



Agenda

Safety and Parking Advisory Commission Community Chambers October 1, 2009 5:00 p.m.

Commissioners: Dan Fenocchio - Chair, Dan Barcellos, Bill Bernheim, Theodore Parks, Tim Spangler, Doug Waterman

Assigned Staff: Roxanne Namazi, Senior Civil Engineer (Commission Liaison)
Ton Phan, Police Sergeant

Note: Times designated for particular Agenda Items are approximate and subject to change. Items without times will be heard, as time is available. The City does not transcribe these proceedings. Contact Public Works to obtain a copy of the Staff Report for a particular item.

-
- 5:00 p.m.**
- A. Approval of Agenda**
The Commission will review and approve the Agenda.

 - B.1 Public Communication**
Any member of the public may address the Commission during this time on any issue (not already on the Agenda) within the Commission's responsibility.

 - B.2 Commission/Staff Comments**

 - C. Consent Items**
The following items will generally be approved with no discussion since they are usually a standard and/or straightforward application. Items may be removed for discussion by a Commissioner or member of the public prior to Commission Action.

C.1. Review and/or Correct Meeting Minutes for August 6, 2009

See Draft Minutes attached.

D. Discussion Items (with Staff Reports)

Each of the following items will generally be introduced by City staff after which the public will be invited to address these issues and their concerns. After public input, the Commission will discuss the times and recommend action(s). Actions needing changes to the City Code and/or other unique circumstances will also require City Council action prior to implementation of any recommended changes.

D.1. Speed Zone Survey – Update

D.2. Proposed Speed Limit Increase – One-Year Pilot Program

6:00 p.m.

Adjournment – Confirm Next Meeting Date.

Regular meeting is scheduled for 5:00 p.m. on Thursday, December 3, 2009, in the Community Chambers.

General Notes:

Meeting facilities are accessible to persons with disabilities. By request, alternative agenda document formats are available to persons with disabilities. To arrange an alternative agenda document format or to arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting, contact the Roxanne Namazi by calling 530-757-5686 (voice) or 757-5666 (TDD).

The city does not transcribe its proceedings. Anyone who desires a verbatim record of this meeting should arrange for attendance by a court reporter or for other acceptable means of recordation. Such arrangements will be at the sole expense of the individual requesting the recordation.

Any writing related to an agenda item for the open session of this meeting distributed to the Commission less than 72 hours before this meeting is available for inspection at the Public Works Department, 1717 Fifth Street, Davis. These writings will also be available for review at the Safety and Parking Advisory Commission meeting in the Community Chambers, 23 Russell Boulevard, Davis.



SPAC AGENDA
Date: October 1, 2009
Item No: C.1.

Draft Minutes

Safety and Parking Advisory Commission August 6, 2009

Commissioners Present: Dan Fenocchio (chair), Bill Bernheim, Theodore Parks, Doug Waterman

Commissioners Absent: Dan Barcellos, Tim Spangler

Staff: Roxanne Namazi, Senior Civil Engineer
Sgt. Ton Phan, Police Department - absent

Chair: Commissioner Fenocchio called the meeting to order at 5:05 p.m.

A. Approval of Agenda
Approved.

B.1 Public Communications

Resident at 620 B Street complained about lack of room at the curb to place her trash cans and yard refuse, due to the neighbor's vehicles (626 B Street) parked in front of her residence for an extended period of time. She requested that red curb be installed in front of her walkway. Resident at 626 B Street expressed concerns regarding the proposed red curb. He said he would make every effort to keep the walkway clear from parked vehicles. He also offered to assist the resident at 620 with the placement of the cans. Commission, in general, was not in favor of installing red curb to accommodate trash cans as the purpose of the red curb is typically to accommodate access to fire hydrants, increase sight distance and/or provide for emergency access. Commission suggested the residents contact city mediation to resolve their issues.

B.2 Commission/Staff Comments

Staff:

Staff updated the Commission on the status of the Davis-Woodland Alternative Transportation Corridor project. The draft of the Feasibility Study is ready for review and comments. Staff will schedule a joint meeting with the Bicycle Advisory Commission in September to present the report to the Commissions (tentatively September 16).

C. Consent Items

Approve and/or Correct Commission Minutes, Meeting of July 2, 2009.

Approved.

D. Discussion Items

D.1. Chestnut Lane –Traffic Calming Request

Staff has not received a petition from the neighborhood at this time. In the event a signed petition is submitted, the item will be placed on a future agenda and notice of the meeting will be mailed to the neighborhood residents.

Action: No action was taken.

Next Meeting: Confirmed for September 3, 2009, at 5:00 p.m. at the Community Chambers.

Adjournment: Meeting adjourned at 5:50 p.m.

Respectfully submitted,

Roxanne Namazi
Senior Civil Engineer

Staff Report

SPAC AGENDA

Date: October 1, 2009

Item No. D.1.

October 1, 2009

TO: Safety and Parking Advisory Commission
FROM: Gary Francisco, Senior Engineering Assistant
SUBJECT: **Speed Zone Survey - Update**

Recommendation

Recommend the Commission review the speed survey results and confirm the recommendation to make no change to the posted speeds for the respective segments.

Fiscal Impact

None.

Background and Analysis

An Engineering and Traffic Survey must be conducted within the most recent five-year period in order to use radar for speed enforcement. The following **9** segments listed in the attached table have recently been surveyed. These surveys justify speed limits in accordance with the Caltrans Engineering and Traffic Survey criteria as currently posted. In several cases, the speed limits are reduced an additional 5 MPH because of special conditions listed on the individual segment reports.

Upon approval by the Commission, the updated surveys will be distributed.

