



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: James R. Helmer

SUBJECT: RESOLUTION ESTABLISHING
SPEED LIMITS

DATE: 10-29-07

Approved

Deanne Jahn

Date

12/30/07

COUNCIL DISTRICT: 2, 3, 7, 8

RECOMMENDATION

Repeal resolution 73647 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 roadway within the City of San José:

1. Story Road, between Senter Road and Bayshore Freeway, to include the segment between Via Ferrari Drive and Bayshore Freeway, 40 MPH

B. Establish speed limits on the following roadways within the City of San José:

1. Hassler Parkway, between Silver Creek Valley Road and Dove Road, 35 MPH
2. Old Bayshore Highway, between Airport Parkway and North First Street, 40 MPH
3. Palisade Drive, between Hellyer Avenue and Coyote Road, 25 MPH

OUTCOME

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

BACKGROUND

There are approximately 450 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 February 13, 2007, the City Council adopted Resolution 73647 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. Furthermore, 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.

EVALUATION AND FOLLOW-UP

Not applicable.

POLICY ALTERNATIVES

Not applicable.

PUBLIC OUTREACH/INTEREST

- Criterion 1:** Requires Council action on the use of public funds equal to \$1 million or greater. **(Required: Website Posting)**
- Criterion 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)**
- Criterion 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 November 6, 2007 Council agenda. Also, the council offices have been informed of the establishment and changes of speed limits 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

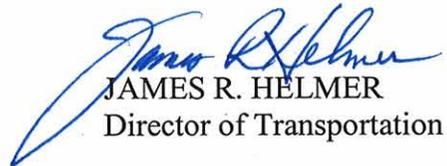
Installation of new speed limit signs and markings will incur a one-time cost of approximately \$2,000 and will be absorbed within the department's existing budget.

BUDGET REFERENCE

Fund #	Appn #	Appn. Name	Total Appn	Cost	07-08 Proposed Budget Page	Last Budget Action (Date, Ord. No.)
001	0512	Non-Personal/Equipment – Department of Transportation	\$13,265,906	\$2,000	VIII-130	06/19/07

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. Story Road, between Senter Road and Bayshore Freeway, 40 MPH

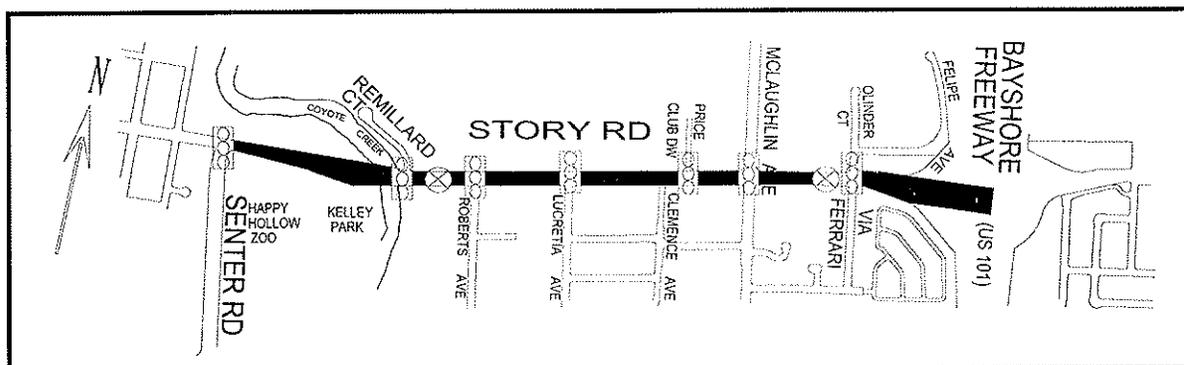
Story Road is a major arterial that runs in the east-west direction. This segment of the roadway is approximately 1.2 miles long and has two to three lanes of traffic in each direction with a median island and double yellow centerline. The roadway carries an average of 29,200 vehicles per day.

Story Road is primarily a commercial area along this segment. Kelley Park and Happy Hollow Zoo are located at the west end. The roadway is controlled by traffic signals at Via Ferrari Drive, at McLaughlin Avenue, at a shopping center entrance east of Clemence Avenue, at Lucretia Avenue, at Roberts Avenue, at Remillard Court and at Senter Road.

