20% 13.22%	28.93%	38.02% 45.45% 56.20%	56.20% 67.77% 76.86%	84.30% 85.95%	87.60% 90.08% 92.56% 94.21%	95.87% 96.69%	96.69% 96.69% 97.52%	100.00%	100.00% 100.00% 100.00%		History	Collisio Spe	2	ended Spe ile speed as ir	
	POWER INN RD	BETWEEN	8/4	nit (mph):	PEED DATA	٩	0.00% 0.00%	0.00% 0.00%	0.00%	0.00% 0.00%	0.00%	0.00% 0.00%	%00.0 %00.0	0.00% 1.65%	0.00% 0.83% 5.70%	4.96%	5.79% 9.92%	9.09% 7.44%	10./4% 11.57% 9.09%	7.44%	1.65% 2.48% 2.48% 1.65%	1.65% 0.83%	0.00% 0.00% 0.83% 1.65%	0.00%	0.00 0.00 0.00	100.00%	Collision History	Total No. of Collisions	26 13	35th percent	
	Speed Zone:	Survey Location:	Survey Date: Expiration Date:	Posted Speed Limit (mph):	SPOT SPE	Speed No. of mph Vehicles <=15 0		18 0	21 20 23 0 0		25	26 27 0 0	30 0 0	31 0 32 2	33 0 34 1 35 7	36 2	37 38 12 12	F 0 5	41 13 42 14 43 11	_	46 47 49 3 49 2 2	50 2 51 1	52 53 54 55 24 2 2		58 59 >=E60	Total 121			2008 2009	Justification of Recommended Speed Limit: Since the average 85th percentile speed as indicated by at 45 mph.	