



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: James R. Helmer

**SUBJECT: RESOLUTION ESTABLISHING
SPEED LIMITS**

DATE: 01-24-07

Approved

Date

1/31/07

COUNCIL DISTRICT: 4, 5, 7, 9, 10

RECOMMENDATION

Repeal resolution 72968 related to the establishment of speed limits in the City of San José, and adopt a resolution to:

- A. Re-establish speed limits with changes to the following roadways within the City of San José:
1. East Hills Drive, between Gunn Court and Mahoney Avenue, from 30 MPH to 25 MPH
 2. Fleming Avenue, between Story Road and South City Limit, from 30 MPH to 25 MPH
 3. Lewis Road, between Monterey Highway and Senter Road, from 35 MPH to 30 MPH
 4. Ringwood Avenue, between Murphy Avenue and McKay Drive, from 40 MPH to 35 MPH
 5. Tasman Drive, between North First Street and Guadalupe River, from 40 MPH to 35 MPH
 6. Trimble Road, between Montague Expressway and Central Expressway, from 50 MPH to 45 MPH
- B. Establish speed limits on the following roadways within the City of San José:
1. Camden Avenue, between Montalban Drive and Montego Drive (E), 40 MPH
 2. Harwood Road, between Little Branham Lane and Blossom Hill Road, 25 MPH

OUTCOME

This action will establish appropriate speed limits for the specific locations identified in this memorandum.

BACKGROUND

There are approximately 500 roadway segments in the City that currently require engineering and traffic surveys. These surveys need to be performed for the following reasons:

- Engineering and traffic surveys must be conducted in order to adjust or establish speed limits as set forth in the California Vehicle Code (CVC) Section 22357 (increase of local limits) or Section 22358 (decrease of local limits). Generally, the CVC sets a maximum speed limit of 65 mph. The CVC authorizes the City to lower the 65 mph maximum speed limit or raise the prima facie 25 mph residential speed limit to one that is justified by an engineering and traffic survey.
- Engineering and traffic surveys must be conducted in order to use radar to enforce speed limits. The CVC requires the posted speed limits on streets that are subject to radar enforcement to be justified by surveys conducted every five (5), seven (7) or ten (10) years depending upon changes in traffic characteristics, land use or density of development. Surveys can be conducted more frequently if justified due to changes in land use or traffic conditions.

On November 15, 2005, the City Council adopted Resolution 72968 that updated speed limits on all surveyed streets in the City. Subsequent to this, the streets identified within this memorandum were either re-surveyed or surveyed for the first time, to provide for radar enforcement.

ANALYSIS

The CVC states that no person shall drive at a speed greater than is reasonable or prudent. The City follows California Department of Transportation (Caltrans) guidelines for setting speed limits, which presumes that the majority of drivers comply with this law. Caltrans guidelines require speed limits to be established in 5 mph increments, close to the 85th percentile speed of free-flowing traffic. The 85th percentile speed is defined as the speed at or below which 85 percent of the traffic is moving. In California, the speed limit is generally set at the closest 5mph increment below the 85th percentile.

Setting speed limits in such a manner provides law enforcement officers with a means of providing enforcement for drivers who will not conform to what the majority of drivers consider reasonable and prudent. Further studies have shown that establishing a speed limit significantly less than the 85th percentile speed generally has very little effect on reducing the speed of motorists and results in high percentages of drivers driving at speeds well beyond the posted speed limit.

The proposed speed limits for the streets identified in Attachment A are based upon an evaluation of the number and speed of vehicles, adjacent land uses, pedestrian volumes, crash

rates, roadway configuration, horizontal and vertical roadway alignment, and continuity with the existing roadway network.

POLICY ALTERNATIVES

Not applicable.

