CITY MANAGER'S REPORT FEBRUARY 12, 2024 CITY COUNCIL REGULAR MEETING

ITEM:

CONTINUE DISCUSSION FROM JANUARY 8, 2024, REGULAR MEETING, REGARDING THE ADOPTION OF 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. Testimony Presented During the Public Hearing Held January 8, 2024; 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. During the January 8, 2024 City Council meeting, Council requested that staff conduct pedestrian counts during Lathrop High School start and stop times and reevaluate the Surveys. The proposed amended Ordinance (Attachment A) sets enforceable speed limits for various streets within the City.

Staff requests that City Council continue discussions from the January 8, 2024 City Council Regular Meeting, consider testimony presented during the first public hearing held January 8, 2024, consider the additional information presented at today's meeting related to the requested Central Lathrop pedestrian counts and, if determined to be appropriate, adopt an Ordinance amending Section 10.08.030 "Speed Limits" of the Lathrop Municipal Code.

CITY MANAGER'S REPORT PAGE 2 FEBRUARY 12, 2024 CITY COUNCIL REGULAR MEETING CONTINUE DISCUSSION REGARDING THE ADOPTION OF AN ORDINANCE AMENDING THE SPEED LIMITS IN THE CO, TITLE 10 VEHICLES AND TRAFFIC, CHAPTER 10.08 SPEED LIMITS, SECTION 10.08.030 SPEED

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.

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 with the supplemental pedestrian counts and could be utilized to set enforceable speed limits for various streets in the City of Lathrop.

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, pedestrian and bicycle counts, 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 after the approval date. 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.

CITY MANAGER'S REPORT PAGE 3
FEBRUARY 12, 2024 CITY COUNCIL REGULAR MEETING
CONTINUE DISCUSSION REGARDING THE ADOPTION OF AN ORDINANCE
AMENDING THE SPEED LIMITS IN THE CO, TITLE 10 VEHICLES AND TRAFFIC,
CHAPTER 10.08 SPEED LIMITS, SECTION 10.08.030 SPEED

TABLE 1 - SUMMARY OF PROPOSED NEW SPEED LIMITS

SEGMENT NAME	SEGMENT BEGIN	SEGMENT END	DESIGN SPEED	PROPOSED 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
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

City Council requested additional research related to Central Lathrop pedestrian traffic to continue the discussion that begun on January 8, 2024, during the City Council Regular Meeting. Pedestrian traffic was observed during morning and afternoon peak times that correlated to Lathrop High School's start and dismissal bell schedule. As a function of the pedestrian traffic Survey conducted by City staff, the revised proposed speed limits for segments of City streets are summarized in Table 2, below. New text is shown by <u>underline</u> and deleted text is shown by <u>strikethrough</u>.

TABLE 2 - SUMMARY OF REVISED PROPOSED NEW SPEED LIMITS

SEGMENT NAME	SEGMENT BEGIN	SEGMENT END	DESIGN SPEED	PROPOSED 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

CITY MANAGER'S REPORT PAGE 4 FEBRUARY 12, 2024 CITY COUNCIL REGULAR MEETING CONTINUE DISCUSSION REGARDING THE ADOPTION OF AN ORDINANCE AMENDING THE SPEED LIMITS IN THE CO, TITLE 10 VEHICLES AND TRAFFIC, **CHAPTER 10.08 SPEED LIMITS, SECTION 10.08.030 SPEED**

Yosemite Ave.	Jefferson Way	Glacier St.	45	45
Yosemite Ct.	Yosemite Ave.	End	NONE	40
Stanford Crossing	Spartan Way	Barbara Terry Blvd.	30	35 <u>30</u>
Stanford Crossing	Barbara Terry Blvd.	Golden Valley Pkwy.	30	35
Barbara Terry Blvd.	Stanford Crossing	Adobe Way	35	40 <u>35</u>
Barbara Terry Blvd.	Stanford Crossing	Central Pacific St.	NONE	30 <u>25</u>
Golden Valley Pkwy.	Brookhurst Blvd.	Sadler Oak	45	45
Riverfront Dr.	Somerston Pkwy.	Bosch Ave.	25	35

SPEED LIMITS OF THE LATHROP MUNICIPAL CODE:

