



CITY OF LODI

COUNCIL COMMUNICATION

AGENDA TITLE: Adopt Resolution Amending Traffic Resolution Approving Speed Limit Modifications on Kettleman Lane, Stockton Street, and Turner Road

MEETING DATE: August 1, 2001

PREPARED BY: Public Works Director

RECOMMENDED ACTION: That the City Council adopt a resolution amending Traffic Resolution No. 97-148 by approving the speed limit modifications on portions of Kettleman Lane, Stockton Street, and Turner Road as shown on Exhibits A through C.

The Public Works Department recently performed Engineering and Traffic Surveys on the following fourteen streets:

- Beckman Road
- Brandywine Drive
- California Street, Lockeford Street to Turner Road
- Cluff Avenue, Lodi Avenue to Turner Road
- Eilers Lane
- Ham Lane
- Holly Drive
- Kettleman Lane
- Lockeford Street
- Loma Drive
- Rutledge Drive
- Sacramento Street, Lodi Avenue to Turner Road
- Stockton Street
- Turner Road, West City Limits to Lower Sacramento Road

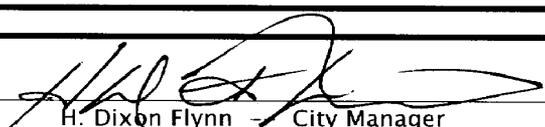
Per Section 40802(b) of the California Vehicle Code, Engineering and Traffic Surveys must be updated a minimum of every five years on "non-local" streets. "Non-local" streets are collector and arterial streets included in the Federal Aid System. Speed limits on streets where surveys are older than five years cannot be enforced using radar.

Engineering and Traffic Surveys are performed using State of California Department of Transportation (Caltrans) guidelines. The surveys include a map showing the street and physical characteristics of the roadway, such as roadway width, number of through lanes, and traffic controls. Traffic volumes, prevailing speeds, and accidents are analyzed and the results are provided in a written narrative for each street. Accident rates, determined by the number of accidents occurring within a segment of roadway along with the traffic volume, are shown in accidents-per-million-vehicle-miles (ACC/MVM). The citywide accident rate is 4.2 ACC/MVM.

Three factors should be considered when determining the speed limit most appropriate to facilitate the orderly and reasonably safe movement of traffic: prevailing speeds, unexpected conditions to drivers, and accident records. Reasonable speeds conform to the actual behavior of the majority of motorists and, by measuring motorists' speeds, one can select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five-mile-per-hour (mph) increment below the 85th percentile speed. However, engineering judgement may indicate the need to reduce the speed limit by 5 mph.

STUDY RESULTS: Of the fourteen streets surveyed, staff is recommending modifying the speed limit on the following street segments:

APPROVED:


H. Dixon Flynn - City Manager

CSPDKTLMNSTKNTRNR

07/24/01

KETTLEMAN LANE

Highway 99 to Beckman Road (North) – Since the previous survey, there have been several improvements made on this portion of Kettleman Lane, including the addition of traffic signals at the Highway 99 on- and off-ramps and the realigned intersection of north Beckman Road. A raised median and an additional travel lane were also installed in each direction making it a four-lane roadway. The 85th percentile speeds on this segment are 33 and 38 mph. The 50th percentile speeds are 27 and 33 mph. The accident rate of 5.5 in this segment is higher than the citywide average, and significantly lower than the 31.7 rate from the 1996 survey. Based on prevailing speeds, this segment could be set at either 30 or 35 mph; however, in coordinating with adjacent jurisdictions, we recommend reducing the speed limit from 40 mph to 35 mph in this segment.

Beckman Road (North) to East City Limits – Since the previous survey, the City limits have been extended east, incorporating approximately 900 additional feet of roadway. The 85th percentile speed on this segment is 49 mph. The 50th percentile speeds are 43 and 45 mph. The accident rate of 0.6 is lower than the citywide average and similar to the 0.9 rate from the 1996 survey. Based solely on the 85th percentile speeds, the speed limit on this segment could be set at 45 mph; however, since the accident rate appears to have stabilized at the existing speed limit, we recommend reducing the speed limit from 45 to 40 mph in this segment. This area is also a transition area between the 35 mph limit west of Beckman Road and the 45 mph limit east of the City limits, in the area under county jurisdiction.