PUBLIC OUTREACH/INTEREST

- Criteria 1:** Requires Council action on the use of public funds equal to \$1 million or greater; **(Required: Website Posting)**
- Criteria 2:** Adoption of a new or revised policy that may have implications for public health, safety, quality of life, or financial/economic vitality of the City. **(Required: E-mail and Website Posting)**
- Criteria 3:** Consideration of proposed changes to service delivery, programs, staffing that may have impacts to community services and have been identified by staff, Council or a Community group that requires special outreach. **(Required: E-mail, Website Posting, Community Meetings, Notice in appropriate newspapers)**

While this action does not meet the \$1 million threshold in Criteria 1, this memorandum will be posted on the City's website for the February 13, 2007 Council agenda. Also, the council offices have been informed of the speed limit changes of the streets in their respective council districts.

COORDINATION

This memorandum has been coordinated with the City Attorney's Office, the City Manager's Budget Office, and the Police Department.

FISCAL/POLICY ALIGNMENT

Not applicable.

COST SUMMARY/IMPLICATIONS

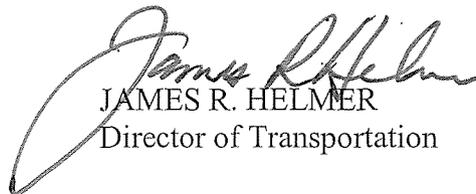
Installation of new speed limit signs and markings, and modifications to existing traffic controls, will incur a one-time cost of approximately \$1,600 and will be absorbed within the department's existing budget.

BUDGET REFERENCE

Fund #	Appn #	Appn. Name	Total Appn	Cost	Adopted Budget Page	Last Budget Action (Date, Ord. No.)
001	0512	Non-Personal/Equipment – Department of Transportation	\$12,938,680	\$1,600	N/A	10/17/06 Ord. No. 27888

CEQA

Exempt, File No. PP05-030


JAMES R. HELMER
Director of Transportation

For questions please contact Laura Wells, Division Manager, at 975-3725.

Attachment

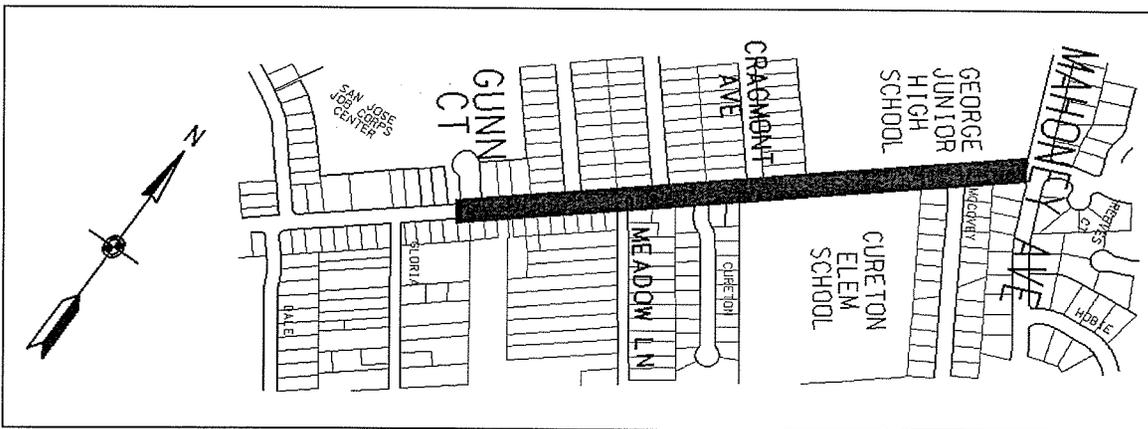
A1. East Hills Drive, between Gunn Court and Mahoney Avenue, from 30 MPH to 25 MPH

East Hills Drive is a neighborhood collector that runs in the east-west direction. The roadway is approximately 0.4 mile long and has one lane of traffic in each direction with double yellow centerlines, without left turn lanes. The roadway carries an average of 2,100 vehicles per day.

