



# Memorandum

**TO:** HONORABLE MAYOR AND  
CITY COUNCIL

**FROM:** James R. Helmer

**SUBJECT: RESOLUTION ESTABLISHING  
SPEED LIMITS**

**DATE:** 06-07-04

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Approved

Date

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Council District: 5, 6, 7 & 10

## **RECOMMENDATION**

Rescind resolution 71447 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:

1. Re-establish speed limits with changes to the following roadways within the City of San José:

Mount Pleasant Road, between Clayton Road and Marten Avenue, from 35 MPH to 30 MPH.

McKean Road, between Almaden Rd and Harry Road, from 40 MPH to 35 MPH

Senter Road, between Keyes Street and Tully Road, from 45 MPH to 40 MPH

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

Winfield Boulevard, between Coleman Road and the southerly terminus,  
30 MPH

Foxworthy Avenue, between Old Almaden Road and Hillsdale Avenue, 35 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 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 March 18, 2003, the City Council adopted Resolution 71447 that updated speed limits on all surveyed streets in the City. The proposed resolution will establish speed limits and include the establishment or re-establishment of speed limits 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 controlling those few 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 below 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**

The above items have 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 \$1400 and will be funded by the Department's existing budget.

**BUDGET REFERENCE**

Fund #	Appn #	Appn. Name	RC #	Total Appn.	Amt. for Contract	Adopted Budget Page	Last Budget Action (Date, Ord. No.)
001	0512	Department of Transportation, Non-Personal/Equipment		\$12,102,850	\$1,400	2003-2004 Approp. Ordinance, Section 2.21	2/17/2004, Ord. No. 27074
		<b>Total</b>		<b>\$13,395,771</b>	<b>\$1,400</b>		

**CEQA**

Exempt, PP04-06-186

JAMES R. HELMER  
Director of Transportation

Attachment

## 1. Mount Pleasant Road between Clayton Road and Marten Avenue

Mount Pleasant Road is a major collector street that provides access to residents and small commercial establishments in and around the area. The roadway is approximately 0.88 miles long and has one lane of traffic in each direction with a combination of two-way-left-turn lane and painted median island center divider. The street varies in pavement width from 40 feet to 66 feet. Mount Pleasant Road carries an average of 6,900 vehicles per day.

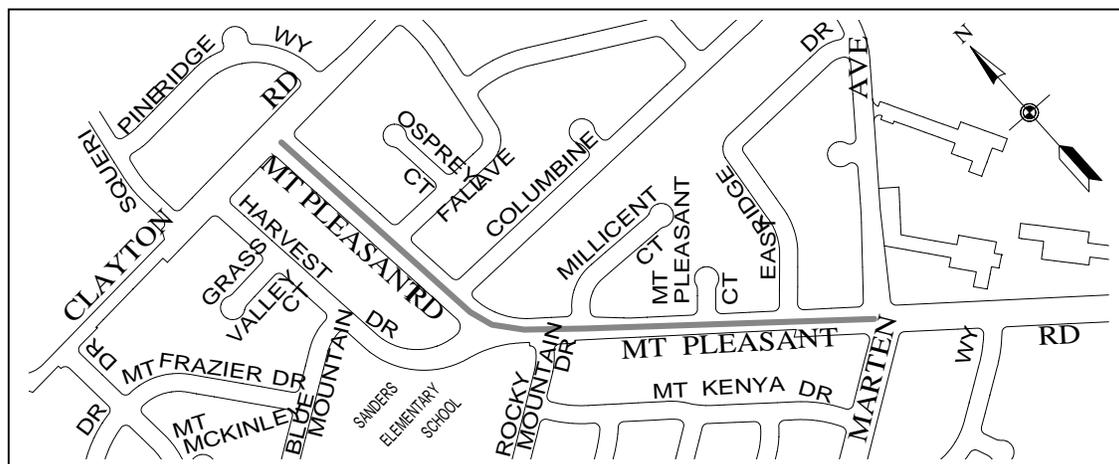
Sanders Elementary School is located on the west side of Mount Pleasant Road, between Harvest Drive and Rocky Mountain Drive. There are small commercial establishments on the southeast corner at Clayton Road and on the northwest corner at Marten Avenue. There is a fire station just south of Rocky Mountain Drive.