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 continue discussions from the January 8, 2024, Regular Meeting, consider testimony presented during the public hearing held January 8, 2024, consider the additional information presented at today's meeting related to Central Lathrop pedestrian traffic and, if determined to be appropriate, adopt an Ordinance amending Section 10.08.030 "Speed Limits" of the LMC

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 and Pedestrian Traffic Exhibits

CITY MANAGER'S REPORT

FEBRUARY 12, 2024 CITY COUNCIL REGULAR MEETING

CONTINUED CONSIDERATION OF 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:

City Manager

Venanca Albarran Junior Engineer	01/19/2024 Date
Brad Taylor	1/22/2024
City Engineer	Date
Cari James	//24/2024
Finance Director	Date
Michael King Assistant City Manager	<u>1 - 23 - 2024</u> Date
Salvador Navarrete	<u> ころ・2の24</u>
City Attorney	Date
Stephen J. Salvatore	2 /5 /24 Date

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
McKinley Avenue

Lathrop Road to River Islands Parkway
Louise Avenue to Yosemite Avenue

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

Street Limits

Dell' Osso Drive River Islands Parkway to Lakeside Drive

Glacier Street Jefferson Way to Yosemite Avenue

Golden Valley Parkway Brookhurst Boulevard to Sadler Oak

Golden Valley Parkway

River Island Parkway to Towne Centre Drive
Towne Centre Drive to Brookhurst Boulevard

Harlan Road Roth Road to Slate Street
Harlan Road Slate Street to Lathrop Road
Harlan Road Louise Avenue to D'Arcy Parkway
Harlan Road D'Arcy Parkway to Tesla Drive
Harlan Road Tesla Drive to End of Road

Howland Road Louise Avenue to D'Arcy Parkway Jefferson Way Glacier Street to Yosemite Avenue McKinley Avenue to city limits Lathrop Road Interstate 5 to Harlan Road Louise Avenue Harlan Road to Fifth Street Louise Avenue Fifth Street to McKinley Avenue Louise Avenue Louise Avenue McKinley Avenue to City Limits Dos Reis Road to City Limits Manthey Road

Manthey Road Towne Centre Drive to Brookhurst Boulevard
Manthey Road Brookhurst Boulevard to Mossdale County Park

Manthey Road Stewart Road to Interstate 5 Ramps
McKinley Avenue Yosemite Avenue to City Limits
McKinley Avenue Lathrop Road to Louise Avenue

River Islands Parkway Golden Valley Parkway to McKee Boulevard
River Islands Parkway San Joaquin River Bridge to Somerston Parkway

River Islands Parkway Somerston Parkway to Norbeck Street

Somerston Parkway River Islands Parkway to South of Lakeside Drive

Tesla Drive Harlan Road to Christopher Way

Yosemite Avenue SR 120 to D'Arcy Parkway
Yosemite Avenue D'Arcy Parkway to City Limit
Yosemite Avenue Jefferson Way to Glacier Street

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

Street Limits

D'Arcy Parkway
D'Arcy Parkway
Tokenite Avenue to Christopher Way
Christopher Way to Harlan Road
Manthey Road to East School Zone
Harlan Road
Lathrop Road
Lathrop Road
Manthey Road to Louise Avenue
Lathrop Road
Lathrop Road to Dos Reis Road

Manthey Road Mossdale County Park to Stewart Road

Yosemite Court 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 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

Stanford Crossing to Adobe Way 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

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

Street

Academy Drive Commerical Street Inland Passage Way

Slate Street
Slate Street
Opal Street
Opal Street
Sadler Oak D

Sadler Oak Drive Johnson Ferry Road Stanford Crossing

Stonebridge Lane

Limits

Somerston Parkway to Broadmoor Way

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

Spartan Way to Barbara Terry Boulevard

Harlan Road to Slate Street

F. The speed limit shall be twenty-five (25) miles per hour on the following street segments:

Street Limits

Academy Drive River Bend Drive to Somerson Parkway
Barbara Terry Boulevard Stanford Crossing to Central Pacific Street

Cambridge Drive Lathrop Road to Louise Avenue

Fifth Street K Street to O Street

J Street Harlan Road to Fifth Street

Lathrop Road Interstate 5 to Golden Valley Parkway
Marina Drive River Bend Drive to Somerston Parkway

Marina Drive Somerston Parkway to Taft Drive O Street Harlan Road to Seventh Street

Spartan Way
Stanford Crossing to Barbara Terry Boulevard

Stewart Road Manthey Road to South River Bend
Thomsen Road Harlan Road to Grayson Road
Thomsen Road Grayson Road to Halmar Lane
Thomsen Road Halmar Lane to Seventh Street

Towne Centre Drive Golden Valley Parkway to McKee Boulevard

Towne Centre Drive 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:

Η.