East Hills Drive is primarily a residential area. Joseph George Middle and Horace Cureton Elementary schools are in the vicinity, which generate high pedestrian traffic. Thirty percent of the roadside is undeveloped. The roadway is controlled by all-way stops at Meadow Lane, Mahoney Avenue, and Cragmont Avenue.

In July 2006, East Hills Drive, between Gunn Court and Mahoney Avenue, was resurveyed to establish a radar enforceable speed limit. Following are the Engineering and Traffic Survey data and a map of the area.

Mean Speed (MPH)	85 th Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per million vehicle mile)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
25.0	29.4	19-28	73	3.37	30	25



East Hills Drive

Based on the above information, the proposed speed limit of 25 MPH is an appropriate and reasonable speed limit to facilitate the orderly movement of traffic and to allow for radar enforcement on this section of East Hills Drive.

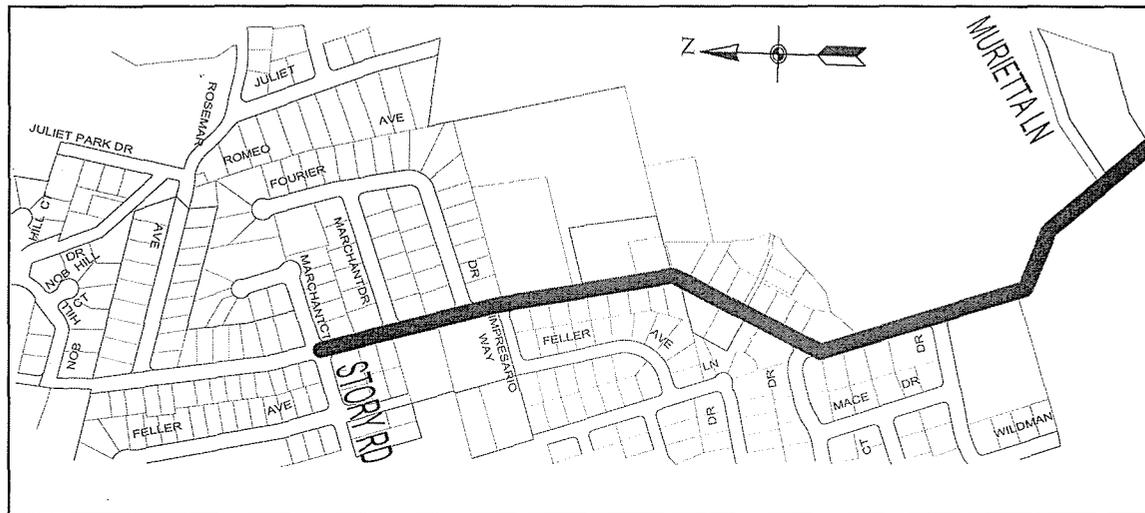
A2. Fleming Avenue, between Story Road and South City Limit, from 30 MPH to 25 MPH

Fleming Avenue is a local street that runs in the north-south direction. The roadway is approximately 0.7 mile long and has one lane of traffic in each direction with no centerline striping. The roadway carries an average of 1,140 vehicles per day.

Fleming Avenue provides access primarily to residential properties with front-on single family homes, and agricultural uses at the southern end. There are four horizontal curvatures along this section of Fleming Avenue that are posted with an advisory speed limit of 20 mph. Approximately two-thirds of the surveyed section has no sidewalk. Traffic is controlled by all-way stops at Story Road.

In July 2006, Fleming Avenue, between Story Road and South City Limit, was resurveyed to establish a radar enforceable speed limit. Following are the Engineering and Traffic Survey data and a map of the area.

Mean Speed (MPH)	85 th Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per million vehicle mile)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
24.4	27	19-28	90	2.47	30	25



Fleming Avenue

Based on the above information, the proposed speed limit of 25 MPH is an appropriate and reasonable speed limit to facilitate the orderly movement of traffic and to allow for radar enforcement on this section of Fleming Avenue.