STOCKTON STREET

Harney Lane to Kettleman Lane – The 85th percentile speeds in this segment are 43 and 44 mph. The 50th percentile speed is 39 mph. The accident rate of 4.0 on this segment is lower than the citywide average and slightly below the 4.4 rate from the 1996 survey. Since the 1996 survey, much development has occurred in this segment and the daily traffic volumes have increased. Based on the reduction in 85th percentile speeds and recent development, we recommend reducing the speed limit from 45 to 40 mph in this segment.

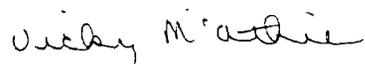
TURNER ROAD

West City Limits to Evergreen Drive – The 85th percentile speeds on this segment are 50 and 52 mph. The 50th percentile speeds are 44 and 46 mph. There have been no accidents occurring in this segment during this or the previous study. The remaining portion will be surveyed in 2003. Based on the 85th percentile speeds and lack of accidents, we recommend reducing the speed limit from 55 to 50 mph in this segment.

RECOMMENDED ACTION: Speed limit changes are recommended on the following:

<u>Street Segment</u>	<u>Existing</u>	<u>Proposed</u>
Kettleman Lane, from Highway 99 to Beckman Road (north)	40 mph	35 mph
Stockton Street, from Harney Lane to Kettleman Lane	45 mph	40 mph
Turner Road, from the West City limits to Lower Sacramento Road Evergreen Drive	55 mph	50 mph

FUNDING: Funding for the modifications to speed limit signs and pavement legends from the Street Maintenance Account at an approximate cost of \$2,000.



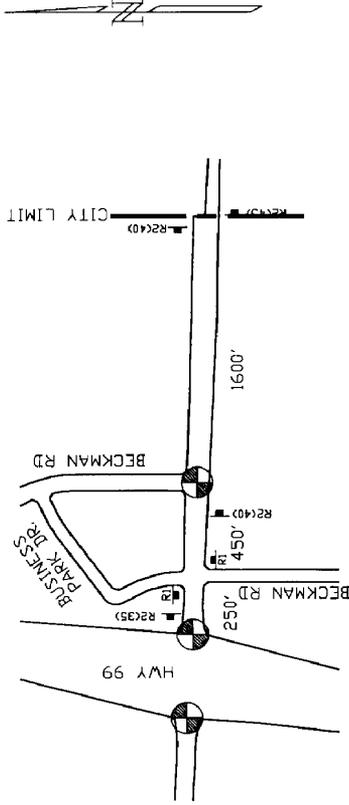
Vicky McAthie
Finance Director


Richard C. Prima, Jr.
Public Works Director

Prepared by Rick S. Kifu, Senior Engineering Technician
RCP/RSK/lm
Attachments

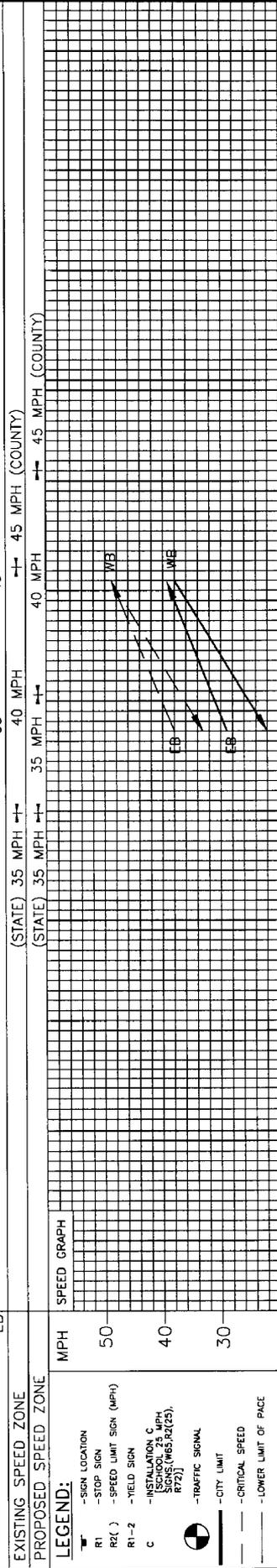
- cc: City Attorney
- Police Chief
- City Engineer
- Street Superintendent
- Associate Traffic Engineer
- Police Officer - Rafiq
- Police Sergeant Grenko

