COUNCIL AGENDA: 06-14-11
ITEM: 6.1

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: Hans F. Larsen

SUBJECT: **RESOLUTION ESTABLISHING SPEED LIMITS**

DATE: 05-23-11

Approved

Date 6/1/11

RECOMMENDATION

Adopt a resolution to repeal Resolution No. 75531 and set forth the speed limits in the City of San José in compliance with State law and provide the opportunity for radar speed enforcement by:

A. Establishing speed limits on nine roadways; including portions of Bailey Avenue, Bernal Road/Silicon Valley Blvd., Blossom Hill Road, Charcot Avenue, Farnsworth Drive, Junction Avenue, Skyport Drive, Tasman Drive, and Yerba Buena Road.

B. Re-establishing speed limits with changes to seven roadways; including portions of Almaden Road, Great Oaks Blvd., O'Toole Avenue, Race Street, Seventh Street, and Tenth Street.

C. Recognizing speed limits established by the County of Santa Clara and the State of California for roadways that are under their respective jurisdictions and that are within City of San José boundaries; incorporating the speed limit for a portion of State Route 82 on San Carlos Street, and support changes to speed limits on portions of Almaden Expressway and Capitol Expressway.

D. Adopting the speed limit established by the City of Santa Clara for Winchester Blvd. between Newhall Street and Stevens Creek Blvd for the segment within the jurisdiction of San José.

E. Making administrative corrections to the speed limit resolution as described in this memorandum.

OUTCOME

This action will establish appropriate speed limits in compliance with State law and to allow the San José Police Department to use radar, or other electronic device, to enforce speed limits on roadways within the City, and reconcile the speed limit resolution with speed limits established by other jurisdictions and with posted speed limits on various roadways.

BACKGROUND

The California Vehicle Code (CVC), together with the California Manual on Uniform Traffic Control Devices (CA MUTCD), provide direction to local and state agencies on establishing posted speed limits for a variety of roadways in the State. Generally, unless a *prima facie* speed limit has been identified in the CVC, agencies are required to conduct an Engineering and Traffic Survey to justify the posted speed limit. For example, the CVC provides for a *prima facie* speed limit of 25 mph on local streets, and when approaching or passing school zones (up to 500 feet from the school grounds), without the need for an Engineering and Traffic Survey.

Engineering and Traffic Surveys

Per the CA MUTCD, when speed limits are established based on Engineering and Traffic Surveys, they must be adopted by ordinance or resolution. San José Municipal Code Section 11.28.010 specifies that these speed limits will be established by resolution, and is otherwise consistent with State law. For all roadways, the established speed limits are not effective until appropriate signs have been installed on the street providing notice to motorists.

There are approximately 500 roadway segments in the City that require Engineering and Traffic Surveys. These surveys must be conducted in order to adjust or establish speed limits as set forth in CVC Sections 22357 and 22358, and to provide for the use of radar, or other electronic device, to enforce speed limits. For streets subject to radar enforcement, surveys must be updated every five (5), seven (7) or ten (10) years based on criteria outlined in CVC Section 40802. Surveys can be conducted more frequently, if justified, due to changes in land use or traffic conditions. CVC Section 627 requires consideration of all of the following when completing an Engineering and Traffic Survey: prevailing speeds (85th percentile speeds), accident records, and highway traffic and roadside conditions not readily apparent to the driver. A survey may also include consideration of residential density and the safety of pedestrians and bicyclists. Once completed, Engineering and Traffic Surveys are filed with the Santa Clara Superior Court if needed for use in traffic hearings.

State Guidelines

CVC Section 22350 states that no person shall drive at a speed greater than is reasonable or prudent. As with most laws, speed limits depend on the voluntary compliance of the greater majority of motorists. Per the CA MUTCD, speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public.

Previous State guidelines allowed cities to set the speed limit at the closest 5 mph increment *below* the 85th percentile speed and then reduce it an additional 5 mph if there were conditions not readily apparent to the driver. Current State standards that became effective July 1, 2009 through a Policy Directive issued by the State Department of Transportation, require that a speed limit be established at the nearest 5 mph increment of the 85th percentile speed. The speed limit may still be adjusted downward by 5 mph if conditions exist which are not readily apparent to the driver. Per the CA MUTCD, the most decisive factor in determining if the 5

mph downward adjustment should be applied is the crash history on a roadway. Setting speed limits in such a manner allows law enforcement officers to use radar enforcement to cite drivers who do not conform to what the majority considers reasonable and prudent.

It is important to note that individual states in the country must either follow the Federal MUTCD guidelines or adopt similar guidelines that are in substantial compliance with Federal guidelines. The State of California has patterned the CA MUTCD after the Federal guidelines and incorporated various modifications it deems relevant and important to State roadways. The establishment of posted speed limits is an example where California provides additional guidance to local agencies. While the Federal MUTCD indicates that the posted speed limit should be set within 5 mph of the 85th percentile speed, the State guidelines allow for a potential downward adjustment from the prevailing speed based on unapparent conditions.

ANALYSIS

San José is one of the safest big cities in the nation, with an injury crash rate about half the national average. A majority of the services provided by staff in DOT's Transportation Operations Division and the Police Department's Traffic Enforcement Unit (TEU) are jointly focused on the core goal of traffic safety for all roadway users: pedestrians, bicyclists and motorists. In support of this goal, DOT strives to maintain current Engineering and Traffic Surveys to ensure that San José roadways are radar enforceable. TEU relies heavily on these surveys, not only in being current, but that they are completed thoroughly and in compliance with State law to reinforce their testimony and use of radar, in traffic hearings for speed related moving violations.

This past year, DOT completed surveys on 92 roadway segments on City streets. The majority of the completed surveys support maintaining the current posted speed limit previously approved by the City Council. The posted speed limits for the roadway segments included in this memorandum are ones that require Council action. As highlighted below, the posted speed limits for 11 roadways, or portions of the roadway, in San José, including three County expressway segments, are proposed to be increased. The proposed speed limits for six of these roadways incorporate the maximum allowable 5 mph downward adjustment from the 85th percentile speed. For the remaining five roadways, the proposed speed limit should be established at the nearest increment to the 85th percentile speed as there are no significant roadway or traffic conditions unapparent to motorists that support a downward speed limit adjustment.

A. Speed Limits for New and Modified Roadway Segments

The posted speed limits currently in place on a majority of the 9 roadways below are based on prior surveys for a portion of the segment currently included in the speed limit resolution. The roadway segment in the resolution is being expanded to include the entire segment identified below. Farnsworth Drive is being included in the resolution for the first time. Tasman Drive was surveyed for the first time to establish a radar enforceable speed limit and also needs to be included in the resolution. A detailed summary of the

Engineering and Traffic Surveys conducted for each roadway segment is included in Attachment A.

	Roadway Segments *(Council District)*	Current Adopted/Posted Speed Limit	85th Percentile Based Speed Limit	Proposed Speed Limit *
1	Bailey Ave – Santa Teresa Blvd (7200' w/o) to US-101 *(CD 2)*	45	55	**50**
2	Bernal Rd/Silicon Valley Blvd – Santa Teresa Blvd. to Hellyer Ave *(CD 2)*	40	45	**40**
3	Blossom Hill Rd – Snell Ave to US-101 *(CD 2)*	40	45	**40**
4	Charcot Ave – Orchard Pkwy to Zanker Rd *(CD 4)*	35	40	**40**
5	Farnsworth Dr – Silver Creek Valley Rd to San Felipe Rd *(CD 8)*	**/35	40	**35**
6	Junction Ave – Brokaw Rd to Zanker Rd *(CD 4)*	40	40	**40**
7	Skyport Dr – SR-87 to First St *(CD 3)*	30	40	**40**
8	Tasman Dr – Zanker Rd to East City Limit *(CD 4)*	**/40	50	**45**
9	Yerba Buena Rd – San Felipe Rd to Verona Rd *(CD 8)*	40	45	**40**

* *Proposed Speed Limit to comply with State Law and allow for radar speed enforcement by SJPD*
** *Segment does not have an adopted speed limit*

B. Speed Limit Changes Based on Updated Surveys

Based upon the results of the engineering and traffic surveys, the posted speed limits on four of the roadways below (or a portion of) are proposed to be increased. The speed limits in the resolution for the remaining three roadways are proposed to be changed to reflect the speed limit currently posted on the street. A detailed summary of the Engineering and Traffic Surveys conducted for these roadway segments is included in Attachment B.