Admiral Way Brookwood Way Avon Avenue Aztec Land Calcite Avenue Adobe Way Almond Orchard Way Back Bay Drive Cambridge Drive American Farms Avenue Baywood Way Camelback Street Americana Way Bella Place Camish Place Bellchase Road Cannella Drive Andover Way Apple Grove Avenue Berkshire Court Carleta Place Applewood Way Bizzibe Street Carnaby Road Argillite Avenue Blackwood Avenue Carnelian Avenue Aries Place Cedar Valley Drive Bloom Way Blue Sky Drive Cedarbrook Way Arkose Street Boulder Avenue Channel Drive Aspenwood Avenue August Drive Bramblewood Avenue Christie Falls Way

Autumn Rain Drive Brewer Street Claim Stake Avenue Autumnwood Avenue Brookhurst Boulevard 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

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

Galena Street
Garden Glade Street
Gardner Place
Garmetta Way
Gold Nugget Trail
Golden Spike Trail
Granite Avenue
Grapevine Place
Grayson Road
Green Plaza

Gaar Avenue

Gail Drive

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
Jonquil Drive
Julie Lane
K Street
Kirkwood Way

L Street Landmark Point Late Harvest Place Lazy Ridge Avenue Leather Oak Road Libby Lane

Limestone Avenue Lisa Lane Loganberry Way Long Barn Drive

Liberty Point

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 Wav

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 Q Lane Talc Street Thomsen Road Tidewater Point Toro Lane Town Square Tracywood Avenue Trestle Point

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

Tulip Tree Way Tumbleweed 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.

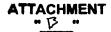
Section 4. Effective Date

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.

the City of Lathrop on the 8 th day of Janucontinued the matter to the Regular Meetin 12 th , 2024, the City Council approved the in Ordinance. The Ordinance was PASSED ANI City Council of the City of Lathrop on thefollowing vote, to wit:	ng of February 12 th , 2024. On February troduction on first reading of the subject D ADOPTED at a regular meeting of the
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> <u>Limits</u>

1. Business Park Court: Yosemite Avenue to End

2. Glacier Street: Jefferson Way to Yosemite Avenue

3. Jefferson Way: Glacier Street to Yosemite Avenue

4. Yosemite Avenue: Jefferson Way to Glacier Street

5. Yosemite Court: Yosemite Avenue to End

6. Stanford Crossing: Spartan Way to Barbara Terry Boulevard

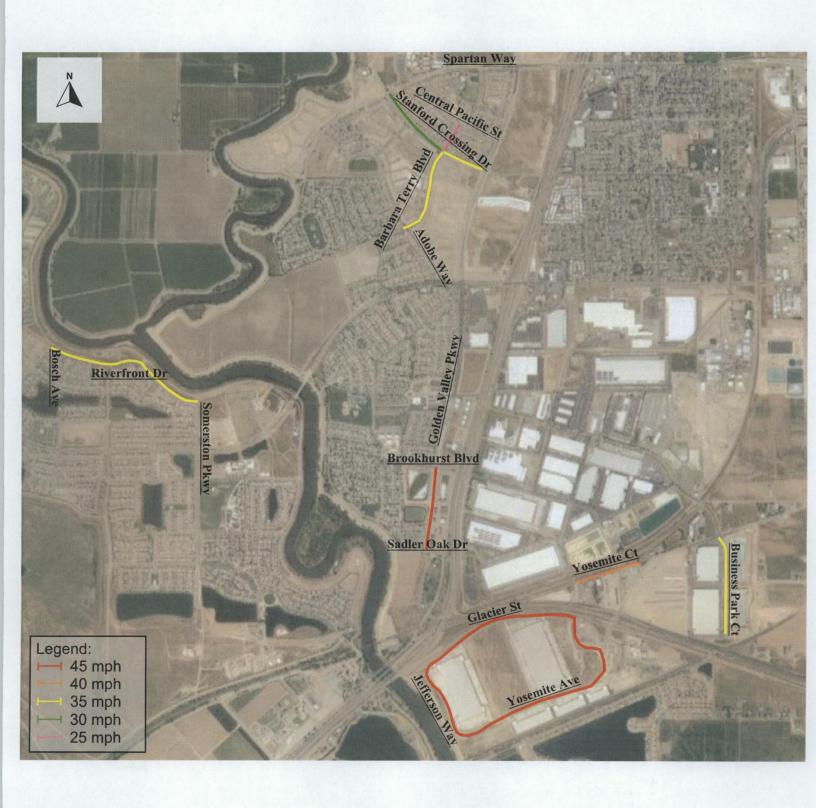
7. Stanford Crossing: Barbara Terry Boulevard to Golden Valley Parkway

