



COUNCIL AGENDA: 03-29-05

ITEM: 6.4

# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** James R. Helmer

**SUBJECT:** RESOLUTION ESTABLISHING  
SPEED LIMITS

**DATE:** 03-09-05

Approved

Date

3/15/05

Council District: 1, 3, 5, 6, 7, 8 & 10

## **RECOMMENDATION**

Rescind resolution 72221 related to the establishment of speed limits in the City of San José, and adopt a resolution establishing speed limits with changes to the following roadways within the City of San José, including:

1. Cypress Avenue, between Stevens Creek Boulevard and Constance Drive, from 30 MPH to 25 MPH
2. Second Street, between Jackson Street and Julian Street, from 30 MPH to 25 MPH
3. Singleton Road, between Senter Road and Locke Drive, from 30 MPH to 25 MPH
4. Chynoweth Avenue, between New World Drive and Barron Park Drive, from 35 MPH to 30 MPH
5. Fenian Drive, between Rincon Avenue and Keith Drive, from 35 MPH to 30 MPH
6. Santa Clara Street, between Autumn Street and Market Street, from 35 MPH to 30 MPH
7. Tully Road, between Capitol Expressway and White Road, from 45 MPH to 40 MPH
8. Parkmoor Avenue, between Meridian Avenue and Lincoln Avenue, from 25 MPH to 30 MPH

## **BACKGROUND**

There are approximately 500 roadway segments in the City that 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 June 29, 2004, the City Council adopted Resolution 72221 that updated speed limits on all surveyed streets in the City. The proposed resolution will establish speed limits (including the re-establishment of speed limits) and extension of the survey boundaries for the streets identified within this memorandum.

### 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 set at or slightly below the 85<sup>th</sup> percentile speed, which is defined as that speed at or below which 85 percent of the traffic is moving. In California, the speed limit is generally set at the closest 5 mph increment below the 85<sup>th</sup> 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 85<sup>th</sup> 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, crash rates, roadway configuration, horizontal and vertical roadway alignment, and continuity with the existing roadway network.

**COORDINATION**

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

**COST IMPLICATIONS**

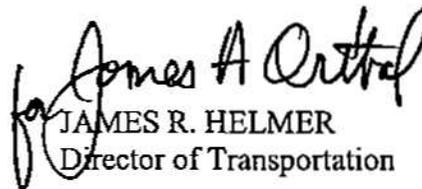
Installation of new speed limit signs and markings, and modifications to existing traffic controls, will incur a one-time cost of approximately \$3,600 and will be absorbed within the Department's existing budget.

**BUDGET REFERENCE**

Fund #	Appn #	Appn. Name	Total Appn.	Sign Installation Cost	Adopted Budget Page	Last Budget Action (Date, Ord. No.)
001	0512	Department of Transportation-Non-personal/Equipment	\$11,990,094	N/A	Operating Budget, VIII-138	10/12/2004, Ord. No. 27267
		<b>Total</b>		N/A		

**CEQA**

Exempt, File No. PP05-030

  
JAMES R. HELMER  
Director of Transportation

Attachment

## 1. Cypress Avenue between Stevens Creek Boulevard and Constance Drive

Cypress Avenue is a neighborhood collector street that runs in a north-south direction. The roadway is approximately 0.44 miles long and has one lane of traffic in each direction with a painted double yellow centerline divider. The roadway carries an average of 3,674 vehicles per day.

