

4.9

REF: 92-06-31

DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 202
SACRAMENTO, CA
95814-2877

TRANSPORTATION DIVISION
PARKING

916-449-5354

July 7, 1992

APPROVED
BY THE CITY COUNCIL

JUL 7 1992

City Council
Sacramento, California

OFFICE OF THE
CITY CLERK

HONORABLE MEMBERS IN SESSION

SUBJECT: RESOLUTION ESTABLISHING THE SPEED LIMIT OF 30 MPH FOR
H STREET BY REPEALING RESOLUTION 92-199 AND APPROVING
AN UPDATED SPEED LIMIT RESOLUTION

LOCATION: H Street Between Alhambra Boulevard and Carlson Drive.

COUNCIL DISTRICT: 3

SUMMARY

This report recommends that the City Council adopt the attached resolution which establishes a speed limit of 30 MPH on H Street between Alhambra Boulevard and Carlson Drive. (Although the attached speed limit resolution lists all through streets for which maximum speed limits have been set, only H Street between Alhambra Boulevard and Carlson Drive is being updated.)

STAFF RECOMMENDATION

Transportation Division staff, on the basis of information provided in the attached Engineering and Traffic Survey Report, recommend that the City Council adopt the attached resolution which establishes a speed limit of 30 MPH on H Street between Alhambra Boulevard and Carlson Drive.

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MODIFY THE SPEED LIMIT FOR H STREET BY REPEALING RESOLUTION 92-199 AND APPROVING AN UPDATED SPEED LIMIT RESOLUTION

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BACKGROUND INFORMATION

On April 5, 1973, the Sacramento City Council adopted Sacramento City Ordinance No. 3259 - Fourth Series. The ordinance established speed limits, using engineering and traffic surveys, on 212 segments of roadway within the City which had previously established speed limits. An amendment to the California Vehicle Code which became law on March 7, 1973, made evidence of speed obtained by radar inadmissible unless the speed limit is justified by an engineering survey performed within the past five years. On the above cited ordinance, the speed limit on two segments of H Street in East Sacramento were changed. On the segment of H Street between Alhambra Boulevard and 57th Street the speed limit was increased from 25 to 35 MPH, and between 57th Street and Carlson Drive the speed limit was increased from 25 to 35 MPH.

In 1991, the consulting firm of Deakin, Harvey, Skabardonis, Inc., conducted a neighborhood transportation study in East Sacramento which incorporated the H Street corridor between Alhambra Boulevard and Carlson Drive. The findings contained in the final report stated: "Injury accidents on H Street in East Sacramento are especially problematic, with an average annual rate nearly twice that for urban arterials in the state data base." Staff had concerns with the appropriateness of comparing the injury accident rate of H Street to that of the state data base. In order to assess this statement staff proceeded to re-evaluate the existing speed limit on H Street by preparing an Engineering and Traffic Survey Report (Exhibit A). Evaluating the existing speed limit was proposed because of the influence which vehicular speeds can have on accidents.

As part of the study, staff contacted eight other cities (seven in California and one in Oregon), to learn how accident rates are compared within their jurisdiction. Based on the information received from these cities and from City of Sacramento accident data, staff developed a city wide set of average accident rates and expected accident rates. The accident rates were derived and classified according to the number of travel lanes and the average daily traffic volumes on the streets. Specific to the City of Sacramento, rates were developed for streets with two, three, four, and five lanes, and for streets with traffic volumes less than and greater than 10,000 average daily traffic (ADT). The accident rates determined for streets within the City of Sacramento indicate that for a two lane facility with ADT's greater than 10,000 (e.g., H Street), the average accident rate

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is 3.01 accidents per million vehicle miles (ACC/MVM), with an expected range of 0.62 to 5.40 (ACC/MVM). The average accident rate for the entire section of H Street between Alhambra Boulevard and Carlson Drive over the last three year period is 3.01.

H Street in East Sacramento is 10,600 feet in length between Alhambra Boulevard and Carlson Drive. The street is primarily residential with some commercial and recreational areas. H Street experiences average traffic volumes in excess of 18,000 ADT.

Staff recommends that the existing posted speed limit of 35 MPH be changed to 30 MPH on H Street between Alhambra Boulevard and Carlson Drive. This recommendation is based on all the factors considered in the attached engineering and traffic survey report and the traffic safety needs of the community. However, the primary reason for the recommendation is the increased accident potential caused by the following factors:

- Intersection offsets and spacing
- Number of driveways with restricted sight distance
- Pedestrian activity near McKinley Park
- Bicycle activity across and along H Street
- Vertical roadway alignment between 57th Street and Carlson Drive
- Horizontal roadway alignment between the south leg of 42nd Street and 43rd Street

FINANCIAL DATA

No additional City funds are requested.

Cost of manufacturing and installation of speed limit signs is included in the FY 1992-93 operational budget of the Traffic Signs and Markings organization of the Transportation Division.

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POLICY CONSIDERATIONS

This report is submitted in accordance with current City policy and the current California Vehicle Code, Sections 32, 22352 and 22357, regarding "Action Local Authorities May Take by Resolution", "Prima Facie Speed Limits" and "Increase of Local Limits", respectively.

MBE/WBE

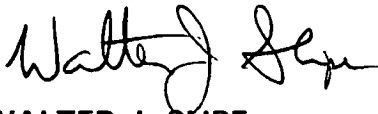
All work will be preformed by City staff. There is no MBE/WBE impact related to this matter.

Respectfully submitted,



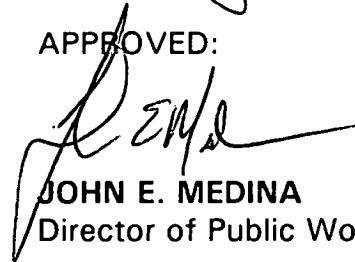
MICHAEL KASHIWAGI
Transportation Division Manager

RECOMMENDATION APPROVED:



WALTER J. SLIPE
City Manager

APPROVED:



JOHN E. MEDINA
Director of Public Works

Contact Person:
David T. Cullivan
Senior Engineer
264-7609

FOR COUNCIL MEETING OF:
July 7, 1992

EHW/mlw/jcr

Attachments

RESOLUTION NO. 92-507

ADOPTED BY THE SACRAMENTO CITY COUNCIL

ON DATE OF _____

APPROVED
BY THE CITY COUNCIL

JUL 7 1992

OFFICE OF THE
CITY CLERK

RESOLUTION REPEALING RESOLUTION 92-199 AND DECLARING PRIMA-FACIE SPEED LIMITS AND MAXIMUM SPEED LIMITS ON CERTAIN STREETS

THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SACRAMENTO:

SECTION 1:

Pursuant to California Vehicle Code Sections 32, 22357, and 22358, the following declared prima-facie speed limits (and maximum speed limits) are established on the hereinafter mentioned streets:

Alhambra Boulevard	C St. to Broadway	30
Alta Valley Way	Mack Rd. to Bruceville Rd.	35
Altos Avenue	El Camino Ave. to Eleanor Ave.	35
American River Drive	Howe Ave. to City Limits	35
Amherst Street	Florin Rd. to Meadowview Rd.	30
Arcade Boulevard	Rio Linda to Marysville Blvd.	30
Arcade Boulevard	Marysville Blvd. to Del Paso Blvd.	35
Arden Way	Colfax to Del Paso Blvd.	35
Arden Way	Del Paso Blvd. to East of I-80	40
Arden Way	East of I-80 to Ethan Way	45
Ascot Avenue	Dry Creek Rd. to 29th St.	40
Astoria Street	Del Paso Blvd. to Grand Ave.	35
Auburn Boulevard	Marconi Ave. to Bell Ave.	35
Auburn Boulevard	Harvard St. to Van Ness St.	30
Auburn Boulevard	Connie Dr. to Marconi Cr.	25
Auburn Boulevard	Van Ness St. to Marconi Cr.	40
Azevedo Drive	San Juan Rd. to W. El Camino Ave.	35
Bannon Street	Bercut Dr. to North B St.	35
Bell Avenue	Norwood Ave. to Raley Blvd.	40
Bell Avenue	Raley Blvd. to Winters St.	45

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Belvedere Avenue	Power Inn Rd. to Florin-Perkins Rd.	30
Bercut Drive	Bannon St. to Richards Blvd.	30
Blair Avenue	43rd Ave. to Freeport Blvd.	35
Broadway	Riverside Blvd. to Alhambra Blvd.	30
Broadway	Alhambra Blvd. to 65th St.	35
Broadway	Front St. to Riverside Blvd.	35
Brookfield Drive	Franklin Blvd. to Tangerine Ave.	30
Brookfield Drive	Meadowview Rd. to Franklin Blvd.	45
Bruceville Road	Valley Hi Dr. to Calvine Rd.	40
C Street	9th St. to 29th St.	30
C Street	Alhambra Blvd. to 35th St.	30
C Street	35th St. to Elvas Ave.	35
Calvine Road	Center Pkwy. to Bruceville Rd.	45
Calvine Road	Center Pkwy. to Carlin Rd.	35
Capitol Avenue	15th St. to Alhambra Blvd.	30
Capitol Mall	Middle of Sacramento River to 3rd St.	35
Capitol Mall	3rd St. to 5th St.	30
Capitol Mall	5th St. to 10th St.	25
Carlson Drive	Sandburg Dr. to J St.	30
Center Parkway	North City Limits to Bruceville Rd.	40
Challenge Way	Arden Way to Exposition Blvd.	35
Colfax Street	El Camino Ave. to Del Paso Blvd.	30
College Town Drive	Jed Smith Dr. to Howe Ave.	35
Connie Drive	Marconi Ave. to Roseville Rd.	35
Del Paso Boulevard	Globe Ave. to Arden Way	35
Del Paso Boulevard	Arden Way to El Camino Ave.	30
Del Paso Boulevard	El Camino Ave. to Astoria St.	35
Del Rio Road	Sutterville Rd. to 27th Ave.	30
Detroit Boulevard	Meadowview Rd. to Shrader Cr./Fallis Cr.	30
Dry Creek Road	City Limits to O'Donnell Ave.	45
Dry Creek Road	O'Donnell Ave. to Grand Ave.	35
E Street	7th St. to Alhambra Blvd.	30
Ehrhardt Avenue	Franklin Blvd. to Carlin Ave.	40
Ehrhardt Avenue	Carlin Ave. to Center Pkwy.	35
East Levee Road	W. El Camino Ave. to Northgate Blvd.	35
El Camino Avenue	East Levee Rd. to Del Paso Blvd.	30
El Camino Avenue	Del Paso Blvd. to Ethan Way	35
El Monte Avenue	Acoma St. to Grove Ave.	30
El Parasio	Stockton Blvd. to City Limits	35
Elder Creek Road	Stockton Blvd. to Power Inn Rd.	45
Eleanor Avenue	Grove Ave. to Del Paso Blvd.	30
Elvas Avenue	C St. to 36th Way	35
Elvas Avenue	36th Way to F St.	40