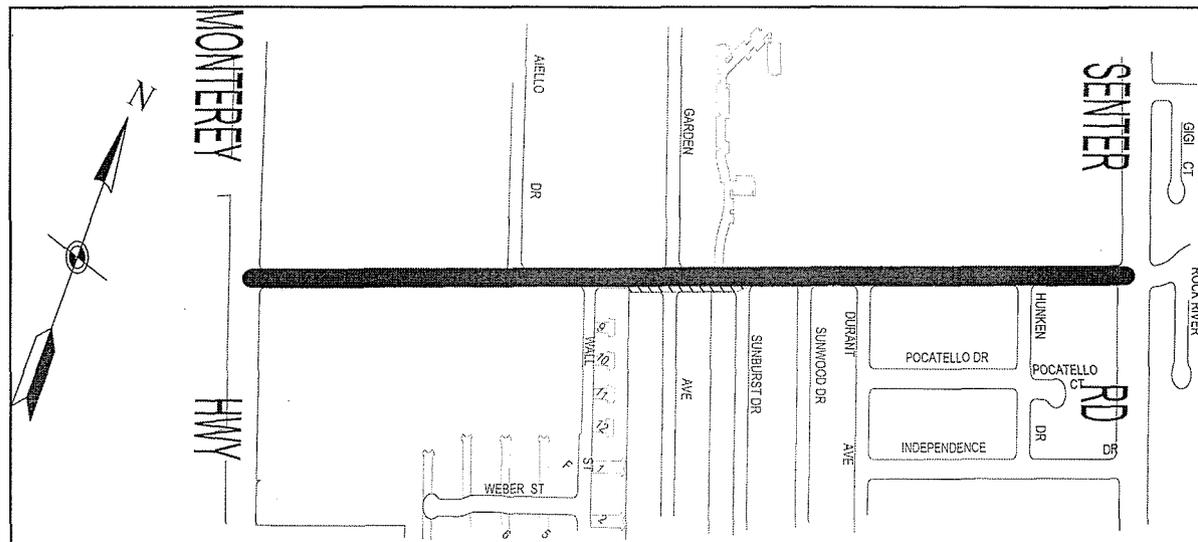
A3. Lewis Road, between Monterey Highway and Senter Road, from 35 MPH to 30 MPH

Lewis Road is a neighborhood collector that runs in the east-west direction. The roadway is approximately 0.8 mile long and has one lane of traffic in each direction with double yellow centerlines, without left turn lanes. The roadway carries an average of 7,250 vehicles per day.

Lewis Road has a mixed land use with light industrial in the west, high density residential in the center and east, and commercial in the northeast. The road widens between Sunburst Drive and Wall Street. There are unimproved frontages on the north side at Monterey Highway and on the south side between Wall Street and Sunburst Drive. Traffic is controlled by all-way stops at Garden Avenue.

In August 2006, Lewis Road, between Monterey Highway and Senter Road, was resurveyed to establish a radar enforceable speed limit. Many of the crashes that occurred over the past survey period involved vehicles failing to stop at an all-way stop controlled intersection or that were speeding. Red curb has been installed on the approaches to the stop controlled intersection to enhance visibility. Reducing the speed limit should also help to minimize the incidence and severity of future crashes. Following are the Engineering and Traffic Survey data and a map of the area.

Mean Speed (MPH)	85 th Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per million vehicle mile)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
30.4	33.5	26-35	86	7.30	35	30



Lewis Road

Based on the above information, the proposed speed limit of 30 MPH should help to reduce the incidence and severity of crashes and is an appropriate and reasonable speed limit to facilitate the orderly movement of traffic and to allow for radar enforcement on this section of Lewis Road.