	Roadway Segments *(Council District)*	Current Adopted/Posted Speed Limit	85th Percentile Based Speed Limit	Proposed Speed Limit *
1	Almaden Rd – Almaden Exp to McKean Rd *(CD 10)*	35/40	45	**40**
2	Almaden Rd – Almaden Exp to Ironwood Dr *(CD 6, 7)*	45/35	35	**35**
3	Great Oaks Blvd – Santa Teresa Blvd to SR-85 *(CD 2)*	35	40	**40**
4	O'Toole Ave – between I-880 to Montague Exp *(CD 4)*	35	45	**40**
5	Race St – San Carlos St to The Alameda *(CD 6)*	30/25	30	**25**
6	Seventh St – Humboldt St to Alma Ave Seventh St – Alma Ave to Tully Rd *(CD 3, 7)*	30 35	40	**35**
7	Tenth St – Humboldt St to Alma Ave Tenth St – Alma Ave to Phelan Ave *(CD 3, 7)*	25/30 25/35	40	**35**

* *Proposed Speed Limit to comply with State Law and allow for radar speed enforcement by SJPD*

C. Speed Limits for State and County Roads

The City's speed limit resolution has regularly incorporated the speed limits established by the State of California and the County of Santa Clara for the segments of State Routes and County Expressways that are within the boundaries of San José. Traffic laws on these State Routes and County Expressways are enforced by the San José Police Department as

authorized by State law. Based upon Engineering and Traffic Surveys completed by the County, the segments of Almaden Expressway and Capitol Expressway identified below are proposed to be increased to establish a radar enforceable speed limit. County staff intends to bring forward the proposed changes to the speed limits on the expressways to the Board of Supervisors this summer. The speed limit identified in the current resolution for San Carlos Street needs to be corrected to reflect the speed limit established by the State. A detailed summary for these roadway segments is included in Attachment C.

	Roadway Segments *(Council District)*	Current Adopted/Posted Speed Limit	85th Percentile Based Speed Limit	Proposed Speed Limit *
1	Almaden Expy (County) – SR-87 to Branham Ln *(CD 6, 9)*	45	55	**50**
2	Almaden Expy (County) – Harry Rd to Coleman Rd *(CD 10)*	45	50	**50**
3	Capitol Expy (County) – SR-87 to McLaughlin Ave *(CD 7, 10)*	45	50	**50**
4	San Carlos St (State) – Montgomery St to Woz Way *(CD 3)*	25/35	35	**35**

** Proposed Speed Limit to comply with State Law and allow for radar speed enforcement by SJPD*

D. Speed Limits for Multi-jurisdiction Roads

CVC Section 22359 requires that the posted speed limit for a street bounded by multiple jurisdictions be approved by the governing body of each jurisdiction. In June 2010, the City of Santa Clara established a 35 mph speed limit for Winchester Blvd. between Newhall St. and Stevens Creek Blvd. The City has reviewed the survey conducted by Santa Clara and agrees that the established 35 mph speed limit is safe, reasonable, and in compliance with State Law. The east side of this roadway is within the City of San José, and as a boundary line roadway, the posted speed limit needs to also be incorporated in the City's speed limit resolution. A detailed summary of this roadway segment is included in Attachment D.

	Roadway Segments *(Council District)*	Current Adopted/Posted Speed Limit	85th Percentile Based Speed Limit	Proposed Speed Limit *
1	Winchester Blvd – between Newhall Street and Stevens Creek Blvd. *(CD 6)*	**/35	40	**35**

* *Proposed Speed Limit to comply with State Law and allow for radar speed enforcement by SJPD*
** *Segment does not have an adopted speed limit*

E. Administrative Corrections

The proposed resolution also includes various administrative corrections, as highlighted below.

1. The following twenty-seven (27) local street segments have *prima facie* speed limits of 25 mph that have been established per CVC Sections 22352 and 40802. The 25 mph *prima facie* speed limits do not need local approval and can be removed from the speed limit resolution.

   a. Aborn Rd, between King Rd and West End
   b. Avenida España, between Santa Teresa Blvd and Briggs Ct

c. Bacchus Dr, between McLaughlin Ave and East End
d. Camino Ramon, between Minnesota Ave and Glen Eyrie Ave
e. Cunningham Ave, between King Rd and West End
f. El Dorado St, between Taylor St and Guadalupe River
g. Glen Hanleigh Dr, between Tully Rd and Fenton Way
h. Houndshaven Way, between Skyway Dr and Branham Lane East
i. Knights Bridge Rd, between Morrill Ave and Hampstead Way
j. Leeward Dr, between Ocala Ave and Story Rd
k. Los Pinos Way, between Cottle Rd and Curie Dr
l. Loupe Ave, between McLaughlin Ave and East End
m. Mabury Rd, between White Rd and Gridley Street
n. Martin Ave, between Airport Pkwy and Coleman Rd
o. Martinvale Ln, between Heaton Moor Drive and Santa Teresa Blvd
p. Mission St, between Thirteenth St and Twenty-Third St
q. Mount McKinley Dr, between White Rd and Clayton Rd
r. Porto Alegre Dr, between Coleman Rd and 150' south of Flaxwood St
s. Rosenbaum Ave, between Capitol Expwy and Snell Ave
t. Savaker St, between Lincoln Ave and Sunol St
u. Shenado Pl, between Chynoweth Ave and East End
v. Sonora Ave, between Guadalupe Pkwy and Technology Dr
w. Sonora Ave, between Technology Dr and First St
x. Sunol St, between San Carlos St and Savaker St
y. Townsend Ave, between Lundy Ave and Sajak Ave
z. Wayne Ave, between Oakland Rd and Ringwood Ave
aa. White Oaks Ave, between Bascom Ave and Monaco Dr

2. The following seven (7) roadway segments have been either replaced by a freeway or private development, or significantly altered by a new roadway network, and should be removed from the speed limit resolution.

a. Great America Pkwy, between Gold St and SR-237
b. Guadalupe Pkwy, between Hwy 101 and N. First St
c. Guadalupe Pkwy, between Hwy 101 and Hedding St
d. Holger Way, between First St and Zanker Rd
e. O'Nel Dr, between Guadalupe Pkwy and Karina Ct
f. O'Toole Ave, between Brokaw Rd and I-880
g. Technology Dr, between Sonora Ave and Skyport Dr

3. The following six (6) roadway segments are redundant with other segments already incorporated in the speed limit resolution, and should be removed from the resolution:

a. De La Cruz Blvd (Trimble Rd), between Central Expwy and Seaboard Ave

b. First St, between Hollywood Ave and Reed St
c. Penitencia Creek Rd, between Toyon Ave and Alum Rock Ave
d. Rio Robles Dr, between Tasman Dr and N. First St
e. South Monroe St, between Stevens Creek Blvd and Tisch Way
f. Stokes St, between St. Elizabeth Dr and Southwest Expwy

4. Revise various street names included in the speed limit resolution to reflect the appropriate street name suffix.

EVALUATION AND FOLLOW-UP

DOT is responsible for changes to speed limit signs on City roadways. If approved by the County Board of Supervisors, the County Roads and Airport Division is responsible for changing the speed limit signs on the County expressways. The San José Police Department will conduct enforcement as needed on the City, County and State roadways in San José to address any compliance issues with the new speed limits.

POLICY ALTERNATIVES

The proposed speed limit changes for the City roadways and the County Expressways identified in this memorandum are based upon State law. The City is required to follow State Law in conducting Engineering and Traffic Surveys and in setting posted speed limits in the City.

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 Council agenda. This past year, outreach was conducted with Council Offices with constituencies adjacent to the County Expressways, regarding potential changes to the speed limits. Based upon community interest in the potential speed limit change on Almaden Expressway, meetings were attended by County and/or City staff – with the Almaden Valley Leadership group, the VEP Neighborhood Association and the Bret Harte Middle School community. Many of the attendees at these meetings understood why the speed limit on Almaden Expressway needed to be increased. There were parents and others in attendance at the Bret Harte Middle School meeting that expressed concern about the proposed speed limit increase, specifically in the vicinity of the

signalized intersection at Via Valiente/Rajkovich Way, as it is used by school children. However, many attendees also expressed a desire to have an enforceable speed limit. At this meeting, County staff shared information about various improvements they had planned for this intersection, and the San José Police Department discussed their enforcement plans for the new speed limit.

COORDINATION

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

COST SUMMARY/IMPLICATIONS

Installation of new speed limit signs for City of San José roadways will incur a one-time cost of approximately $6,000 and will be absorbed within DOT's existing budget.

BUDGET REFERENCE

Fund	Appn	Appn. Name	Total Appn	Cost	2010-2011 Adopted Budget Page	Last Budget Action (Date, Ord. No.)
001	0512	Non-Personal / Equipment – DOT	$11,475,123	$6,000	VIII-258	06/29/10 Ord. No. 28765

CEQA

Exempt, File No. PP10-113.