Elvas Avenue	F St. to 56th St.	35
Elvas Avenue	J St. to 62nd St.	45
Elvas Avenue	62nd St. to 65th St.	40
Ethan Way	El Camino Ave. to Arden Way	35
Ethan Way	Arden Way to Hurley Way	45
Exposition Boulevard	Tribute Rd. to Ethan Way	45
Evergreen Street	Rio Linda Blvd. to Arden Way	30
F Street	7th St. to Alhambra Blvd.	30
Fair Oaks Boulevard	H St. to City Limits	45
Florin Road	Riverside Blvd. to Gloria Dr.	40
Florin Road	Gloria Dr. to I-5 Overpass	45
Florin Road	I-5 Overpass to Franklin Blvd.	40
Florin-Perkins Road	Kiefer Blvd. to City Limits	45
Folsom Boulevard	Alhambra Blvd. to Elvas Ave.	35
Folsom Boulevard	Elvas Ave. to Watt Ave.	45
Franklin Boulevard	Broadway to Sutterville Rd.	30
Franklin Boulevard	Sutterville Rd. to Fruitridge Rd.	35
Franklin Boulevard	Fruitridge Rd. to City Limits	40
Franklin Boulevard	City Limits to Brookfield Dr.	40
Franklin Boulevard	Brookfield Dr. to Union House Creek	45
Franklin Boulevard	Union House Creek to South City Limits	50
Freeport Boulevard	Broadway to 21st St.	30
Freeport Boulevard	21st St. to Fruitridge Rd.	35
Freeport Boulevard	Fruitridge Rd. to Blair Ave.	40
Freeport Boulevard	Blair Ave. to Belleau Wood Way	45
Front Street	Capitol Mall to Broadway	35
Fruitridge Road	Seamas Ave to Martin Luther King Jr. Blvd.	40
Fruitridge Road	53rd St. to Power Inn Rd.	40
Fruitridge Road	Power Inn Rd. to Florin-Perkins Rd.	45
Fruitridge Road	Florin-Perkins Rd. to E. City Limits	50
G Street	7th St. to Alhambra Blvd.	30
G Parkway	Franklin Blvd. to Mack Rd.	30
Garden Highway	I-5 S. Bound off-ramp to Northgate Blvd.	50
Garden Highway	W. City Limits to I-5 S. bound off-ramp	45
Gateway Oaks Drive	West El Camino Ave to Garden Highway	35
Glenrose Avenue	Del Paso Blvd. to Lexington St.	30
Gloria Drive	Foxhall Way to Havenside Dr./Drainage Canal	35
Gloria Drive	35th Ave. to Foxhall Way	30
Grand Avenue	Norwood Ave. to Talent St.	35
Greenhaven Drive	Riverside Blvd. to Pocket Rd.	35
Grove Avenue	Norwood Ave. Bypass to El Monte Ave.	30
H Street	5th St. to 10th St.	25
H Street	10th St. to Alhambra Blvd.	30
<u>H STREET</u>	<u>ALHAMBRA BLVD. to CARLSON DR.</u>	<u>30</u>
H Street	Carlson Dr. to Fair Oaks Blvd.	40
Harvard Street	Arden Way to 300 feet South of Silica	35

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Harvard Street	300 feet South of Silica to Auburn Blvd.	30
Havenside Drive	Riverside Blvd. to Florin Rd.	30
Havenside Drive	Florin Rd. to Gloria Dr./Drainage Canal	35
Hornet Drive	College Town Dr. to Folsom Blvd.	40
Heritage Lane	Arden Way to Exposition Blvd.	35
Howe Avenue	Marconi Ave. to Auburn Blvd.	35
Howe Avenue	Cadillac Dr. to American River Dr.	40
Howe Avenue	American River Dr. to Hwy. 50	50
Howe Avenue	Hwy. 50 to Folsom Blvd.	45
I Street	3rd St. to 10th St.	25
I Street	17th St. to 29th St.	30
Irvin Way	24th St. to Freeport Blvd.	30
J Street	3rd St. to Alhambra Blvd.	30
J Street	Alhambra Blvd. to 57th St.	35
J Street	57th St. to H St.	40
Jackson Road	Folsom Blvd. to City Limits	50
Jansen Drive	65th St. Expressway to Stockton Blvd.	30
Jibboom Street	Richards Blvd. to I St. Bridge	40
Karbet Way	25th Ave. to Seamas Ave.	30
Kiefer Boulevard	Folsom Blvd. to East City Limits	45
L Street	3rd St. to 12th St.	25
L Street	12th St. to Alhambra Blvd.	30
Lake Forest Drive	Notre Dame Dr. to Wissemann Dr.	30
Lake Park Drive	Broadway to 14th Ave.	35
Land Park Drive	14th Ave. to Sutterville Rd.	30
La Mancha Way	Tangerine Ave. to Mack Rd.	40
La Riviéra Drive	College Town Dr. to Watt Ave.	35
Lawrence Drive	Fruitridge Rd. to Stockton Blvd.	30
Lemon Hill Avenue	West City Limits to Stockton Blvd.	35
Lemon Hill Avenue	Stockton Blvd. to Power Inn Rd.	40
Lexington Street	Arden Way to Glenrose Ave.	30
Logan Street	Elder Creek Rd. to Lemon Hill Ave.	30
Longview Drive	Roseville Rd. to Watt Ave.	40
Luther Drive	Florin Rd. to 52nd Ave.	40
Mack Road	Meadowview Rd. to Stockton Blvd.	45
Main Avenue	Rio Linda Blvd. to East Levee Rd.	45
Marconi Avenue	Del Paso Blvd. to Howe Ave.	40
Marconi Circle	Auburn Blvd. to Roseville Rd.	40
Martin Luther King Jr. Blvd.	Broadway to 12th Ave.	30
Martin Luther King Jr. Blvd.	12th Ave. to Fruitridge Rd.	35
Marysville Boulevard	Rio Linda Blvd. to Bell Ave.	45
Marysville Boulevard	I-80 Freeway to Del Paso Blvd.	35
McKinley Boulevard	Alhambra Blvd. to Elvas Ave.	30
McMahon Drive	65th St. Expressway to Stockton Blvd.	30
Meadowview Drive	Franklin Blvd. to G Parkway	30
Meadowview Road	I-5 to Brookfield Dr.	45

Miller Way	Stockton Blvd. to Y St.	30
Munroe Street	American River Dr. to City Limits	30
Muir Way	Broadway to Vallejo Way	30
N Street	3rd St. to 16th St.	25
N Street	16th St. to Alhambra Blvd.	30
Natomas Park Drive	W. El Camino Ave. to Garden Highway	30
North B Street	Bannon St. to N. 16th St.	35
North Avenue	Marysville Blvd. to Winters St.	30
Northgate Boulevard	East Levee Rd. to Hwy. 160	50
Northgate Boulevard	City Limits to East Levee Rd.	40
Norwood Avenue	Main Ave. to Grand Ave.	45
Norwood Avenue	Grand Ave. to Arcade Creek	35
Norwood Avenue	Arcade Creek to Norwood Bypass	35
Norwood Bypass	Norwood Ave. to Grove Ave.	30
Notre Dame Drive	Folsom Blvd. to Lake Forest Dr.	30
Occidental Drive	La Riviera Dr. to Julliard Dr.	30
P Street	I-5 Freeway to 10th St.	25
P Street	10th St. to Alhambra Blvd.	30
Park Riviera Way	Riverside Blvd. to Pocket Rd.	35
Pebblewood Drive	Azevedo Dr. to Truxel Rd.	30
Pell Drive	Main Ave to Pell Circle	30
Pinell Street	North Ave. to Bell Ave.	30
Pinell Street	North Ave. to South Ave.	30
Pocket Road	Park Riviera Way to Riverside Blvd.	30
Pocket Road	Riverside Blvd. to I-5 Freeway	40
Power Inn Road	Folsom Blvd. to City Limits	45
Q Street	I-5 Freeway to 10th St.	25
Q Street	10th St. to Alhambra Blvd.	30
Raley Boulevard	City Limits to Main Ave.	45
Raley Boulevard	Main Ave. to I-80 Freeway	40
Response Road	Exposition Blvd. to Challenge Way	35
Richards Boulevard	Highway 160 to N. 5th St.	35
Richards Boulevard	Jibboom Street to N. 5th St.	40
Rio Linda Boulevard	City Limits to Marysville Blvd.	50
Rio Linda Boulevard	Marysville Blvd. to Exchange St.	45
Rio Linda Boulevard	Exchange St. to North St.	45
Rio Linda Boulevard	North Ave. to Lampasas Ave.	35
Rio Linda Boulevard	Lampasas Ave. to El Camino Ave.	30
Riverside Boulevard	Broadway to 43rd Ave.	35
Riverside Boulevard	43rd Ave. to Pocket Rd.	40
Roseville Road	Connie Dr. to City Limits	50
Roseville Road	Marconi Cr. to Connie Dr.	40
Royal Oaks Drive	Highway 160 to Arden Way	30
Rush River Drive	Gloria Dr. to Greenhaven Dr.	35
S Street	3rd St. to 34th St.	30
San Juan Road	City Limits to Northgate Blvd.	45