**Engineering and Traffic Survey, Speed Zone Update
No Change to Posted Speed**

Street	Location	Posted Speed mph
Arlington Blvd.	Humboldt Avenue to Lake Boulevard	30
Calaveras Avenue	Entire Length	25
Denali Drive	Covell Boulevard to Shasta Drive	25
F Street	Covell Boulevard to Amapola Drive	30
F Street	Amapola Drive to North City Limits	35
Fifth Street	B Street to L Street	30
Fourteenth Street	Oak Avenue to F Street	25
Sycamore Lane	Covell Boulevard to Antelope Avenue	25
Third Street	Railroad Tracks to L Street	25

City of Davis - Engineering Traffic Survey

SPEED	Number of Vehicles						Total
	5	10	15	20	25	30	
70							
69							
68							
67							
66							
65							
64							
63							
62							
61							
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
45							
44							
43							
42							
41							
40							
39							
38							
37							
36							
35							
34							
33							
32							
31							
30							
29							
28							
27							
26							
25							
24							
23							
22							
21							
20							
19							
18							
17							
16							

Observations

Segment #: 50.2

Location: Arlington Boulevard (Humboldt Avenue to Lake Boulevard)

Survey Type: Regular Road Width: _____ Shoulder Width: _____

Road Condition: Dry Wet Smooth Bumpy Holes Level Grade

Posted Speed: 30MPH Direction: Both Time: 9:16am to 10:00am

Date: Thursday, May 07, 2009 Observer: M. Hagerly

Calculations

Total # of Vehicles: 100 Calculated By: Speed Plot

Critical Speed: 36MPH 10MPH Pace: 27 to 36 % in Pace: 80

Collision Rate 0.7 Collisions/M.V.M. No. of Collisions (2 Years): 1.8

Segment Length (ft.): 2400'

Average Daily Traffic: 8285

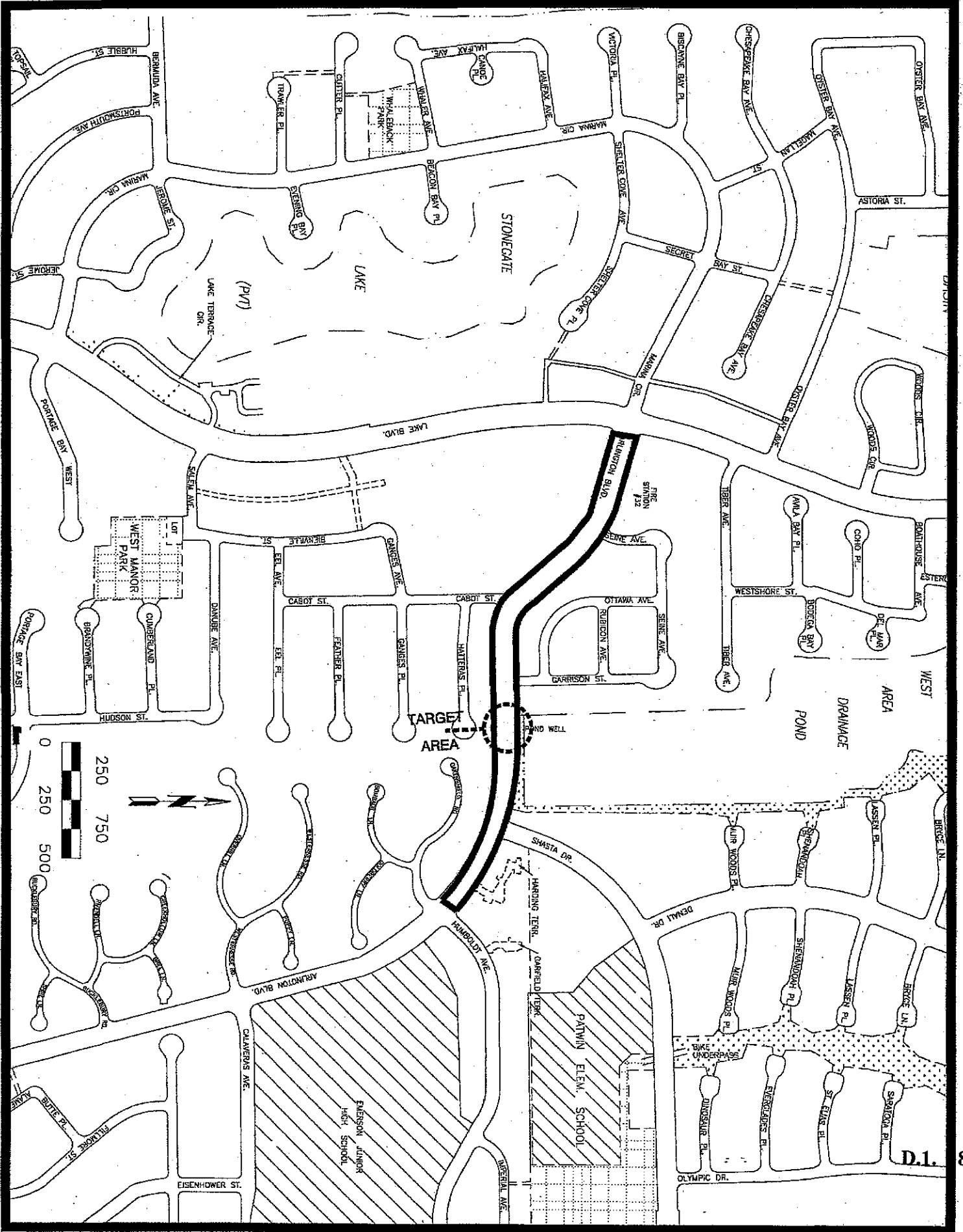
Other Information

Special Condition
Streets with bike lanes leading to schools not located on the street under study carry an unusual amount of younger students. This may also be reflected in a large number of crossings by elementary school-age children at other than specially marked cross walks.

Recommendation

Remain at 30 MPH

Recommended By: Garv Francisco



SPEED	Number of Vehicles						Total
	5	10	15	20	25	30	
70							
69							
68							
67							
66							
65							
64							
63							
62							
61							
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
45							
44							
43							
42							
41							
40							
39							
38							
37							
36							
35							
34							
33							
32							
31							
30							
29							
28							
27							
26							
25							
24							
23							
22							
21							
20							
19							
18							
17							
16							

Observations

Location: Calaveras Avenue (entire length)

Segment #: 80

Survey Type: Regular

Road Width:

Shoulder Width:

Road Condition: Dry Wet Smooth Bumpy Holes Level Grade

Posted Speed: 25MPH Direction: Both

Time: 8:15am to 11:30am

Date: Wednesday, August 19, 2009

Observer: M. Hagerly

Calculations

Total # of Vehicles: 50

Calculated By: Speed Plot

Critical Speed: 28MPH

Average Speed: 10MPH Pace: 20 to 29 % in Pace: 90

Collision Rate

0.0 Collisions/M.V.M.

No. of Collisions (2 Years): 0.0
Segment Length (ft.): 1830'
Average Daily Traffic: 590

Other Information

Special Condition
Heavy use of bike lanes during certain peak hours forces some bicyclists to use the adjacent vehicle lane to pass other bikes. Unknown condition such as car door openings and vehicles backing from driveways also may force the bicyclist into the vehicle lane. These conditions are especially prevalent in residential neighborhoods.