8. Barbara Terry Boulevard: Stanford Crossing to Adobe Way

9. Barbara Terry Boulevard: Stanford Crossing to Central Pacific Street

10. Golden Valley Parkway: Brookhurst Boulevard to Sadler Oak

11. Riverfront Drive: Somerston Parkway to Bosch Avenue

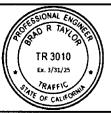


City of Lathrop Engineering and Traffic Survey Report Approved Date: 1/8/2024 **Location Description Business Park Court** Limits: Yosemite Avenue Segment Name: End of Road **Existing Conditions** 1 lane in each direction **Traffic Volumes** Northbound Southbound Number of lanes: 35 mph Average Daily Traffic (vehicles): 70 70 Posted Speed Limit: Transit Facilities: Heavy Vehicle Percentage: 38% 35% None **Description of Surrounding Area Bicycle and Pedestrian Facilities** Sidewalk on east side of the street Industrial Park Intersection Facilities Parking Accomodations No parking is permitted 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 Collision History** Collision Rate and Pattern Indicative of Non-Apparent None No Conditions? **Current Speed Survey Data** Northbound Southbound 50th Percentile: 37 mph 36 mph 85th Percentile: 40 mph 40 mph Nearest 5mph Increment: 40 mph 40 mph Median: 37 mph 37 mph 10 mph Pace: 32-41 32-41 Percent in Pace: 69% 53% Percent Below Pace: 19% 35% Percent Above Pace: 13% 12% **Recommended Speed Limit:** 35 miles per hour (mph) Justification (1) Data was collected from only 17 vehicles in a 3-hour period due to the low traffic volume on this road; (2) High heavy vehicle percentage; (3) Proximity of

intersections and number of industrial warehouse driveways. Rounding the recommended speed limit down to 35 mph from the 85th percetile of 40 mph was

determined to be appropriate in compliance with CVC Section 22358.6

Brad Taylor, PE
Registered Traffic Engineer



City of Lathrop Engineering and Traffic Survey Report Approved Date: 1/8/2024							
			Location De	scription			
Segment Name:	Glacier Street		Limits:	Yosemite Avenue Jefferson Way			
			Existing Co	nditions			
Number of lanes: Posted Speed Limit: Transit Facilities:	1 Lane in Each Direction 45 mph None			Traffic Volumes Average Daily Traffic (vehicles): Heavy Vehicle Percentage:	Northbound 180 2%	Southbound 180 6%	
Bicycle and Pedestrian Facilities Description of Surrounding Area							
Sidewalk on south side	de of street where developed			Industrial Park Vacant land			
	Parking Accomodations	S		Intersect	tion Facilities		
No parking is permitte	ed			Signalized Intersection on Yosemite A Side street stop at Madruga Road and		n	
	Community Facilities			Collisi	ion History		
None				Collision Rate and Pattern Indicative of Conditions?	of 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 41 mph 48 mph 50 mph 41 mph 36-46 60% 14% 26%	Southbound 42 mph 49 mph 50 mph 43 mph 38-48 65% 18%				
		Danaman da	d Cusad timit.	AE miles ner have (mah)			
		Recommended	1 Speed Limit:	45 miles per hour (mph)			
			Justifica	ation			
intersections and num	•	iveways. Roun	tbound vehicles	in a 3-hour period due to the low traffi mended speed limit down to 45 mph fr			
determined to be app	Tophute in compliance with ex-	C SCCOON E233C	<u>,</u>	Ω	A ROTE SAID	R TAVIORES	