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San Juan Road	Silver Eagle Rd. to Northgate Blvd.	40
Seamas Avenue	Riverside Blvd. to Fruitridge Rd.	40
Silver Eagle Road	Norwood Ave. to San Juan Rd.	35
Sorento Road	East Levee Rd. to Barros Dr.	45
Sorento Road	Barros Dr. to Del Paso Rd.	35
South Avenue	Rio Linda Blvd. to Astoria St.	30
South Land Park Drive	Sutterville Rd. to Fruitridge Rd.	30
South Land Park Drive	Fruitridge Rd. to Florin Rd.	35
South Land Park Drive	Florin Rd. to Windbridge Dr.	30
Stockton Boulevard	Alhambra Blvd. to 2nd Ave.	30
Stockton Boulevard	2nd Ave. to Lemon Hill Ave.	35
Stockton Boulevard	Lemon Hill Ave. to South City Limits	40
Stockton Boulevard	City Lmts. N. of Massie Ct. to City Limits at S.R. - Hwy. 99	40
Sutterville Road	Riverside Blvd. to Franklin Blvd.	35
T Street	3rd St. to 59th St.	30
Traction Road	El Camino Ave. to Eleanor Ave.	35
Truxel Road	Garden Highway to San Juan Rd.	40
University Avenue	Fair Oaks Blvd. to American River Dr.	30
Valley Hi Drive	Mack Rd. to Franklin Blvd.	35
W Street	3rd St. to 28th St.	35
Watt Avenue	American River Bridge to Folsom Blvd.	45
West El Camino Avenue	Northgate Blvd. to East Levee Rd.	30
West El Camino Avenue	Northgate Blvd. to Reiner Way	35
West El Camino Avenue	Reiner Way to West City Limits	45
Windbridge Drive	Greenhaven Dr. to Pocket Rd.	35
Winters' Street	Bell Ave. to Grand Ave.	40
Wissemann Drive	Lake Forest Dr. to Folsom Blvd.	30
Woodbine Avenue	47th Ave. to Florin Rd.	30
Wyndham Drive	Valley Hi Dr. to Bruceville Rd.	35
X Street	3rd St. to Alhambra Blvd.	35
2nd Avenue	Riverside Blvd. to Stockton Blvd.	30
5th Avenue	34th St. to Broadway	25
5th Avenue	24th St. to Franklin Blvd.	30
12th Avenue	Franklin Blvd. to Martin Luther King Jr. Blvd.	35
14th Avenue	Martin Luther King Jr. Blvd. to Stockton Blvd.	30
14th Avenue	Stockton Blvd. to 73rd St.	35
14th Avenue	73rd St. to Power Inn Rd.	40
21st Avenue	Franklin Blvd. to Martin Luther King Jr. Blvd.	30
21st Avenue	Stockton Blvd. to 79th St.	35
26th Avenue	24th St. to Franklin Blvd.	35
35th Avenue	14th St. to Riverside Blvd.	30
35th Avenue	14th St. to Freeport Blvd.	40
43rd Avenue	Woodshire Way to Blair Ave.	35
43rd Avenue	Riverside Blvd. to Woodshire Way	40
47th Avenue	City Limits to Stockton Blvd.	40

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47th Avenue	24th St. to U.P.R.R. X-ing	40
3rd Street	I St. to Broadway	30
5th Street	I St. to Vallejo Way	30
7th Street	D St. to T St.	25
8th Street	H St. to T St.	25
9th Street	E St. to N St.	25
9th Street	N St. to Broadway	30
10th Street	E St. to N St.	25
10th Street	N St. to Broadway	30
12th Street	North B St. to F St.	30
12th Street	F St. to L St.	25
North 12th Street	North B St. to Richards Blvd.	35
15th Street	F St. to N St.	25
15th Street	N St. to Broadway	30
16th Street	North B St. to F St.	30
16th Street	F St. to N St.	25
16th Street	N St. to Broadway	30
North 16th Street	North B St. to Hwy. 160 Freeway	35
19th Street	G St. to N St.	25
19th Street	N St. to Broadway	30
21st Street	Broadway to Freeport Blvd.	35
21st Street	G St. to N St.	25
21st Street	N St. to Broadway	30
21st Street	Florin Rd. to Meadowview Rd.	30
24th Street	Broadway to Sutterville Rd.	30
24th Street	Sutterville Rd. to Meadowview Rd.	40
24th Street	Meadowview Rd. to Laramore Way	35
28th Street	C St. to T St.	25
29th Street	C St. to V St.	30
29th Street	Florin Rd. to Meadowview Rd.	30
30th Street	C St. to T St.	30
33rd Street	5th Ave. to 12th Ave.	30
34th Street	Folsom Blvd. to 5th Ave.	30
37th Street	Y St. to Broadway	30
39th Street	J St. to Stockton Blvd.	30
49th Street	V St. to Broadway	35
56th Street	Elvas Ave. to H St.	35
56th Street	H St. to Folsom Blvd.	30
59th Street	Folsom Blvd. to Broadway	30
62nd Street	Broadway to 14th Ave.	30
65th Street	Elvas Ave. to S St.	35
65th Street	S St. to 14th Ave.	40
65th Street Expressway	14th Ave. to City Limits	45
71st Street	14th Ave. to 21st Ave.	30

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SECTION 2

The speed limits on the above mentioned streets have been justified by an engineering and traffic survey conducted within five years prior to adoption of this resolution.

SECTION 3

Resolution Number 92-199 is hereby repealed.

MAYOR

ATTEST:

City Clerk

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____

ENGINEERING AND TRAFFIC SURVEY REPORT

H STREET BETWEEN ALHAMBRA BOULEVARD AND CARLSON DRIVE

Prepared by: Marty Hanneman, Associate Engineer
Edward Williams, Assistant Engineer

Reviewed by: David Cullivan, Senior Engineer

Approved by: Michael Kashiwagi, Transportation Division Manager

Date: June 9, 1992

ENGINEERING AND TRAFFIC SURVEY REPORT

H STREET BETWEEN ALHAMBRA BOULEVARD AND CARLSON DRIVE

I INTRODUCTION

Engineering and traffic surveys serve two purposes. One is for establishing prima facie speed limits on the City Streets. The other purpose is to allow for the use of radar enforcement of posted speeds.

Establishing Speed Limits

The California Vehicle Code (CVC) allows cities to establish speed limits for the streets within its jurisdiction. With respect to residential or local streets, a speed limit of 25 MPH is generally presumed to be reasonable, and speed limit signs do not need to be posted.

A local street or road shall be defined by the latest functional usage and federal-aid system maps as submitted to the Federal Highway Administration (FHWA). When these are not available a local street or road primarily provides access to abutting residential property and shall meet the following three conditions:

1. Roadway width of not more than 40 feet.
2. Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control devices as defined in CVC Section 445.
3. Not more than one traffic lane in each direction.

If a street's function is defined by the functional usage and federal-aid system maps as a local street or road, then the street will have a prima facie speed of 25 MPH and is not required to be verified by an engineering and traffic survey. If the functional usage and federal-aid system maps are unavailable or the street is not shown on the maps, but all three of the above conditions are satisfied, then the street or local road will have a prima facie speed of 25 MPH and is not required to be verified by an engineering and traffic survey.

H Street is designated as an "Other Principal Arterial" on the functional usage and federal-aid maps. Thus, H Street, between Alhambra Boulevard and Carlson Drive, does not meet the conditions of a "local street or road" as defined in the CVC. Therefore, the three conditions do not apply to H Street.

The CVC Section 22357 and 22358, provides that whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, or 55 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. A "declared" prima facie speed limit is only effective when the speed limit is posted upon the given street.

In April of 1973, the City Council adopted Ordinance No. 3259 - Fourth Series. By this ordinance, the prima facie speed limits for numerous streets within the City were declared. All of the speed limits for streets listed in Ordinance No. 3259 had been established before 1973. Since 1973, some of the speed limits set forth in Ordinance No. 3259 have been revised.

Factors to consider when determining the appropriate speed limit on H Street are: accidents, volumes, roadside characteristics, speeds, pedestrian and bicycle traffic, and land use. All of these factors are individually included in the body of this report.

Enforcing Posted Speed Limit

The CVC, Section 40801, states that a speed trap shall not be used in securing evidence as to the speed of any vehicle and that any evidence secured by a speed trap is inadmissible for the trial of any person charged with a violation of the Vehicle Code. In January of 1973, the CVC was amended to define a speed trap as a section of highway with a prima facie speed limit provided by the CVC or by local ordinance which is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged CVC violation, and where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects.