**ENGINEERING
AND TRAFFIC SURVEY**
SEE NARRATIVE FOR
BACKGROUND INFORMATION



KETTLEMAN LANE

SPEED TABLE	
ROADWAY WIDTH	85' - 25'
NO. OF LANES	4
MEDIAN (TYPE)	RAISED CONC
TRAFFIC SIGNAL DATA	3ØACT
AVERAGE DAILY TRAFFIC	13,085
OBS. SPEED--CRITICAL .85th% WB	33
EB	49
--PACE(%)	38
WB	22-32(63)
EB	38-48(68)
WB	29-39(64)
WB	27
--MEDIAN .50th% WB	33
EB	45
EXISTING SPEED ZONE	(STATE) 35 MPH
PROPOSED SPEED ZONE	40 MPH
	(STATE) 35 MPH
	35 MPH
	40 MPH
	45 MPH (COUNTY)



SPEED ZONE REPORT - Kettleman Lane

- REFERENCE - Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802 (b) of the California Vehicle Code. These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.
- STUDY CRITERIA - Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are:

Prevailing Speeds (85th Percentile Speeds) - Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of five miles per hour.

Unexpected Conditions - When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile condition, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

Accidents - Accident records of the two most recent years were considered in determining the speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM). The accident rate ranged from 0.6 to 5.5 ACC/MVM. The average Citywide accident rate is 4.2 ACC/MVM.

- STUDY RESULTS
Two radar surveys were performed and the 85th percentile speeds ranged from 33 to 49 mph as shown below:

<u>Street Segment</u>	<u>Eastbound</u>	<u>Westbound</u>
Highway 99 to Beckman Road (north)	38 mph	33 mph
Beckman Road (north) to East City Limits	49 mph	49 mph

Highway 99 to Beckman Road (north)

The 85th percentile speeds on this segment are 33 and 38 mph and the 50th percentile speeds are 27 and 33 mph. The accident rate of 5.5 in this segment is higher than the Citywide average, and significantly lower than the 31.7 rate from the 1996 survey. The reason for the reduction of accidents in this area is likely due to the median and traffic signal installed since the 1996 survey. Based on prevailing speeds this segment could be set at either 30 or 35 mph; however, in coordinating with adjacent jurisdictions (Caltrans jurisdiction west of Highway 99), we recommend reducing the speed limit from 40 mph to 35 mph in this segment.

Beckman Road (north) to East City Limits

The 85th percentile speed on this segment is 49 mph. The 50th percentile speeds are 43 and 45 mph. The accident rate of 0.6 is lower than the Citywide average and basically unchanged from the 0.9 rate from the 1996 survey. Based solely on the 85th percentile speeds, the speed limit on this segment could be set at 45 mph; however, since the accident rate appears to have stabilized at the existing speed limit, we recommend retaining the 40 mph speed limit in this segment and extending this speed limit to the new east city limits. This area is also a transition area between the 35 mph limit west of Beckman Road and the 45 mph limit east of the city limits, which is under the county's jurisdiction.

