CITY MANAGER'S REPORT JANUARY 8, 2024 CITY COUNCIL REGULAR MEETING

ITEM: PUBLIC HEARING (PUBLISHED NOTICE) TO CONSIDER AN ORDINANCE AMENDING THE SPEED LIMITS IN THE CITY OF LATHROP, TITLE 10 VEHICLES AND TRAFFIC, CHAPTER 10.08 SPEED LIMITS, SECTION 10.08.030 SPEED LIMITS OF THE LATHROP MUNICIPAL CODE

RECOMMENDATION: City Council to Consider the Following:

- 1. Hold a Public Hearing; and
- 2. Introduction and First Reading of an Ordinance of the City Council of the City of Lathrop Amending Section 10.08.030 "Speed Limits" of the Lathrop Municipal Code

SUMMARY:

The California Vehicle Code (CVC) Sections 22357 through 22364 and 40800 through 40808 require an Engineering and Traffic Survey (Survey) to establish or update a legally enforceable speed limit on most California roads. Speed limits must be established within one year of acceptance of major City streets, as the current posted speed limit is based on design criteria, not a Survey.

Staff conducted the Surveys for the purpose of establishing legally enforceable speed limits on local streets. The proposed amended Ordinance (Attachment A) sets enforceable speed limits for various streets within the City.

Staff requests that City Council hold a public hearing, consider all information and public testimony and, if determined to be appropriate, adopt an Ordinance amending Section 10.08.030 "Speed Limits" of the Lathrop Municipal Code.

BACKGROUND:

Pursuant to CVC Sections 22357 through 22364 and 40800 through 40808, law enforcement can only enforce speed limits posted on regulatory signs if they are listed identically in City Municipal Code and are based on a valid and current Survey prepared by a California-licensed traffic engineer.

Speed limit signs currently posted on these segments represent design speed, a calculation conducted to determine an initial speed limit for a road based upon its geometry, number of lanes, surrounding land use and other factors.

CITY MANAGER'S REPORT PAGE 2 **JANUARY 8, 2024 CITY COUNCIL REGULAR MEETING** PUBLIC HEARING (PUBLISHED NOTICE) TO CONSIDER AN ORDINANCE AMENDING THE SPEED LIMITS IN THE CITY OF LATHROP, TITLE 10 VEHICLES AND TRAFFIC, CHAPTER 10.08 SPEED LIMITS, SECTION 10.08.030

As traffic volumes on the subject streets have increased to a level supporting the collection of speed data to determine enforceable speed limits, City staff conducted the Surveys. The proposed amended Ordinance (Attachment A) reflects the findings of the Surveys and could be utilized to set enforceable speed limits for various streets in the City of Lathrop that have yet to be surveyed.

The CVC governs how Surveys are conducted and describes the basis for the proposed speed limits. Data is collected on actual vehicle speed data from at least 100 or more free flowing vehicles per segment in a three-hour period. The traffic engineer then processes the data to determine important parameters such as the 85th percentile speed, 10 mile per hour (mph) pace, and percentage of vehicles following the current posted speed limit. The traffic engineer also considers physical and environmental factors of the segment, such as the number of residential driveways, the proximity to schools, sun glare, roadway width, etc.

As required by the CVC, the recommended speed limit is determined by rounding to the nearest 5 mph increment from the 85th percentile speed. Based on physical and environmental factors, the traffic engineer has the ability to reduce the recommended speed by 5 mph if the justification for doing so is documented in the Survey.

CVC also states that Surveys are valid for seven years. Therefore, these Surveys will expire on February 1, 2031. Surveys may also be extended by a traffic engineer for seven (7) years depending upon criteria such as significant changes in roadway alignment, traffic volumes, and surrounding land use.

As a function of the Surveys conducted by City staff, proposed speed limits for segments of City streets bounded by associated nodes are summarized in Table 1, below. The complete Surveys for each street are provided as Attachment B.

SEGMENT NAME	<u>SEGMENT BEGIN</u>	SEGMENT END	DESIGN SPEED	<u>PROPOSED</u> SPEED LIMIT
Business Park Ct.	Yosemite Ave.	End	35	35
Glacier St.	Jefferson Way	Yosemite Ave.	45	45
Jefferson Way	Glacier St.	Yosemite Ave.	45	45
Yosemite Ave.	Jefferson Way	Glacier St.	45	45
Yosemite Ct.	Yosemite Ave.	End	NONE	40
Stanford Crossing	Spartan Way	Barbara Terry Blvd.	30	35
Stanford Crossing	Barbara Terry Blvd.	Golden Valley Pkwy.	30	35

TABLE 1 - SUMMARY OF PROPOSED NEW SPEED LIMITS

CITY MANAGER'S REPORT PAGE 3 JANUARY 8, 2024 CITY COUNCIL REGULAR MEETING PUBLIC HEARING (PUBLISHED NOTICE) TO CONSIDER AN ORDINANCE AMENDING THE SPEED LIMITS IN THE CITY OF LATHROP, TITLE 10 VEHICLES AND TRAFFIC, CHAPTER 10.08 SPEED LIMITS, SECTION 10.08.030

Barbara Terry Blvd.	Stanford Crossing	Adobe Way	35	40
Barbara Terry Blvd.	Stanford Crossing	Central Pacific St.	NONE	30
Golden Valley Pkwy.	Brookhurst Blvd.	Sadler Oak	45	45
Riverfront Dr.	Somerston Pkwy.	Bosch Ave.	25	35

SPEED LIMITS OF THE LATHROP MUNICIPAL CODE:

1

To establish speed limits, LMC 10.08.030 requires a public hearing, introduction and first reading of the proposed ordinance at this City Council meeting, and adoption of the proposed Ordinance at a subsequent Council meeting.

Staff requests that City Council hold a public hearing, consider all information and public testimony and, if determined to be appropriate, adopt an Ordinance amending Section 10.08.030 "Speed Limits" of the Lathrop Municipal Code.