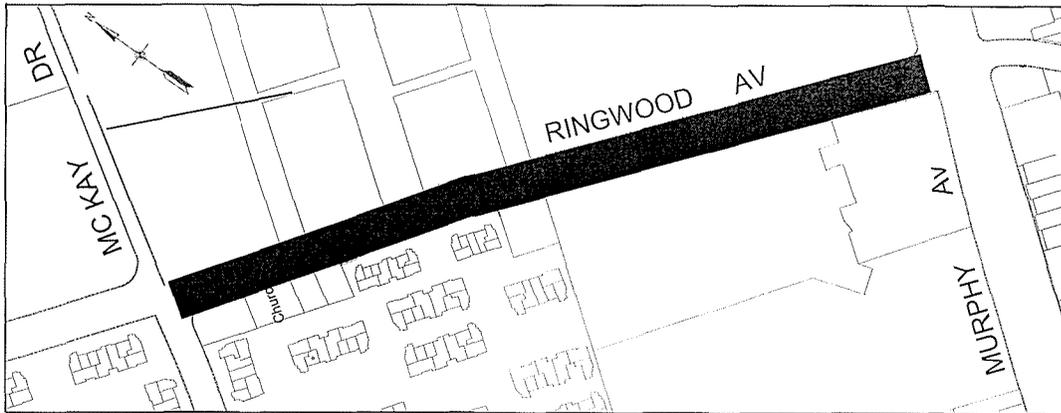
A4. Ringwood Avenue, between Murphy Avenue and McKay Drive, from 40 MPH to 35 MPH

Ringwood Avenue is a neighborhood collector that runs in the north-south direction. The roadway is approximately 0.3 mile long and has one lane of traffic in each direction with a two way left turn lane and double yellow centerlines, with left turn lanes. The roadway carries an average of 6,000 vehicles per day.

Ringwood Avenue is primarily zoned as medium and high-density housing. A small segment on the east side is zoned as industrial park. The southeast corner of Ringwood Avenue and McKay Drive is being developed into medium density housing. The roadway is controlled by traffic signals at McKay Drive and at Murphy Avenue.

In August 2006, Ringwood Avenue, between Murphy Avenue and McKay Drive, was resurveyed to establish a radar enforceable speed limit. Many of the crashes that occurred over the past survey period involved vehicles running red lights or entering the roadway from the curb and driveways. Reducing the speed limit should help to minimize the incidence and severity of future crashes. Following are the Engineering and Traffic Survey data and a map of the area.

Mean Speed (MPH)	85 th Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per million vehicle mile)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
33.4	37.2	30-39	75	6.76	40	35



Ringwood Avenue

Based on the above information, the proposed speed limit of 35 MPH should help to reduce the incidence and severity of crashes and is an appropriate and reasonable speed limit to facilitate the orderly movement of traffic and to allow for radar enforcement on this section of Ringwood Avenue.

A5. Tasman Drive, between North First Street and Guadalupe River, from 40 MPH to 35 MPH

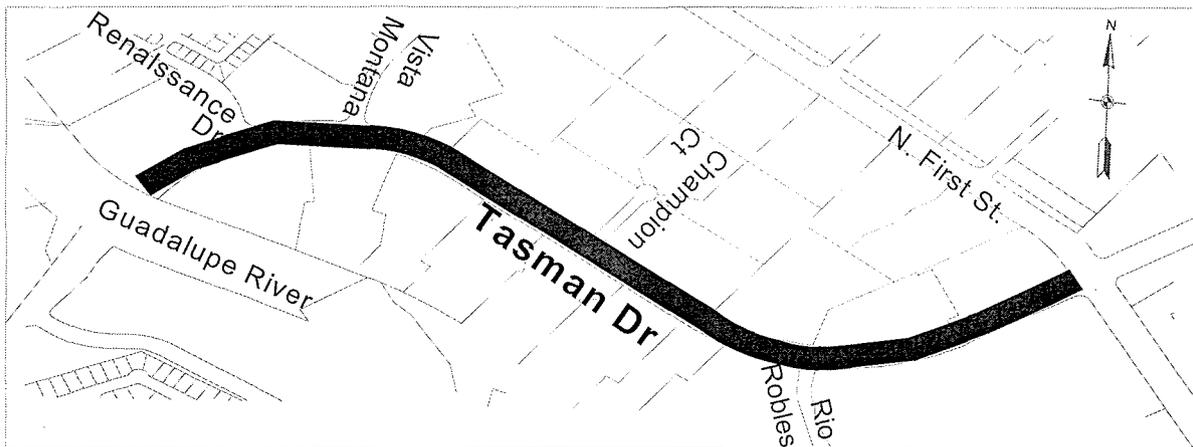
Tasman Drive is a major arterial street that runs in the east-west direction. The roadway is approximately 1.0 mile long and has two lanes of traffic in each direction with light rail tracks in the median throughout the entire segment. The roadway carries an average of 13,500 vehicles per day.