◦ CONCLUSION

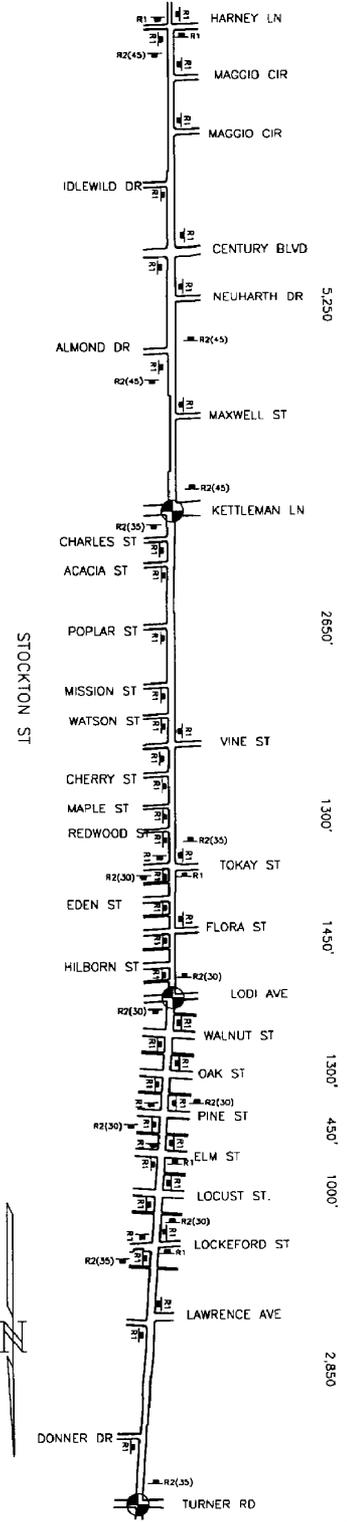
The recommended speed limits are shown below:

<u>STREET SEGMENT</u>	<u>POSTED SPEED LIMIT</u>
Highway 99 to Beckman Road	40 mph to 35 mph
Beckman Road to New East City Limits	40 mph (no change)

F. Wally Sandelin
City Engineer

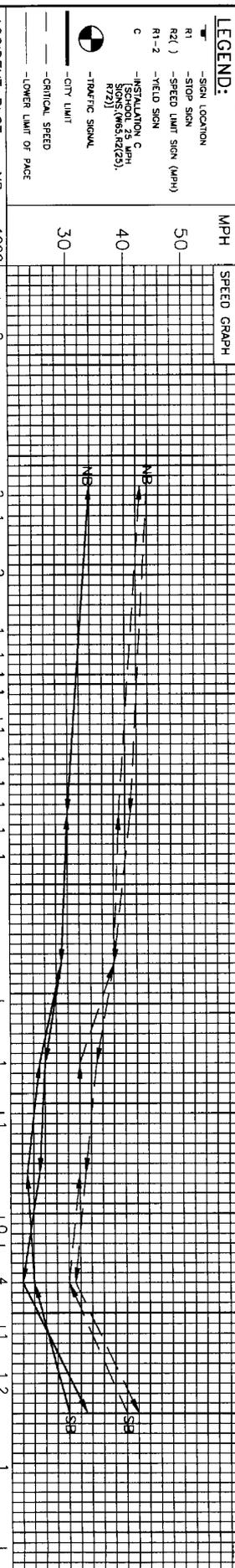
**ENGINEERING
AND TRAFFIC SURVEY**

SEE NARRATIVE FOR
BACKGROUND INFORMATION



ROADWAY WIDTH	NO. OF LANES	MEDIAN (TYPE)	TRAFFIC SIGNAL DATA	AVERAGE DAILY TRAFFIC	OBS. SPEED - CRITICAL, 85th% SB
42'	2	NONE	2+2way Lt	6,540	43
64'	2	NONE	2+2way Lt	9,580	44
44'	2	NONE	2+2way Lt	7,290	39
62'	2	NONE	2+2way Lt	5,420	41
40' - 64'	2	NONE	2+2way Lt	5,590	38
50'	2	NONE	2+2way Lt	5,010	32
40'	2	NONE	2+2way Lt	3,270	31
64'	2	NONE	2+2way Lt	3,270	30