Recommendation

Remain at 25 MPH

Recommended By: Gary Francisco

City of Davis - Engineering Traffic Survey

Number of Vehicles

SPEED	5	10	15	20	25	30	35	Total
70								
69								
68								
67								
66								
65								
64								
63								
62								
61								
60								
59								
58								
57								
56								
55								
54								
53								
52								
51								
50								
49								
48								
47								
46								
45								
44								
43								
42								
41								
40								
39								
38								
37								
36								
35								
34								
33								
32								
31								
30								
29								
28								
27								
26								
25								
24								
23								
22								
21								
20								
19								
18								
17								
16								

Observations

Location: Denali Drive (Covell Boulevard to Shasta Drive) Segment #: 11 140

Survey Type: Regular Road Width: _____ Shoulder Width: _____

Road Condition: Dry Wet Smooth Bumpy Holes Level Grade

Posted Speed: 25MPH Direction: Both Time: 10:40am to 11:40am Observer: M. Hagerly

Calculations

Total # of Vehicles: 64 Calculated By: Speed Plot
 Average Speed: 28MPH
 Critical Speed: 31MPH 10MPH Pace: 23 to 32 % in Pace: 90

Collision Rate _____ No. of Collisions (2 Years): 0.0

0 Collisions/M. V.M. Segment Length (ft.): 2100'

Average Daily Traffic: 4237

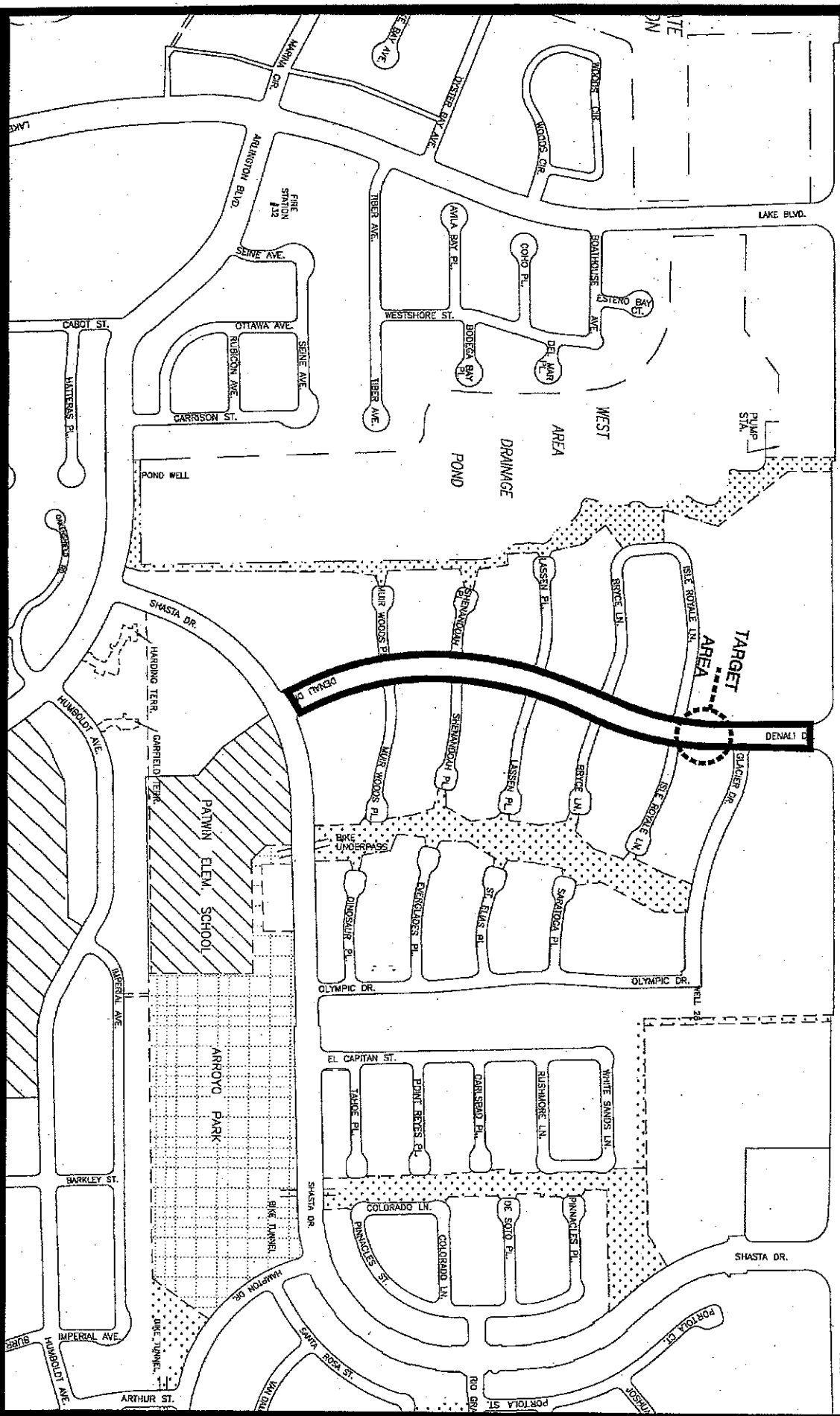
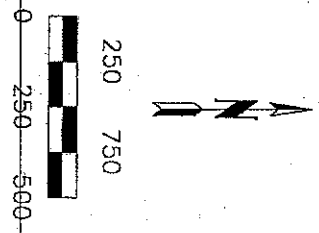
Other Information

Special Condition
 Streets with bike lanes leading to schools not located on the street under study carry an unusual amount of younger students. This may also be reflected in a large number of crossings by elementary school-age children at other than specially marked cross walks.