The roadway is controlled by all-way stops at Harvest Drive and at Marten Ave, and a one-way stop at Clayton Road. There is a gradual curve near Columbine Drive with appropriate curve warning signs present.

In March 2004, Mount Pleasant Road, between Clayton Road and Marten 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)	Established Speed Limit (MPH)	Recommended Speed Limit (MPH)
32.5	36	27 - 36	81	3.29	35	<b>30</b>

MVM: million vehicle mile



Mount Pleasant Road

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 Mount Pleasant Road.

## 2. McKean Road between Almaden Road and Harry Road

McKean Road is a north-south collector street serving a developing residential area. The surveyed portion is approximately 0.35 miles long and carries two lanes of traffic consisting of one lane in each direction with a double yellow centerline. The street varies in pavement width from 30 feet to 50 feet. McKean Road carries an average of 2,000 vehicles per day.

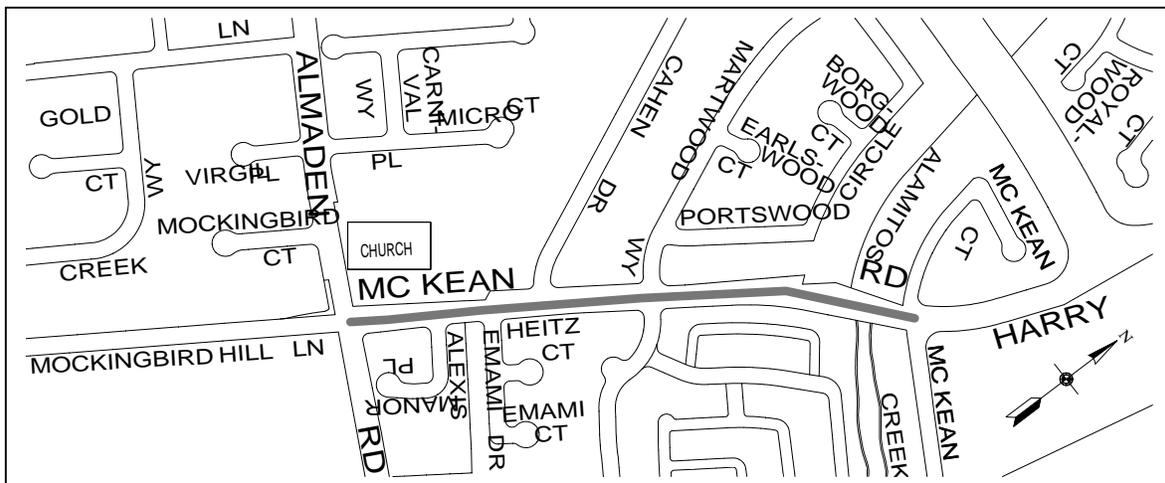
The roadway runs through a residential area with no front-on homes and bordered by soundwalls on both sides of the street. There is a church on the northwest corner at Almaden Road. Approximately 90 percent of the roadway is fully improved with sidewalk on both sides except the unimproved section on the west side from Emami Drive to Almaden Road.

The existing speed limits boundaries were established several years ago. Since that time, traffic conditions and street characteristics have changed. The proposed new speed limits reflect the current conditions along McKean Road.

In April 2004, McKean Road, between Almaden Road and Harry 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)	Established Speed Limit (MPH)	Recommended Speed Limit (MPH)
35	39	30 - 39	81	4.02	40	35

MVM: million vehicle mile



McKean Road

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 McKean Road.

### 3. Senter Road between Keyes Street and Tully Road

Senter Road is an arterial street that runs in a north-south direction and provides access to commercial and industrial properties in the area. This section of Senter Road is 1.57 miles long and has six lanes of traffic consisting of three lanes in each direction with a raised median center divider. Bike lanes are provided on both sides of the street. Senter Road carries an average of 25,500 vehicles per day.