EXISTING SPEED ZONE	PROPOSED SPEED ZONE	MPH
45 MPH	40 MPH	45 MPH
35 MPH	35 MPH	35 MPH
30 MPH	30 MPH	30 MPH
35 MPH	35 MPH	35 MPH



ACCIDENT PLOT	YR.	1999
ACCIDENT RATE - ACC./MILL. VEH.-MI.		4.0

DR. EKB/RSK	No. Date	Revision	Appr. Approved By	City Engineer rcd. No. 39895	Date
DATE: AUGUST 2001					



CITY OF LODI
PUBLIC WORKS DEPARTMENT

STOCKTON ST

SPEED ZONE SURVEY

SPEED ZONE REPORT - Stockton Street

- REFERENCE - Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802 (b) of the California Vehicle Code. These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.
- STUDY CRITERIA - Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are:

Prevailing Speeds (85th Percentile Speeds) - Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five mile per hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of five miles per hour.

Unexpected Conditions - When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile condition, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

Accidents - Accident records of the two most recent years were considered in determining the speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents per million vehicle miles (ACC/MVM). The accident rate ranged from 0.0 to 8.7 ACC/MVM. The average Citywide accident rate is 4.2 ACC/MVM.

- STUDY RESULTS
Fourteen radar surveys were performed and the 85th percentile speeds ranged from 30 to 44 mph as shown below:

<u>Street Segment</u>	<u>Northbound</u>	<u>Southbound</u>
Harney Lane to Kettleman Lane	44 mph	43 mph
Kettleman Lane to Tokay Street	38-41 mph	39-39 mph
Tokay Street to Lodi Avenue	35 mph	32 mph
Lodi Avenue to Pine Street	33 mph	32 mph
Pine Street to Lockeford Street	30 mph	31 mph
Lockeford Street to Turner Road	42 mph	40 mph

Harney Lane to Kettleman Lane

The 85th percentile speeds in this segment are 43 and 44 mph. The 50th percentile speed is 39 mph. The accident rate of 4.0 on this segment is lower than the Citywide average and slightly below the 4.4 rate from the 1996 survey. Since the 1996 survey, much development has occurred in this segment and the daily traffic volumes have increased. Based on the reduction in 85th percentile speeds, we recommend reducing the speed limit in this segment to 40 mph.

Kettleman Lane to Tokay Street

The 85th percentile speeds in this segment range from 39 to 41 mph. The 50th percentile speeds range from 34 to 36 mph. The accident rate of 3.4 on this segment is lower than the Citywide average and below the 5.4 rate from the 1996 survey. Based on the 85th percentile speeds and continuing low accident rate, we recommend retaining the 35 mph speed limit in this segment.

Tokay Street to Lodi Avenue

The 85th percentile speeds on this segment are 32 and 35 mph. The 50th percentile speed is 30 mph. The accident rate of 1.4 on this segment is lower than the Citywide average and above 0.5 rate from the 1996 survey. Based on 85th percentile speeds and continuing low accident rate, we recommend retaining the 30 mph speed limit in this segment.

Lodi Avenue to Pine Street

The 85th percentile speeds on this segment are 32 and 33 mph. The 50th percentile speed is 27 mph. The accident rate of 2.1 on this segment is lower than the Citywide average and below the 4.0 rate from the 1996 survey. Based on the 85th percentile speeds and continuing low accident rate, we recommend retaining the 30 mph speed limit in this segment.

Pine Street to Lockeford Street

The 85th percentile speeds on this segment are 30 and 31 mph. The 50th percentile speeds are 28 and 29 mph. The accident rate of 8.7 on this segment is higher than the Citywide average and below the 9.5 rate from the 1996 survey. Based on the 85th percentile speeds and reduced accident rate, we recommend retaining the 30 mph speed limit in this segment.

Lockeford Street to Turner Road

The 85th percentile speeds on this segment are 40 and 42 mph. The 50th percentile speeds are 36 and 37 mph. The accident rate of 4.7 in this segment is higher than the Citywide average and above the 3.6 rate from the 1996 survey. Based solely on the 85th percentile speeds, the speed limit could be set at 40 mph; however, due to the increased accident rate, we recommend retaining the 35 mph speed limit in this segment.