/s/
HANS F. LARSEN
Director of Transportation

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

Attachments

1. Bailey Avenue – Santa Teresa Boulevard (7200' west of) to US-101

(CD 2)

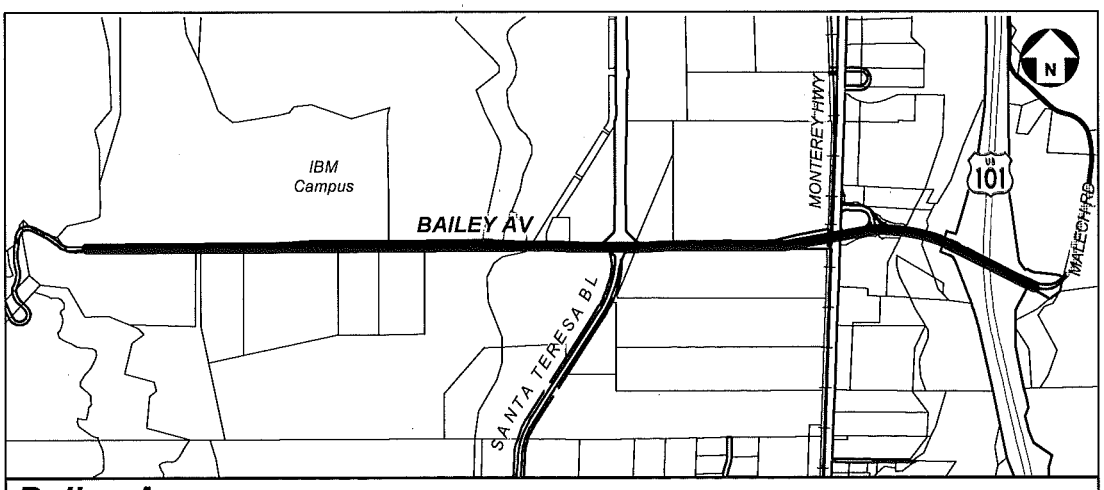
The segment of Bailey Avenue, between 7,200 feet west of Santa Teresa Boulevard and Monterey Highway, is currently posted at 45 mph based on a prior survey completed in February 2003. The new survey covers an extended roadway, between 7,200 feet west of Santa Teresa Boulevard to US-101, and was recently completed to establish a radar enforceable speed limit.

This segment of Bailey Avenue is a major arterial street varying between two to four lanes, approximately 2.5 miles long and carries an average daily traffic of 6,500 vehicles. Adjacent land use is predominantly orchard fields and undeveloped land. The IBM campus, located west of Santa Teresa Boulevard, is the only traffic generator along the segment.

The nearest 5 mph increment to the 85th percentile speed is 55 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: seven speed related crashes, and an injury crash involving a bicyclist; a portion of the roadway is narrow with no shoulder, and recreational cyclists share the roadway with vehicle traffic.

Based on the above information, the proposed speed limit of 50 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Bailey Avenue. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
55.5	55	45	**50**



Bailey Avenue

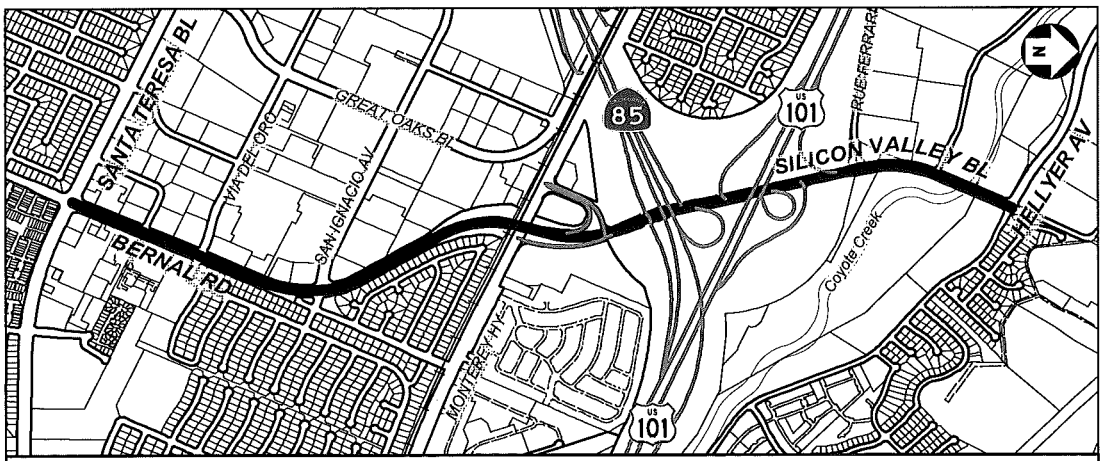
2. Bernal Road/Silicon Valley Boulevard – Santa Teresa Boulevard to Hellyer Avenue (CD 2)

The segment of Bernal Road/Silicon Valley Boulevard between Santa Teresa Boulevard and Monterey Road is currently posted at 40 mph based on a prior survey completed in January 2002. The new survey covers an extended roadway, between Santa Teresa Boulevard and Hellyer Avenue, and was recently completed to establish a radar enforceable speed limit.

Bernal Road/Silicon Valley Boulevard is a six lane, divided, arterial street, approximately 1.8 miles long, and carries an average daily traffic of 18,000 vehicles. This segment provides freeway access to SR-85 and US-101. Adjacent land use is predominantly commercial with some residential back-on properties between Via Del Oro and Monterey Road. Bicycle and pedestrian access to the Coyote Creek Trail is provided at both ends of the Coyote Creek overcrossing.

The nearest 5 mph increment to the 85th percentile speed is 45 mph. As permitted by State law, a maximum 5 mph reduction has been applied primarily based on the following factors: 36 speed related crashes with a third of these resulting in injuries, an additional injury crash involving a bicyclist, and an uncontrolled crosswalk providing access to the Coyote Creek trail. A 45 mph would be outside the 10 mph pace and would be higher than the 90th percentile speed. A 40 mph speed limit also provides a better transition to the 30 mph posted speed limit east of Hellyer Avenue. Maintaining the current posted speed limit of 40 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Bernal Road/Silicon Valley Boulevard. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
44.0	45	40	**40**



Bernal Road/Silicon Valley Boulevard

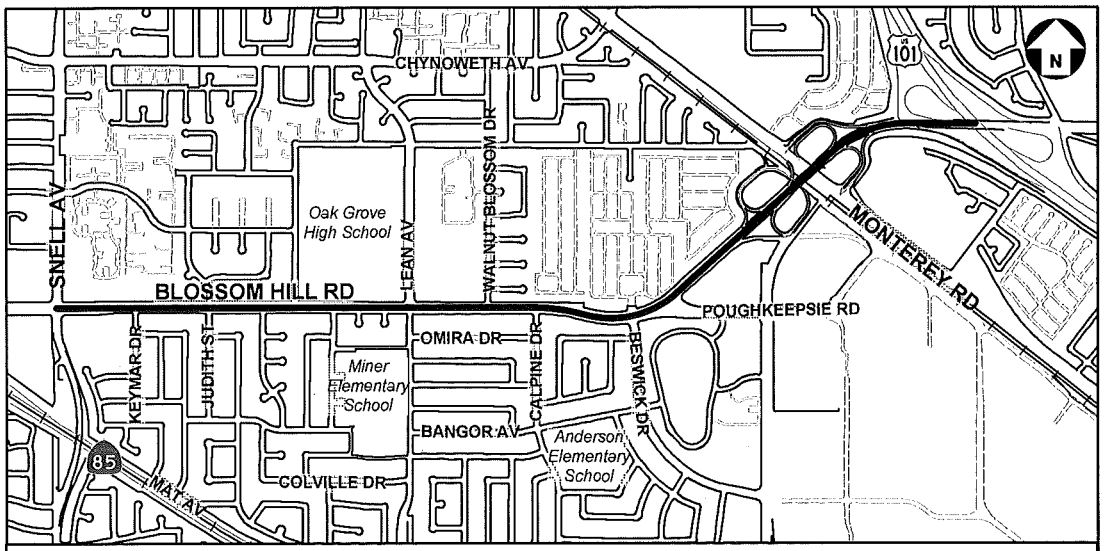
3. Blossom Hill Road – Snell Avenue to US-101
(CD 2)

This segment of Blossom Hill Road is currently posted at 40 mph based on a prior survey of the portion between Snell Avenue and the SPRR tracks in March 2002. The entire segment was recently surveyed to establish a radar enforceable speed limit.

Blossom Hill Road is predominantly a six lane, divided, major arterial street, approximately 6.4 miles long and carries an average daily traffic of 30,300 vehicles. This segment provides freeway access to SR-85 and US-101. Adjacent land use is both commercial and residential; with front-on and side-on single family homes throughout the segment.

The nearest 5 mph increment to the 85th percentile speed is 45 mph. As permitted by State law, a maximum 5 mph reduction has been applied based primarily on the following factors: 95 speed related crashes with over a third of these resulting in injuries, 15 additional crashes involving pedestrians or bicyclists, and 18 driveway related crashes associated with merging traffic. Maintaining the current posted speed limit of 40 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Blossom Hill Road. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
47.0	45	40	**40**



Blossom Hill Road

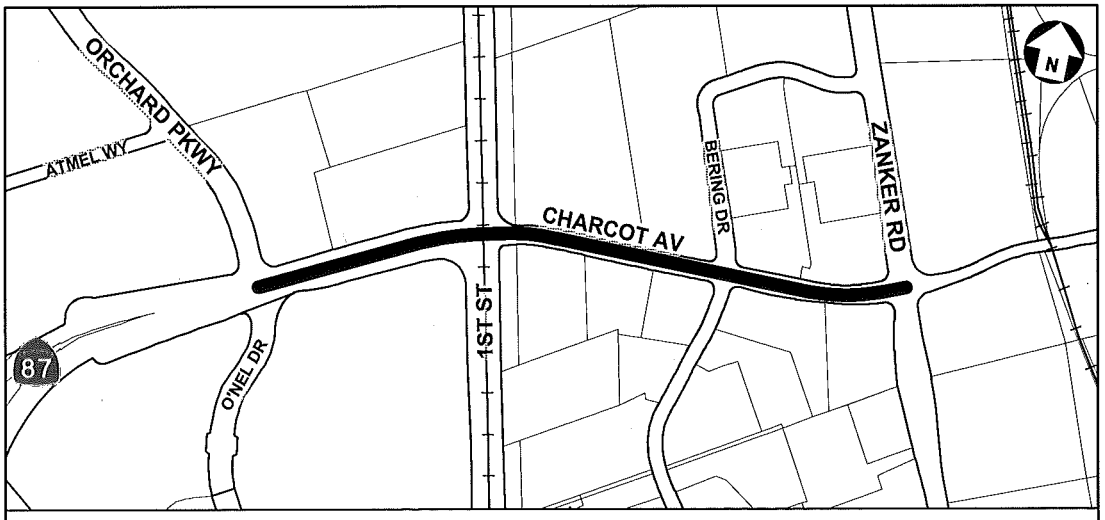
4. Charcot Avenue– Orchard Parkway to Zanker Road
(CD 4)

The segment of Charcot Avenue between First Street and Zanker Road is currently posted at 35 mph based on a prior survey completed in December 2002. The new survey covers an extended roadway, from Orchard Parkway to Zanker Road, and was recently surveyed to establish a radar enforceable speed limit.