In May 2007, Story Road, between Senter Road and Bayshore Freeway, was surveyed to establish a radar enforceable speed limit. This segment includes the section between Via Ferrari Road and Bayshore Freeway which has not been previously surveyed. 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)
38.5	40.9	35 – 44	97	6.36	40	40

MVM: million vehicle mile



Story 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 Story Road.

B1. Hassler Parkway, between Silver Creek Valley Road and Dove Road, 35 MPH

Hassler Parkway has not been previously surveyed for speed limits. It was posted at 35 mph based upon engineering judgment when the roadway was constructed approximately two years ago.

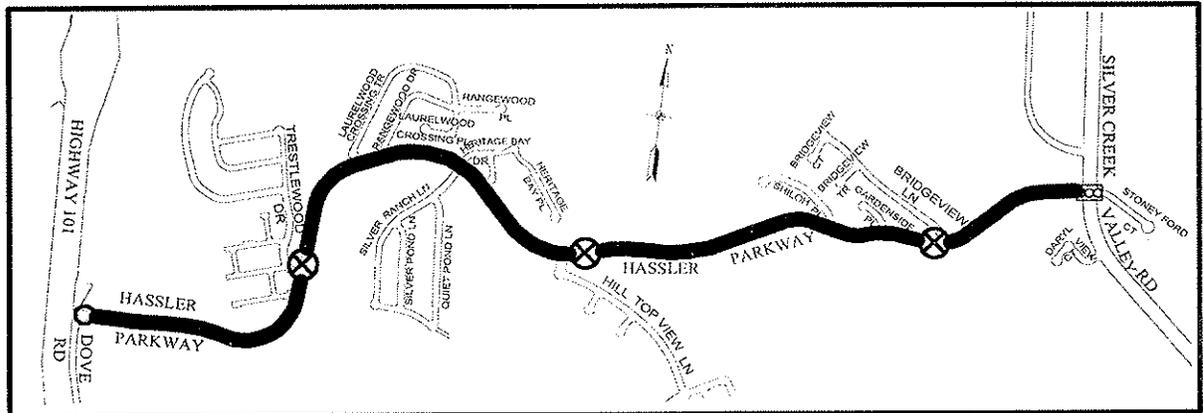
Hassler Parkway is a neighborhood collector that runs in the east-west direction. The roadway is approximately 1.7 miles long and has one lane of traffic in each direction. The roadway carries an average of 2,400 vehicles per day.

Hassler Parkway has a combination of horizontal and vertical curves, which limit sight distance. The roadway has no sidewalk on the south side. There are side-on residences on some of the segment, with the majority of roadway fronting The Ranch Golf Club and rural hillside. The roadway is controlled by a traffic signal at Silver Creek Valley Road and by a one-way stop at Dove Road.

In April 2007, Hassler Parkway, between Silver Creek Valley Road and Dove 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)
35.1	37.8	30 – 39	89	1.34	35	35

MVM: million vehicle mile



Hassler Parkway

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 Hassler Parkway.

B2. Old Bayshore Highway, between Airport Parkway and North Fourth Street, 40 MPH

Old Bayshore Highway has not been previously surveyed for speed limits. The west segment, between Airport Parkway and North First Street, is currently posted at 40 MPH.

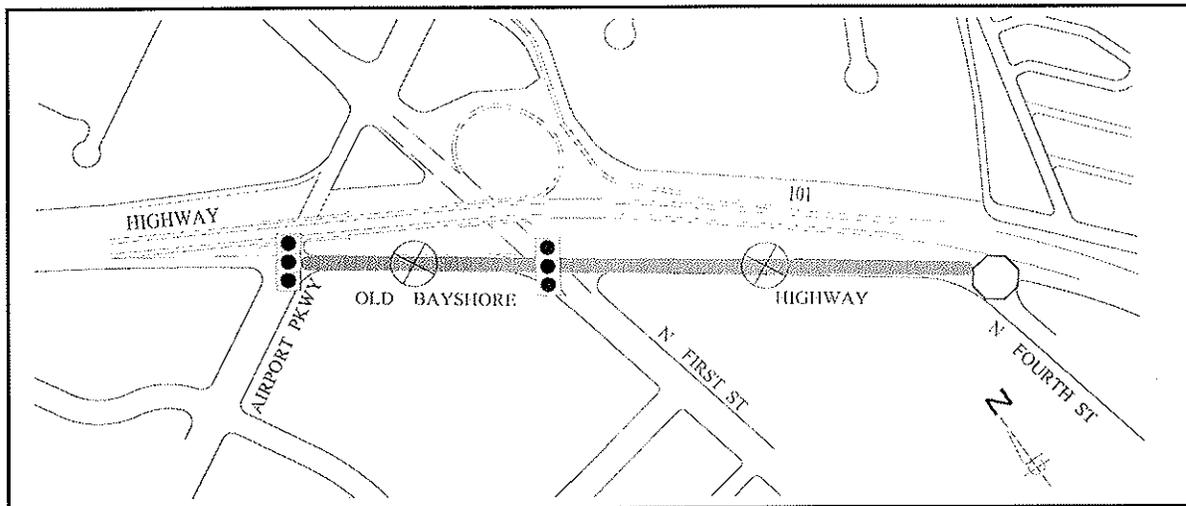
Old Bayshore Highway is a major collector that runs in the east-west direction. The roadway is approximately one-half mile long and varies from one to two lanes of traffic in each direction. The roadway carries an average of 15,600 vehicles per day.