In order for the Police Department to provide radar enforcement, an engineering and traffic survey must be conducted to justify the speed limit.

Revising the Prima Facie Speed Limit on H Street

The CVC provides that a declared prima facie speed limit shall not be revised except upon the basis of an engineering and traffic survey.

Since 1973, the declared prima facie speed limit on H Street has been 35 miles per hour. In 1991, the consulting firm of DHS conducted a neighborhood transportation study which included East Sacramento. The consultant's final report stated that "injury accidents on H Street in Sacramento are especially problematic, with an average annual rate nearly twice that for urban arterials in the State data base." In order to assess this statement, City staff proceeded to evaluate the existing speed limit on H Street by conducting an engineering and traffic survey report. Evaluating the existing speed limit was proposed because of the influence which vehicular speeds can have on accidents. One of the important factors included in an engineering and traffic survey report is the accident history and rates on a specific segment of roadway. Based upon the data prepared and evaluated by City staff and described in this engineering and traffic survey report, it is recommended that the speed limit on H Street between Alhambra Boulevard and Carlson Drive be revised to 30 miles per hour.

II ROADWAY CHARACTERISTICS

H Street between Alhambra Boulevard and Carlson Drive is a 2.0 mile long section of roadway. When selecting speed survey segments and locations, consideration of segment length, roadway geometry, land use and location of traffic control devices (i.e., signals) is used as a basis to determine common roadway characteristics. H Street between Alhambra Boulevard and Carlson Drive is divided into three study segments for which speed surveys are appropriate. The specific roadway characteristics used in determining the three segments are stated below.

The initial segment selected was between Alhambra Boulevard and the south leg of 42nd Street. This straight and level segment of roadway is 4,200 feet (0.80 miles) in length with a common width of 36 feet and vertical curb with a landscaped strip between back of curb and sidewalk. All the side-streets on this segment are offset. Large trees located in the landscape area form a canopy over the street during the spring and summer months. The land use is primarily residential with some commercial and 1,050 feet of park frontage east of Alhambra Boulevard. There are traffic signals located at 33rd Street and 39th Street. East of the south leg of 42nd Street the roadway widens as the street begins to curve and the type of improvements change.

The second segment selected is between the south leg of 42nd Street and the signalized intersection of 53rd Street, and measures 3,840 feet (0.73 miles) in length. East of the south leg of 42nd Street improvements change from vertical to rolled curb, the landscaped strip ends and the roadway width increases through a 700 foot curved area. With the exception of the 700 feet of curve between the south leg of 42nd and 43rd Streets, the segment is straight and level and has a uniform width of 34 feet with rolled curb, gutter and sidewalk. The intersecting side-streets are aligned throughout the segment. The land use is primarily residential with commercial along the curve at 42nd Street and between 45th and 47th Streets. The signalized intersection of H and 53rd Streets creates a logical end for the segment.

The third segment selected is between 53rd Street and Carlson Drive, and is 2,560 feet (0.48 miles) in length. The four block segment between the signalized intersections of 53rd and 56th Streets has a uniform width of 34 feet with rolled curb, gutter and sidewalk. The block long segment between 56th and 57th Streets has a width varying from 49 to 54 feet. East of 53rd Street to 57th Street the roadway is straight and level before entering a horizontal and vertical curve. The roadway width is 34 feet east of 57th Street through the Elvas/RR overcrossing where the width varies as the lane configuration changes. The land use between 53rd Street and 57th Street is primarily residential with commercial areas located east of El Dorado Way. There is a traffic signal located at H and 56th Street.

Listed below are the roadway characteristics for each of the three segments divided into categories of geometry, signing and striping, traffic signals, access, and visibility.

The segment of H Street between Alhambra Boulevard and the south leg of 42nd Street

Geometry

- The two-way, east/west segment is 4,200 feet (0.80 miles) in length and has common improvements with a roadway width of 36 feet and vertical curb with a landscaped strip between back of curb and sidewalk. The segment of H Street between Alhambra Boulevard and the North leg of 33rd Street consists of one travel lane eastbound and two travel lanes westbound. There are two travel lanes, one in each direction, between the north leg of 33rd Street and the south leg of 42nd Street.
- The roadway is straight and flat throughout this segment.
- This segment of H Street has an asphalt surface in good condition.
- All the side-streets on this segment are offset with six intersections varying from 45 to 120 feet.

Signing and Striping

- There is a solid double yellow centerline from Alhambra Boulevard to 42nd Street. There is an eastbound left-turn pocket at the north leg of 33rd Street and east and west bound left-turn pockets at 39th Street.
- H Street is striped with six foot bike lanes from 42nd Street to the north leg of 33rd Street for westbound cyclists, at which point the bike lane ends, and from Alhambra Boulevard to the south leg of 42nd Street for eastbound cyclists. At the intersection of H Street and north leg of 33rd Street, and H Street and 39th Street the existence of left-turn pockets require the bike lane striping to end and for the cyclists and motorists to share common roadway.
- Painted pedestrian crosswalks are existing at the following locations:
 - On the east side of the south leg of 33rd Street
 - On the west side of the north leg of 33rd Street (signalized)
 - Between the offset legs of 36th Street
 - School crosswalks on the east and west sides of 39th Street (signalized)
 - On the east side of 40th Street
- There are advanced warning signs for the school crosswalks, at 39th Street, located east of 38th Street for eastbound traffic and west of San Antonio Way for westbound traffic.
- No parking signs (R28) are posted continuously throughout the segment.
- 35 MPH speed limit signs (R2) are posted eastbound between Alhambra Boulevard and the south leg of 33rd Street and westbound between 37th and 38th Streets. There are 25 MPH speed limit signs

(R2) with "When Children are Present" signs (R72) located eastbound just east of 39th Street and westbound just west of San Miguel Way.

- A truck restriction sign, prohibiting trucks over 5 tons, is located at Alhambra Boulevard for eastbound traffic.

Traffic Signals

- There are traffic signals located at Alhambra Boulevard, the north leg of 33rd Street and at 39th Street.

Access

- There are 24 driveways on the north side of the street, two of which are commercial. There are 41 driveways on the south side, nine of which are commercial. The driveways vary in width from 7 to 22 feet. When backing from many of the narrow driveways motorists must exercise caution due to reduced sight distance at many locations because of trees or utility poles within the landscaped strip.
- Mercy Hospital has access to its facilities from H Street between San Miguel Way and San Antonio Way. A 1000 space hospital parking garage is located on H Street with an entrance between San Antonio Way and 40th Street. Vehicles exiting the garage will enter H Street between San Miguel Way and San Antonio Way, or travel through the facility to J Street.

Visibility

- The large trees located in the landscape strip on this segment form a canopy over the street during the spring and summer months. At times during sunny days the canopy can cause a scattering of sunlight and shadows which can make it difficult for some motorists to see.

The Segment of H Street between the south leg of 42nd Street and the signalized intersection of 53rd Street.

Geometry

- The two way east/west segment is 3,840 feet (0.73 miles) in length and consists of one travel lane in each direction. East of the south leg of 42nd Street improvements change from vertical to rolled curb, the landscaped strip ends and the roadway width increases and varies from 40 to 50 feet through a 700 foot reversing set of curves which ends at 43rd Street. With the exception of the 700 feet of curve between the south leg of 42nd and 43rd Streets, the segment has a uniform width of 34 feet with rolled curb, gutter and sidewalk.
- The 700 foot long curved segment between the south leg of 42nd Street and 43rd Street consists of two curves in opposite directions with radii of approximately 300 feet connected by a tangent of approximately 100 feet. As listed in the California Highway Design manual the maximum speed for a curve with a 300 foot radius and no superelevation is 30 MPH. Curve warning signs (W2) in conjunction with 20 MPH advisory speed signs (W6) are located east of 41st for eastbound traffic and west of 44th Street for westbound traffic. There are also chevron alignment signs (W81) located east of Mission Way and west of 43rd Street for east and westbound traffic respectively which indicate a curve in the roadway.
- The segment of roadway between 43rd Street and 53rd Street is straight and flat.
- This segment of H Street has an asphalt surface in good condition.
- The intersecting side-streets are aligned throughout the segment.

Signing and Striping

- The segment is striped with a solid double yellow center line between the south leg of 42nd Street and 43rd Street. There is a dashed single yellow center line from 43rd Street to 53rd Street.
- H Street is striped with 6 foot bike lanes from the south leg of 42nd Street to 53rd Street.
- Painted pedestrian crosswalks are existing at the following locations:
 - On the east side of Mission Way/42nd Street
 - On the west side of 45th Street
 - On the east side of 46th Street
 - On the east side of 47th Street
 - On the west side of 53rd Street (signalized)
- No parking signs (R28) are posted continuously throughout the segment.
- 35 MPH speed limit signs (R2) are posted east of 51st Street for eastbound traffic and west of 51st for westbound traffic.

Traffic Signals

- There is a traffic signal located at 53rd Street.

Access

- There are 33 driveways on the north side of H Street, seven of which are commercial. There are 23 on the south side, one of which is commercial. The driveways vary in width from 7 to 28 feet.

Visibility

- There are trees in this section behind the sidewalk. They are not as large or abundant as west of 42nd Street and do not create a canopy effect. There is reduced sight distance for vehicles traveling through the curves located between the south leg of 42nd Street and 43rd Street necessitating the existing 20 MPH advisory speed limit signs.

The Segment of H Street between 53rd Street and Carlson Drive.