Tasman Drive provides access to industrial properties in the area. The Baypointe Light Rail Station on Tasman Drive generates high pedestrian activity. On-street parking is restricted. Vertical curvatures exist from Guadalupe River to Renaissance Drive and horizontal curvatures exist between Guadalupe River and North First Street that limit sight distance.

The roadway is controlled by traffic signals at North First Street, Rio Robles, Champion Court, Vista Montana, and Renaissance Drive.

In December 2006, Tasman Drive, between North First Street and Guadalupe River, was resurveyed to establish a radar enforceable speed limit. Following are the Engineering and Traffic Survey data and a map of the area.

Mean Speed (MPH)	85 th Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per million vehicle mile)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
34.5	38.1	30-39	80	2.14	40	35



Tasman Drive

Based on the above information, the proposed speed limit of 35 MPH is an appropriate and reasonable speed limit to facilitate the orderly movement of traffic and to allow for radar enforcement on this section of Tasman Drive.

A6. Trimble Road, between Montague Expressway and Central Expressway, 50 MPH to 45 MPH

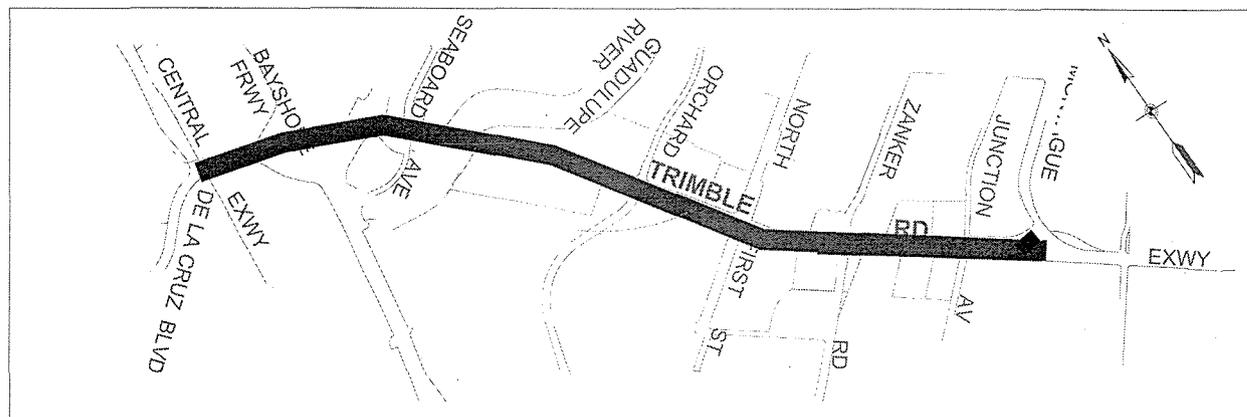
Trimble Road is a major arterial street that runs in the east-west direction. The roadway is approximately 2.0 miles long and has two to three lanes of traffic in each direction with a median island as a center divider. The roadway carries an average of 28,100 vehicles per day.

Trimble Road provides access primarily to industrial properties. There is a small shopping center on the southwest corner of Trimble Road at North First Street. The north side of Trimble Road between Guadalupe River and Bayshore Freeway is in the City of Santa Clara's jurisdiction. The roadway has a combination of horizontal and vertical curvatures, which limit sight distance.