Charcot Avenue is a four lane, divided, collector street between Orchard Parkway and First Street, and a two lane, undivided, collector street between First Street and Zanker Road. This segment is approximately 0.75 mile long and carries an average daily traffic of 10,200 vehicles. Adjacent land use is predominantly commercial.

The nearest 5 mph increment to the 85th percentile speed is 40 mph. In the absence of roadway conditions unapparent to motorists, the proposed speed limit of 40 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Charcot Avenue. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
39.5	40	35	**40**



Charcot Avenue

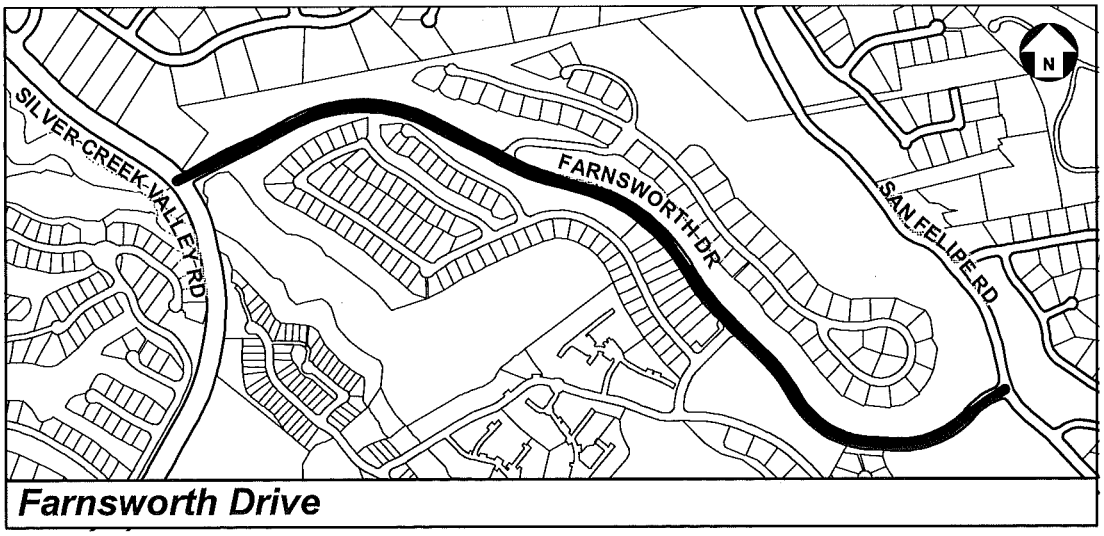
5. Farnsworth Drive – Silver Creek Valley Road to San Felipe Road
(CD 8)

Farnsworth Drive is currently posted at 35 mph and surveyed in February 2008 to establish a radar enforceable speed limit. The posted speed limit for Farnsworth Drive needs to be incorporated in the speed limit resolution.

Farnsworth Drive is a two lane, undivided, collector street approximately 1.0 mile long and carries an average daily traffic of 8,600 vehicles. Adjacent land use is predominantly residential. The south side of the segment consists of back-on homes separated by sound walls and fencing; the north side is currently undeveloped hillside with a pedestrian walking path.

The nearest 5 mph increment to the 85th percentile speed is 40 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: Sixty percent of crashes were speed related; there is pedestrian activity due to Silver Oak Elementary School located at the east end, and numerous horizontal and vertical curves along the entire segment. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on Farnsworth Drive. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
38.8	40	35	**40**



Farnsworth Drive

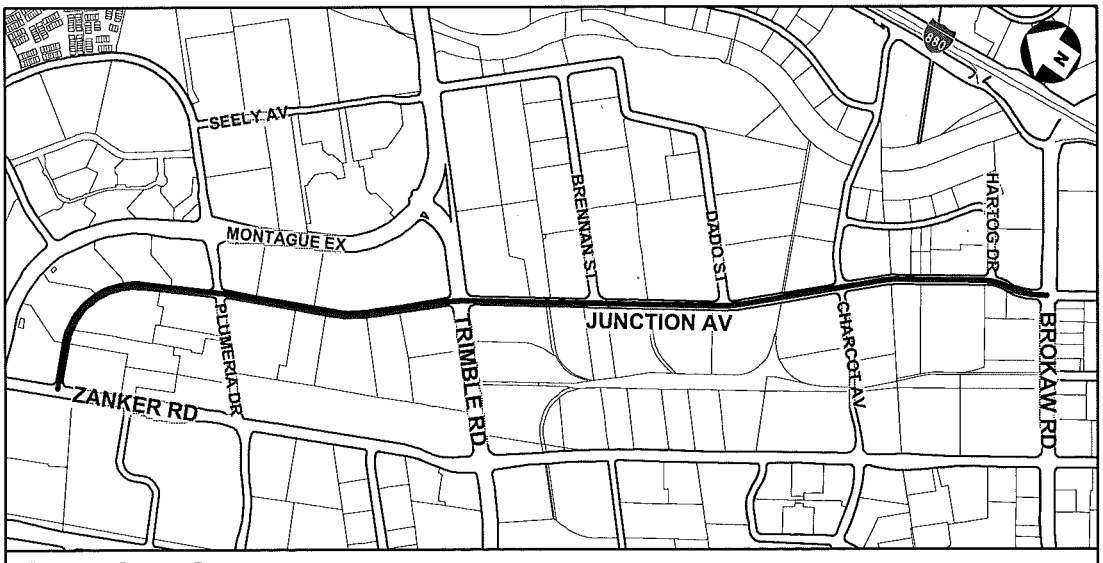
6. Junction Avenue – Brokaw Road to Zanker Road
(CD 4)

This segment of Junction Avenue is currently posted at 40 mph based on a prior survey in December 2002. However, the portion between Trimble Road and Zanker Road was not included in the speed limit resolution. The entire segment was recently surveyed to establish a radar enforceable speed limit.

Junction Avenue is a two lane, undivided street that functions as a major collector, approximately 1.80 miles long and carries an average daily traffic of 7,900 vehicles. There is a long gradual horizontal curve between Plumeria Drive and Zanker Road. There are small horizontal curves north of Brokaw Road, south of Charcot Avenue, south of Dado Street, and north of Trimble Road. Adjacent land use is commercial/industrial.

The nearest 5 mph increment to the 85th percentile speed is 40 mph, which is the current posted speed limit. In the absence of roadway conditions unapparent to motorists, the maintaining the current posted speed limit of 40 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Junction Avenue. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
38.7	40	40	**40**



Junction Avenue

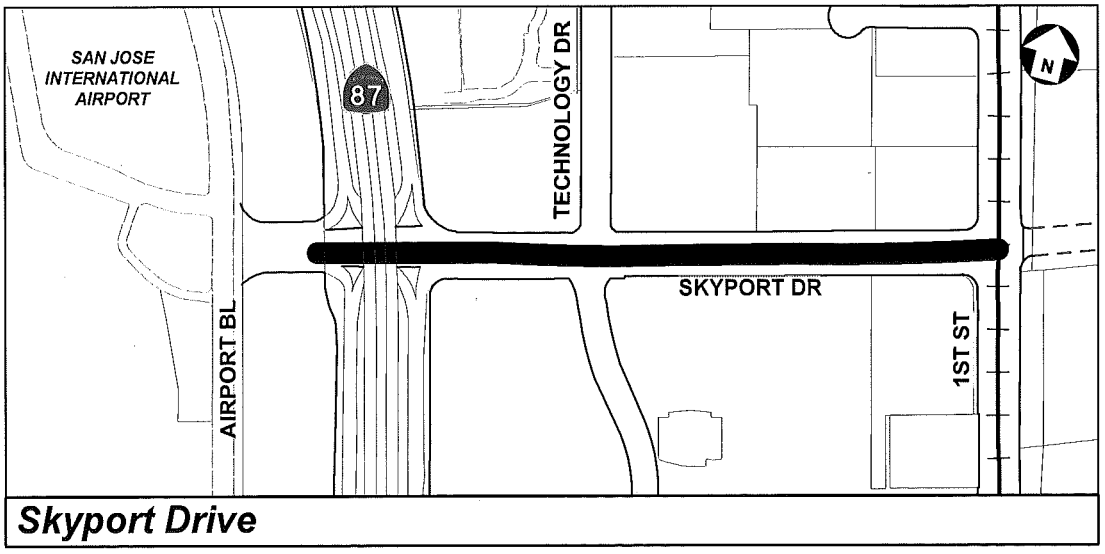
7. Skyport Drive – SR-87 to First Street
(CD 3)

The segment of Skyport Drive between Technology Drive and First Street is currently posted at 30 mph based on a prior survey completed in February 1998. The new survey covers an extended roadway segment, from SR-87 to First Street, and was recently surveyed to establish a radar enforceable speed limit.