TR 3010 Ex. 3/31/25

PAFFIC OF CALIFO

Brad Toylor, PE Registered Traffic Engineer

	City of	Lathrop Ei	Approved Date	and Traffic Survey Report e: 1/8/2024				
Location Description								
Segment Name:	Jefferson Way		Limits:	Glacier Street Yosemite Avenue				
			Existing Co	nditions				
Number of lanes: Posted Speed Limit: Transit Facilities:	d Limit: 45 mph			Traffic Volumes Average Daily Traffic (vehicles): Heavy Vehicle Percentage:	Northbound 40 2%	Southbound 40 2%		
	Bicycle and Pedestrian Faci	lities		Description of	Surrounding Area			
Sidewalk on east side	st side of street			Industrial use fronting east side of Jefferson Way Empty lot on west side of Jefferson Way				
	Parking Accomodation	s		Intersect	ion Facilities			
No parking is permitte	ed			None				
	Community Facilities			Collisi	on History			
None				Collision Rate and Pattern Indicative Conditions?	of Non-Apparent	No		
			Current Speed	Survey Data		-		
	50th Percentile: 85th Percentile: Nearest Smph Increment: Median: 10 mph Pace: Percent in Pace: Percent Below Pace: Percent Above Pace:	Northbound 36 mph 38 mph 40 mph 36 mph 32-41 71% 29% 0%	Southbound 30 mph 33 mph 35 mph 30 mph 26-35 70% 20% 10%					
		Recommende	d Speed Limit:	45 miles per hour (mph)				
			Justifice	ation				
	om only 7 northbound vehicles t changes to current posed spec		ound vehicles ir	a 3-hour period due to the low traffic	volume on this road. C	ata collected wa		
				\mathcal{O}		SIONAL ENGINE		

Brad Taylor, PE Registered Traffic Engineer TR 3010
Ex. 3/31/25
PRAFFIC
STATE OF CALIFOR

	City of Lathrop Engineering and Traffic Survey Report Approved Date: 1/8/2024							
			Location De	scription				
Segment Name:	Yosemite Avenue		Limits:	Jefferson Way Glacier Street				
			Existing Co	nditions				
Number of lanes:	2 Lanes in Each Direction			Traffic Volumes	Northbound	Southbound		
Posted Speed Limit:	45 mph			Average Daily Traffic (vehicles):	15	15		
Transit Facilities:	None			Heavy Vehicle Percentage:	2%	2%		
	Bicycle and Pedestrian Faci	ilities		Description of	Surrounding Area			
Sidewalk on the norh	and south sides of the street w	there developed	t	Industrial land uses fronting Yosemite Vacant land	≥ Ave			
	Parking Accomodation	15		Intersect	tion Facilities			
No Parking is permitte	∌d			Signalized Intersection on Yosemite A	ve and Glacier St			
	Community Facilities	;		Collisio	ion History			
None				Collision Rate and Pattern Indicative of Conditions?	of Non-Apparent	No		
			Current Speed S	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	ed Speed Limit:	45 miles per hour (mph)				
			Justifica	ıtion				
Data was collected fro	om only 4 eastbound vehicles a	ınd 2 westboun	d vehicles in a 3	3-hour period due to the low traffic volu	ume on this road. Data	collected was		

Brad Pylor, PE Registered Traffic Engineer TR 3010

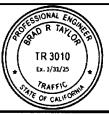
Ex. 3/31/25

PARFIC

City of Lathrop Engineering and Traffic Survey Report Approved Date: 1/8/2024								
Location Description								
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%		
	Bicycle and Pedestrian Facil	lities		Description of	Surrounding Area			
None				Commercial use to the south Vacant land to the north Dirt/gravel shoulder on south side of the street Drainage ditch on north side of the street				
	Parking Accomodations	5		Intersect	ion Facilities			
Parking is not Permitte	rking is not Permitted Dead End at south side of the street Stop on Yosemite Court at Yosemite Ave intersect		Ave intersection					
	Community Facilities			Collisia	on History			
None				Collision Rate and Pattern Indicative of Conditions?	of 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%					
		Recommended	d Speed Limit:	40 miles per hour (mph)				
			Justifica					