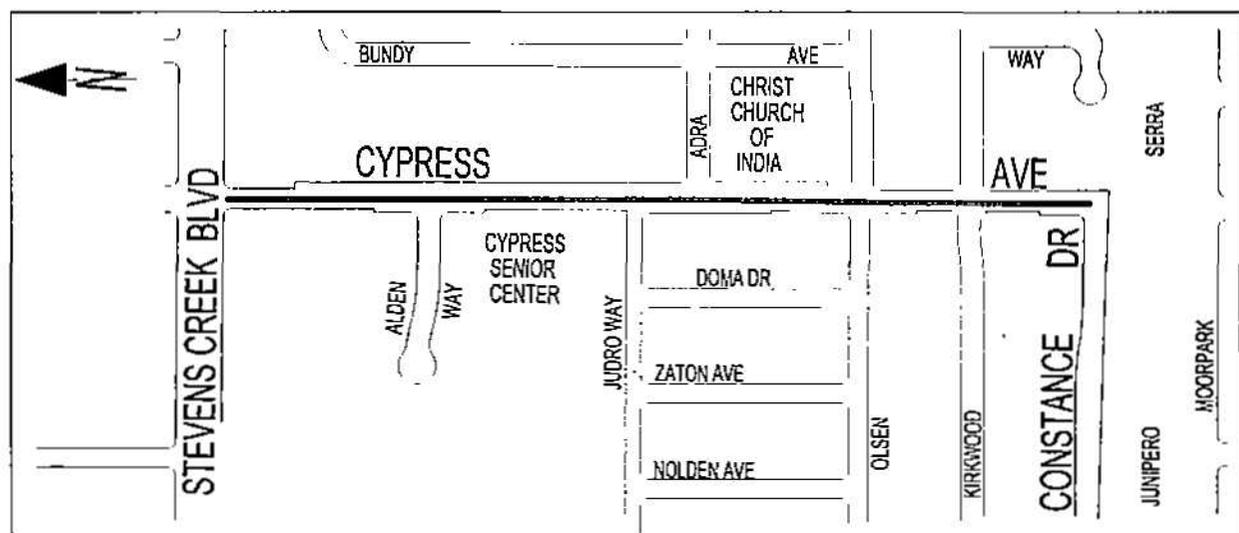
Cypress Avenue provides access to residential properties with front-on homes. The Cypress Senior Center is located on the west side of Cypress Avenue between Alden Way and Judro Way. Christ Church of India is located on the southeast corner of Cypress Avenue and Adra Avenue.

The roadway is controlled by a traffic signal at Cypress Avenue and Stevens Creek Boulevard.

In June 2004, Cypress Avenue, between Stevens Creek Boulevard and Constance Drive, 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 <sup>th</sup> Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per MVM)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
26	31	22-31	79	6.32	30	25

MVM: million vehicle mile



Cypress 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 Cypress Avenue.

## 2. Second Street between Jackson Street and Julian Street

Second Street is a neighborhood collector street that runs in a north-south direction. The roadway is approximately 0.49 miles long and has one lane of traffic in each direction with a two-way-left-turn lane center divider. The roadway carries an average of 2,104 vehicles per day.