REASON FOR RECOMMENDATION:

The requested Ordinance amendment to Section 10.08.030 of the LMC is required by the CVC to establish legally enforceable speed limits.

FISCAL IMPACT:

Sufficient funds have been allocated in the adopted FY 23/24 budget to fund staff time and the purchase & installation of the speed limit signage.

ATTACHMENTS:

- A. Proposed Ordinance Amendment of the City Council of the City of Lathrop Amending Section 10.08.030 "Speed Limits" of the Lathrop Municipal Code
- B. Engineering & Traffic Speed Surveys

CITY MANAGER'S REPORT JANUARY 8, 2024 CITY COUNCIL REGULAR MEETING PUBLIC HEARING (PUBLISHED NOTICE) TO CONSIDER AN ORDINANCE AMENDING THE SPEED LIMITS IN THE CITY OF LATHROP, TITLE 10 **VEHICLES AND TRAFFIC, CHAPTER 10.08 SPEED LIMITS, SECTION 10.08.030**

APPROVALS:

Veronica Albarran

Junior Engineer

Brad Teylor **City Engineer**

Cari Jan Finance Difector

Michael King Assistant City Manager

Salvador Navarrete **City Attorney**

Stephen J. Salvatore City Manager

1211412023 Date

2023 12/ Date

Date

14/2023 12 / Date

-/2-2023 Date

3/23

ORDINANCE NO. 24-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LATHROP AMENDING THE LATHROP MUNICIPAL CODE TITLE 10 VECHICLES AND TRAFFIC, CHAPTER 10.08 SPEED LIMITS SECTION 10.08.030 "SPEED LIMITS"

WHEREAS, the California Vehicle Code (CVC) requires that an Engineering and Traffic Survey (Survey) be conducted to establish a legally enforceable prima facie speed limit for a public roadway; and

WHEREAS, the City of Lathrop (City) has enacted an ordinance to establish the prima facie speed limits on portions of certain streets within the City; and

WHEREAS, staff has conducted Surveys to establish legal speed limits for specific streets; and

WHEREAS, to update or establish speed limits for the indicated streets, it is necessary to amend Title 10 Vehicles and Traffic, Chapter 10.08 Speed Limits, Section 10.08.030 Speed Limits of the Lathrop Municipal Code; and

WHEREAS, proper notice of this public hearing was given to all respects as required by law; and

WHEREAS, the City Council has reviewed all written evidence and oral testimony presented to date.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LATHROP DOES HEREBY ORDAIN AS FOLLOWS:

Section 1.

Section 10.08.030, of the Lathrop Municipal Code, is amended to read in full as follows:

It shall be prima facie unlawful to operate any vehicle at speed in excess of that established as follows:

A. The speed limit shall be fifty (50) miles per hour on the following street segments:

Street	Limits
Golden Valley Parkway	Lathrop Road to River Islands Parkway
McKinley Avenue	Louise Avenue to Yosemite Avenue

B. The speed limit shall be forty-five (45) miles per hour on the following street segments:

Street

Dell' Osso Drive **Glacier Street** Golden Valley Parkway Golden Valley Parkway Golden Valley Parkway Harlan Road Harlan Road Harlan Road Harlan Road Harlan Road Howland Road Jefferson Way Lathrop Road Louise Avenue Louise Avenue Louise Avenue Louise Avenue Manthey Road Manthey Road Manthey Road Manthey Road McKinley Avenue **McKinley Avenue River Islands Parkway** River Islands Parkway River Islands Parkway Somerston Parkway **Tesla Drive** Yosemite Avenue Yosemite Avenue Yosemite Avenue

Limits

River Islands Parkway to Lakeside Drive Jefferson Way to Yosemite Avenue Brookhurst Boulevard to Sadler Oak River Island Parkway to Towne Centre Drive Towne Centre Drive to Brookhurst Boulevard Roth Road to Slate Street Slate Street to Lathrop Road Louise Avenue to D'Arcy Parkway D'Arcy Parkway to Tesla Drive Tesla Drive to End of Road Louise Avenue to D'Arcy Parkway Glacier Street to Yosemite Avenue McKinley Avenue to city limits Interstate 5 to Harlan Road Harlan Road to Fifth Street Fifth Street to McKinley Avenue McKinley Avenue to City Limits Dos Reis Road to City Limits Towne Centre Drive to Brookhurst Boulevard Brookhurst Boulevard to Mossdale County Park Stewart Road to Interstate 5 Ramps Yosemite Avenue to City Limits Lathrop Road to Louise Avenue Golden Valley Parkway to McKee Boulevard San Joaquin River Bridge to Somerston Parkway Somerston Parkway to Norbeck Street River Islands Parkway to South of Lakeside Drive Harlan Road to Christopher Way SR 120 to D'Arcy Parkway D'Arcy Parkway to City Limit Jefferson Way to Glacier Street

C. The speed limit shall be forty (40) miles per hour on the following street segments:

Street

Barbara Terry Boulevard D'Arcy Parkway D'Arcy Parkway Dos Reis Road Harlan Road Lathrop Road Manthey Road Manthey Road Yosemite Court

Limits

Stanford Crossing to Adobe Way Yosemite Avenue to Christopher Way Christopher Way to Harlan Road Manthey Road to East School Zone Lathrop Road to Louise Avenue 5th Street to McKinley Avenue Lathrop Road to Dos Reis Road Mossdale County Park to Stewart Road Yosemite Avenue to End

D. The speed limit shall be thirty-five (35) miles per hour on the following street segments:

Street

Barbara Terry Boulevard Barbara Terry Boulevard **Business Park Court Brookhurst Boulevard Brookhurst Boulevard Brookhurst Boulevard** Dell'Osso Drive Christopher Way Dos Reis Road Dos Reis Road Golden Spike Trail Lakeside Drive Lakeside Drive Lakeside Drive Lathrop Road Lathrop Road McKee Boulevard McKee Boulevard McKee Boulevard McKee Boulevard Murphy Parkway Murphy Parkway Riverfront Drive **River Islands Parkway** River Islands Parkway Roth Road Seventh Street Somerston Parkway Stanford Crossing Stanford Crossing