Geometry

- The two way east/west segment is 2,570 feet (0.48 miles) in length. East of 53rd Street to 56th Street there is no change in the 34 foot roadway width or in the improvements of rolled curb and gutter. The segment between 53rd and 56th Streets consists of one travel lane in each direction. From 56th Street to 57th Street the roadway width increases and varies from 49 to 54 feet and consists of two travel lanes in each direction. The Eastbound curb lane between 56th and 57th becomes a forced right turn to southbound 57th Street. East of 57th Street to Carlson Drive there are two travel lanes westbound. Eastbound from 57th Street for 600 feet there is one travel lane which then splits into separated left, through and right turn movements. The roadway width is 34 feet until the eastbound travel lane splits.
- The segment of roadway between 53rd and 56th Streets is straight and flat. There is a 350 foot curve with a radius of approximately 900 feet beginning just east of 56th Street and ending just east of 57th Street. The roadway then goes into a sag vertical curve traveling under the Elvas Avenue / RR overcrossing.

- This segment of H Street has an asphalt surface in good condition except for under the overcrossing which has a concrete surface in good condition.
- Intersecting side streets are aligned throughout the segment.

Signing and Striping

- There is a dashed single yellow center line between 53rd and 55th Streets and a solid double yellow center line east of 55th Street to Carlson Drive. There is a dashed white secondary line westbound from Carlson Drive to 56th Street delineating the two westbound travel lanes and a dashed white secondary line delineating the two travel lanes eastbound between 56th and 57th Streets.
- H Street is striped with 6 foot bike lanes between 53rd and 55th Streets. The westbound bike lane begins at 55th Street and the eastbound bike lane ends at 55th Street.
- Painted pedestrian crosswalks are existing at the following locations:
 - On the east and west sides of 56th Street
- No parking signs (R28) are posted continuously throughout the segment.
- A truck restriction sign, prohibiting trucks over 5 tons, is located west of 56th Street for westbound traffic.

Traffic Signals

- Traffic signals are located at 53rd Street, 56th Street and Carlson Drive.

Access

- There are 13 driveways on the north side of H Street, nine of which are commercial. There are 13 on the south side, seven of which are commercial. The driveways vary in width from seven to 28 feet. The commercial off street parking between 55th and 57th Streets may be accessed continuously over rolled curb.

Visibility

- There are trees in this section behind the sidewalk. They are not as large or abundant as west of 42nd Street and do not create a canopy effect. There is reduced sight distance while traveling through the sag vertical curve east of 57th Street.

III TRAFFIC VOLUMES

LOCATION OF TRAFFIC VOLUME COUNTS	24-HR ADT	MO/YR COUNT
H Street between 33rd and 34th Streets	18,800	APRIL 1990
H Street between 46th and 47th Streets	18,350	MAY 1991
H Street West of Elvas Avenue	19,600	1989 Flow Map

IV PEDESTRIAN ACTIVITY

As part of the neighbor transportation study conducted in East Sacramento, turning movement counts were conducted during the AM and PM peak hour at twelve intersections on H Street between Alhambra Boulevard and Carlson Drive. Pedestrians and bicycles crossing H Street were also counted. Of the twelve locations counted there were three intersections which experienced high pedestrian/bicycle activity. The three locations were between Alhambra Boulevard and the south leg of 42nd Street. The location and the peak hour pedestrian and bicycle activity are listed below:

LOCATION	AM PEAK HOUR		PM PEAK HOUR	
	PEDESTRIANS	BIKES	PEDESTRIANS	BIKES
H AT 33RD ST (NORTH)	22	4	6	6
H AT 34TH ST	26	15	3	9
H AT 39TH ST	33	17	14	2

(Counts conducted during March and April 1990)

The intersections of 36th Street and 56th Street have pedestrian/bicycle activity exceeding ten during both the AM and PM peak hour.

V LAND USE

The entire length of H Street between Alhambra Boulevard and Carlson Drive is primarily single family residential with some commercial interspersed throughout the segment.

- H Street from Alhambra Boulevard to the south leg of 42nd Street is fronted by residential and commercial which includes McKinley Park and Mercy Hospital. The percentage breakdown in land use for this segment is as follows:
 - Residential land use on H Street is approximately 76%.
 - Commercial land use on H Street is approximately 11%.
 - Recreational land use on H Street is approximately 13%.
- H Street from the south leg of 42nd Street to 53rd Street is fronted by residential and commercial (includes a church). The percentage breakdown in land use for this segment is as follows:
 - Residential land use on H Street is approximately 79%.
 - Commercial land use on H Street is approximately 21%.
- H Street from 53rd Street to Carlson Drive is fronted by residential, commercial (includes a church), and the Elvas/RR overcrossing. The percentage breakdown in land use for this segment is as follows:
 - Residential land use on H Street is approximately 44%.
 - Commercial land use on H Street is approximately 56%.

The overall percentage breakdown in land use for the entire length of H Street between Alhambra Boulevard and Carlson Drive is as follows:

- Residential land use on H Street is approximately 70%.
- Commercial land use on H Street is approximately 25%.
- Recreational land use on H Street is approximately 5%.

VI ACCIDENTS

On H Street Between Alhambra Boulevard and Carlson Drive there were a total of 39 accidents in 1989, 44 accidents in 1990 and 40 accidents in 1991. One of the accidents in 1990 involved a single fatality. The number of accidents occurring in each of the three segments is listed in the table below.

ROADWAY SEGMENT	1989	1990	1991
H Street - Alhambra Blvd. to So. Leg of 42nd St.	17	13	17
H Street - 42nd St. to 53rd St.	9	19	13
H Street - 53rd St. Carlson Dr.	13	12	10

Accident rates have been calculated for each of the three roadway segments using the average daily traffic shown under Traffic Volumes and the segment lengths stated under Roadway Characteristics. The rates are compared to an expected range of accidents based on a City wide average. The accident rate is the number of accidents per million vehicle miles (ACC/MVM). The calculated rates are listed in the table below.

ROADWAY SEGMENT	1989 RATE	1990 RATE	1991 RATE
H Street - Alhambra Blvd. to So. Leg of 42nd St.	3.10	2.37	3.10
H Street - 42nd St. to 53rd St.	1.84	3.89	2.66
H Street - 53rd St. Carlson Dr.	3.79	3.49	2.91

The average accident rate for the entire section of H Street between Alhambra Boulevard and Carlson Drive over the three year period is 3.01.

The range of accident rates on two lane streets within the City with average daily traffic greater than 10,000 vehicles per day is 0.62 to 5.40 accidents per million vehicle miles (ACC/MVM).

VII SPEED SURVEYS

The following table lists the 85th percentile and average speed for the three survey segments.

LOCATION OF RADAR SPEED SURVEY	85TH PERCENTILE SPEED (MPH)	AVERAGE SPEED (MPH)
H Street between 36th and 37th Streets	37	34
H Street between 47th and 48th Streets	38	34
H Street between 54th and 55th Streets	38	34

(Speed surveys conducted in April 1992)

VIII ANALYSIS

Over the three year period of 1989, 1990 and 1991 there have been 123 reported accidents on H Street Between Alhambra Boulevard and Carlson Drive. One of the accidents in 1990 involved a single fatality. The average accident rate for the three years is 3.01 accidents per million vehicle miles (ACC/MVM). This rate falls within the expected range of accident rates of 0.62 - 5.40 ACC/MVM. Specific to the City of Sacramento, rates were developed for two, three, four, and five lanes, and for streets with traffic volumes less than and greater than 10,000 average daily traffic (ADT). The average accident rate on H Street of 3.01

ACC/MVM is equal to the City wide average of 3.01 ACC/MVM for two lane streets with greater than 10,000 ADT.

H Street varies in width between Alhambra Boulevard and 56th Street from 34 to 36 feet. This segment is also striped with 6 foot bike lanes which limit the width of the two travel lanes to 11 or 12 feet. At the intersections of H Street and 33rd Street and H Street and 39th Street, where left-turn pockets are located, the bicyclists and motorists have a shared travel lane.

The 2.0 mile section of H Street is accessed by 147 driveways, 70 on the north side and 77 on the south side, 35 of which are commercial driveways. Two of the commercial driveways are access points for the 1,000 space Mercy Hospital parking garage. The driveways range in width from 7 to 28 feet with the different widths being equally distributed throughout the section. Trucks making deliveries to the commercial establishments often make wide slow turns when entering and exiting loading areas which can stop traffic on H Street. Some of the commercial off-street parking between 55th and 57th Streets has open access from H Street. At two of these locations there is perpendicular parking which requires drivers to back out onto the sidewalk or into H Street when exiting. When backing out from some of the more narrow residential driveways motorists must exercise caution due to reduced sight distance caused by trees or utility poles within the landscaped strip or behind sidewalk. Any time a driver exits a residential driveway he/she must back out across the bike lane and into a travel lane. There have been no reported accidents in the last three years involving this maneuver.

In addition to the driveways, there are 30 intersections between Alhambra Boulevard and the Elvas/RR overcrossing. Of the 30 intersections there are six that are offset which are located between the north leg of 33rd Street and the south leg of 42nd Street. The offsets of the six intersections vary from 45 feet to 120 feet.

When traveling through the sag vertical curve at the Elvas/RR overcrossing and the horizontal curves between the south leg of 42nd Street and 43rd Street, a driver experiences some restricted sight distance. There is a different visibility impairment west of the south leg of 42nd Street where the large trees located in the landscape strip form a canopy over the street during the spring and summer months. At times during sunny days the canopy can cause a scattering of sunlight and shadows which can make it difficult for some motorists to see.