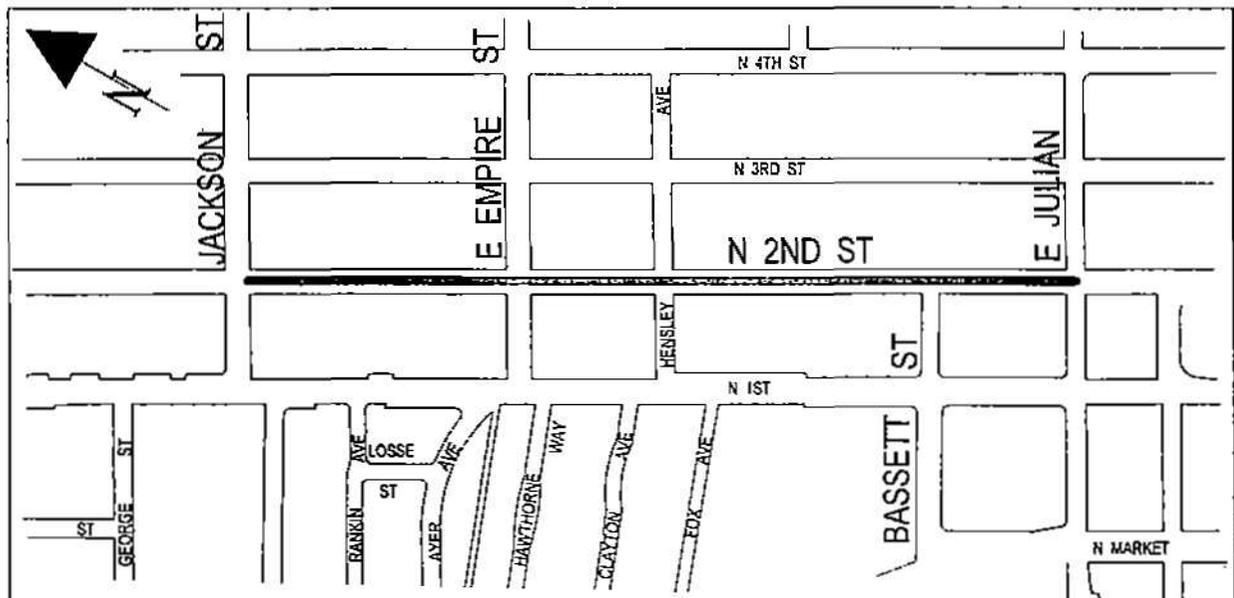
Second Street provides access to residential and commercial properties in the area. On-street parking is approximately 50% occupied. There is a railroad crossing north of Bassett Street.

Traffic is controlled by an all-way stop at Empire Street and two-way stop at Jackson Street. The intersection of Second Street and Julian Street is signalized.

In October 2004, Second Street, between Jackson Street and Julian Street, 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 <sup>th</sup> Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per MVM)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
28	32	24-33	84	32	30	25

MVM: million vehicle mile



Second Street

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 Second Street.

### 3. Singleton Road between Senter Road and Locke Drive

Singleton Road is an east-west local street serving a residential area. The roadway is approximately 0.40 miles long and has one lane of traffic in each direction with a painted double yellow centerline divider. The roadway carries an average of 2,250 vehicles per day.

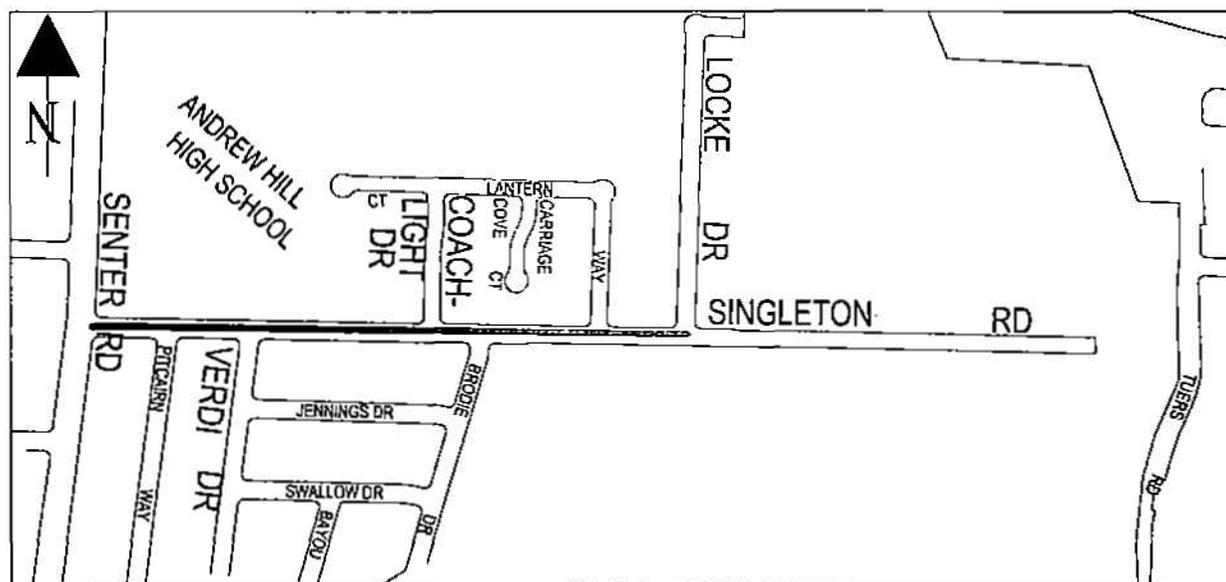
Andrew Hill Senior High School is located on the north side of Singleton Road, between Senter Road and Coachlight Drive. The roadway is fully improved with sidewalk on both sides.