Limits

Spartan Way to McKee Boulevard McKee Boulevard to Adobe Way Yosemite Avenue to End Manthey Road to Golden Valley Parkway Golden Valley Parkway to McKee Boulevard McKee Boulevard to Golden Spike Trail Mulholland Drive to River Islands Parkway D'Arcy Parkway to End of Road East School Zone to West School Zone West School Zone to Dos Reis Park Towne Centre Drive to Brookhurst Boulevard Stewart Road to Vega Park Roundabout Vega Park Roundabout to Somerston Parkway Somerston Parkway to Dell'Osso Drive Interstate 5 to Rev Maurice Cotton Drive Rev Maurice Cotton Drive to Fifth Street Brookhurst Boulevard to Towne Centre Drive Towne Centre Drive to Johnson Ferry Johnson Ferry to River Islands Parkway River Islands Parkway to Barbara Terry Boulevard Tesla Drive to D'Arcy Parkway D'Arcy Parkway to End of Road Somerston Parkway to Bosch Avenue Interstate 5 to Golden Valley Parkway McKee Boulevard to San Joaquin River bridge Interstate 5 to East City Limits J Street to Thomsen Road Riverfront Drive to River Islands Parkway Barbara Terry Boulevard to Golden Valley Parkway Spartan Way to Barbara Terry Boulevard

E. The speed limit shall be thirty (30) miles per hour on the following street segments:

Street

Academy Drive <u>Barbara Terry Boulevard</u> Commerical Street Inland Passage Way Slate Street Slate Street Opal Street Opal Street Sadler Oak Drive Johnson Ferry Road Stonebridge Lane

Limits

Somerston Parkway to Broadmoor Way <u>Stanford Crossing to Central Pacific Street</u> Marina Drive to Academy Drive Sadler Oak Drive to Open Range Avenue Harlan Road to Deerwood Way Deerwood Way to Stonebridge Lane Stonebridge Lane to Deerwood Way Deerwood Way to Slate Street Manthey Road to Inland Passage Way Colonial Trail to Golden Spike Trail Harlan Road to Slate Street F. The speed limit shall be twenty-five (25) miles per hour on the following street segments:

Street Academy Drive Cambridge Drive Fifth Street J Street Lathrop Road Marina Drive Marina Drive O Street Spartan Way Spartan Way Spartan Way Spartan Way Spartan Way Stewart Road Thomsen Road Thomsen Road Thomsen Road Thomsen Road Thomsen Road	Limits River Bend Drive to Somerson Parkway Lathrop Road to Louise Avenue K Street to O Street Harlan Road to Fifth Street Interstate 5 to Golden Valley Parkway River Bend Drive to Somerston Parkway Somerston Parkway to Taft Drive Harlan Road to Seventh Street Golden Valley Parkway to Generations Center Generations Center to Lathrop High School Lathrop High School to Stanford Crossing Stanford Crossing to Barbara Terry Boulevard Manthey Road to South River Bend Harlan Road to Grayson Road Grayson Road to Halmar Lane Halmar Lane to Seventh Street Golden Valley Parkway to McKee Boulevard
	Halmar Lane to Seventh Street Golden Valley Parkway to McKee Boulevard McKee Boulevard to Village Avenue

G. The following list of two hundred thirty-seven (237) roadway segments that meet the requirements defined in section 40802(b) of the CVC for a local street are not subject to the requirement for an Engineering and Traffic Survey. These local / residential streets shall have a recommended prima facie speed limit of 25 mph that can be enforced with radar, exempt from speed trap laws related to Engineering and Traffic Survey requirements:

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Admiral Way	Avon Ave
Adobe Way	Aztec La
Almond Orchard Way	Back Bay
American Farms Avenue	Baywood
Americana Way	Bella Pla
Andover Way	Bellchase
Apple Grove Avenue	Berkshire
Applewood Way	Bizzibe S
Argillite Avenue	Blackwoo
Aries Place	Bloom W
Arkose Street	Blue Sky
Aspenwood Avenue	Boulder /
August Drive	Bramble
Autumn Rain Drive	Brewer S
Autumnwood Avenue	Brookhur

renue Brookwand Calcite y Drive Cambr d Way Camel ace Camisl re Road Canne re Court Carleta Street Carnal od Avenue Carnel Vay Cedar y Drive Cedar Avenue Chann wood Avenue Christi Street Claim

Brookwood Way Calcite Avenue Cambridge Drive Camelback Street Camish Place Carnella Drive Carleta Place Carnaby Road Carnelian Avenue Cedar Valley Drive Cedar Valley Drive Cedarbrook Way Channel Drive Christie Falls Way Claim Stake Avenue Cloudy Bay

Cobble Creek Way Cold Springs Street Colonial Trail Covered Bridge Way Craftsman Drive **Crescent Moon Drive** Crescent Park Circle Daffodil Hill Street Dalton Court Danbury Place Derby Lane Dry Creek Place Eagle Lane Easy Street **Emerald Bay Court Emory Oak Place** Englewood Way English Country Trail Eton Way **Evergreen Avenue** Exeter Court Fairview Way Ferndale Street Ferry Launch Avenue **Finchwood Drive** Fleurette Lane Flint Avenue Forestwood Way Forty Niner Trail Four Corners Court G Street Gaar Avenue Gail Drive Galena Street Garden Glade Street Gardner Place Garmetta Way Gold Nugget Trail Golden Spike Trail Granite Avenue Grapevine Place Grayson Road Green Plaza

Greengate Place Gypsum Way **H** Street Halmar Lane Havenwood Avenue Historic Avenue Homestead Avenue Honey Place I Street Independence Avenue Iron Horse Trail J Street Janice Place Jasper Street Johnson Ferry Road Jonguil Drive Julie Lane K Street Kirkwood Way L Street Landmark Point Late Harvest Place Lazy Ridge Avenue Leather Oak Road Libby Lane Liberty Point Limestone Avenue Lisa Lane Loganberry Way Long Barn Drive Lottie Way Magnetite Avenue Maharaja Drive Mariners Drive Maxwell Lane Meteorite Street Milestone Drive Mill Stone Way Millpond Avenue Mingo Way Mossy Point Way N Street Navigator Drive