The roadway is controlled by traffic signals at Montague Expressway, Junction Avenue, Zanker Road, First Street, Orchard Parkway, Seaboard Avenue, and Central Expressway.

In August 2006, Trimble Road, between Montague Expressway and Central Expressway, was resurveyed to establish a radar enforceable speed limit. Over the past survey period there were 60 crashes, primarily relating to speeding, red light running and unsafe lane changes. Reducing the speed limit should help to reduce the incidence and severity of future crashes. Following are the Engineering and Traffic Survey data and a map of the area.

Mean Speed (MPH)	85 th Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per million vehicle mile)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
44.3	49.6	40-49	66	0.99	50	45



Trimble Road

Based on the above information, the proposed speed limit of 45 MPH is an appropriate and reasonable speed limit to facilitate the orderly movement of traffic and to allow for radar enforcement on this section of Trimble Road.

B1. Camden Avenue, between Montalban Drive and Montego Drive (E), 40 MPH

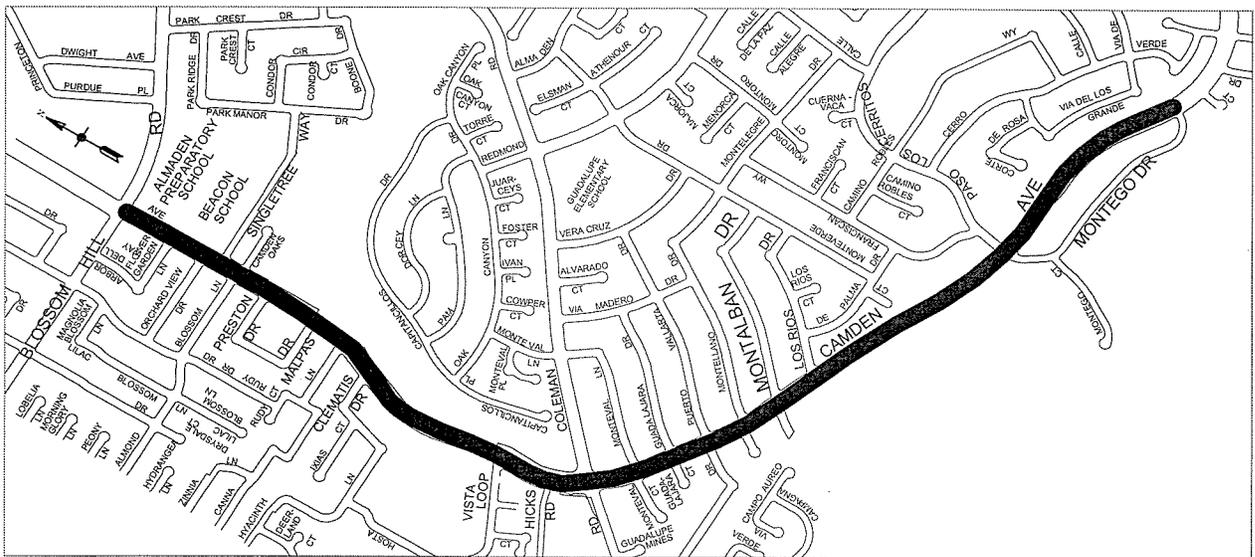
This portion of Camden Avenue has not been previously surveyed for speed limits. It was posted at 40 mph based upon engineering judgment and consistency with the adjacent sections of Camden Avenue.

Camden Avenue is a major arterial roadway that runs in the north-south direction. The roadway is approximately 1.7 miles long and has two to three lanes of traffic in each direction. The roadway carries an average of 23,600 vehicles per day.

Camden Avenue has a combination of horizontal and vertical curvatures, which limit sight distance. The roadway has an unimproved section on the eastside from Vista Loop to Clematis Drive. There are commercial establishments on the westside between Preston Drive and Malpas Drive with driveways fronting the roadway. Almaden Preparatory School and Beacon School are located on the eastside between Blossom Hill Road and Singletree Way. The roadway is controlled by traffic signals at Blossom Hill Road, Hicks Road, Coleman Road, and Paso Los Cerritos.