Traffic is controlled by an all-way stop at Verdi Drive. The intersection of Singleton Road and Senter Road is signalized.

In June 2004, Singleton Road, between Senter Road and Locke Drive, 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 <sup>th</sup> Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per MVM)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
28	32	23 - 32	81	12.12	30	25

MVM: million vehicle mile



Singleton 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 Singleton Road.

**4. Chynoweth Avenue between New World Drive and Barron Park Drive**

This section of Chynoweth Avenue is designated in the General Plan as a minor arterial roadway; however, it is currently functioning as a collector street. The surveyed portion is approximately 0.40 miles long and carries two lanes of traffic consisting of one lane in each direction with a raised median island center divider. Chynoweth Avenue carries an average of 3,200 vehicles per day.

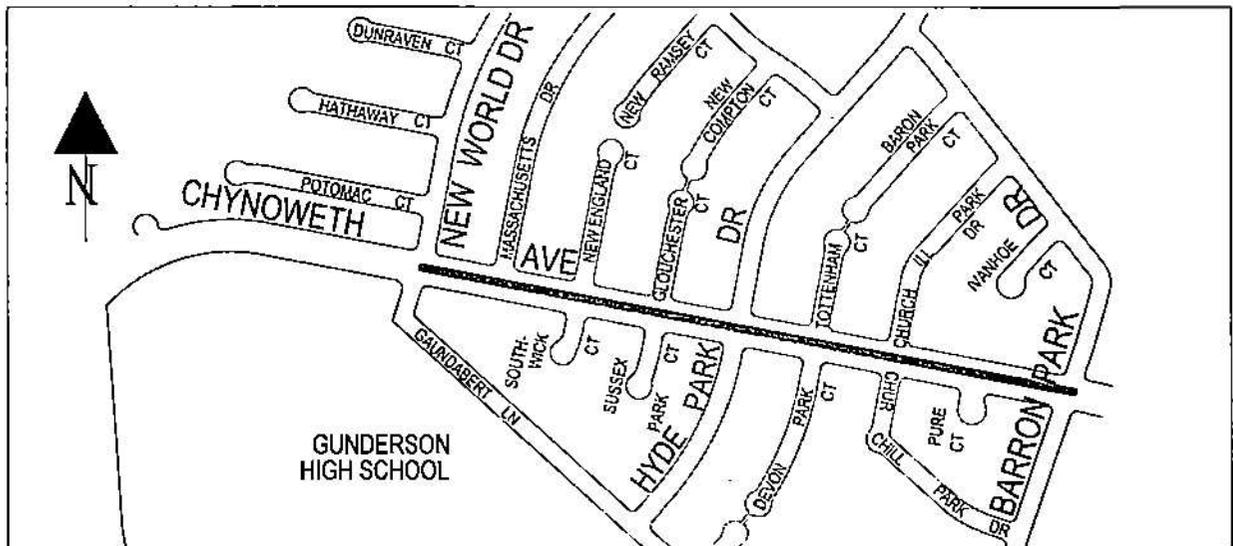
The roadway runs through a residential area with front-on and side-on homes. Pedestrian activities in the area are high due to the close proximity to Gunderson High School, which is located on the southwest corner at Chynoweth Avenue and Gaundabert Lane.