Recommendation

Remain at 25 MPH

Recommended By: Gary Francisco



COWELL DRAINAGE CHANNEL

COWELL DRAINAGE CHANNEL

SUTTER-DAVIS HOSPITAL

SPEED	Number of Vehicles						Total
	5	10	15	20	25	30	
70							
69							
68							
67							
66							
65							
64							
63							
62							
61							
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
45							
44							
43							
42							
41							
40							
39							
38							
37							
36							
35							
34							
33							
32							
31							
30							
29							
28							
27							
26							
25							
24							
23							
22							
21							
20							
19							
18							
17							
16							

Observations

Location: F Street (Covell Boulevard to Amapola Drive) Segment #: 1180.5

Survey Type: Regular Road Width: Shoulder Width:

Road Condition: Dry Wet Smooth Bumpy Holes Level Grade

Posted Speed: 30MPH Direction: Both Time: 10:10am to 10:45am

Date: Friday, May 29, 2009 Observer: M. Hagerly

Calculations Calculated By: Speed Plot

Total # of Vehicles: 100 Average Speed: 32MPH

Critical Speed: 35MPH 10MPH Pace: 27 to 36 % in Pace: 93

Collision Rate No. of Collisions (2 Years): 0.0

0 Collisions/M.V.M. Segment Length (ft.): 1100'

Average Daily Traffic: 7101

Other Information

Special Condition

Heavy use of bike lanes during certain peak hours forces some bicyclists to use the adjacent vehicle lane to pass other bikes. Unknown conditions such as car door openings and vehicles backing from driveways also may force the bicyclist into the vehicle lane. These conditions are especially prevalent in residential neighborhoods.

Recommendation

Remain at 30 MPH

Recommended By: Gary Francisco

SPEED	Number of Vehicles						Total
	5	10	15	20	25	30	
70							
69							
68							
67							
66							
65							
64							
63							
62							
61							
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
45							
44							
43							
42							
41							
40							
39							
38							
37							
36							
35							
34							
33							
32							
31							
30							
29							
28							
27							
26							
25							
24							
23							
22							
21							
20							
19							
18							
17							
16							

Observations

Location: F Street (Amapola Drive to North City Limit) Segment #: 180.6

Survey Type: Regular Road Width: Shoulder Width:

Road Condition: Dry Wet Smooth Bumpy Holes Level Grade

Posted Speed: 35MPH Direction: Both Time: 10:45am to 11:45am Observer: M. Hagerly

Date: Friday, May 29, 2009

Calculations Calculated By: Speed Plot

Total # of Vehicles: 100 Average Speed: 37MPH

Critical Speed: 42MPH 10MPH Pace: 34 to 43 % in Pace: 80

Collision Rate No. of Collisions (2 Years): 0.0

0 Collisions/M.V.M. Segment Length (ft.): 4250'

Average Daily Traffic: 4893

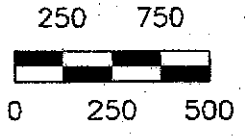
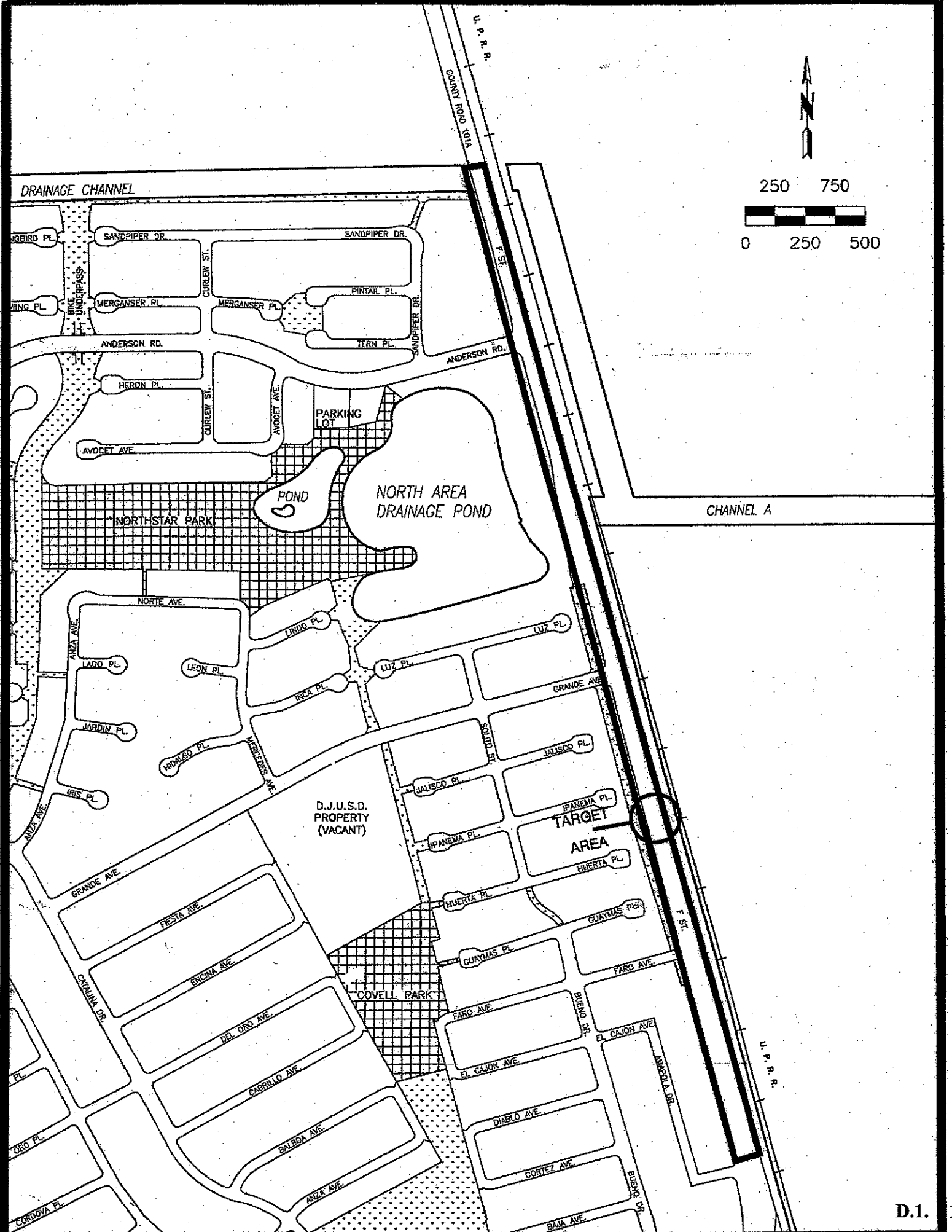
Other Information

Special Condition
 Heavy use of bike lanes during certain peak hours forces some bicyclists to use the adjacent vehicle lane to pass other bikes. Unknown conditions such as car door openings and vehicles backing from driveways also may force the bicyclist into the vehicle lane. These conditions are especially prevalent in residential neighborhoods.

Recommendation

Remain at 35 MPH.