In November 2006, Camden Avenue, between Blossom Hill Road and Montego Drive (E), was surveyed to establish a radar enforceable speed limit. This section of Camden Avenue includes the new section between Montalban Drive and Montego Drive (E). Following are the Engineering and Traffic Survey data and a map of the area.

Mean Speed (MPH)	85 th Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per million vehicle mile)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
42.1	44.7	38-47	90	1.24	40	40



Camden Avenue

Based on the above information, the proposed speed limit of 40 MPH is an appropriate and reasonable speed limit to facilitate the orderly movement of traffic and to allow for radar enforcement on this section of Camden Avenue.

B2. Harwood Road, between Little Branham Lane and Blossom Hill Road, 25 MPH

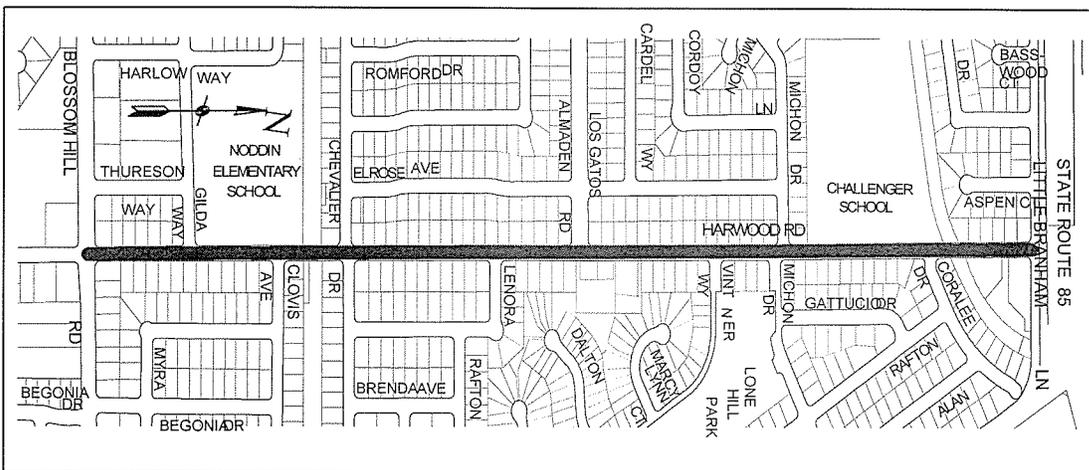
Harwood Road is a neighborhood collector serving a residential area consisting of single-family homes with driveways accessing the street. The roadway is 36 feet wide, approximately 1.0 mile long and has one lane of traffic in each direction, with a double yellow centerline divider throughout. The roadway carries an average of 3,600 vehicles per day.

Harwood Road has a slight vertical curvature south of Los Gatos-Almaden Road. Challenger School is located on the west side north of Michon Drive, and Noddin Elementary School is on the west side north of Gilda Way. Lone Hill Park is located east of Harwood Road and its presence is not apparent to motorists on Harwood Road. Both the schools and the park generate substantial pedestrian traffic.

The roadway is controlled by a traffic signal at Blossom Hill Road, and all-way stops at Chevalier Drive, Little Branham Lane, Los Gatos-Almaden Road, Michon Drive and Gilda Way.

In April 2006, Harwood Road, between Little Branham Lane and Blossom Hill Road, was surveyed to establish a radar enforceable speed limit. Following are the Engineering and Traffic Survey data and a map of the area.

Mean Speed (MPH)	85 th Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per million vehicle mile)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
27.4	31.1	23-32	81	2.96	None	25



Harwood Road

Based on the above information, the proposed speed limit of 25 MPH is an appropriate and reasonable speed limit to facilitate the orderly movement of traffic and to allow for radar enforcement on this section of Harwood Road.