There are eleven intersections on H Street between Alhambra Boulevard and Carlson Drive which have painted pedestrian crosswalks, of these locations seven are uncontrolled. Three locations shown in Section IV have pedestrian/bicycle activity greater than 25 crossings during the AM peak, and greater than 10 during the PM peak. Two other locations have pedestrian/bicycle activity exceeding 10 during both the AM and PM peaks.

The land use on H Street west of Alhambra Boulevard to Carlson Drive is comprised of 70 percent residential, 25 percent commercial and 5 percent recreational. A neighborhood character is created with the primarily residential areas scattered with neighborhood commercial uses.

The last factors to be considered are the average daily traffic (ADT), which exceeds 18,000 vehicles traveling the two lane road with an 85th percentile speed of 37 to 38 MPH and an average speed of 34 MPH. ADT's of 18,000 vehicles and an average speed of 34 MPH is considered high for a primarily residential two lane street where the road width rarely exceeds 36 feet.

IX CONCLUSIONS/RECOMMENDATION

As stated in the California State Traffic Manual "The speed limit should be established at the first five mile per hour increment below the 85 percentile speed." This would indicate that the speed limit on H Street should be set at 35 MPH. The traffic manual goes on to state; "However, in matching existing conditions with the traffic safety needs of the community, engineering judgement may indicate the need for a further reduction of five miles per hour." Some of the factors stated in the California State Traffic Manual justifying such a further reduction are accident records, intersection spacing and offsets, commercial driveway characteristics. Other factors considered are pedestrian/bicycle activity across and along H Street, pedestrians utilizing

McKinley Park, the school zone east of 39th Street. There is a sag vertical curve at the Elvas/RR overcrossing which restricts sight distance. There is also a reversing set of curves between the south leg of 42nd Street and 43rd Street with restricted sight distance and which are posted with 20 MPH advisory speeds. The restricted sight distance of drivers backing from driveways is important as well as the visibility impairment from the sun and shadows which can be created at times by the overhead tree canopy west of 42nd Street. The street width and the overall geometry of the roadway must be viewed in conjunction with traffic volumes and speeds.

In considering accident information, City staff has made a comparison of the average accident rate on H Street to a City wide average accident rate for a two lane urban roadway with an ADT exceeding 10,000. Staff considers accident data accumulated locally to more appropriately represent expected accident rates on roadways within Sacramento rather than making comparisons to State wide averages. Staff also calculated accident rates using the total number of reported accidents rather than only injury accidents. The purpose of using total reported accidents is to not diminish the overall accident experience on H Street as non-injury accidents comprised 46% of the total accidents on H Street for the three years of 1989, 1990 and 1991. Although the accident rates and accident histories do not by themselves indicate a reduction in existing speed limit is warranted, a reduction of vehicular speeds does decrease the potential for accidents.

Based on all the factors considered in this engineering and traffic survey report and the traffic safety needs of the community, but primarily because of the increased accident potential created by the factors listed below, Transportation Division staff recommend that the speed limit on H Street between Alhambra Boulevard and Carlson Drive be set at 30 MPH rather than 35 MPH.

- Intersection offsets and spacing
- Number of driveways with restricted sight distance
- Pedestrian activity near McKinley Park
- Bicycle activity across and along H Street
- Vertical roadway alignment between 57th Street and Carlson Drive
- Horizontal roadway alignment between the south leg of 42nd Street and 43rd Street

CITY OF SACRAMENTO
 TRANSPORTATION DIVISION
 TRAFFIC ENGINEERING

SPEED ZONE SURVEY

STREET
 H STREET

FROM
 ALHAMBRA BLVD

TO
 SO. LEG 42ND LEG

DATE
 3/4/92

APPROVED BY:

REMARKS

ACCIDENT RATE
 ROADWAY WIDTH
 No. OF STRIPED LANES
 TYPE OF DIVISION STRIP
 AVERAGE DAILY TRAFFIC
 POSTED SIGNED ZONE
 CRITICAL SPEED

85 PERCENTILE - - - -
 LIMIT: 36.8 MPH
 POSTED SPEED
 LIMIT: 35 MPH

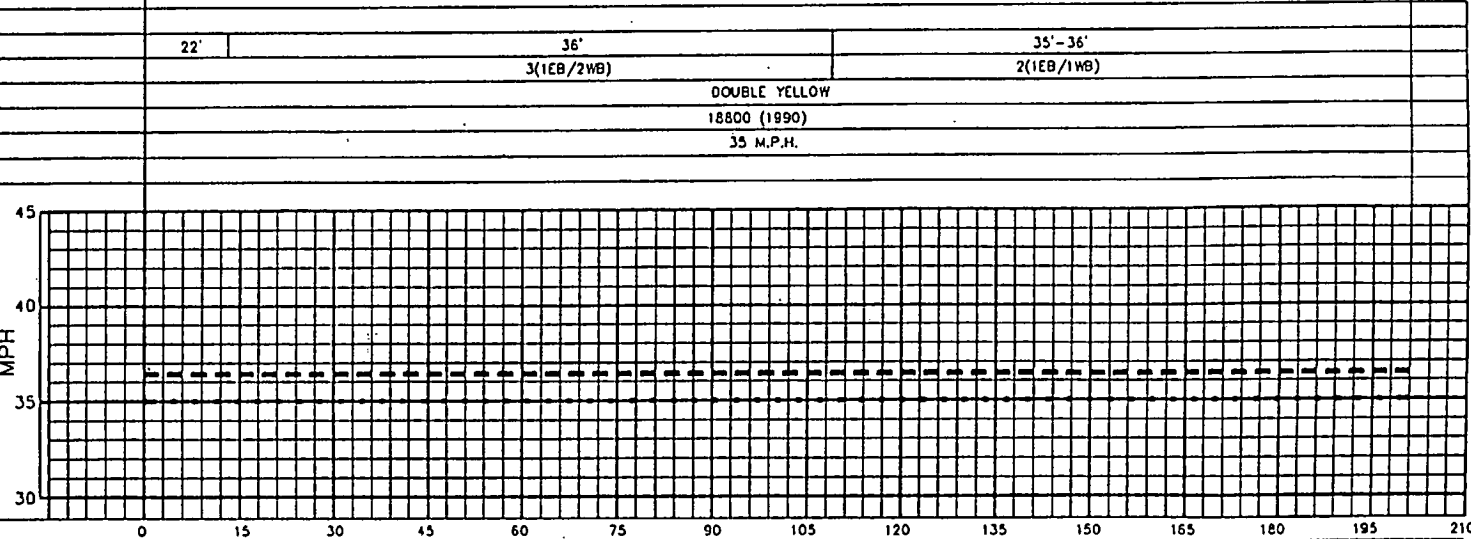
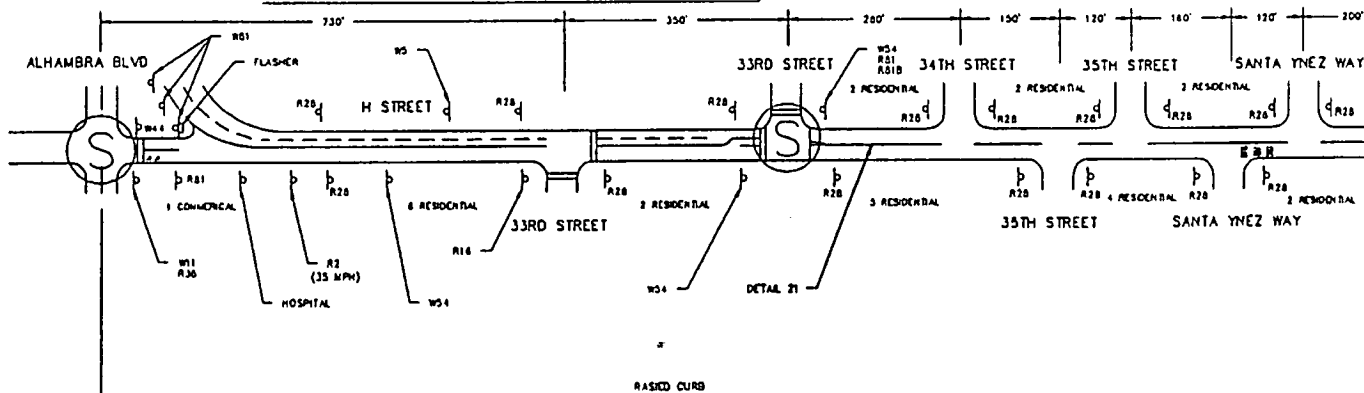
DISTANCE IN FEET

SPEED SURVEY FIGURE
 H STREET BETWEEN ALHAMBRA BLVD AND CARLSON DRIVE
 SEGMENT FROM ALHAMBRA BLVD TO SO. LEG 42ND ST.



SCALE: NTS

Mc KINLEY
 PARK



ATTACHMENT A
 SHEET 1 OF 5

CITY OF SACRAMENTO
 TRANSPORTATION DIVISION
 TRAFFIC ENGINEERING

SPEED ZONE SURVEY

STREET
 H STREET

FROM
 ALHAMBRA BLVD

TO
 SO. LEG 42ND ST.