Recommended By: Gary Francisco



DRAINAGE CHANNEL

SANDPIPER DR. SANDPIPER DR.
 MORGANER PL. MORGANER PL.
 ANDERSON RD. ANDERSON RD.
 HERON PL. PINTAIL PL.
 AVOCET AVE. TERN PL.

PARKING LOT

POND
 NORTH AREA DRAINAGE POND

NORTH-STAR PARK

CHANNEL A

D.J.U.S.D. PROPERTY (VACANT)

TARGET AREA

COVELL PARK

City of Davis - Engineering Traffic Survey

SPEED	Number of Vehicles						Total
	5	10	15	20	25	30	
70							
69							
68							
67							
66							
65							
64							
63							
62							
61							
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
45							
44							
43							
42							
41							
40							
39							
38							
37							
36							
35							
34							
33							
32							
31							
30							
29							
28							
27							
26							
25							
24							
23							
22							
21							
20							
19							
18							
17							
16							

Observations

Location: Fifth Street ("B" Street to "L" Street)

Segment #: 190.1

Survey Type: Regular

Road Width:

Shoulder Width:

Road Condition: Dry Wet Smooth Bumpy Holes Level Grade

Posted Speed: 30MPH Direction: Both

Time: 10:20am to 11:00am

Date: Monday, June 08, 2009

Observer: M. Hagerly

Calculations

Calculated By: Speed Plot

Total # of Vehicles: 102

Average Speed: 30MPH

Critical Speed: 33MPH

10MPH Pace: 26 to 35 % in Pace: 90

Collision Rate

4.6 Collisions/M.V.M.

No. of Collisions (2 Years): 32.3

Segment Length (ft.): 3175'

Average Daily Traffic: 16097

Other Information

Special Condition

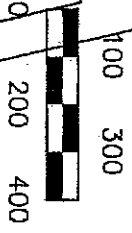
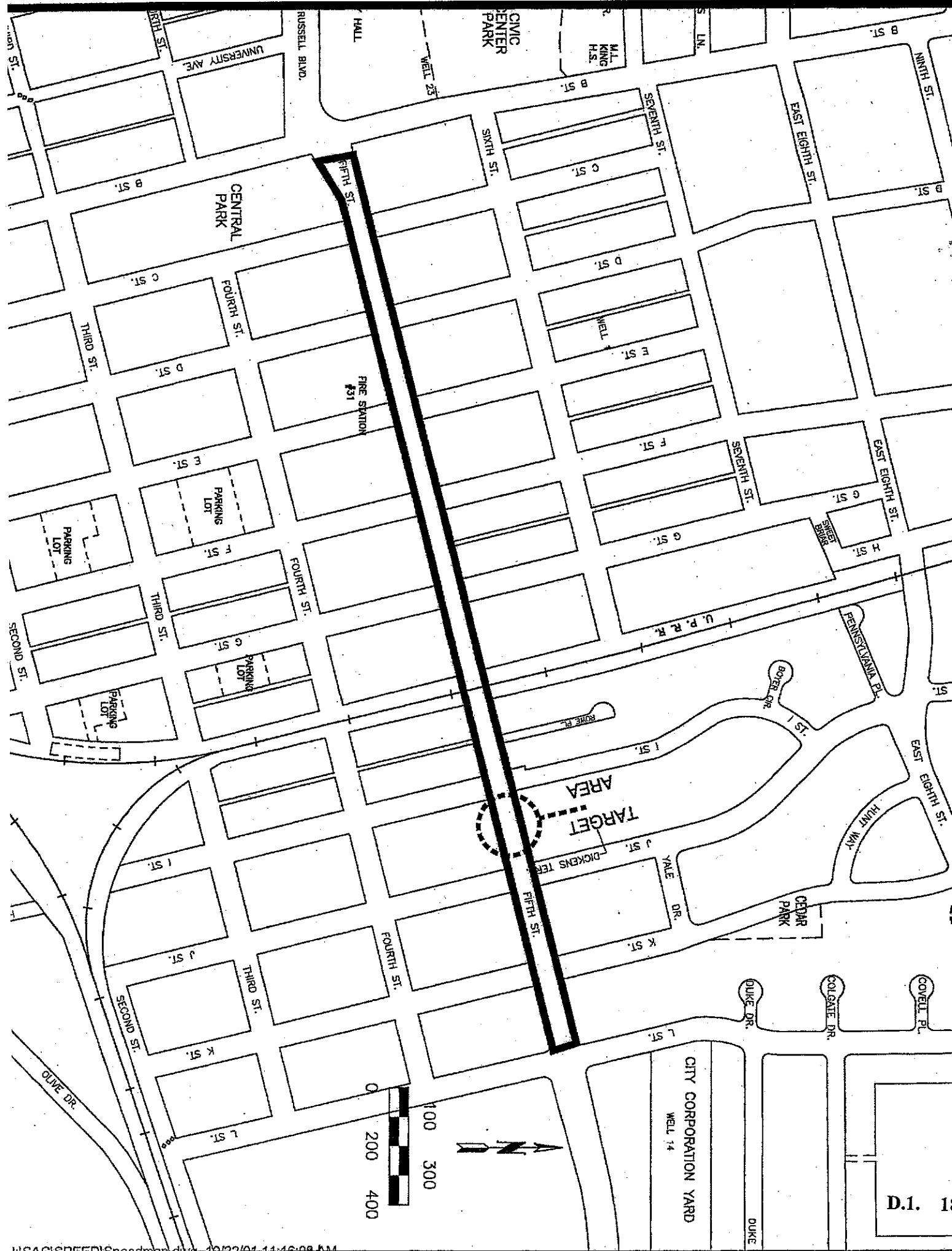
Heavy use of bike route during certain peak hours forces some bicyclists to use the adjacent vehicle lane to pass other bikes. Unknown conditions such as vehicles backing from driveways also may force the bicyclist into the vehicle lane.

Remain at 30 MPH

Recommendation

Recommended By: Gary Francisco

Segment 190.1



Observations

Location: Fourteenth Street (Oak Avenue to "F" Street) Segment #: 1210

Survey Type: Regular Road Width: _____ Shoulder Width: _____

Road Condition: Dry Wet Smooth Bumpy Holes Level Grade

Posted Speed: 25MPH Direction: Both Time: 9:15am to 10:00am

Date: Wednesday, June 10, 2009 Observer: M. Hagerly

Calculations Calculated By: Speed Plot

Total # of Vehicles: 100 Average Speed: 28MPH

Critical Speed: 32MPH 10MPH Pace: 23 to 32 % in Pace: 84

Collision Rate

0 Collisions/M.V.M.

No. of Collisions (2 Years): 0.0
Segment Length (ft.): 2550'
Average Daily Traffic: 5849

Other Information

Special Condition
Streets with bike lanes leading to schools on the street under study carry an unusual amount of younger students. This may also be reflected in a large number of crossings by elementary school-age children at other than specially marked crosswalks.