Significant roadway developments have taken place since the last survey in 1998, including: widening from two to six lanes, addition of a median island, and connections to SR-87 (was Guadalupe Parkway) and the San José International Airport. Skyport Drive is a now a six lane, divided, collector street, approximately 0.4 mile long, and carries an average daily traffic of 7,500 vehicles. Adjacent land use is entirely commercial.

The nearest 5 mph increment to the 85th percentile speed is 40 mph. In the absence of roadway conditions unapparent to motorists, the proposed speed limit of 40 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on Skyport Drive. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
41.0	40	30	**40**



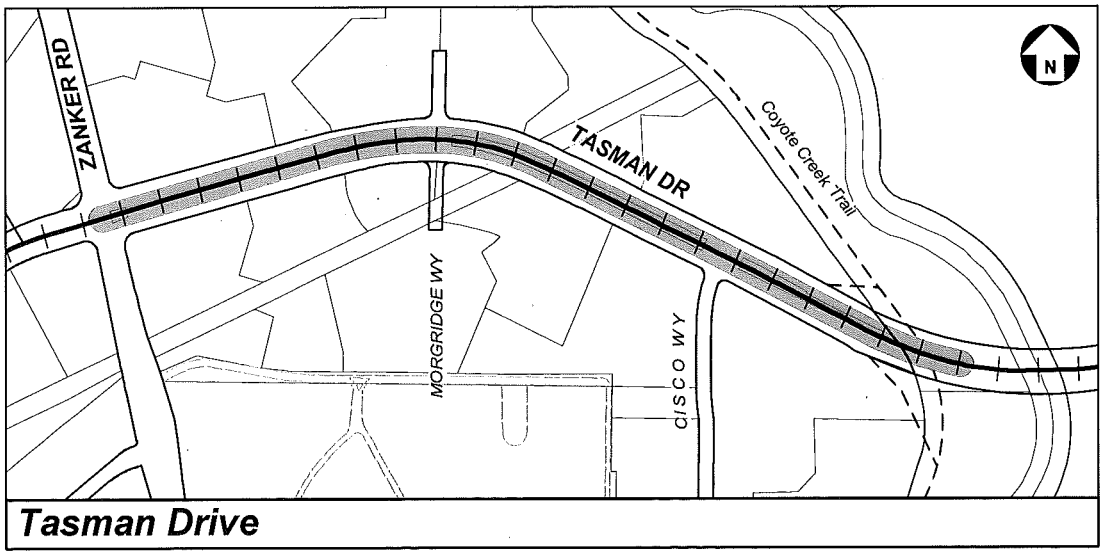
8. Tasman Drive – Zanker Road to East City Limit
(CD 4)

This segment of Tasman Drive is currently posted at 40 mph. The segment was recently surveyed for the first time to establish a radar enforceable speed limit.

Tasman Drive is a six lane, divided, arterial street, approximately 0.8 mile long, and carries an average daily traffic of 21,000 vehicles. VTA Light Rail Trains (LRT) operate in a raised median island, and there is a station platform west of Cisco Way. The east end of the segment has an overpass crossing Coyote Creek. Adjacent land use is predominantly campus industrial. Bicycle and pedestrian access to the Coyote Creek trail is provided west of the Coyote Creek overcrossing.

The nearest 5 mph increment to the 85th percentile speed is 50 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: ten speed related crashes of which five resulted in injuries, significant bicycle and pedestrian activity due to the LRT station and Coyote Creek Trail connection, and a 50 mph speed limit would be outside the 10 mph pace. The proposed speed limit of 45 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Tasman Drive. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
49.0	50	40	**45**



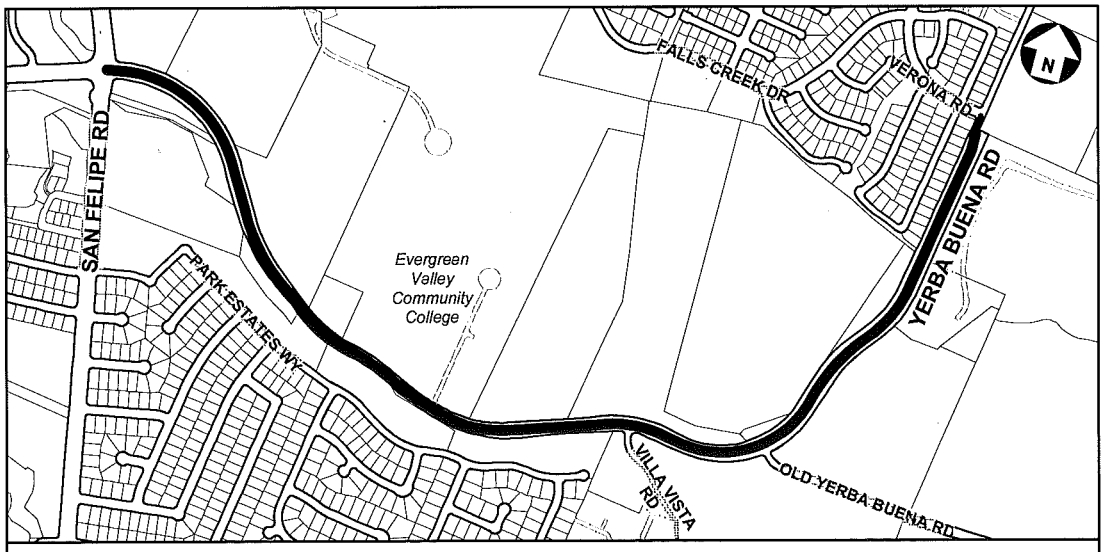
9. Yerba Buena Road – San Felipe Road to Verona Road
(CD 8)

This segment of Yerba Buena Road is currently posted at 40 mph based on prior surveys of various portions in March 2003 and October 2004. However, the segment between Villa Vista Road and Verona Road was never incorporated in the speed limit resolution. The entire segment was recently surveyed to establish a radar enforceable speed limit.

Yerba Buena Road is a four lane, divided, arterial street, approximately one mile long and carries an average daily traffic of 5,150 vehicles. On-street parking is prohibited along the entire segment. Evergreen Valley Community College is on the north side of the segment; with the south side mostly undeveloped. Multiple horizontal and vertical curves exist along the segment.

The nearest 5 mph increment to the 85th percentile speed is 45 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: six speed related crashes of which one resulted in injury; a 45 mph speed limit would be outside the 10 mph pace and near the 95th percentile speed. Maintaining the current posted speed limit of 40 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Yerba Buena Road. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
43.7	45	40	**40**



Yerba Buena Road

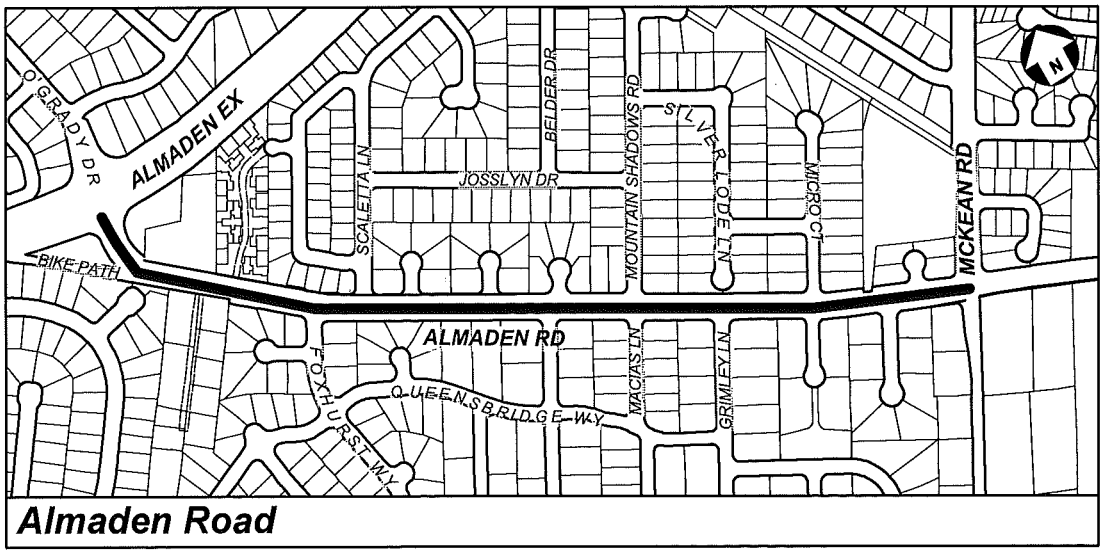
1. Almaden Road - Almaden Expressway to McKean Road
(CD 10)

This segment of Almaden Road is currently posted at 40 mph based on a survey completed in July 2006 to establish a radar enforceable speed limit. However, a speed limit of 35 MPH was incorrectly reflected in the speed limit resolution.