New England Avenue New Well Avenue Noel Lane **Obsidian Street** Old Glory Way **Old Wharf Place** Olivine Avenue **Onyx** Avenue Ore Claim Trail Orlando Lane **Osage** Place Parkhaven Street Parkside Drive Pasture Avenue Patricia Place Patriot Way Pecan Hollow Way Pennant Avenue Pheasant Downs Road Pine Valley Drive Pinewood Drive Pioneer Avenue Pipestone Street Platinum Avenue Pony Express Way Poppy Drive Prairie Dunes Drive **Princeville Street** Quartz Way Rail Way Red Barn Place Redstone Street **Reiger Drive Renaissance Avenue Reverend Maurice Cotton Drive** River Bend Drive **Riverboat Drive Riverdale Street** Rocky Harbor Road **Rosebriar Place** Rosewood Street Ryhiner Lane Saguaro Lane

Samoa Lane Sand Bar Way Schumard Oak Road Scrub Oak Drive Sedona Lane Settler Trail Shadowberry Place Shady Mill Way Shadywood Avenue Sheltered Cove Shilling Avenue Showlow Lane Sierra Gold Trail Siltstone Avenue Silver Creek Drive Sixth Street South Lagoon Way

Southport Street Spar Street St. Andrew Street Stage Coach Drive Stone Cellar Way Strawberry Glen Street W Nut Tree Court Sugar Pine Drive Sunrise Place Suzie O Lane Talc Street Thomsen Road Tidewater Point Toro Lane Town Square Tracywood Avenue Trestle Point

Tulip Tree Way Tumbleweed Lane **Upstream Drive** Victorian Trail Village Avenue Warfield Road Water Mills Street Water Way Waterman Avenue Wheat Field Street Wild Oak Drive Williamstowne Woodfield Drive Wynona Way Zalman Lane

Section 2.

This Ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City or any officer or employee thereof a mandatory duty of care toward persons and property within or without the City so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

Section 3. Severalbility

If any provisions of this Ordinance or application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The City Council hereby declares that it would have adopted this Ordinance irrespective of the validity of any particular portions thereof.

Section 4. Effective Date

This Ordinance shall take legal effect and be in force thirty (30) days from and after the date of its passage.

Section 5. Publication

Within fifteen (15) days after its final passage, the City Clerk shall cause a copy of this Ordinance to be published in full accordance with Section 36933 of the Government Code.

THIS ORDINANCE was introduced at a regular meeting of the City Council of the City of Lathrop on the 8th day of January 2024, and was **PASSED AND ADOPTED** at a regular meeting of the City Council of the City of Lathrop on the _____ day of _____, 2024 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Sonny Dhaliwal, Mayor

ATTEST:

APPROVED AS TO FORM:

Teresa Vargas, City Clerk

Salvador Navarrete, City Attorney

CITY OF LATHROP

ENGINEERING AND TRAFFIC SPEED SURVEY STREET SEGMENTS

<u>Street</u>

Limits

Yosemite Avenue to End
Jefferson Way to Yosemite Avenue
Glacier Street to Yosemite Avenue
Jefferson Way to Glacier Street
Yosemite Avenue to End
Spartan Way to Barbara Terry Boulevard
Barbara Terry Boulevard to Golden Valley Parkway
Stanford Crossing to Adobe Way
Stanford Crossing to Central Pacific Street
Brookhurst Boulevard to Sadler Oak
Somerston Parkway to Bosch Avenue



	City of	Lathrop E	ngineering Approved Dat	and Traffic Survey Report e: 1/8/2024				
			Location De	escription		·····		
Segment Name:	Business Park Court		Limits:	Yosemite Avenue End of Road				
			Existing Co	nditions				
Number of lanes:	1 lane in each direction			Traffic Volumes	Northbound	Southbound		
Posted Speed Limit:	35 mph			Average Daily Traffic (vehicles):	70	70		
Transit Facilities:	None			Heavy Vehicle Percentage:	38%	35%		
	Bicycle and Pedestrian Faci	lities		Description of	Surrounding Area			
Sidewalk on east side	of the street			Industrial Park				
	Parking Accomodation	5		Intersecti	ion Facilities			
No parking is permitte	ed			Signalized Intersection on Business Park Ct and Yosemite Ave All-Way stop at Business Park Ct and Grady Dr intersection Pedestrian crosswalk at Business Park Ct and Grady Dr intersection Dead End south of Grady Dr Two-way left turn lane on Business Park Ct				
	Community Facilities			Collisio	on History			
None				Collision Rate and Pattern Indicative of Non-Apparent No Conditons?				
			Current Speed	Survey Data				
		Northbound	Southbound					
	50th Percentile:	36 mph	37 mph					
	85th Percentile:	40 mph	40 mph					
	Nearest 5mph Increment:	40 mph	40 mph					
	Median:	37 mph	37 mph					
	10 mph Pace: Percent in Pace:	32-41 69%	32-41 53%					
	Percent Below Pace:	19%	35%					
	Percent Above Pace:	13%	12%					
· · · · · · · · · · · · · · · · · · ·		Recommende	d Speed Limit:	35 miles per hour (mph)				
			Justifico	ition				
intersections and num		veways. Roun	ding the recom	c volume on this road; (2) High heavy ve mended speed limit down to 35 mph fro				
				Brad Taylor, PE Registered Traffic Engineer	-	SIONAL ENGLINE D R TAHONALER TR 3010 Ex. 3/31/25 PRAFFIC OF CALIFORNI		

