



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: James R. Helmer

SUBJECT: RESOLUTION ESTABLISHING
SPEED LIMITS

DATE: 06-02-08

Approved

Date

6/5/08

COUNCIL DISTRICT: 2, 6

RECOMMENDATION

Repeal resolution 73647 related to the establishment of speed limits in the City of San José, and adopt a resolution to establish speed limits on the following roadways:

1. Hellyer Ave., between Fontanos Way and Silicon Valley Blvd., 45 MPH
2. Canoas Garden Ave., between Almaden Rd. and Almaden Expy., 25 MPH
3. Canoas Garden Ave., between Almaden Expy. and Curtner Ave., 30 MPH
4. Canoas Garden Ave., between Curtner Ave. and Sands Dr., 35 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). The CVC authorizes the City to raise the prima facie 25 mph residential speed limit, or lower the 65 mph maximum 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 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 to the 85th percentile, unless conditions which are not readily apparent to the driver exist and the posted speed is lowered by an additional 5 mph. 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.

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, continuity with the existing roadway network, and any unusual conditions.

A detailed summary of each of the four roadway segments is contained in the attachment. As noted in the attachment, Canoas Garden Ave. from Almaden Rd. to Sands Dr. has not been previously surveyed. However, three different speed limits were posted along Canoas Garden Ave. due to distinct roadway characteristics and varying land uses.

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)**

This memorandum will be posted on the City's website for the June 24, 2008 Council agenda. The council offices have also been informed of the establishment of speed limits for 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 will incur a one-time cost of approximately \$1,000 and will be absorbed within the department's existing budget.

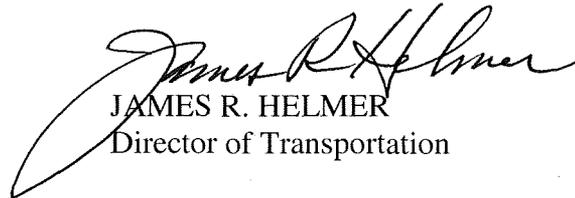
BUDGET REFERENCE

Fund #	Appn #	Appn. Name	Total Appn	Cost	2007-2008 Adopted Budget Page	Last Budget Action (Date, Ord. No.)
001	0512	Non-Personal/Equipment – Department of Transportation	13,153,406	\$1,000	N/A	02/12/08 Ord. No. 28241

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CEQA

Exempt, File No. PP05-030



JAMES R. HELMER
Director of Transportation

For questions please contact Laura Wells, Deputy Director, at 975-3725.

Attachment

1. Hellyer Ave. between Fontanos Way and Silicon Valley Blvd.

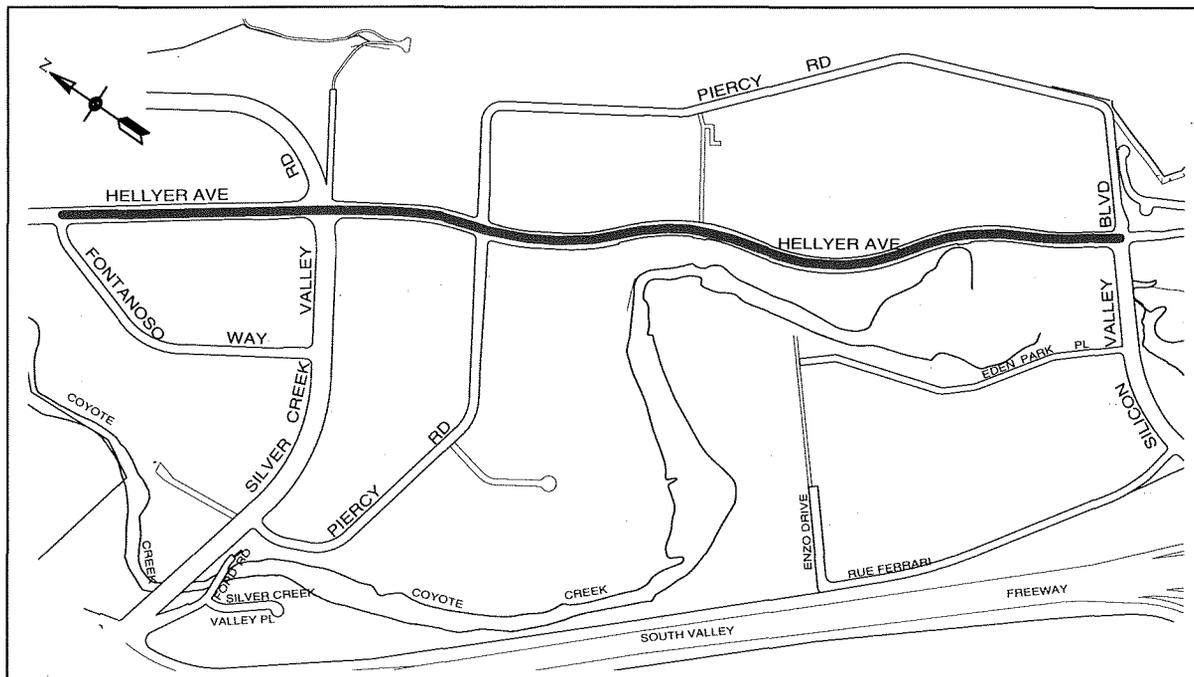
Hellyer Ave. has not been previously surveyed for a speed limit. It was posted at 45 mph between Fontanos Way and Silicon Valley Blvd.