No parking is allowed on the north side of Old Bayshore Highway which is adjacent to Highway 101. A commercial/ industrial complex and a hotel front the south side of this roadway. There are traffic signals at Airport Parkway and at North First Street, and a one-way stop at North Fourth Street.

In August 2007, Old Bayshore Highway, between Airport Parkway and North Fourth 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 th Percentile (MPH)	10 MPH Pace (MPH)	% in Pace	Crash Rate (per million vehicle mile)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
38.5	42.1	34 – 43	82	4.85	40	40

MVM: million vehicle mile



Old Bayshore Highway

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 Old Bayshore Highway.

B3. Palisade Drive between Hellyer Avenue and Coyote Road

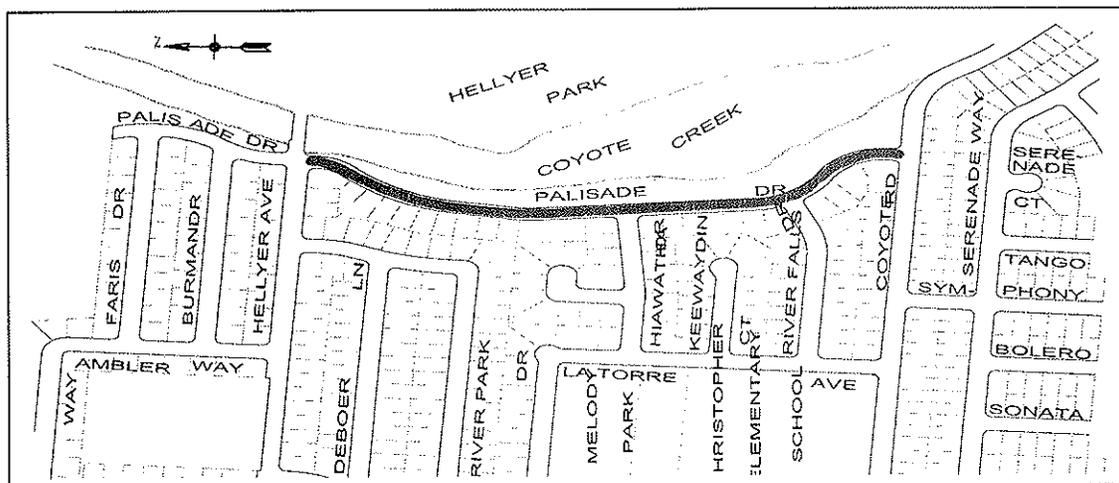
Palisade Drive is a neighborhood collector street that runs in the north-south direction. The roadway is approximately 0.35 mile long and has one lane of traffic in each direction with a painted double yellow centerline divider. The roadway carries an average of 6,500 vehicles per day.

Palisade Drive provides access to residential properties with front-on homes on the west side. The east side of the roadway is undeveloped with no sidewalk and is bordered by Coyote Creek. The roadway has a long sweeping horizontal curve from Hellyer Ave to north of Hiawatha Dr with substantial vegetation along the creek, limiting visibility. The roadway is controlled by all-way stops at Hellyer Avenue, Hiawatha Drive, and at Coyote Road.

In June 2007, Palisade Drive, between Hellyer Avenue and Coyote 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 MVM)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
28.6	31.8	24 – 33	86	5.15	25	25

MVM: million vehicle mile



Palisade 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 Palisade Drive.