This segment of Almaden Road is a two-lane arterial street, approximately 0.6 mile long, and carries an average daily traffic of 7,625 vehicles. The north end of this segment provides access to Almaden Expressway. Adjacent land use is predominantly residential with some commercial developments at Almaden Expressway. Approximately 25% of the roadside is not fully improved and has no sidewalks.

The nearest 5 mph increment to the 85th percentile speed is 45 mph. As permitted by State law, a maximum 5mph reduction has been applied based on the following factors: an injury crash rate of 1.36 is higher than the statewide average of 0.69 for a similar roadway, and a 45 mph speed limit would be outside the 10 mph pace. The northern end of the segment has a sharp, unimproved horizontal curve with moderate pedestrian activity due to an adjacent bus stop. Maintaining the current posted speed limit of 40 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Almaden Road. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
44.0	45	40	**40**



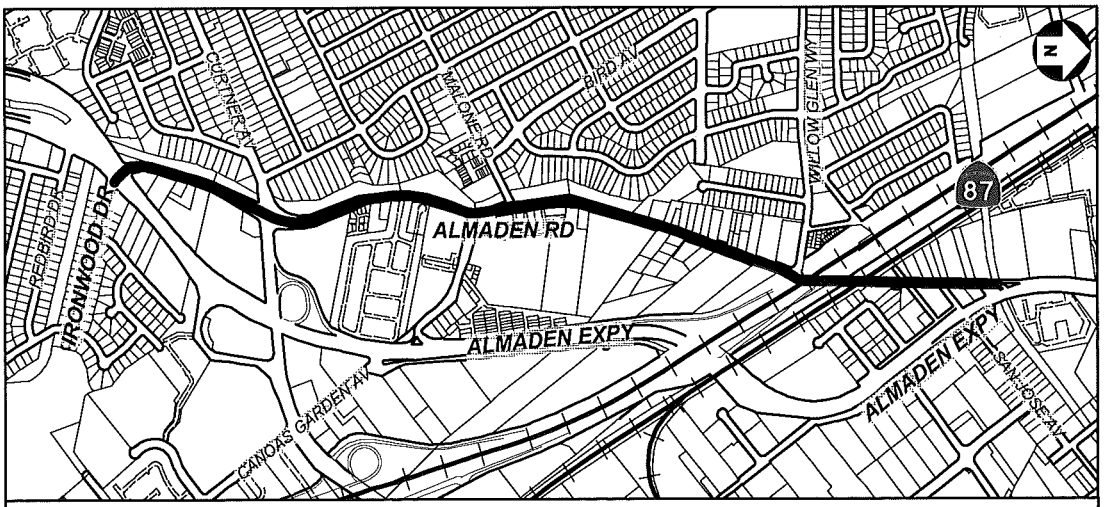
2. Almaden Road - Almaden Expressway to Ironwood Drive
(CD 6, 7)

This segment of Almaden Road is currently posted at 35 mph and surveyed in October 2006 to establish a radar enforceable speed limit. However, a speed limit of 45 MPH was incorrectly reflected in the speed limit resolution.

This segment of Almaden Road is a two-lane, undivided, collector street, approximately 1.3 miles long and carries an average daily traffic of 8,840 vehicles. There are multiple horizontal and vertical curves throughout the segment. Adjacent land use is approximately 70% commercial and 30% residential.

The nearest 5 mph increment to the 85th percentile speed is 35 mph, which is the current posted speed limit. In the absence of roadway conditions unapparent to motorists, maintaining the current posted speed limit of 35 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Almaden Road. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
37.3	35	35	**35**



Almaden Road

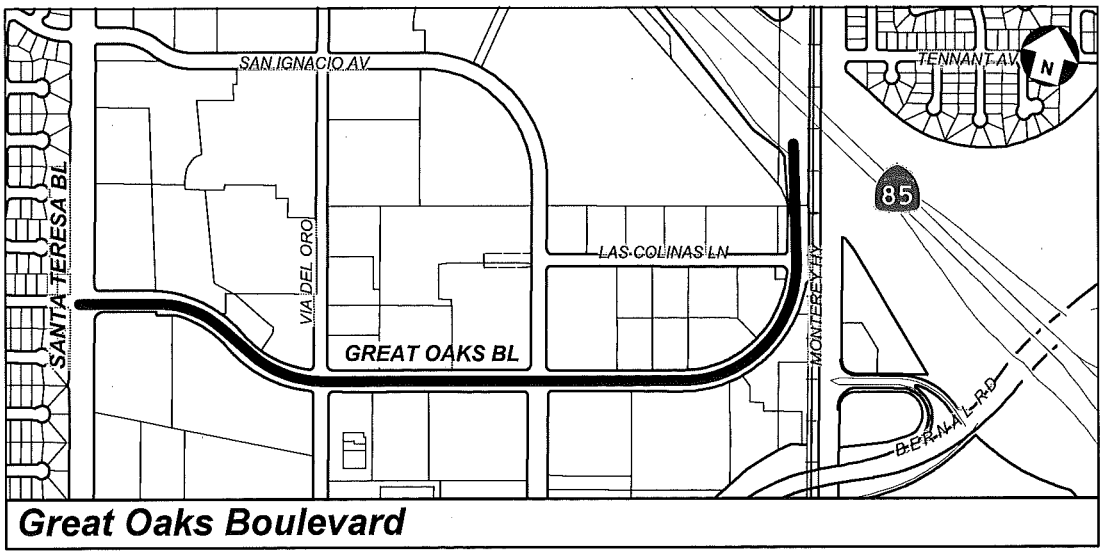
3. Great Oaks Boulevard – Santa Teresa Boulevard to SR-85
(CD 2)

This segment of Great Oaks Boulevard is currently posted at 35 mph based on a prior survey completed in January 2002. The entire segment was recently surveyed to establish a radar enforceable speed limit.

Great Oaks Boulevard is a four-lane, divided, collector street, approximately 0.85 mile long and carries an average daily traffic of 9,000 vehicles. The north end of the segment provides access to SR-85. Adjacent land use is entirely campus industrial.

The nearest 5 mph increment to the 85th percentile speed is 40 mph. In the absence of roadway conditions unapparent to motorists, the proposed speed limit of 40 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Great Oaks Boulevard. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
42.0	40	35	**40**



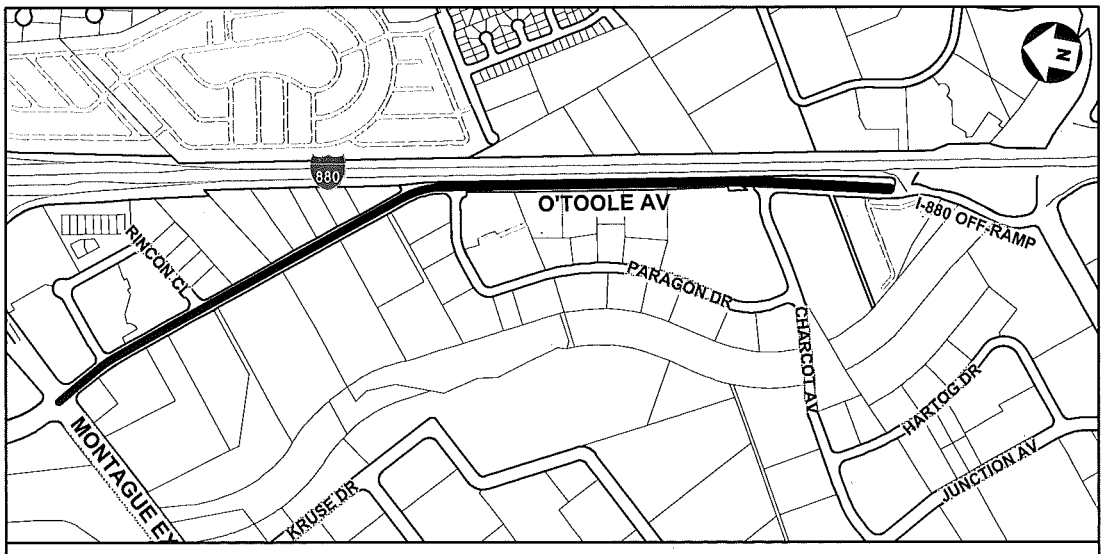
4. O'Toole Avenue – Montague Expressway to I-880
(CD 4)

This segment of O'Toole Avenue is currently posted at 35 mph, and was recently surveyed for the first time to establish a radar enforceable speed limit.

O'Toole Avenue is a two lane, undivided, collector street from the I-880 off-ramp to north of Paragon Drive. The remainder of the segment is a two lane, undivided, arterial street with a two-way left turn lane. The segment is 1.0 mile long and carries an average daily traffic of 6,100 vehicles. Adjacent land use is commercial and industrial; the south end of the segment is adjacent to I-880.