The roadway is controlled by all-way stops at New World Drive, Hyde Park Drive, and Barron Park Drive.

In June 2004, Chynoweth Avenue, between New World Drive and Barron Park Drive, 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 <sup>th</sup> Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per MVM)	Established Speed Limit (MPH)	Recommended Speed Limit (MPH)
31.2	34	27 - 36	98	5.7	35	30

MVM: million vehicle mile



Chynoweth Avenue

Based on the above information, the proposed speed limit of 30 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 Chynoweth Avenue.

**5. Fenian Drive between Rincon Avenue and Keith Drive**

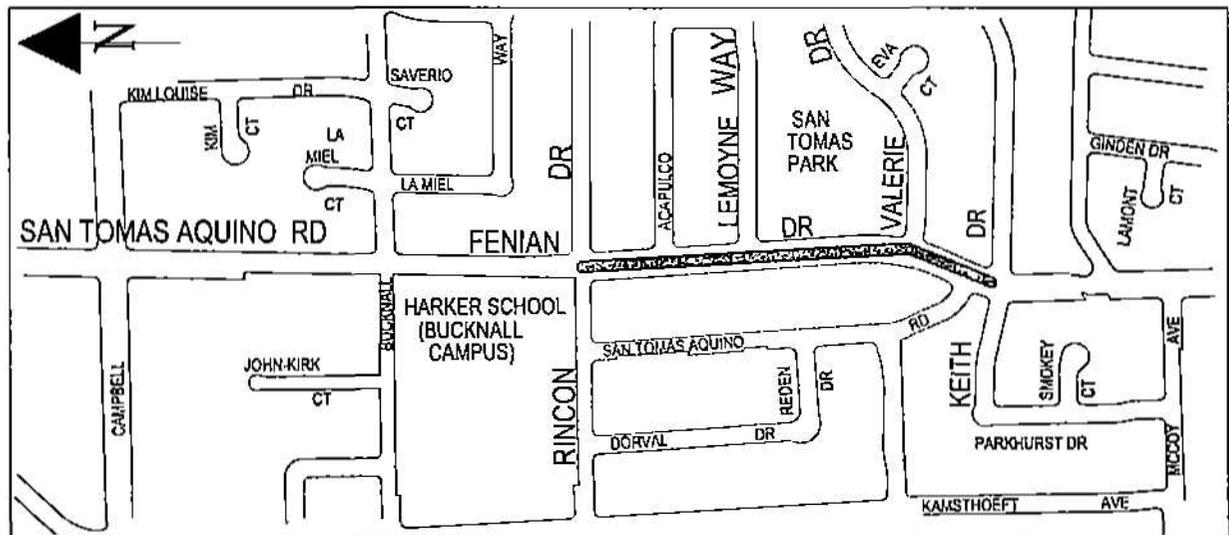
Fenian Drive is a minor arterial street that provides access to residents in and around the area. The roadway is approximately 0.32 miles long and has one lane of traffic in each direction with a combination of two-way-left-turn lane and painted double yellow centerline divider. The street width is 67 feet. Fenian Drive carries an average of 11,000 vehicles per day.

The roadway runs through a residential area with front-on homes. Harker Elementary School is located on the northwest corner of Fenian Drive and Rincon Avenue. San Tomas Park is located on the east side of Fenian Drive, between Lemoyne Way and Valerie Drive. There is a gradual curve near Valerie Drive with appropriate curve warning signs present.

In July 2004, Fenian Drive, between Rincon Avenue and Keith Drive, 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 <sup>th</sup> Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per MVM)	Established Speed Limit (MPH)	Recommended Speed Limit (MPH)
33	36	28 - 37	87	1.55	35	30

MVM: million vehicle mile



Fenian Drive

Based on the above information, the proposed speed limit of 30 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 Fenian Drive.