	City of	Lathrop Er		and Traffic Survey Report		
			Approved Date	2: 1/8/2024		
			Location De	scription		
Segment Name:	Jefferson Way		Limits:	Glacier Street Yosemite Avenue		
			Existing Co	nditions		
Number of lanes:	1 Lane in Each Direction			Traffic Volumes	Northbound	Southbound
Posted Speed Limit:	45 mph			Average Daily Traffic (vehicles):	40	40
Transit Facilities:	None			Heavy Vehicle Percentage:	2%	2%
		111at		Description of		
	Bicycle and Pedestrian Fac	liities		Description of .	Surrounding Area	
Sidewalk on east side	of street			Industrial use fronting east side of Jeff Empty lot on west side of Jefferson W		
	Parking Accomodation	s		Intersecti	ion Facilities	
No parking is permitte	ed			None		
	Community Facilities			Collisic	on History	
None				Collision Rate and Pattern Indicative c Conditons?		No
			Current Speed S	Survey Data		
		Northbound	Southbound			
	50th Percentile:	36 mph	30 mph			
	85th Percentile:	38 mph	33 mph			
	Nearest 5mph Increment:	40 mph	35 mph			
	Median:	36 mph	30 mph			
	10 mph Pace:	32-41	26-35			
	Percent in Pace:	71%	70%			
	Percent Below Pace: Percent Above Pace:	29% 0%	20% 10%			
		Recommended	Speed Limit:	45 miles per hour (mph)		
			Justifica	tion		
	om only 7 northbound vehicles t changes to current posed spe			a 3-hour period due to the low traffic v	olume on this road. D	ata collected was
				Brad Tevlor, PE Registered Traffic Engineer	- .	D R 14409 D R 14409 TR 3010 Ex. 3/31/25 PRAFFIC OF CALIFORNI

	City of	Lathrop Er	Approved Date	and Traffic Survey Report e: 1/8/2024				
Location Description								
egment Name:	Yosemite Avenue		Limits:	Jefferson Way Glacier Street				
			Existing Col	nditions				
	2 Louis Tesh Dissertion			Traffic Volumes	Northbound	Southbound		
Number of lanes: Posted Speed Limit:	2 Lanes in Each Direction 45 mph			Average Daily Traffic (vehicles):	15	15		
ransit Facilities:	None			Heavy Vehicle Percentage:	2%	2%		
ansier denties.	Hone							
<u></u>	Bicycle and Pedestrian Fac	ilities		Description of	Surrounding Area			
idewalk on the norh a	and south sides of the street w	here developed	I	Industrial land uses fronting Yosemite Vacant land	Ave			
	Parking Accomodation	15		Intersecti	ion Facilities			
No Parking is permitte	d			Signalized Intersection on Yosemite A	ve and Glacier St			
	Community Facilities			Collisio	on History			
None				Collision Rate and Pattern Indicative of Conditons?	of Non-Apparent	No		
			Current Speed	Survey Data				
		Northbound	Southbound					
	50th Percentile:	36 mph	30 mph					
	85th Percentile:	44 mph	35 mph					
	Nearest 5mph Increment:	45 mph	35 mph					
	Median:	40 mph	32.5 mph					
	10 mph Pace:	35-45	27-37					
	Percent in Pace:	75%	100%					
	Percent Below Pace:	25%	0%					
	Percent Above Pace:	0%	0%					
		Recommende	d Speed Limit:	45 miles per hour (mph)				
			Justifica	tion				
) ata was callested fro	m only 4 anothound vahiclos a	nd 2 worthour	tuchicles in a 2	-hour period due to the low traffic volu	me on this road. Data	collected was		
	changes to current posed spe			-nour period due to the low traine volu	ine on this road. Data	conected was		
isument to support	changes to current posed spe		p					
				Brad Faylor, PE Registered Traffic Engineer	- \\. \	R 741/0014 EAGINART		

	City of I	.athrop Er	Approved Dat	and Traffic Survey Report e: 1/8/2024		
			Location De	scription		
Segment Name:	Yosemite Court		Limits:	Yosemite Ave End of Roadway		
			Existing Co	nditions		
Number of lanes: Posted Speed Limit: Transit Facilities:	1 lane in each direction N/A None			Traffic Volumes Average Daily Traffic (vehicles): Heavy Vehicle Percentage:	Northbound 120 8%	Southbound 120 51%
						51/0
	Bicycle and Pedestrian Facil	ities		Description of :	Surrounding Area	
None				Commercial use to the south Vacant land to the north Dirt/gravel shoulder on south side of t Drainage ditch on north side of the str		
	Parking Accomodations	3		Intersecti	on Facilities	
Parking is not Permitte	ed			Dead End at south side of the street Stop on Yosemite Court at Yosemite A	ve intersection	
	Community Facilities			Collisio	on History	
None				Collision Rate and Pattern Indicative o Conditons?	f Non-Apparent	No
			Current Speed	Survey Data		
	50th Percentile: 85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace:	Northbound 31 mph 38 mph 40 mph 31 mph 27-36 56% 18% 26%	Southbound 36 mph 44 mph 45 mph 36 mph 32-41 50% 32% 18%			
		Recommende	d Speed Limit:	40 miles per hour (mph)		
			Justifica	ition		
intersections and nur		veways. Roun	ding the recom	es in a 3-hour period due to the low tra mended speed limit down to 40 mph fro		
			-	Brad Aylor, PE Registered Traffic Engineer		INAL ENGINER R 74) CB 3/33/25 AFFIC CALIFORNIN CALIFORNIN