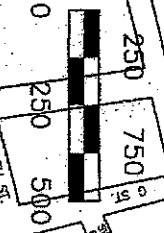
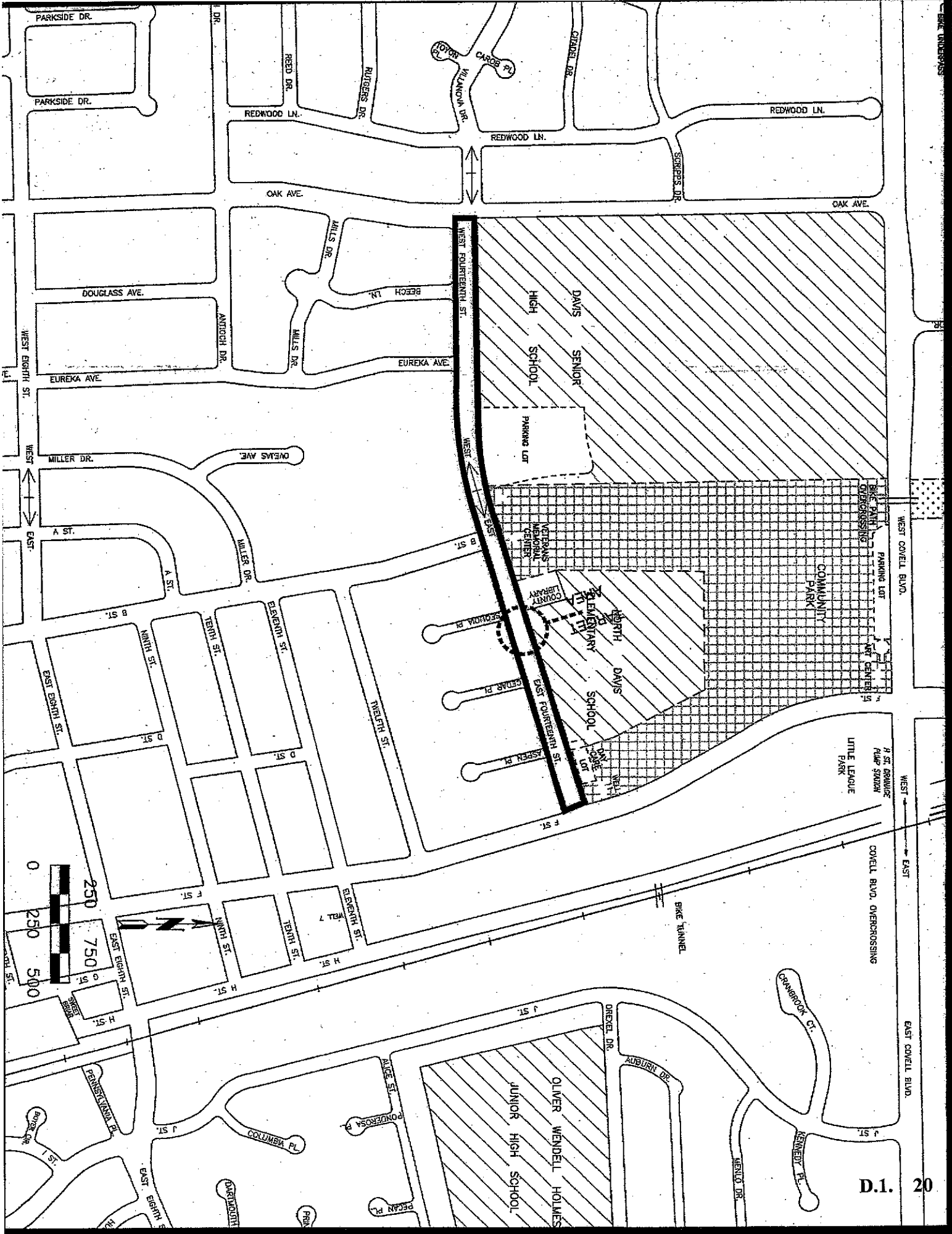
Heavy use of bike lanes during certain peak hours forces some bicyclists to use the adjacent vehicle lane to pass other bikes. Unknown condition such as car door openings and vehicles backing from driveways also may force the bicyclist into the vehicle lane. These conditions are especially prevalent in residential neighborhoods.

Remain at 25 MPH

Recommendation

Recommended By: Gary Francisco

SPEED	Number of Vehicles						Total
	5	10	15	20	25	30	
70							
69							
68							
67							
66							
65							
64							
63							
62							
61							
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
45							
44							
43							
42							
41							
40							
39							
38							
37							1
36							2
35							3
34							4
33							5
32							6
31							7
30							8
29							9
28							10
27							11
26							12
25							13
24							14
23							15
22							16
21							17
20							18
19							19
18							20
17							21
16							22



SPEED	Number of Vehicles										Total
	5	10	15	20	25	30	35				
70											
69											
68											
67											
66											
65											
64											
63											
62											
61											
60											
59											
58											
57											
56											
55											
54											
53											
52											
51											
50											
49											
48											
47											
46											
45											
44											
43											
42											
41											
40											
39											
38											
37											
36											
35											
34											
33											
32											
31											
30											
29											
28											
27											
26											
25											
24											
23											
22											
21											
20											
19											
18											
17											
16											

Observations

Location: Sycamore Lane (Covell Boulevard to Antelope Ave.) Segment #: 420.5

Survey Type: Regular Road Width: Shoulder Width:

Road Condition: Dry Wet Smooth Bumpy Holes Level Grade

Posted Speed: 25MPH Direction: Both Time: 10:40am to 11:40am Observer: M. Hagerly

Calculations Calculated By: Speed Plot

Total # of Vehicles: 89 Average Speed: 29MPH

Critical Speed: 32MPH 10MPH Pace: 23 to 32 % in Pace: 90

Collision Rate

3.1 Collisions/M.V.M.

No. of Collisions (2 Years): 2.6

Segment Length (ft.): 1330'