**6. Santa Clara Street between Autumn Street and Market Street**

Santa Clara Street is an east-west major arterial street and provides access to commercial properties in the area. The roadway is approximately 0.52 miles long and has two lanes of traffic in each direction with a painted double yellow centerline divider. The roadway carries an average of 18,850 vehicles per day.

Pedestrian and vehicular activities in the area are high due to Santa Clara Street being a direct route to the HP Pavilion, which is located on the northwest corner, and the Arena Green Park, which is located on the northeast corner of Santa Clara Street and Autumn Street. Major VTA Bus routes run along Santa Clara Street.

Traffic signal controls Santa Clara Street traffic at its intersection with Market Street, San Pedro Street, Almaden Avenue, Notre Dame Avenue, Almaden Boulevard, Guadalupe Off-ramp, and Autumn Street.

In September 2004, Santa Clara Street, between Autumn Street and Market Street, 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 <sup>th</sup> Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per MVM)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
27	32	23 - 32	83	14	35	30

MVM: million vehicle mile



Santa Clara Street

Based on the above information, the proposed speed limit of 30 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 Santa Clara Street.

## 7. Tully Road between Capitol Expressway and White Road

Tully Road is an arterial street that runs in an east-west direction and provides access to residential and commercial properties in the area. This section of Tully Road is 0.75 miles long and has six lanes of traffic consisting of three lanes in each direction with a raised median island center divider. Tully Road carries an average of 28,400 vehicles per day.

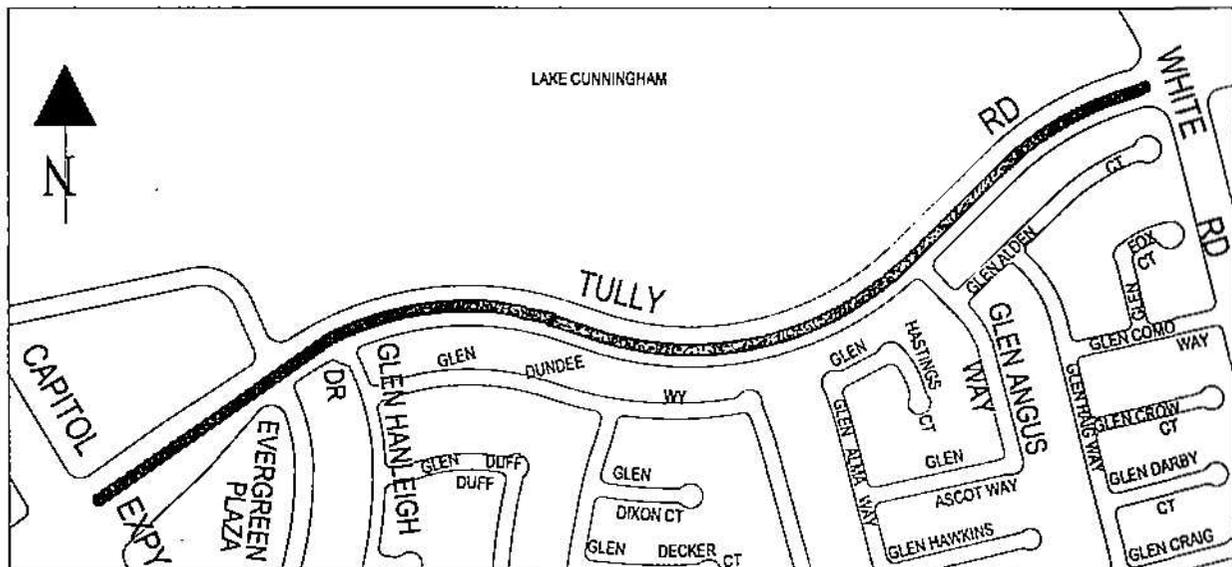
Lake Cunningham Park is located on the north side of Tully Road, from Capitol Expressway to White Road. Most of the surveyed portion consists of gradual horizontal curves.