SPEED ZONE REPORT - Stockton Street

Page 3

◦ CONCLUSION

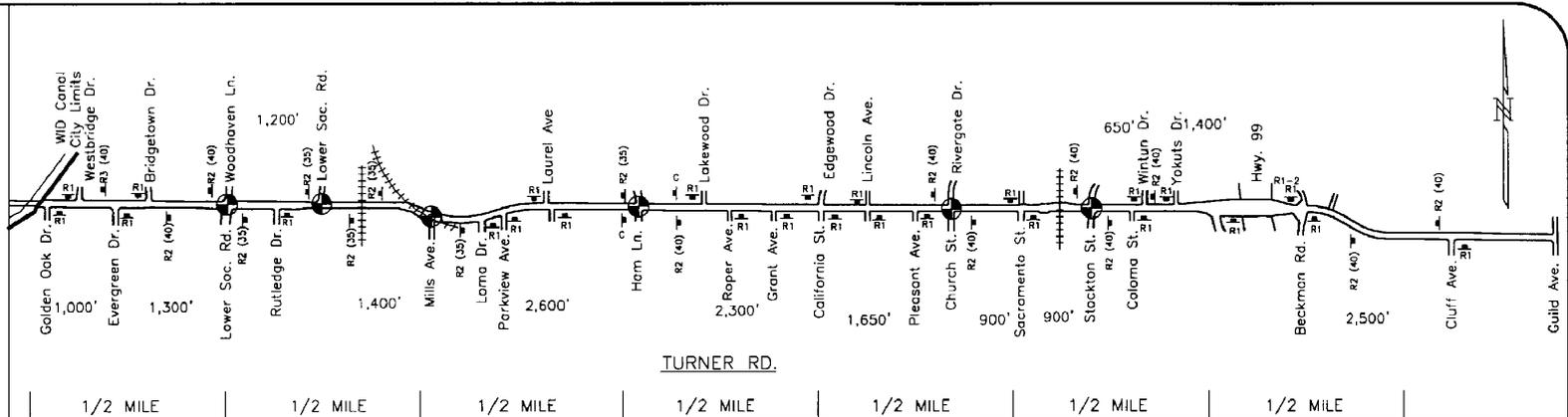
The recommended speed limits are shown below:

<u>STREET SEGMENT</u>	<u>POSTED SPEED LIMIT</u>
Harney Lane to Kettleman Lane	45 mph to 40 mph
Kettleman Lane to Tokay Street	35 mph (no change)
Tokay Street to Lodi Avenue	30 mph (no change)
Lodi Avenue to Pine Street	30 mph (no change)
Pine Street to Lockeford Street	30 mph (no change)
Lockeford Street to Turner Road	35 mph (no change)