Hellyer Ave. is a 4-lane arterial that runs in the north-south direction. The surveyed section is approximately 1 mile long and has two lanes of traffic in each direction with a raised median island center divider. The roadway carries an average of 4,700 vehicles per day.

Hellyer Ave. runs through a combination of undeveloped land and commercial / industrial properties in the area. The roadway has numerous horizontal curvatures. The roadway is controlled by traffic signals at Fontanos Way, Silver Creek Valley Rd., Piercy Rd., and Silicon Valley Blvd.

In May 2008, Hellyer Ave., between Fontanos Way and Silicon Valley Blvd. 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 miles)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
41.5	47.0	37-46	66	2.94	45	45



Hellyer Avenue

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 Hellyer Ave.

2. Canoas Garden Ave., between Almaden Rd. and Almaden Expy., 25 MPH

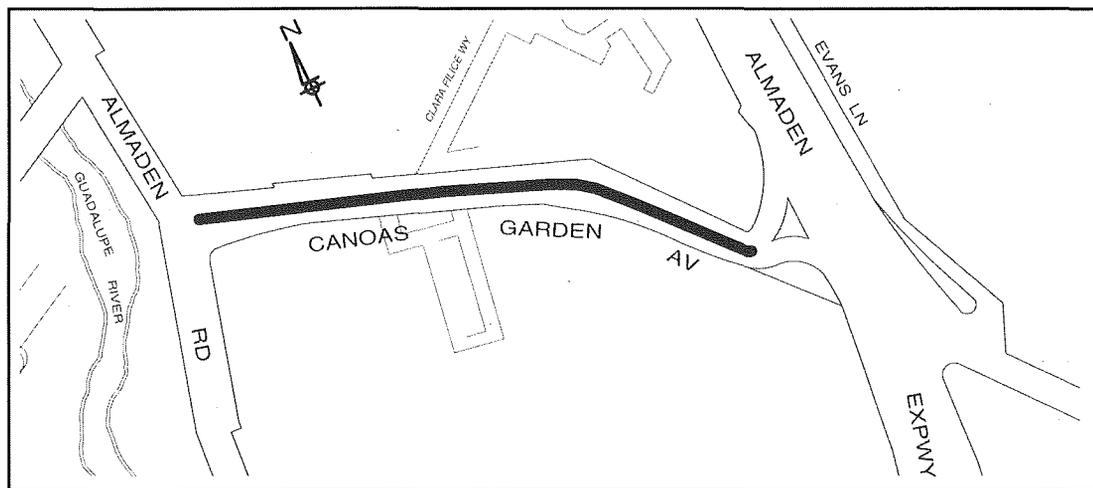
Canoas Garden Ave. has not been previously surveyed for a speed limit. It was posted at 25 mph between Almaden Rd. and Almaden Expy.

This section of Canoas Garden Ave. is a minor arterial two-lane neighborhood collector that runs in the east-west direction. The roadway is approximately 0.2 miles long and has one lane of traffic in each direction. The roadway carries an average of 2,258 vehicles per day.

Canoas Garden Ave. has a horizontal curve, which limits sight distance. The roadway has portions with no sidewalk. There are high-density residences, and some office and commercial uses. The roadway is controlled by a stop sign at Almaden Rd., and connects with ramps to and from Almaden Expy.

In May 2008, Canoas Garden Ave., between Almaden Rd. and Almaden Expy. 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 miles)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
26.8	29.6	21 – 30	90	5.88	25	25



Canoas Garden 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 Canoas Garden Ave.