	City	y of Lathrop		g and Traffic Survey Repor Date: 1/8/2024	L	
			Location	Description		
	11 - Dit and and provide		Location	Description		
Segment Name:	Stanford Crossing Drive		Limits:	Spartan Way Barbara Terry Boulevard		
			Existing	Conditions		
Number of lanes:	1 Lane in Each Direction			Traffic Volumes	Northbound	Southbound
Posted Speed Limit:	30 mph			Average Daily Traffic (vehicles):	500	740
ransit Facilities:	None			Heavy Vehicle Percentage:	< 1%	< 1%
				· · ·		
	Bicycle and Pedestrian Fac	ilities		Descriptio	on of Surrounding Area	
Sidewalk on both sides	of street			Residential subdivision (not fronting St	anford Crossing Drive)	
	on both sides of street			Lathrop High School on Spartan Way (I	-	sing)
	Parking Accommodatio	ns		inte	rsection Facilities	
No parking is permitted				Roundabout at intersection with Barba		
				Uncontrolled pedestrian crosswalk at I		ay Intersection
				Side street stops at Madrone St and Isi	dore Way	
	Community Facilities			<i>C</i>	ollision History	
None				Collision Rate and Pattern Indicative of Conditions?	f Non-Apparent	No
			Current Spec	l ed Survey Data		
		Northbound	Southbound			
	50th Percentile:	33 mph	35 mph			
	85th Percentile:	37 mph	41 mph			
	Nearest 5mph Increment:	35 mph	40 mph			
	Median:	33.5 mph	35 mph			
	10 mph Pace:	29-39 mph	30-40 mph			
	Percent in Pace:	85%	73%			
	Percent Below Pace:	4%	10%			
	Percent Above Pace:	10%	17%			
		Recomme	nded Speed Lim	it: 35 miles per hour (mph)		
			lusti	fication		
			543Uj			
(1) Proximity of a reside	ntial neighborhood: (2) Proximit	v of a high school	: (3) Uncontrolle	d pedestrian crossing at Madrone & Isio	dore Way. Rounding the re	ecommended speed lin
				be appropriate in compliance with CVC		•
				B2	11 1	DINAL ENCLUBER R ZANCOR R 3010 . 3/31/25
				Brad Taylor, PE		RAFFIC

rossing Drive ach Direction Pedestrian Facilit street Accomodations		Location Descri	Barbara Terry Boulevard Golden Valley Parkway tions Traffic Volumes Average Daily Traffic (vehicles): Heavy Vehicle Percentage: Description of Residential subdivision (not fronting S Development Lot West of Barbara Ter		Southbound 600 < 1%
ach Direction Pedestrian Facilit street Accomodations		Limits:	Barbara Terry Boulevard Golden Valley Parkway tions Traffic Volumes Average Daily Traffic (vehicles): Heavy Vehicle Percentage: Description of Residential subdivision (not fronting S Development Lot West of Barbara Ter	600 < 1% <i>Surrounding Area</i> Stanford Crossing Drive)	600 < 1%
Pedestrian Facilit street Accomodations		Existing Condi	Traffic Volumes Average Daily Traffic (vehicles): Heavy Vehicle Percentage: Description of Residential subdivision (not fronting S Development Lot West of Barbara Ter	600 < 1% <i>Surrounding Area</i> Stanford Crossing Drive)	600 < 1%
Pedestrian Facilit street Accomodations			Traffic Volumes Average Daily Traffic (vehicles): Heavy Vehicle Percentage: Description of Residential subdivision (not fronting S Development Lot West of Barbara Ter	600 < 1% <i>Surrounding Area</i> Stanford Crossing Drive)	600 < 1%
Pedestrian Facilit street Accomodations	ties		Average Daily Traffic (vehicles): Heavy Vehicle Percentage: Description of Residential subdivision (not fronting S Development Lot West of Barbara Ter	600 < 1% <i>Surrounding Area</i> Stanford Crossing Drive)	600 < 1%
street 9 Accomodations	ties		Heavy Vehicle Percentage: Description of Residential subdivision (not fronting S Development Lot West of Barbara Ter	< 1% <i>Surrounding Area</i> Stanford Crossing Drive)	< 1%
street 9 Accomodations	ties		<i>Description of</i> Residential subdivision (not fronting S Development Lot West of Barbara Ter	Surrounding Area	
street 9 Accomodations	ties		Residential subdivision (not fronting S Development Lot West of Barbara Ter	Stanford Crossing Drive)	
Accomodations			Development Lot West of Barbara Ter		
Accomodations			Development Lot West of Barbara Ter		
unity Facilities			intersect	ion Facilities	
unity Facilities			Roundabout at intersection with Barb Traffic signal at intersection with Gold		
			Collisie	on History	
			Collision Rate and Pattern Indicative o Conditons?	of Non-Apparent	No
	Curi	rent Speed Sur	vey Data	· · ·	
	Northbound	Southbound			
ntile:	32 mph	33 mph			
ntile:	37 mph	36 mph			
nph Increment:	35 mph	35 mph			
ipit incremente.	32 mph	33 mph			
ce:	27-37	28-38			
Pace:	79%	82%			
low Pace:	5%	10%			
oove Pace:	15%	8%			
	lecommended Sp	and Limit. 3	5 miles per hour (mph)		
<u> </u>	econnenaea sp	reeu unfilti 5	nines per nour (inph)		······
		Justificatio	n		
ing the recomme	nded sneed limit	below the 85th	nercentile		
	nueu speeu nune	below the osti	percentile		
			Brad Gylor, PE		AL ENCIRCUS TAY OF 3010 (31/25 FFIC ST
- :i	ng the recomme	ng the recommended speed limit	-	Justification ng the recommended speed limit below the 85th percentile Brad Toylor, PE Registered Traffic Engineer	ng the recommended speed limit below the 85th percentile