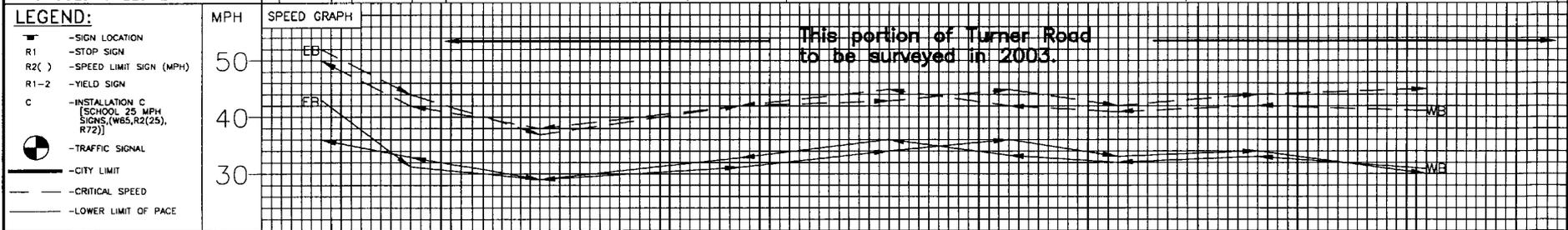
F. Wally Sandelin
City Engineer

**ENGINEERING
AND TRAFFIC SURVEY**

SEE NARRATIVE FOR
BACKGROUND INFORMATION



SPEED TABLE		1/2 MILE		1/2 MILE		1/2 MILE		1/2 MILE		1/2 MILE		1/2 MILE	
ROADWAY WIDTH		74'				60'-64' (Varies)							
NO. OF LANES		3				4				2			
MEDIAN (TYPE)		NONE											
TRAFFIC SIGNAL DATA		80Act		60Act		20Act		60Act		60Act		60Act	
AVERAGE DAILY TRAFFIC		5,705	8,050	9,950	17,490	17,240	14,300	(14,400)	14,500	12,650	12,490	(7,870)	3,250
OBS. SPEED-CRITICAL, 85th% WB		50	42	38	42	42	45	42	41	42	42	41	41
	EB	52	44	37	42	43	45	42	43	43	45	45	45
-PACE(%)	WB	36-46(63)	33-43(73)	29-39(79)	33-43(76)	36-46(82)	33-43(76)	32-42(78)	33-43(75)	31-41(71)	31-41(71)	31-41(71)	31-41(71)
	EB	43-53(56)	31-41(61)	29-39(83)	31-41(80)	34-44(76)	36-46(75)	33-43(71)	34-43(68)	30-40(60)	30-40(60)	30-40(60)	30-40(60)
-MEDIAN, 50th% WB		44	37	33	37	40	38	37	38	38	36	36	36
	EB	46	37	33	37	43	40	38	39	38	38	38	38
EXISTING SPEED ZONE		55 mph	40 mph	35 mph				40 mph					
PROPOSED SPEED ZONE		50 mph	40 mph	35 mph				40 mph					



ACCIDENT PLOT	YR: 1999	0	0	1	1	3	4	4	6	6	6	5	5
	YR: 2000	0	0	0	1	5	6	6	6	6	6	5	5
ACCIDENT RATE-ACC./MILL. VEH.-MI.		0.0	0.7	1.8	0.6	2.3	3.5	3.5	4.0	4.0	3.0	3.0	3.0

DR: EKB/RSK	No.	Date	Revision	Appr	Approved By	<p>CITY OF LODI PUBLIC WORKS DEPARTMENT</p>	<p>TURNER RD. W. City Limits to Lower Sac Rd.</p>	<p>SPEED ZONE SURVEY</p>
CH:					Date			
DATE: AUGUST 2001								

EXHIBIT C

August 2001

SPEED ZONE REPORT - Turner Road, West City Limits to Lower Sacramento Road

- REFERENCE - Speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802 (b) of the California Vehicle Code. These guidelines are outlined in Chapter 8 of the Caltrans Traffic Manual.
- STUDY CRITERIA - Important factors to consider in determining the speed limit which is most appropriate to facilitate the orderly movement of traffic and that is reasonably safe are:

Prevailing Speeds (85th Percentile Speeds) - Reasonable speed limits conform to the actual behavior of the majority of motorists, and by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Speed limits should normally be established at the first five-mile-per-hour increment below the 85th percentile speed. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further reduction of five miles per hour.

Unexpected Conditions - When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, speed limits below the 85th percentile are warranted. The following factors were considered: roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile condition, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

Accidents - Accident records of the two most recent years were considered in determining the speed zones. Accidents on segments of roadways are classified by their accident rate. Accident rates are determined by the number of accidents occurring within a segment of roadway and the traffic volume within that segment. Accident rates are shown in accidents-per-million-vehicle-miles (ACC/MVM). The accident rates on this segment are 0.0 and 0.7 ACC/MVM. The average citywide accident rate is 4.2 ACC/MVM.