The nearest 5 mph increment to the 85th percentile speed is 45 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: five speed related crashes of which two resulted in injury; a 45 mph speed limit would be outside the 10 mph pace and would exceed the 95th percentile speed; and traffic flow is frequently disrupted by heavy truck traffic merging in and out of driveways. The proposed speed limit of 40 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of O'Toole Avenue. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
43.0	45	35	**40**



O'Toole Avenue

5. Race Street –San Carlos Street to The Alameda
(CD 6)

This segment of Race Street is currently posted at 25 mph and surveyed in November 2006 to establish a radar enforceable speed limit. However, a speed limit of 30 MPH was incorrectly reflected in the speed limit resolution.

Race Street is a two-lane collector street, approximately 0.5 mile long and carries an average daily traffic of 12,260 vehicles. Adjacent land use is approximately 90% commercial and 10% residential.

The nearest 5 mph increment to the 85th percentile speed is 30 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: a higher injury crash rate of 1.26 when compared to the statewide average of 0.69 for a similar roadway and the heavy pedestrian activity along this segment due to adjacent retail/restaurant businesses, St Leo the Great school and church. There are also numerous (five) uncontrolled crosswalks, including 1 mid-block and 2 school crosswalks. Maintaining the posted speed limit of 25 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Race Street. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
30.0	30	25	**25**

6. Seventh Street – Humboldt Street to Tully Road

(CD 3, 7)

The portion of Seventh Street between Humboldt Street and Alma Avenue is currently posted at 30 mph based on a prior survey completed in February 2002. The portion between Alma Avenue and Tully Road is posted at 35 mph based on a prior survey completed in June 2003. These two segments have been combined due to their similar roadway characteristics. The entire segment was recently surveyed to establish a radar enforceable speed limit.

This segment of Seventh Street is a two-lane minor arterial street, approximately 1.5 miles long and carries an average daily traffic of 8,800 vehicles. Adjacent land use is entirely commercial/industrial with a portion of the segment not fully improved. SJSU Spartan Stadium is located at the north end of the segment.

The nearest 5 mph increment to the 85th percentile speed is 40 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: 23 speed related crashes with over a third of these resulting in injuries, three additional crashes involving pedestrians and a bicyclist; the injury crash rate of 1.22 is higher than the statewide average of 0.69 for a similar roadway; a 40 mph speed limit would be outside the 10 mph pace and would exceed the 93rd percentile speed. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Seventh Street. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
38.0	40	30, 35	**35**

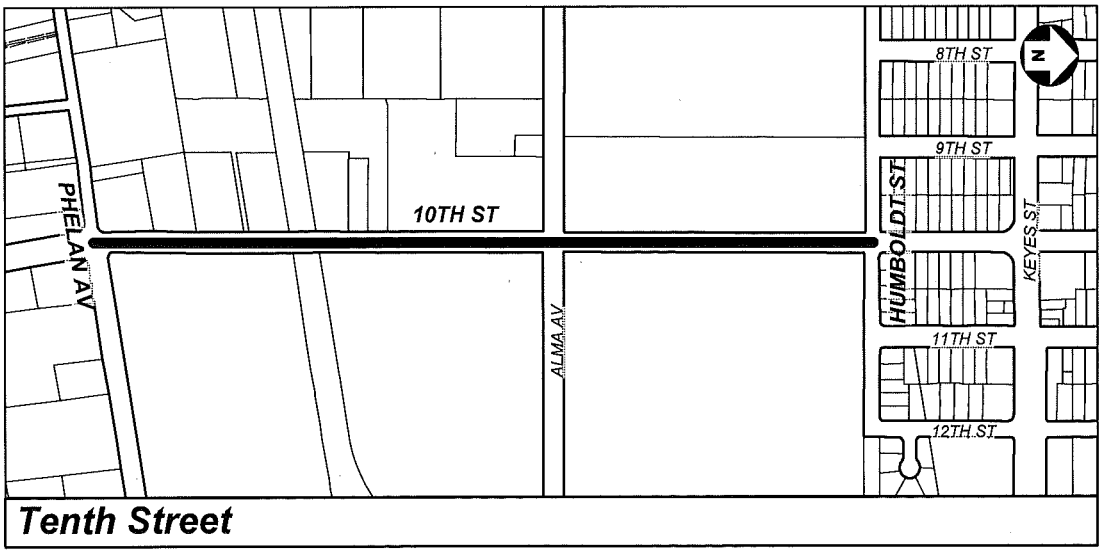
7. Tenth Street – Humboldt Street to Phelan Avenue
(CD 3, 7)

The segment of Tenth Street between Humboldt Street and Alma Avenue is currently posted at 30 mph. Between Alma Avenue and Phelan Avenue, Tenth Street is currently posted at 35 mph. The entire segment was recently surveyed to establish a radar enforceable speed limit.

This segment of Tenth Street is a four-lane minor arterial street, approximately 0.56 mile long and carries an average daily traffic of 11,000 vehicles. Tenth Street north of this segment is a one-way southbound street. Adjacent land use is entirely commercial/ industrial, with SJSU athletic facilities, Sharks Ice, and the San José Municipal Stadium located near the Alma Avenue intersection.

The nearest 5 mph increment of the 85th percentile speed is 40 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: 21 speed related crashes with a third of these resulting in injuries, and one additional injury crash involving a bicyclist; and there is significant pedestrian activities due to the surrounding sports facilities. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Tenth Street. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
42.0	40	30, 35	**35**



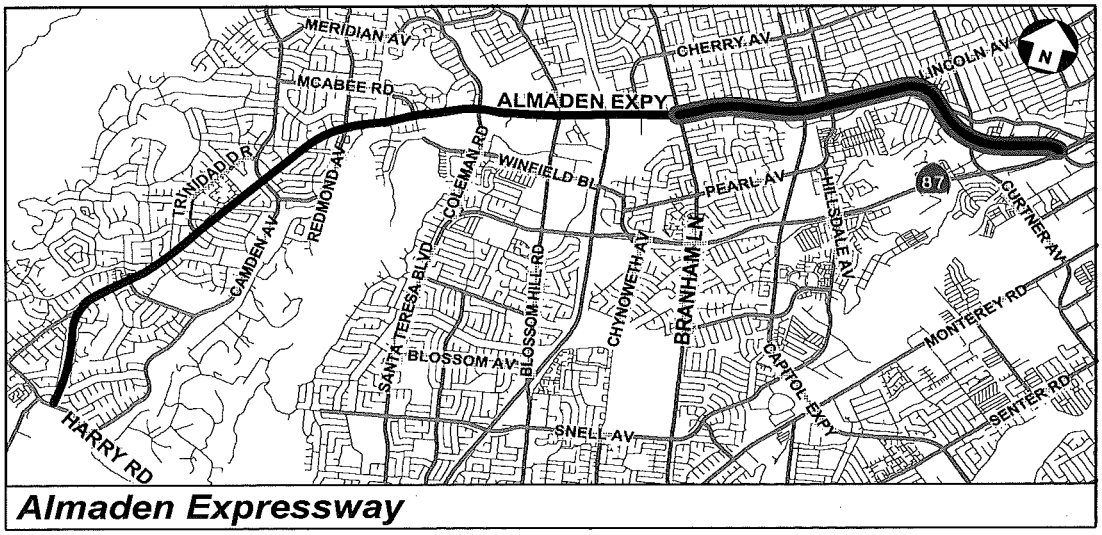
1. Almaden Expressway – Branham Lane to SR-87
(CD 6, 9)

This segment of Almaden Expressway is currently posted at 45 mph based on a survey completed by the County of Santa Clara in November 2004. The entire segment was recently surveyed by the County to establish a radar enforceable speed limit.

Almaden Expressway is a six lane, divided, arterial expressway, approximately 2.85 miles long and carries an average daily traffic of 46,600 vehicles. Adjacent land use is primarily commercial establishments and a frontage road for accessing single family homes.