	City o	of Lathrop	-	g and Traffic Survey Repo ate: 1/8/2024	rt	
			location	Description		
			Location	Description		
Segment Name:	Barbara Terry Boulevard		Limits:	Stanford Crossing Adobe Way		
			Existing	Conditions		
Number of lanes: Posted Speed Limit: Transit Facilities:	1 Lane in Each Direction 35 mph None			Traffic Volumes Average Daily Traffic (vehicles): Heavy Vehicle Percentage:	Northbound 600 < 1%	Southbound 600 < 1%
	Bicycle and Pedestrian Facilit	ies		Descript	ion of Surrounding Area	
Sidewalk on both sides o Class II bicycle facilities o				Residential subdivision on both sides	of street (not fronting Bai	rbara Terry Blvd)
	Parking Accomodations			Int	ersection Facilities	
No Parking is Permitted				Roundabout at Stanford Crossing Uncontrolled pedestrian crosswalk at Side street stops at Rosedale Way int Uncontrolled pedestrian crosswalk at Side street stops at Sierra Mar Road All-way stop at Adobe Way and Barb	ersection t the Sierra Mar Road inte intersection	rsection
	Community Facilities				Collision History	
None				Collision Rate and Pattern Indicative Conditons?	of Non-Apparent	No
			Current Spee	l d Survey Data		
	50th Percentile: 85th Percentile: Nearest 5 mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace:	Northbound 39 mph 44 mph 45 mph 39 mph 34-44 69% 17% 14%	Southbound 39 mph 45 mph 45 mph 39 mph 34-44 71% 13% 16%			
		Recommend	led Speed Limit	: 40 miles per hour (mph)		
			Justif	ication		
				ass II bike lanes with no buffer. Round ate in compliance with CVC Section 22		eed limit down to 40
				Brad Bylor, PE Registered Traffic Engineer	- (.)	D R 7417 OF TR 3010 Ex. 3/31/25 TRAFF C OF CALIFORNIE

		City of I		neering and Traffic Survey proved Date: 1/8/2024	Report		
····				Location Description			
egment Name:	Barbara Terry Boulevard		Limits:	Stanford Crossing Central Pacific Street			
				Existing Conditions			
lumber of lanes:	1 Lane in Each Direction			Traffic Volumes	Northbound	Southbound	
osted Speed Limit:	N/A			Average Daily Traffic (vehicles):	300	300	
ransit Facilities:	None			Heavy Vehicle Percentage:	< 1%	< 1%	
	Bicycle and Pedestrian	Facilities		1	Description of Surrounding A	rea	
Sidewalk on both sides of street				Residential subdivision (not fronting Barbara Terry Blvd) Homes fronting Barbara Terry Boulevard north of Central Pacific Street			
	Parking Accomoda	tions		· · · · · · · · · · · · · · · · · · ·	Intersection Facilities		
Parking prohibited from Stanford Crossing to Sunol Street Parking permitted from Sunol Street to Central Pacific Street				Roundabout at Stanford Crossing Uncontrolled pedestrian crosswalk at the Sunol St and Barbara Terry Blvd Intersection Side street stops at Sunol St and Barbara Terry Blvd Intersection Uncontrolled pedestrian crosswalk at the Central Pacific St and Barbara Terry Blvd Intersection Side street stops at Central Pacific St and Barbara Terry Blvd Intersection			
	Community Facili	ties			Collision History		
eland and Jane Stanf	ford Park at the north end of B	arbara Terry Boule	vard	Collision Rate and Pattern Indicative o Conditons?	of Non-Apparent	No	
			Cur	rent Speed Survey Data			
	50th Percentile: 85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace:	Northbound 28 mph 31 mph 30 mph 28 mph 23-33 84% 10% 6%	Southbound 28 mph 33 mph 35 mph 28 mph 23-33 86% 2% 12%				
			Recommended S	peed Limit: 30 miles per hour (mph)		· · · · · · · · · · · · · · · · · · ·	
				Justification			
	dential neighborhood; (2) Prox e appropriate in compliance wi			ding the recommended speed limit down	n to 30 mph for both the nort	hbound and southbound directions	
				Brad Taylor, PE Registered Traffic Engineer	TR 30 Fire of cr	010 1/25	

	(lity of Lath		eering and Traffic Survey R oved Date: 1/8/2024	ероп		
			Loi	cation Description	····		
Segment Name:	Golden Valley Parkway		Limits:	Brookhurst Boulevard Sadler Oak Drive			
			E)	cisting Conditions		· ·	
Number of lanes:	1 Lane in Each Direction			Traffic Volumes	Northbound	Southbound	
Posted Speed Limit:	45 mph			Average Daily Traffic (vehicles):	350	350	
Fransit Facilities:	None			Heavy Vehicle Percentage:	< 1%	< 1%	
Bicycle and Pedestrian Facilities				Description of Surrounding Area			
Sidewalk on both sides of Golden Valley Parkway				Apartment complex on the southeast	side		
pactraix on both side	o o oolaan vancy raikway			Residential area on the southwest sid			
				Vacant land on the north sides			
	Parking Accomodation	15	<u> </u>		Intersection Facilities		
	2. <u>22.80 - 10.000</u>						
No parking is permitte	20			All-way stop at Brookhurst Blvd and Golden Valley Parkway intersection Southbound stop at Sadler Oak Drive and Golden Valley Parkway Intersection			
	Community Facilities				Collision History	· · · · · · · · · · · · · · · · · · ·	
None				Collision Rate and Pattern Indicative of	of Non-Annarent		
None				Conditions?	or non Apparent	No	
	1. 1. 1 . 1 . 1 .		Curre	nt Speed Survey Data			
			Curren	nt speeu survey butu			
		Northbound					
	50th Percentile:	41 mph	43 mph				
	85th Percentile:	47 mph	48 mph				
	Nearest 5mph Increment: Median:	45 mph 41 mph	50 mph 44 mph				
	10 mph Pace:	41 mph 37-46	39-48				
	Percent in Pace:	62%	64%				
	Percent Below Pace:	22%	20%		,		
	Percent Above Pace:	17%	15%				
		Reco	mmended Spec	ed Limit: 45 miles per hour (mph)			
				Justification			
(1) The OF+4 - · · · · ·	مغموفهم ممقولة مربية بالمعموم	ic 17 mmt 131	Coldon Voll C		والمحمد المتحم محمد المح	م	
				arkway is not yet fully constructed (Insi of Golden Valley Parkway. Rounding th			
	was determined to be approp				ne recommended speed in	in down to 45 mpir for the	
				RA	CALL STREET	AL ENGRICHES	
				Brachaylor, PE Registered Traffic Engineer	— () • Ex. :	3010 /31/25 *	
				Registered frame Engineer	11.75		