Average Daily Traffic: 4469

Other Information

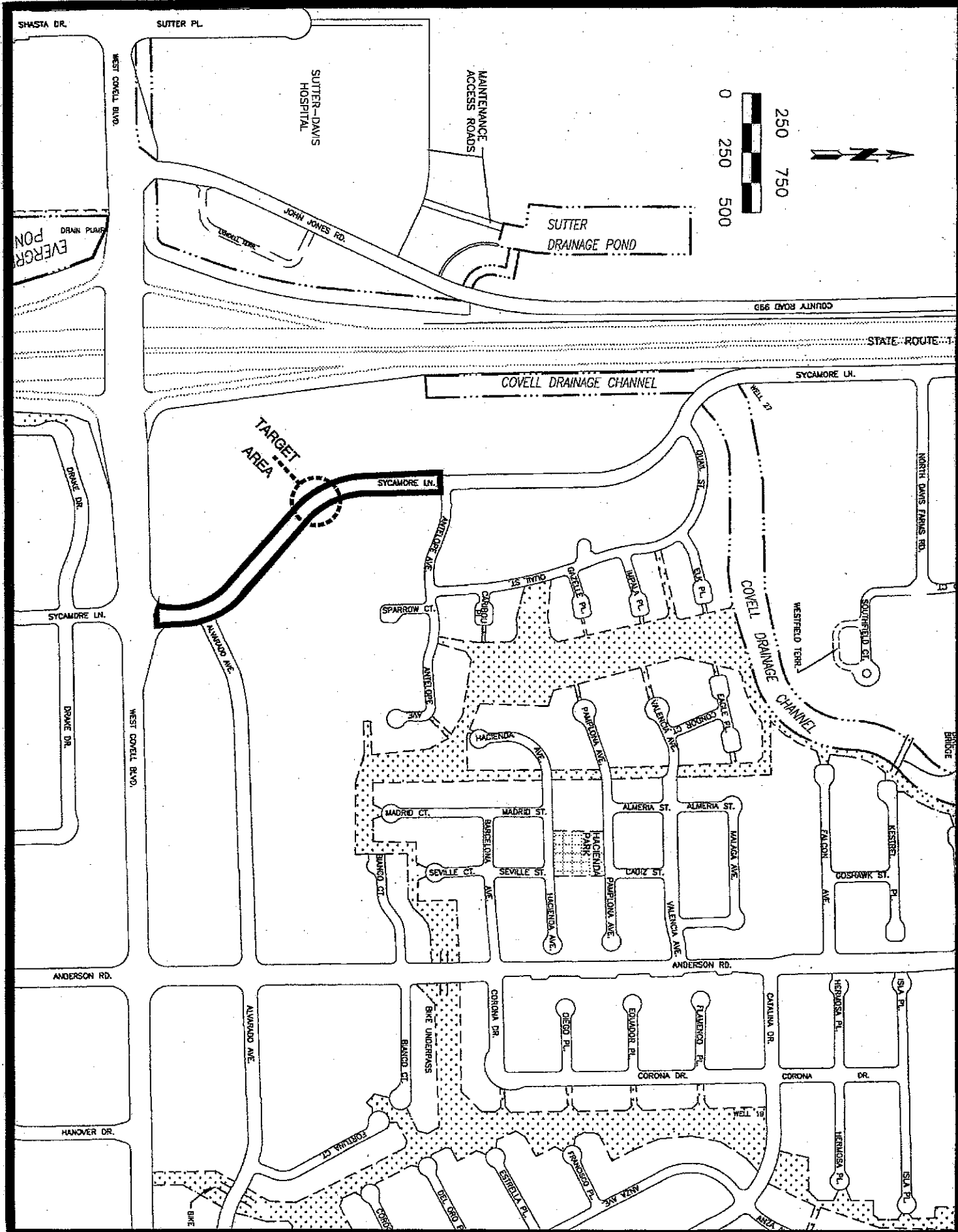
Special Condition

Heavy use of bike lanes during certain peak hours forces some bicyclists to use the adjacent vehicle lane to pass other bikes. Unknown conditions such as car door openings and vehicles backing from driveways also may force the bicyclist into the vehicle lane. These conditions are especially prevalent in residential neighborhoods.

Recommendation

Remain at 25 MPH

Recommended By: Gary Francisco



City of Davis - Engineering Traffic Survey

SPEED	Number of Vehicles						Total
	5	10	15	20	25	30	
70							
69							
68							
67							
66							
65							
64							
63							
62							
61							
60							
59							
58							
57							
56							
55							
54							
53							
52							
51							
50							
49							
48							
47							
46							
45							
44							
43							
42							
41							
40							
39							
38							
37							
36							
35							
34							
33							
32							
31							
30							
29							
28							
27							
26							
25							
24							
23							
22							
21							
20							
19							
18							
17							
16							