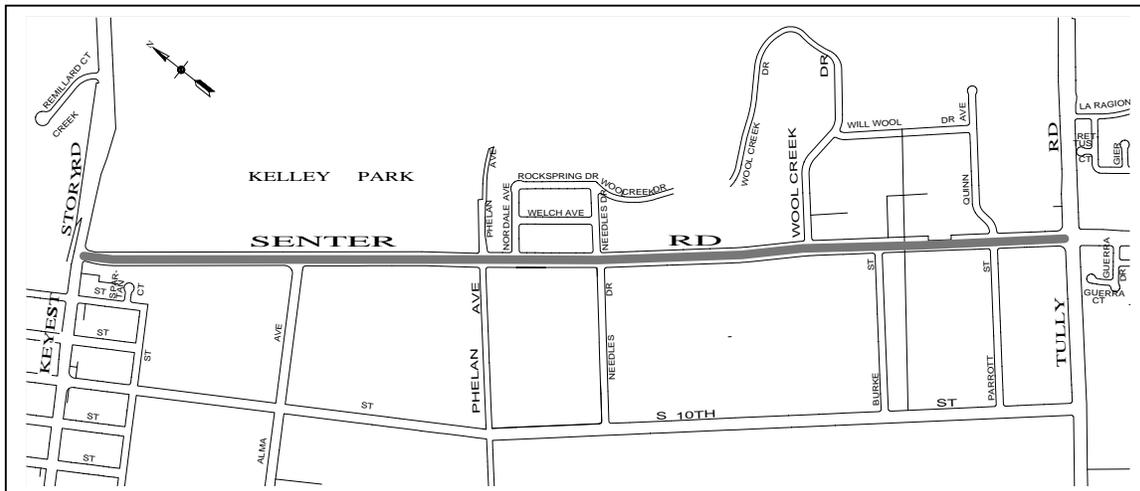
Kelley Park is located on the east side of Senter Road, from Phelan Avenue to Story Road. Sidewalks are provided along both sides of Senter Road. Pedestrian activities in the area are high due to close proximity of the Municipal Stadium, Spartan Stadium, and Kelly Park.

Traffic signal controls Senter Road traffic at its intersection with Keyes Street, Phelan Avenue, Needles Drive, Quinn Avenue, and Tully Road.

In April 2004, Senter Road, between Keyes Street and Tully 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	43	37 - 46	98	1.92	45	<b>40</b>

MVM: million vehicle mile



#### Senter 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 Senter Road.

#### 4. Winfield Boulevard Between Coleman Road and its southerly Terminus

This portion of Winfield Boulevard has not been previously surveyed for speed limits. It has been temporarily posted 30 mph.

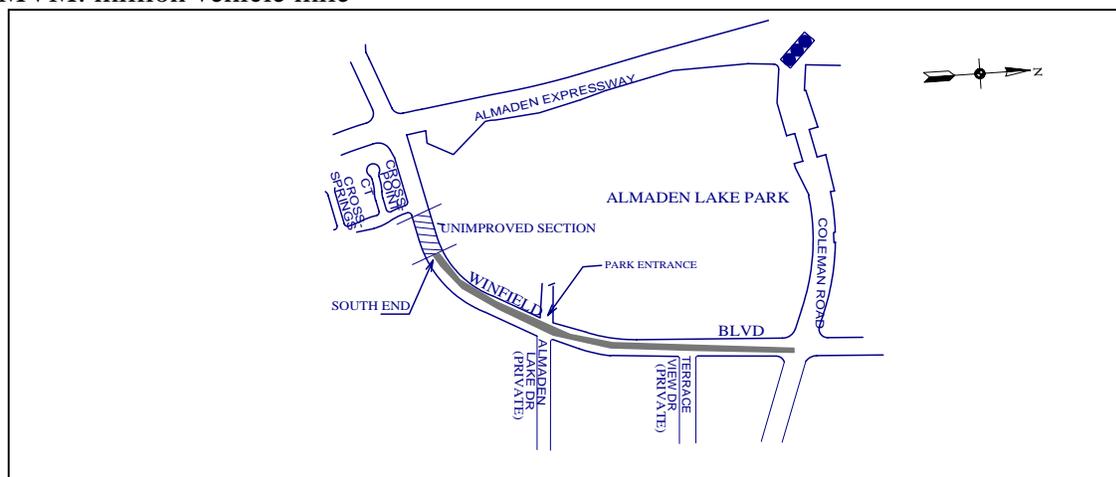
This section of Winfield Boulevard is designated in the General Plan as a minor arterial roadway; however, it is currently functioning as a collector street. The roadway is approximately 0.4 miles long and has two lanes of traffic in each direction with a raised median island center divider. The roadway carries an average of 3,600 vehicles per day.