determined to be appropriate in compliance with CVC Section 22358.6

Brad Jaylor, PE Registered Traffic Engineer



City of Lathrop Engineering and Traffic Survey Report Approved Date: 2/12/2024 Location Description Stanford Crossing Drive Limits: Segment Name: Spartan Way Barbara Terry Boulevard **Existing Conditions** Number of lanes: Northbound Southbound 1 Lane in Each Direction **Traffic Volumes** Posted Speed Limit: Average Daily Traffic (vehicles): 500 740 30 mph Transit Facilities: Heavy Vehicle Percentage: < 1% < 1% Bicycle and Pedestrian Facilities **Description of Surrounding Area** Sidewalk on both sides of street Residential subdivision (not fronting Stanford Crossing Drive) Class II bicycle facilities on both sides of street Lathrop High School on Spartan Way (north end of Stanford Crossing) Intersection Facilities **Parking Accommodations** No parking is permitted Roundabout at intersection with Barbara Terry Boulevard Uncontrolled pedestrian crosswalk at Madrone St and Isidore Way Intersection Side street stops at Madrone St and Isidore Way **Community Facilities Collision History** None Collision Rate and Pattern Indicative of Non-Apparent No Conditions? Current Speed Survey Data Northbound Southbound 50th Percentile: 33 mph 35 mph 85th Percentile: 37 mph 41 mph 35 mph 40 mph Nearest 5mph Increment: Median: 33.5 mph 35 mph 30-40 mph 10 mph Pace: 29-39 mph Percent in Pace: 85% 73% Percent Below Pace: 4% 10% Percent Above Pace: 10% 17% Recommended Speed Limit: 30 miles per hour (mph)

Justification

Justification for Rounding Down: (1) Proximity of a residential neighborhood; (2) Proximity of a high school; (3) Uncontrolled pedestrian crossing at Madrone & Isidore Way. Rounding the recommended speed limit down to 35 mph for both the northbound and southbound directions was determined to be appropriate in compliance with CVC Section 22358.6.

Justification for an Additional Reduction of 5 mph: In compliance with CVC Section 22358.7(2), an additional reduction from the rounded down 85th percentile is appropriate due to the proximity of a high school with a high concentration of children and child drop off by parents causing conditions that are not apparent to the driver along this segment.

Brank aylor, PE

Registered Traffic Engineer



	City of La		neering an oproved Date: 1,	d Traffic Survey Report /8/2024				
Location Description								
Segment Name:	Stanford Crossing Drive	•	Limits:	Barbara Terry Boulevard Golden Valley Parkway				
			Existing Condit	ions				
Number of lanes:	1 Lane in Each Direction	_		Traffic Volumes	Northbound	Southbound		
Posted Speed Limit:	30 mph			Average Daily Traffic (vehicles):	600	600		
Transit Facilities:	None			Heavy Vehicle Percentage:	< 1%	< 1%		
	Dinustrand Bodostvian Encilis	41.4		Description of	Servereding Arga			
	Bicycle and Pedestrian Facilit	ies		Description of	Surrounding Area			
Sidewalk on both sides o Class II bicycle facilities o				Residential subdivision (not fronting ! Development Lot West of Barbara Te	-	e)		
	Parking Accomodations			Intersect	tion Facilities			
No Parking is Permitted				Roundabout at intersection with Barb Traffic signal at intersection with Gold	· · · · · · · · · · · · · · · · · · ·			
	Community Facilities			Collisi	on History			
None				Collision Rate and Pattern Indicative (Conditons?	of Non-Apparent	No		
		Cur	rent Speed Surv	l vey Data				
1		Northbound	Southbound					
1	50th Percentile:	32 mph	33 mph					
l	85th Percentile:	37 mph	36 mph					
i	Nearest 5mph Increment:	35 mph	35 mph					
l	Median:	32 mph	33 mph					
l	10 mph Pace:	27-37	28-38					
ĺ	Percent in Pace:	79%	82%					
	Percent Below Pace:	5%	10%					
	Percent Above Pace:	15%	8%					
	R	Recommended Sp	peed Limit: 35	miles per hour (mph)				
			Justification	1				
			7031,,	,				
No field observed factors	s to justify reducing the recommer	nded speed limit	below the 85th	percentile				
					£5510A	VAL ENGIN		
					Ser Ser F	A ARTIGET		