Traffic signal controls Tully Road traffic at its intersection with Capitol Expressway, Evergreen Plaza Shopping Center, Glen Angus Way, and White Road.

In June 2004, Tully Road, between Capitol Expressway and White 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 <sup>th</sup> Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per MVM)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
41	44	36 - 45	98	3.35	45	40

MVM: million vehicle mile



Tully Road

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 Tully Road.

## 8. Parkmoor Avenue between Meridian Avenue and Lincoln Avenue

Parkmoor Avenue is a minor arterial street that runs in an east-west direction. The roadway is approximately 0.38 miles long and has one to two lanes of traffic in each direction with a combination of a raised median center divider and a painted double yellow centerline. The roadway carries an average of 10,610 vehicles per day.

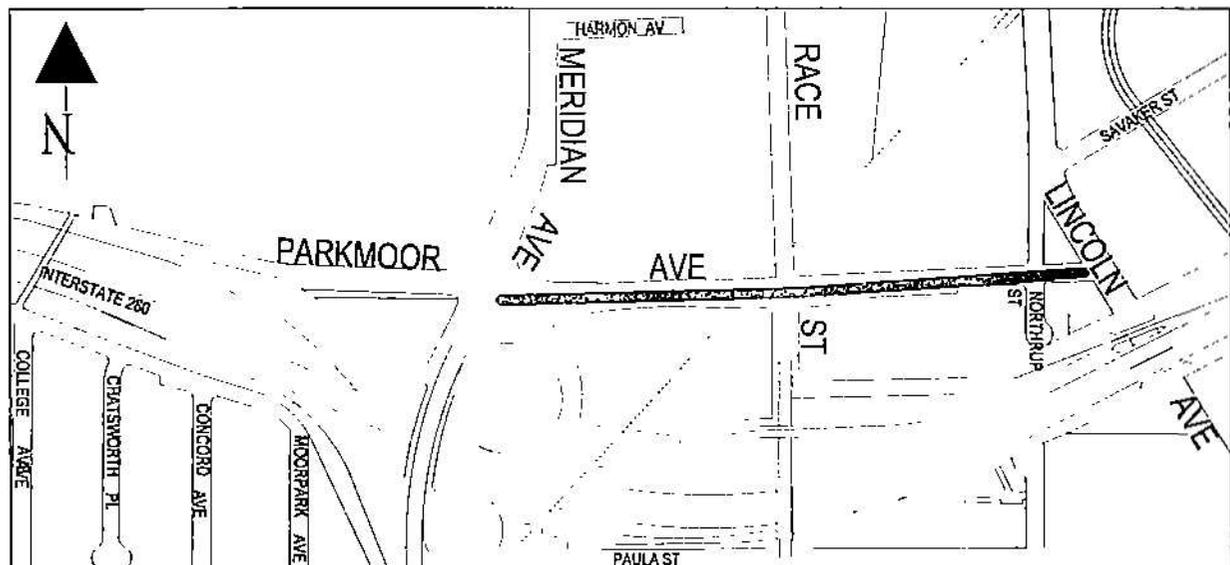
Parkmoor Avenue provides access to primarily commercial properties. There is a railroad crossing north of the intersection of Parkmoor Avenue and Race Street.

Traffic signals control Parkmoor Avenue traffic at its intersection with Meridian Avenue, Race Street, and Lincoln Avenue.

In November 2004, Parkmoor Avenue, between Meridian Avenue and Lincoln Avenue, 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 <sup>th</sup> Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per MVM)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
30	34	26 - 35	83	10.2	25	30

MVM: million vehicle mile



### Parkmoor Avenue

The segment west of the surveyed area is a 40 MPH speed zone. According to Caltrans guidelines, speed zoning should be in 10 MPH increments except in urban areas where 5 MPH increments are preferable. Based on this and the above information, the proposed speed limit of 30 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 Parkmoor Avenue.