			Approved Dat	and Traffic Survey Report e: 1/8/2024		
			Location De	scription		
egment Name:	Riverfront Drive		Limits:	Somerston Parkway Bosch Avenue		
			Existing Co	nditions		
Number of lanes:	1 lane in each direction			Traffic Volumes	Northbound	Southbound
osted Speed Limit:	25 mph			Average Daily Traffic (vehicles):	480	480
ransit Facilities:	None			Heavy Vehicle Percentage:	< 1%	< 1%
	Bicycle and Pedestrian Fac	ilities		Description of	f Surrounding Area	
idewalk on south side	of the street			Levee on north side		
evee path on north si				Residential subdivision on south side (not fronting Riverfront Dr)		
•	ell'Osso Dr with mid-block unc	ontrolled cross	ing		,	,
edestrian mid-block (uncontrolled crossing					
	Parking Accomodation	5		Intersect	tion Facilities	
	south side of the street			3-Way stop at Rosamond Street and		on
arking not permitted	on north side of the street			3-Way stop at Bach Dr and Riverfront		
				3-Way stop at Bosch Avenue and Rive 2-Way stop at Somerston Parkway ar		rtion
				Side street stop at Chopin Ct and Rive		Luon
				Side street stop at Bernstein Ave and		on
				Side street stop at Strauss Court and		
	Community Facilities			Collisi	ion History	
PIC K-8 School south	• •			Collision Rate and Pattern Indicative	of Non-Apparent	No
liver islands weicome	Center and Fields southeast p	roximity		Conditons?		
			Current Speed !	Survey Data		
				Survey Data		
	50th Percentile	Northbound	Southbound	Survey Data		
	50th Percentile: 85th Percentile:	Northbound 34 mph	Southbound 35 mph	Survey Data		
	85th Percentile:	Northbound 34 mph 40 mph	Southbound 35 mph 41 mph	Survey Data		
		Northbound 34 mph	Southbound 35 mph	Survey Data		
	85th Percentile: Nearest 5mph Increment:	Northbound 34 mph 40 mph 40 mph	Southbound 35 mph 41 mph 40 mph	Survey Data		
	85th Percentile: Nearest 5mph Increment: Median:	Northbound 34 mph 40 mph 40 mph 34 mph	Southbound 35 mph 41 mph 40 mph 35 mph	Survey Data		
	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17%	Southbound 35 mph 41 mph 40 mph 35 mph 31-40 64% 18%	Survey Data		
	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace:	Northbound 34 mph 40 mph 40 mph 34 mph 30-39 67%	Southbound 35 mph 41 mph 40 mph 35 mph 31-40 64%	Survey Data		
	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17%	Southbound 35 mph 41 mph 40 mph 35 mph 31-40 64% 18% 19%	Survey Data 35 miles per hour (mph)		
	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16%	Southbound 35 mph 41 mph 40 mph 35 mph 31-40 64% 18% 19%			
	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16%	Southbound 35 mph 41 mph 40 mph 35 mph 31-40 64% 18% 19%	35 miles per hour (mph)		
	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended	Southbound 35 mph 41 mph 30 mph 31-40 64% 18% 19% Speed Limit:	35 miles per hour (mph) tion		
	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended	Southbound 35 mph 41 mph 30 mph 31-40 64% 18% 19% I Speed Limit: Justifica	35 miles per hour (mph) tion pedestrian and bike facilities near curv		
bdivision and region	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended s with mid-bloc t Drive. Round	Southbound 35 mph 41 mph 35 mph 31-40 64% 18% 19% I Speed Limit: Justifica ing the recomm	35 miles per hour (mph) tion		
bdivision and region	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended s with mid-bloc t Drive. Round	Southbound 35 mph 41 mph 35 mph 31-40 64% 18% 19% I Speed Limit: Justifica ing the recomm	35 miles per hour (mph) tion pedestrian and bike facilities near curv		
bdivision and region	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended s with mid-bloc t Drive. Round	Southbound 35 mph 41 mph 35 mph 31-40 64% 18% 19% I Speed Limit: Justifica ing the recomm	35 miles per hour (mph) tion pedestrian and bike facilities near curv		
ubdivision and region	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended s with mid-bloc t Drive. Round	Southbound 35 mph 41 mph 35 mph 31-40 64% 18% 19% I Speed Limit: Justifica ing the recomm	35 miles per hour (mph) tion pedestrian and bike facilities near curv		
ubdivision and region	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended s with mid-bloc t Drive. Round	Southbound 35 mph 41 mph 35 mph 31-40 64% 18% 19% I Speed Limit: Justifica ing the recomm	35 miles per hour (mph) tion pedestrian and bike facilities near curv	om the 85th percetile of	
ubdivision and region	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended s with mid-bloc t Drive. Round	Southbound 35 mph 41 mph 35 mph 31-40 64% 18% 19% I Speed Limit: Justifica ing the recomm	35 miles per hour (mph) tion pedestrian and bike facilities near curv	om the 85th percetile of	
bdivision and region	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended s with mid-bloc t Drive. Round	Southbound 35 mph 41 mph 35 mph 31-40 64% 18% 19% I Speed Limit: Justifica ing the recomm	35 miles per hour (mph) tion pedestrian and bike facilities near curv	om the 85th percetile of	AL EACHERS
bdivision and region	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended s with mid-bloc t Drive. Round	Southbound 35 mph 41 mph 35 mph 31-40 64% 18% 19% I Speed Limit: Justifica ing the recomm	35 miles per hour (mph) tion pedestrian and bike facilities near curv rended speed limit down to 35 mph fro	om the 85th percetile of	
bdivision and region	85th Percentile: Nearest 5mph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace: Percent Above Pace:	Northbound 34 mph 40 mph 34 mph 30-39 67% 17% 16% Recommended s with mid-bloc t Drive. Round	Southbound 35 mph 41 mph 35 mph 31-40 64% 18% 19% I Speed Limit: Justifica ing the recomm	35 miles per hour (mph) tion pedestrian and bike facilities near curv	om the 85th percetile of	AL EAGHT

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