Brad Taylor, PE Registered Traffic Engineer



City of Lathrop Engineering and Traffic Survey Report Approved Date: 2/12/2024 **Location Description** Limits: Stanford Crossing Barbara Terry Boulevard Segment Name: Adobe Way **Existing Conditions** Northbound Southbound 1 Lane in Each Direction Traffic Volumes Number of lanes: 600 Posted Speed Limit: 35 mph Average Daily Traffic (vehicles): 600 Heavy Vehicle Percentage: < 1% < 1% Transit Facilities: None **Description of Surrounding Area** Bicycle and Pedestrian Facilities Sidewalk on both sides of street Residential subdivision on both sides of street (not fronting Barbara Terry Blvd) Class II bicycle facilities on both sides of street Intersection Facilities **Parking Accommodations** Roundabout at Stanford Crossing No Parking is Permitted Uncontrolled pedestrian crosswalk at the Rosedale Way intersection Side street stops at Rosedale Way intersection Uncontrolled pedestrian crosswalk at the Sierra Mar Road intersection Side street stops at Sierra Mar Road intersection All-way stop at Adobe Way and Barbara Terry Blvd Intersection **Community Facilities Collision History** None Collision Rate and Pattern Indicative of Non-Apparent No Conditions? Current Speed Survey Data Northbound Southbound 50th Percentile: 39 mph 39 mph 45 mph 85th Percentile: 44 mph Nearest 5 mph Increment: 45 mph 45 mph Median: 39 mph 39 mph 10 mph Pace: 34-44 34-44 Percent in Pace: 69% 71% Percent Below Pace: 17% 13% Percent Above Pace: 14% 16% Recommended Speed Limit: 35 miles per hour (mph)

Justification

Justification for Rounding Down: (1) Proximity of a residential subdivision; (2) Two uncontrolled pedestrian crossings; (3) Class II bike lanes with no buffer. Rounding the recommended speed limit down to 40 mph for both the northbound and southbound directions was determined to be appropriate in compliance with CVC Section 22358.6.

Justification for an Additional Reduction of 5 mph: In compliance with CVC Section 22358.7(2), an additional reduction from the rounded down 85th percentile is appropriate due to the proximity of a high school with a high concentration of children along this segment.

Brad Taylor, PE Registered Traffic Engineer

City of Lathrop Engineering and Traffic Survey Report Approved Date: 2/12/2024 Location Description **Stanford Crossing** Segment Name: Barbara Terry Boulevard Limits: Central Pacific Street **Existing Conditions** Northbound Southbound Number of lanes: 1 Lane in Each Direction Traffic Volumes 300 300 Average Daily Traffic (vehicles): Posted Speed Limit: N/A Transit Facilities: Heavy Vehicle Percentage: < 1% < 1% None **Description of Surrounding Area** Bicycle and Pedestrian Facilities Sidewalk on both sides of street Residential subdivision (not fronting Barbara Terry Blvd) Homes fronting Barbara Terry Boulevard north of Central Pacific Street **Parking Accommodations Intersection Facilities** Parking prohibited from Stanford Crossing to Sunol Street Roundabout at Stanford Crossing Uncontrolled pedestrian crosswalk at the Sunol St and Barbara Terry Blvd Parking permitted from Sunol Street to Central Pacific Street Intersection Side street stops at Sunol St and Barbara Terry Blvd Intersection Uncontrolled pedestrian crosswalk at the Central Pacific St and Barbara Terry Side street stops at Central Pacific St and Barbara Terry Blvd Intersection Collision History **Community Facilities** Collision Rate and Pattern Indicative of Non-Apparent Leland and Jane Stanford Park at the north end of Barbara Terry Boulevard No Conditions? **Current Speed Survey Data** Northbound Southbound 28 mph 50th Percentile: 28 mph 85th Percentile: 31 mph 33 mph Nearest 5mph Increment: 30 mph 35 mph Median: 28 mph 28 mph 10 mph Pace: 23-33 23-33 Percent in Pace: 84% 86% Percent Below Pace: 10% 2% Percent Above Pace: 6% 12%

Justification

Recommended Speed Limit:

Justification for Rounding Down: (1) Proximity of a residential neighborhood; (2) Proximity of a neighborhood park. Rounding the recommended speed limit down to 30 mph for both the northbound and southbound directions was determined to be appropriate in compliance with CVC Section 22358.6.