3. Canoas Garden Ave., between Almaden Expy and Curtner Ave., 30 MPH

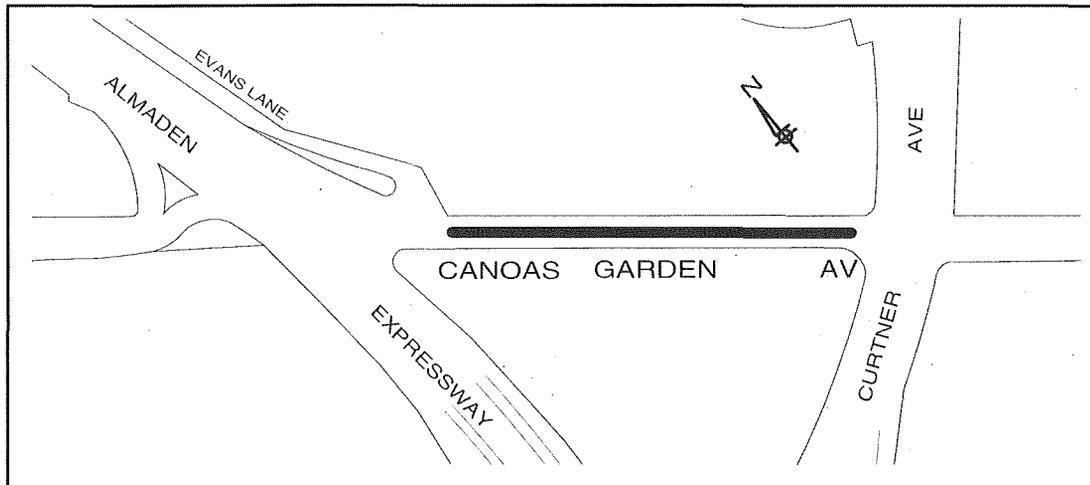
Canoas Garden Ave. has not been previously surveyed for a speed limit. It was posted at 30 mph between Almaden Expy. and Curtner Ave.

This section of Canoas Garden Ave. functions as a two-lane neighborhood collector that runs in the north-south direction. The roadway is approximately 0.14 miles long and has one lane of traffic in each direction. The roadway carries an average of 3,955 vehicles per day.

There are industrial and commercial uses. The roadway connects with ramps to and from Almaden Expy, and is controlled by a traffic signal at Curtner Ave.

In May 2008, Canoas Garden Ave, between Almaden Expy and Curtner Ave. 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 miles)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
28.8	31.7	24 – 33	89	9.09	30	30



Canoas Garden 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 Canoas Garden Ave.

4. Canoas Garden Ave., between Curtner Ave. and Sands Dr., 35 MPH

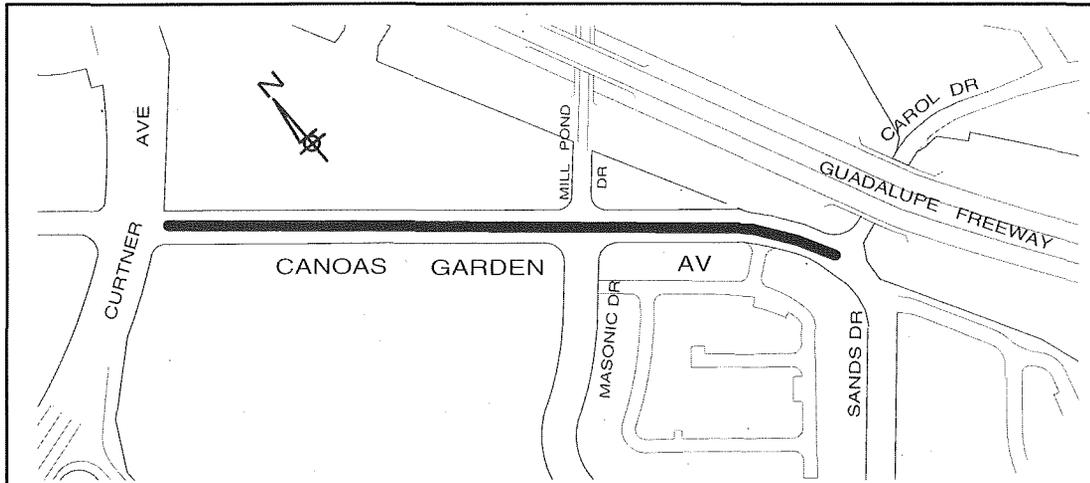
Canoas Garden Ave. has not been previously surveyed for a speed limit. It was posted at 35 mph between Curtner Ave. and Sands Dr.

This section of Canoas Garden Ave. functions as a two-lane neighborhood collector that runs in the north-south direction. The roadway is approximately 0.27 miles long and has one lane of traffic in each direction. The roadway carries an average of 4,724 vehicles per day.

Canoas Garden Ave. is a straight road and curves slightly near Sands Dr. The majority of the road fronts a church, a school, and a transit parking lot. The roadway is controlled by a traffic signal at Curtner Ave., and a stop sign at Sands Dr.

In May 2008, Canoas Garden Ave., between Curtner Ave. and Sands Dr. 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 miles)	Posted Speed Limit (MPH)	Recommended Speed Limit (MPH)
30.6	34.8	26 – 35	74	4.96	35	35



Canoas Garden Avenue

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 Canoas Garden Ave.