DATE
 3/4/92

APPROVED BY:

REMARKS

ACCIDENT RATE
 ROADWAY WIDTH
 No. OF STRIPED LANES
 TYPE OF DIVISION STRIP
 AVERAGE DAILY TRAFFIC
 POSTED SIGNED ZONE
 CRITICAL SPEED

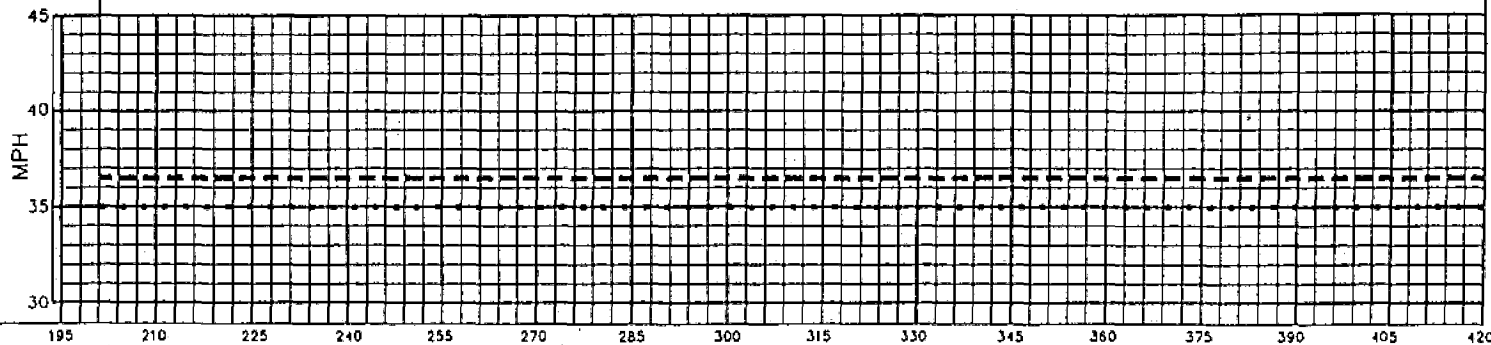
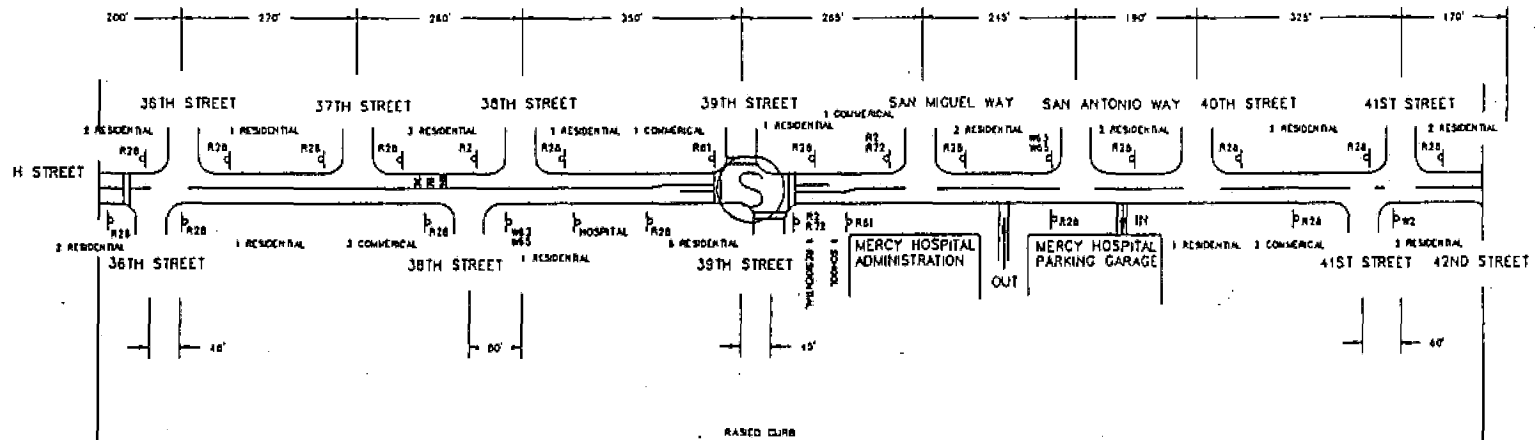
85 PERCENTILE - - - - -
 LIMIT: 36.8 MPH
 POSTED SPEED
 LIMIT: 35 MPH

DISTANCE IN FEET

SPEED SURVEY FIGURE
 H STREET BETWEEN ALHAMBRA BLVD AND CARLSON DRIVE
 SEGMENT FROM ALHAMBRA BLVD TO SO. LEG 42ND ST.



SCALE: N15



SHEET 2 OF 5

ATTACHMENT A

CITY OF SACRAMENTO
 TRANSPORTATION DIVISION
 TRAFFIC ENGINEERING

SPEED ZONE SURVEY

STREET
 H STREET

FROM
 NO. LEG 42ND ST.

TO
 53RD ST.

DATE
 3/4/92

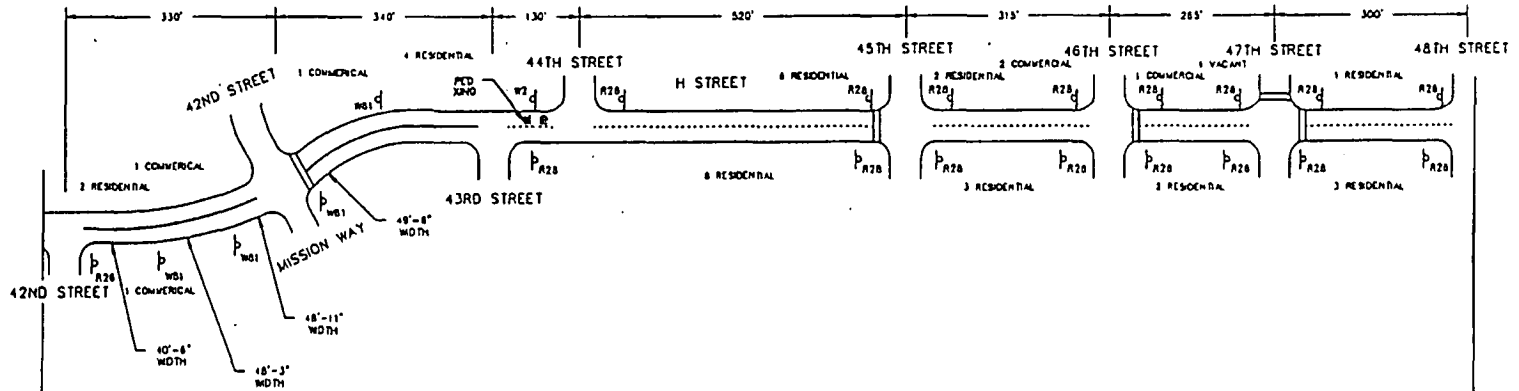
APPROVED BY:

REMARKS

SPEED SURVEY FIGURE
 H STREET BETWEEN ALHAMBRA BLVD AND CARLSON DRIVE
 SEGMENT FROM NO. LEG 42ND ST TO 53RD ST



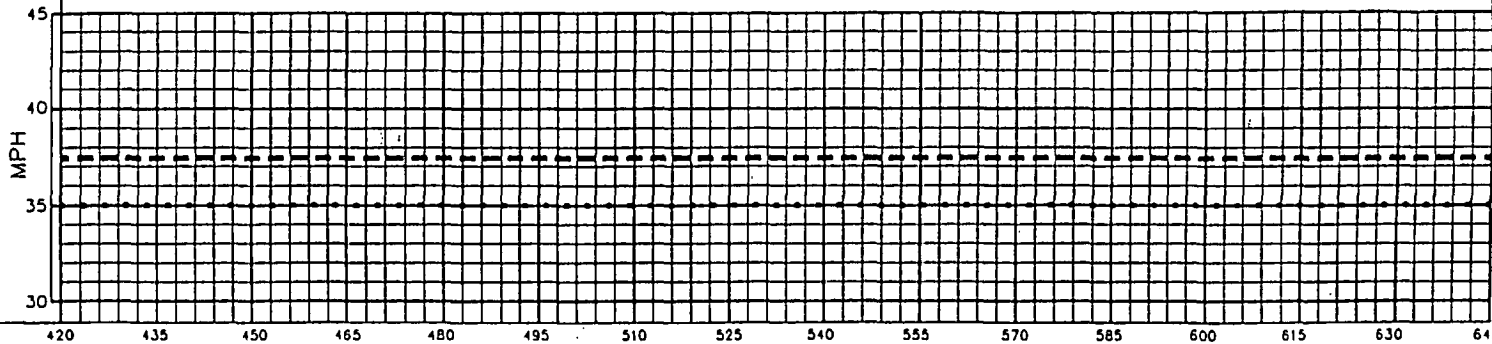
SCALE: NTS



ACCIDENT RATE
 ROADWAY WIDTH
 No. OF STRIPED LANES
 TYPE OF DIVISION STRIP
 AVERAGE DAILY TRAFFIC
 POSTED SIGNED ZONE
 CRITICAL SPEED

ROADWAY WIDTH	35'-36'	36'-50'	33'-34'
No. OF STRIPED LANES	2(1EB/1WB)		
TYPE OF DIVISION STRIP	DOUBLE YELLOW		DASHED YELLOW
AVERAGE DAILY TRAFFIC	18350 (1991)		
POSTED SIGNED ZONE	35 M.P.H.		
CRITICAL SPEED			