The nearest 5 mph increment of the 85th percentile speed is 55 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: a speed limit of 55 mph would be between the 95th and 98th percentile speed for a majority of the roadway, and to maintain a reasonable continuity of speed with the adjacent segment between Branham Lane and Coleman Road that is posted at 45 mph. The proposed speed limit of 50 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Almaden Expressway. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
53.0	55	45	**50**



Almaden Expressway

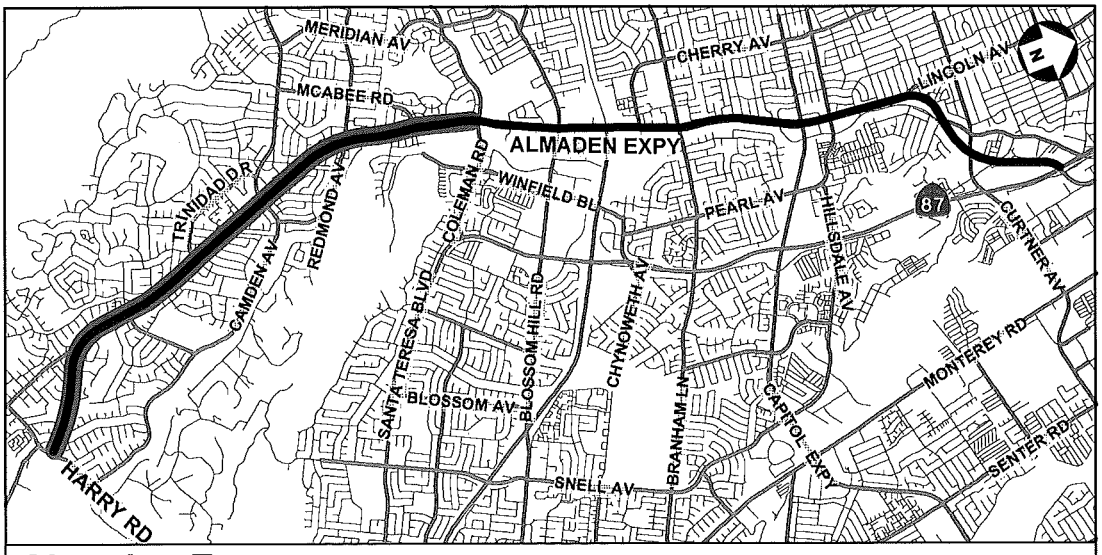
2. Almaden Expressway – Harry Road to Coleman Road
(CD 10)

This segment of Almaden Expressway is currently posted at 45 mph based on a survey completed by the County of Santa Clara in November 2004. The entire segment was recently surveyed by the County to establish a radar enforceable speed limit.

Almaden Expressway is a two to six lane, divided, arterial expressway, approximately four miles long and carries an average daily traffic of 30,950 vehicles. Adjacent land use is predominantly commercial establishment and back-on single family homes, with some reaches separated by a frontage road. The roadway narrows from six lanes to four lanes between Redmond Avenue and O'Grady Avenue, and from four lanes to two lanes between O'Grady Avenue and Harry Road. Almaden Lake Park is located south of Coleman Road.

The nearest 5 mph increment to the 85th percentile speed is 50 mph. In the absence of roadway conditions unapparent to motorists, the proposed speed limit of 50 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Almaden Expressway. A speed limit of 45 mph would be at the 35th percentile speed. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
51.0	50	45	**50**



Almaden Expressway

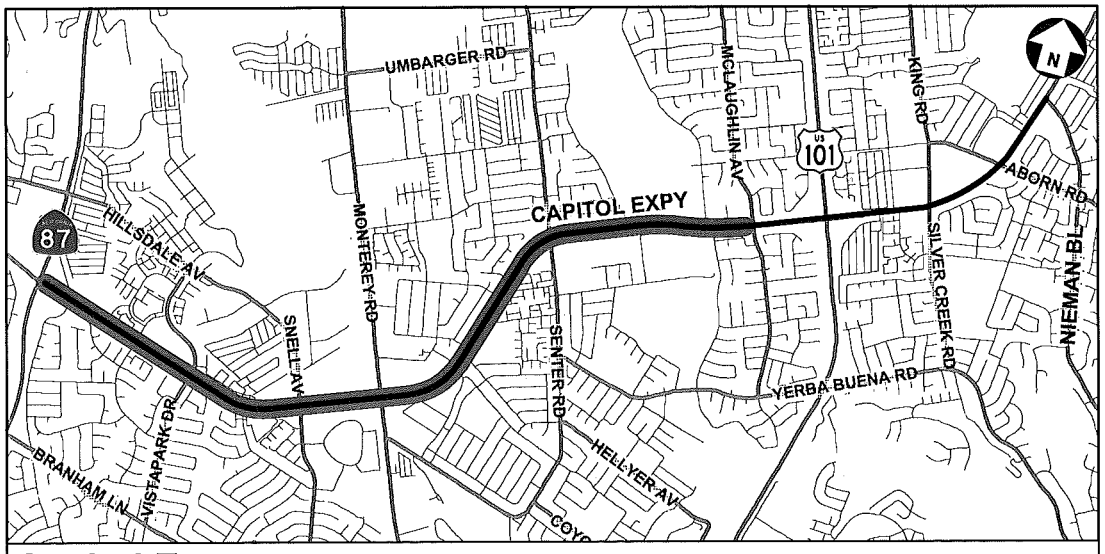
3. Capitol Expressway – SR-87 to McLaughlin Avenue
(CD 7, 10)

This segment of Capitol Expressway is currently posted at 45 mph based on a survey completed by the County of Santa Clara in December 2004. The entire segment was recently surveyed by the County to establish a radar enforceable speed limit.

Capitol Expressway is a six lane, divided, arterial expressway, approximately 1.85 miles long and carries an average daily traffic of 40,600 vehicles. Adjacent land use is back-on single family homes and commercial establishments. There are multiple long gradual horizontal curves. There is a light rail station at the west end of the segment.

The nearest 5 mph increment to the 85th percentile speed is 50 mph. In the absence of roadway conditions unapparent to motorists, the proposed speed limit of 50 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Capitol Expressway. A speed limit of 45 mph would be at the 45th percentile speed. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
51.0	50	45	**50**



Capitol Expressway

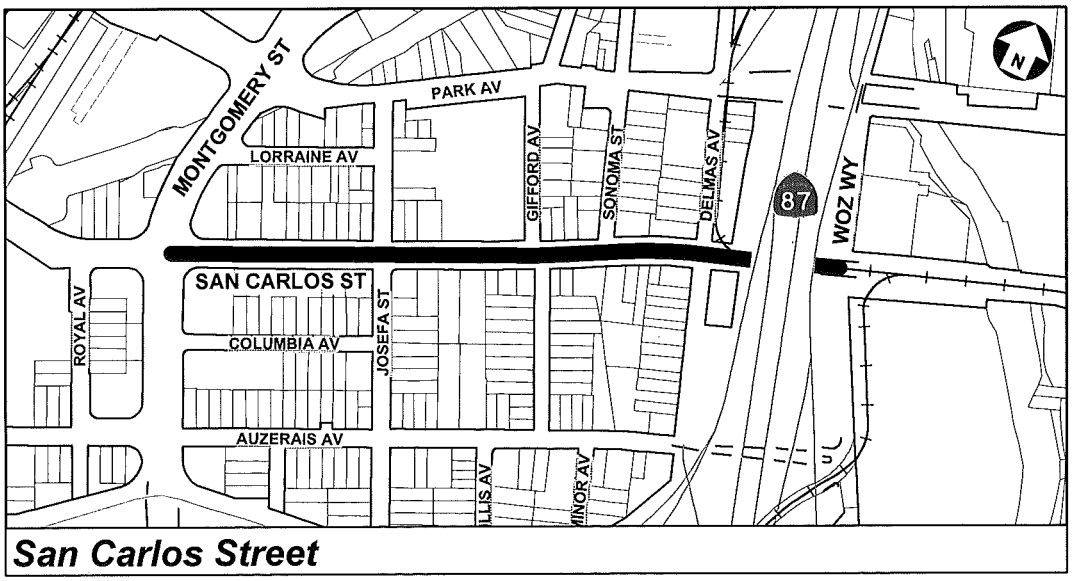
4. San Carlos Street – Montgomery Street to Woz Way, 35 MPH
(CD 3)

This segment of San Carlos Street is currently posted at 35 mph based on a survey completed in April 2007 by Caltrans to establish a radar enforceable speed limit. However, a speed limit of 25 mph was incorrectly reflected in the speed limit resolution and needs to be corrected to the speed limit established by the State.

San Carlos Street is a 4 lane, divided, arterial street, approximately .40 miles long. Adjacent land use is mostly commercial; there are front-on single family homes at the west end of the segment. There is an at-grade light rail crossing east of Woz Way. Guadalupe River Park and Gardens is located at the south east end of the segment.

The nearest 5 mph increment to the 85th percentile speed is 35 mph. The posted speed limit of 35 mph as established by the State is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of San Carlos Street. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**State Established Speed Limit (MPH)**
36.2	35	35	**35**



1. Winchester Boulevard – Newhall Street to Stevens Creek Boulevard
(CD 6)

This segment of Winchester Boulevard is currently posted at 35 mph based on a survey completed in May 2010 by the City of Santa Clara to establish a radar enforceable speed limit. The speed limit also needs to be adopted by San José.

Winchester Boulevard is a four lane, undivided, arterial street with a two-way left turn lane, approximately one mile long and carries an average daily traffic of 15,900 vehicles. Adjacent land use is side-on single family homes, high density housing, and commercial establishments.

The nearest 5 mph increment to the 85th percentile speed is 40 mph. As permitted by State law, a maximum 5 mph reduction has been applied based on the following factors: traffic flow is frequently disrupted by vehicles merging in and out of numerous commercial and high density residential driveways, pedestrian activity is high due to adjacent regional shopping center, retail businesses, a senior citizen facility, and churches. Maintaining the current posted speed limit of 35 mph is appropriate and reasonable to facilitate the orderly movement of traffic, and to allow for radar enforcement on this section of Winchester Boulevard. The Engineering and Traffic Survey data and a map of the area are shown below:

85th Percentile Survey Speed (MPH)	Posted Speed Limit Based on 85th Percentile (MPH)	Current Posted Speed Limit (MPH)	**Recommended Posted Speed Limit (MPH)**
39.5	40	35	**35**