Observations

Location: Third Street (Railroad Tracks to L Street) Segment #: 430.2

Survey Type: Regular Road Width: _____ Shoulder Width: _____

Road Condition: Dry Wet Smooth Bumpy Holes Level Grade

Posted Speed: 25MPH Direction: Both Time: 8:40am to 9:15am

Date: Friday, May 29, 2009 Observer: M. Hagerly

Calculations

Total # of Vehicles: 99 Calculated By: Speed Plot

Critical Speed: 31MPH 10MPH Pace: 22 to 31 % in Pace: 90

Collision Rate _____ No. of Collisions (2 Years): 3.6

4.5 Collisions/M.V.M. Segment Length (ft.): 1250'

Average Daily Traffic: 4607

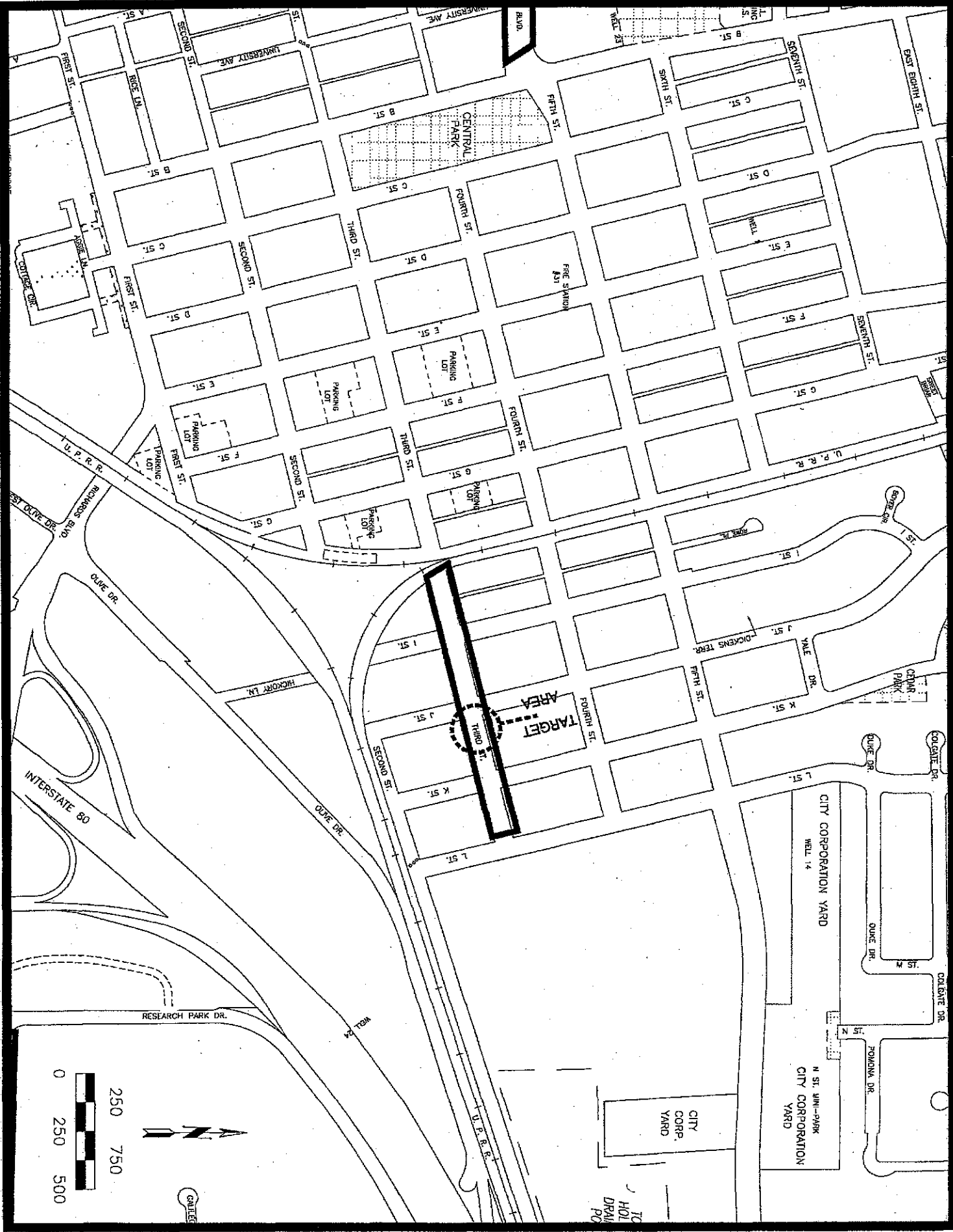
Other Information

Special Condition
Upon one side of the highway, within 0.4 km (0.25 mi), the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

Recommendation

Remain at 25 MPH

Recommended By: Gary Francisco



Staff Report**October 1, 2009****TO:** Safety and Parking Advisory Commission**FROM:** Gary Francisco, Senior Engineering Assistant**SUBJECT: Proposed Speed Limit Increase – One-Year Pilot Program****Recommendation**

Approve staff's recommendation to increase the posted speed limits for the three proposed segments, as a one-year pilot program.

Fiscal Impact

Modification of speed limit will require sign replacement. This work will be accomplished within the normal workload of the Transportation Division.

Background and Analysis

The California Vehicle Code and the California Manual on Uniform Traffic Control Devices govern the criteria for establishment of speed limits in local municipalities. Speed limits, when enforced by radar or other electronic devices, are subject to justification by an Engineering and Traffic Survey which are required every five years to justify the posted speed limits. If a street segment does not have a current E&TS, use of radar is not permitted for enforcement and if radar is used, it constitutes a "Speed Trap" and these cases will be dismissed in court. When a street segment is declared as "Speed Trap," the Police Department is not permitted to use radar which makes it very difficult to provide enforcement except for the occasional extreme speeding violations.

Recent revisions to the MUTCD have changed the standards used to establish speed limits on streets requiring an E&TS. The new standards require speed limits to be rounded to the *nearest* 5 mph of the critical speed (85th percentile) increment, with the option to reduce the speed limits an additional 5 mph where conditions not readily apparent to the drivers exist. Previously, speed limits were rounded *down* to the nearest 5 mph. As staff previously informed the Commission, as of April 2, 2009, sixty-six (66) segments have been out of compliance and therefore unenforceable by radar.

The proposed speed limit increases will allow the Police Department to resume enforcement of these street segments with the use of radar or other electronic devices.

It is often perceived that raising the posted speed limit will raise drivers' speed. However, the MUTCD provides the following guidance in establishing speed limit postings:

Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals... The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates. (California Manual on Uniform Traffic Control Devices FHWA's MUTCD 2003 Edition, 2B-10)

Additionally, in early 2006 upon SPAC's recommendation and City Council approval, the speed limit posting on Pole Line Road between Fifth Street and E. Eighth Street was raised from 25 mph to 30 mph, after a Yolo County District Judge declared it a "Speed Trap". A follow-up E&TS showed *no change* in the critical speed (34 mph) as well as a slight *decrease* in the collision rate (from 2.9 to 2.1 collisions per million vehicle miles traveled). This indicates that the increased speed limit has no effect on what the majority of drivers consider "reasonable and prudent" and driver behavior as measured by speeds does not change.

Staff recommends the speed limits on these three (3) segments that are currently out of compliance (*Table 1*) be raised as a one-year pilot program. At the end of the one-year period, these segments will be re-surveyed to evaluate the effects of the change in speed limits on the critical speeds and collision rates.

**Table 1: Engineering and Traffic Survey, Speed Zone Update
Change to Posted Speed**

Street	Location	Critical Speed	Posted Speed Limit	Proposed Speed Limit
		mph	mph	mph
Alvarado Avenue	Sycamore Lane to Anderson Road	34	25	30
Anderson Road	Covell Boulevard to Corona Drive	36	25	30
J Street	E. Eighth Street to Covell Boulevard	35	25	30

c: Assistant Police Chief, Steve Pierce

j:\pw\trn\sac.mb\stafprpt\2009\speed limit increase pilot.doc