85 PERCENTILE - - - - -
 LIMIT: 37.7 MPH
 POSTED SPEED
 LIMIT: 35 MPH



DISTANCE IN FEET

ATTACHMENT A
 SHEET 3 OF 5

CITY OF SACRAMENTO
 TRANSPORTATION DIVISION
 TRAFFIC ENGINEERING

SPEED SURVEY FIGURE
 H STREET BETWEEN ALHAMBRA BLVD AND CARLSON DRIVE
 SEGMENT FROM NO. LEG 42ND ST TO 53RD ST



SCALE: NTS

SPEED ZONE SURVEY

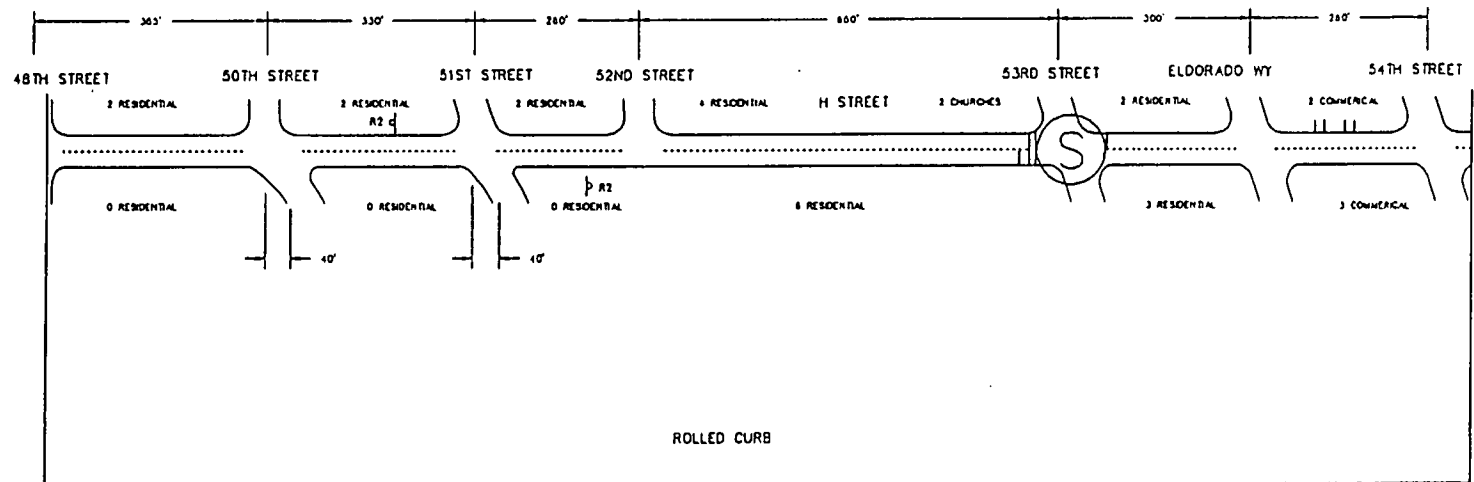
STREET
H STREET

FROM
NO. LEG 42ND ST.

TO
53RD ST.

DATE
3/4/92

APPROVED BY:

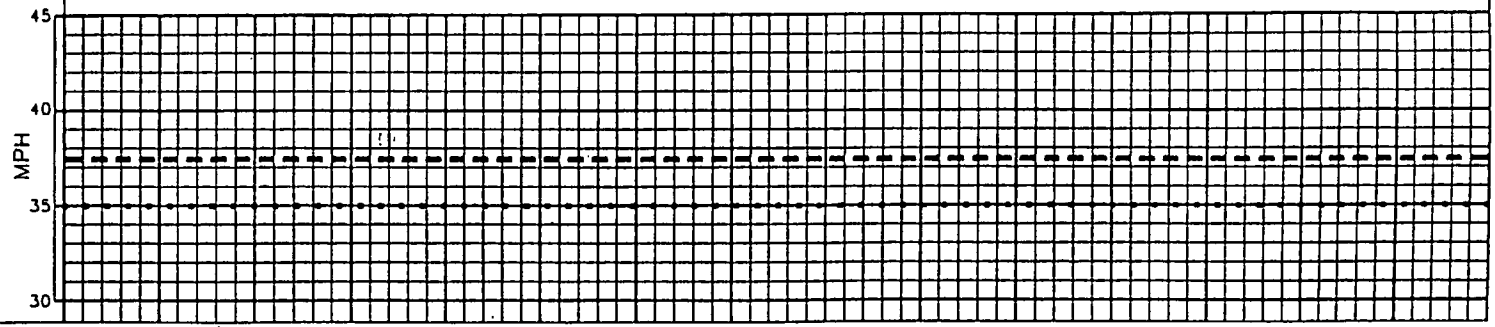


REMARKS

ACCIDENT RATE	
ROADWAY WIDTH	33'-34'
No. OF STRIPED LANES	2(1EB/1WB)
TYPE OF DIVISION STRIP	DASHED YELLOW
AVERAGE DAILY TRAFFIC	18350 (1991) 19600 (1989)
POSTED SIGNED ZONE	35 M.P.H.
CRITICAL SPEED	

85 PERCENTILE - - - - -
 LIMIT: 37.7 MPH

POSTED SPEED
 LIMIT: 35 MPH



ATTACHMENT A
 SHEET 4 OF 5

CITY OF SACRAMENTO

TRANSPORTATION DIVISION
TRAFFIC ENGINEERING

SPEED ZONE SURVEY

STREET

H STREET

FROM

53RD ST.

TO

CARLSON DRIVE

DATE

3/4/92

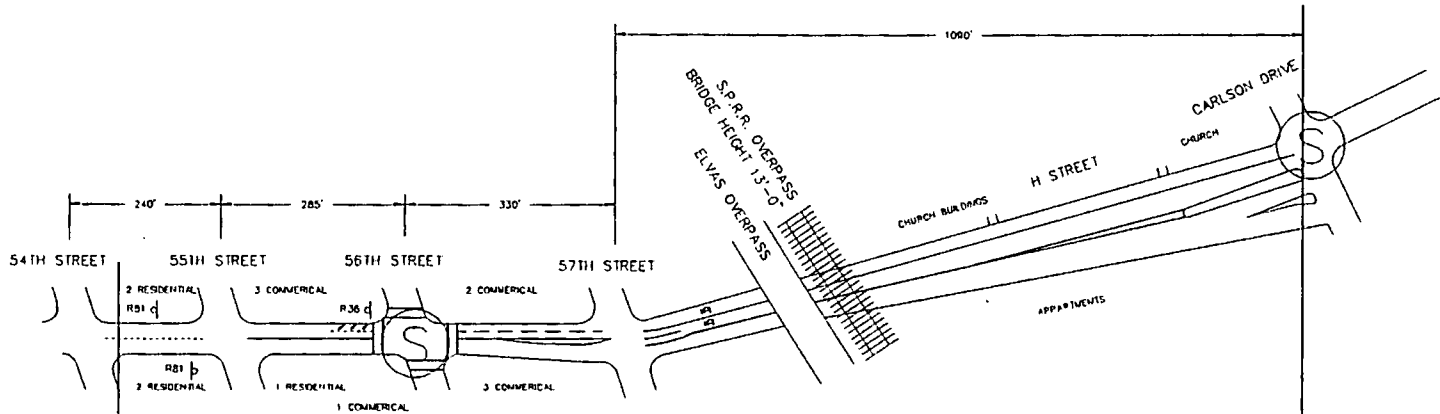
APPROVED BY:

REMARKS

SPEED SURVEY FIGURE
H STREET BETWEEN ALHAMBRA BLVD AND CARLSON DRIVE
SEGMENT FROM 53RD ST TO CARLSON DRIVE



SCALE: NTS



ACCIDENT RATE

ROADWAY WIDTH

33'-34'

49'-54'

34'

VARIES 34'-60'

No. OF STRIPED LANES

2(1EB/1WB)

3(2EB/1WB)

TYPE OF DIVISION STRIP

DOUBLE YELLOW

RAISED MEDIAN

AVERAGE DAILY TRAFFIC

19600 (1989)

POSTED SIGNED ZONE

35 M.P.H.

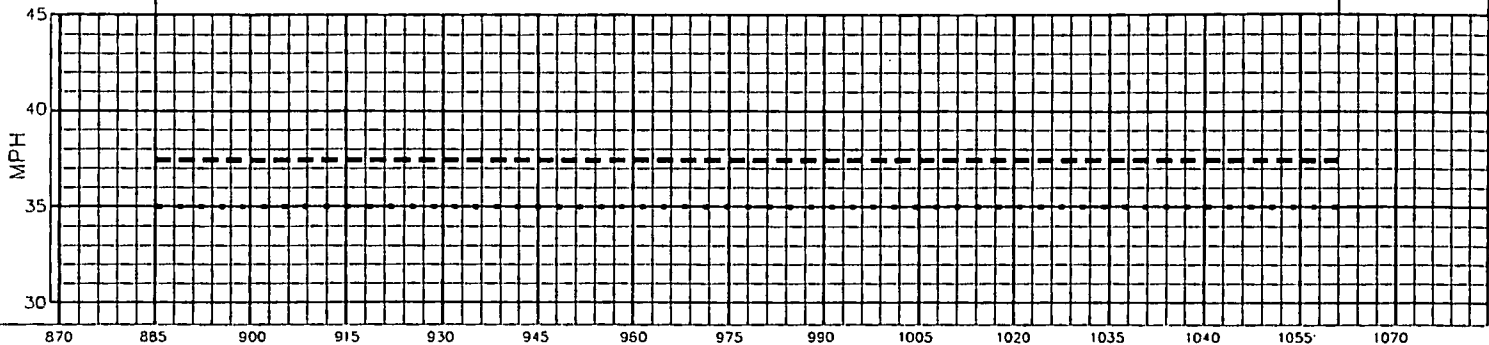
CRITICAL SPEED

85 PERCENTILE

LIMIT: 37.7 MPH

POSTED SPEED

LIMIT: 35 MPH



DISTANCE IN FEET

870 885 900 915 930 945 960 975 990 1005 1020 1035 1040 1055 1070

ATTACHMENT A
SHEET 5 OF 5