Almaden Lake Park fronts the entire west side of Winfield Boulevard, which is bordered by a chain link fence. The east side of the street is comprised of high density residential properties with no driveways fronting the street. Traffic is controlled by an all-way stop at the Almaden Lake Park entrance located approximately 1200 feet south of Coleman Road. The intersection of Coleman Rd and Winfield Boulevard is signalized.

In March 2004, Winfield Boulevard, between Coleman Road and the southerly terminus, 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)
34.7	37	29 - 38	88	4.46	30 (Temporary)	<b>30</b>

MVM: million vehicle mile



#### Winfield Boulevard

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 Winfield Boulevard.

## 5. Foxworthy Avenue Between Old Almaden Rd and Hillsdale Avenue

This portion of Foxworthy Avenue has not been previously surveyed for speed limits.

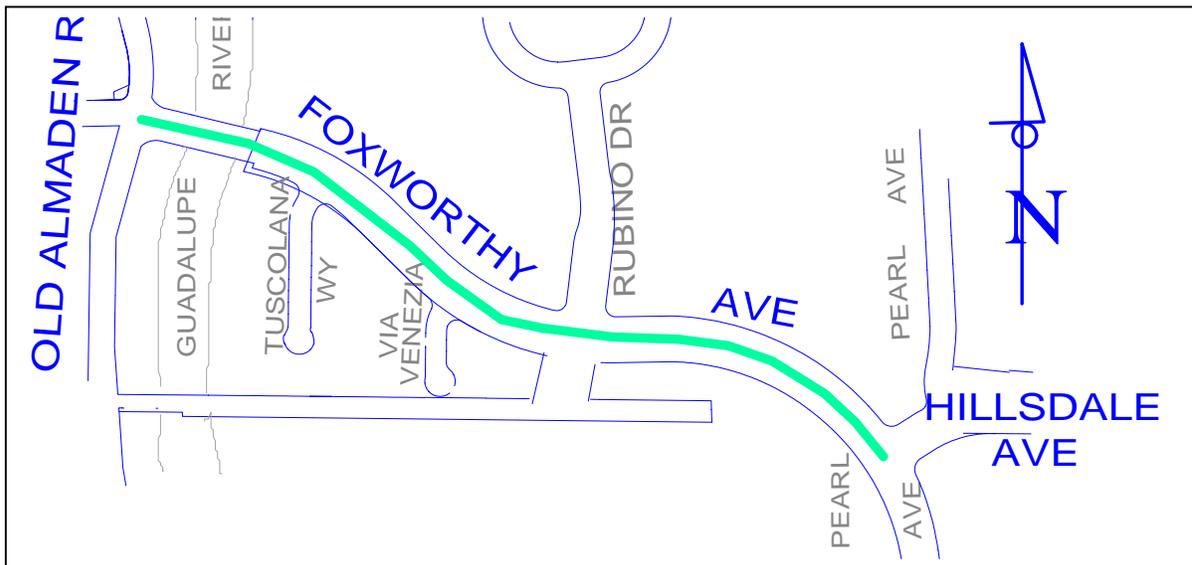
This section of Foxworthy Avenue is an east-west minor arterial street serving a developing high density residential area. The surveyed portion is approximately 0.36 miles long and carries four lanes of traffic consisting of two lanes in each direction with a raised median island center divider. The roadway carries an average of 11,000 vehicles per day.

Traffic on Foxworthy Avenue intersecting with Old Almaden Road, Rubino Drive, and Hillsdale Avenue is controlled by traffic signals.

In April 2004, Foxworthy Avenue, between Old Almaden Road and Hillsdale 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)
33.8	37	28 - 37	79	1.16	None	<b>35</b>

MVM: million vehicle mile



Foxworthy 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 Foxworthy Avenue.