Justification for an Additional Reduction of 5 mph: In compliance with CVC Section 22358.7(2), an additional reduction from the rounded down 85th percentile is appropriate due to the proximity of a high school with a high concentration of children along this segment.

Brad/Taylor, PE

25 miles per hour (mph)

Registered Traffic Engineer



City of Lathrop Engineering and Traffic Survey Report								
te: 1/8/2024								
Location Description								
hurst Boulevard								
Oak Drive								
onditions								
Volumes	Northbound	Southbound						
ge Daily Traffic (vehicles):	350	350 < 1%						
Vehicle Percentage:	< 1%	< 176						
Desc	ription of Surrounding Are	а						
ment complex on the southeast	t side							
ntial area on the southwest sid								
t land on the north sides								
	Intersection Facilities							
All-way stop at Brookhurst Blvd and Golden Valley Parkway intersection Southbound stop at Sadler Oak Drive and Golden Valley Parkway Intersection								
	Collision History							
on Rate and Pattern Indicative tions?	of Non-Apparent	No						
l Survey Data								
: 45 miles per hour (mph)								
cation								
s not yet fully constructed (insi en Valley Parkway. Rounding t 2358.6		constructed when warranted b nit down to 45 mph for the						
Brad aylor, PE	— Ex.	3/31/25 AAFEIC						
Re	Brack aylor, PE egistered Traffic Engineer	Brad aylor, PE						

City of Lathrop Engineering and Traffic Survey Report Approved Date: 1/8/2024 **Location Description** Segment Name: **Riverfront Drive** Limits: Somerston Parkway **Bosch Avenue Existing Conditions** Southbound **Traffic Volumes** Northbound Number of lanes: 1 lane in each direction 480 Average Daily Traffic (vehicles): 480 Posted Speed Limit: 25 mph Heavy Vehicle Percentage: < 1% < 1% Transit Facilities: None **Description of Surrounding Area** Bicycle and Pedestrian Facilities Sidewalk on south side of the street Levee on north side Residential subdivision on south side (not fronting Riverfront Dr) Levee path on north side of the street Class I from levee to Dell'Osso Dr with mid-block uncontrolled crossing Pedestrian mid-block uncontrolled crossing Parking Accomodations Intersection Facilities 3-Way stop at Rosamond Street and Riverfront Dr intersection Parking permitted on south side of the street Parking not permitted on north side of the street 3-Way stop at Bach Dr and Riverfront Dr intersection 3-Way stop at Bosch Avenue and Riverfront Dr intersection 2-Way stop at Somerston Parkway and Riverfront Dr intersection Side street stop at Chopin Ct and Riverfront Dr intersection Side street stop at Bernstein Ave and Riverfront Dr intersection Side street stop at Strauss Court and Riverfront Dr intersection **Community Facilities Collision History** Collision Rate and Pattern Indicative of Non-Apparent EPIC K-8 School southwest proximity No River Islands Welcome Center and Fields southeast proximity Conditons? Current Speed Survey Data Northbound Southbound 35 mph 50th Percentile: 34 mph 85th Percentile: 40 mph 41 mph Nearest 5mph Increment: 40 mph 40 mph 35 mph Median: 34 mph 10 mph Pace: 30-39 31-40 Percent in Pace: 67% 64% Percent Below Pace: 17% 18% 19% Percent Above Pace: 16% Recommended Speed Limit: 35 miles per hour (mph) Justification (1) Proximity of residential subdivision; (2) Two curves with mid-block uncontrolled pedestrian and bike facilities near curves; (3) Access from residential subdivision and regional Class I trail crosses Riverfront Drive. Rounding the recommended speed limit down to 35 mph from the 85th percetile of 40 mph was determined to be appropriate in compliance with CVC Section 22358.6

Brad/Leylor, PE Registered Traffic Engineer



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