- STUDY RESULTS
Two radar surveys were performed and the 85th percentile speeds ranged from 42 to 52 mph as shown below:

<u>Street Segment</u>	<u>Westbound</u>	<u>Eastbound</u>
West City limits to Evergreen Drive	50 mph	52 mph
Evergreen Drive to Lower Sacramento Road	42 mph	44 mph

West City Limits to Evergreen Drive

The 85th percentile speeds on this segment are 50 and 52 mph. The 50th percentile speeds are 44 and 46 mph. There have been no accidents within this segment during the two-year survey period. Based on recent prevailing speeds and low accident rate, we recommend reducing the speed limit from 55 to 50 in this segment.

Evergreen Drive to Lower Sacramento Road

The 85th percentile speeds on this segment are 42 and 44 mph. The 50th percentile speed is 37 mph. The accident rate of 0.7 on this segment is lower than the Citywide average and slightly above the 0.0 rate from the 1998 survey. Based on 85th percentile speeds and continuing low accident rate, we recommend retaining the 40 mph speed limit in this segment.

◦ CONCLUSION

The recommended speed limits are shown below:

STREET SEGMENT

West City limits to Evergreen Drive

Evergreen Drive to Lower Sacramento Road

POSTED SPEED LIMIT

55 to 50 mph

40 mph (no change)

F. Wally Sandelin
City Engineer

RESOLUTION NO. 2001-191

A RESOLUTION OF THE LODI CITY COUNCIL APPROVING
SPEED LIMIT MODIFICATIONS ON PORTIONS OF
KETTLEMAN LANE, STOCKTON STREET, AND
TURNER ROAD, AND THEREBY AMENDING
TRAFFIC RESOLUTION NO. 97-148

=====

WHEREAS, speed zone surveys are performed in the City of Lodi following State of California Department of Transportation (Caltrans) guidelines in accordance with Section 40802(b) of the California Vehicle Code, which are outlined in Chapter 8 of the Caltrans Traffic Manual; and

WHEREAS, per §40802(b) of the California Vehicle Code, Engineering and Traffic Surveys must be updated a minimum of every five years on "non-local" streets. "Non-local" streets are collector and arterial streets included in the Federal Aid System, and speed limits on streets where surveys are older than five years cannot be enforced using radar; and

WHEREAS, the Public Works Department recently performed Engineering and Traffic Surveys on the following fourteen streets:

- Beckman Road
- Brandywine Drive
- California Street, Lockeford Street to Turner Road
- Cluff Avenue, Lodi Avenue to Turner Road
- Eilers Lane
- Ham Lane
- Holly Drive
- Kettleman Lane
- Lockeford Street
- Loma Drive
- Rutledge Drive
- Sacramento Street, Lodi Avenue to Turner Road
- Stockton Street
- Turner Road, West City Limits to Evergreen Drive

WHEREAS, of the fourteen streets surveyed, staff recommends modifying the speed limit on the following street segments:

<u>Street Segment</u>	<u>Existing</u>	<u>Proposed</u>
Kettleman Lane, from Highway 99 to Beckman Road (north)	40 mph	35 mph (See Exhibit A attached)
Stockton Street, from Harney Lane to Kettleman Lane	45 mph	40 mph (See Exhibit B attached)
Turner Rd., from the West City Limits to Evergreen Drive	55 mph	50 mph (See Exhibit C attached)

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Lodi does hereby approve the speed limit modifications on the Street Segments as recommended above; and

BE IT FURTHER RESOLVED, that the City of Lodi Traffic Resolution No. 97-148, Section 7 "Speed Limits," is hereby amended by designating speed limit modifications as recommended above.

Dated: August 1, 2001

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I hereby certify that Resolution No. 2001-191 was passed and adopted by the City Council of the City of Lodi in a regular meeting held August 1, 2001, by the following vote:

- AYES: COUNCIL MEMBERS – Hitchcock, Howard, Land, Pennino and Mayor Nakanishi
- NOES: COUNCIL MEMBERS – None
- ABSENT: COUNCIL MEMBERS – None
- ABSTAIN: COUNCIL MEMBERS – None



SUSAN J. BLACKSTON
City Clerk

