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**Fw: Support for Resolution Establishing Speed Limits - Item 2.26 Council 6/16**

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**From** City Clerk <city.clerk@sanjoseca.gov>  
**Date** Mon 6/15/2026 3:41 PM  
**To** Agendadesk <Agendadesk@sanjoseca.gov>

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How is our service? Your [feedback](#) is appreciated!

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**From:** Jordan Moldow [REDACTED]  
**Sent:** Monday, June 15, 2026 2:43 PM  
**To:** City Clerk <city.clerk@sanjoseca.gov>; The Office of Mayor Matt Mahan <mayor@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>  
**Subject:** Support for Resolution Establishing Speed Limits - Item 2.26 Council 6/16

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I support all the proposed speed limit reductions, and encourage Council to adopt the staff recommendation. Thank you to DOT for bringing these recommendations forwards.

The Proposed Speed Limit Retentions also seem reasonable, given the large differences between the p85 speed and the current speed limits. Some of those roads are in the bike plans and/or go past schools, so in the future if the p85 speed is observed to have decreased, it could be good to re consider speed limit reductions at that time.

As a reminder, the Vision Zero Action Plan adopted the Safe Systems Approach, which emphasizes the role that physical infrastructure designs plays in driver behavior. As we all know too well, speed limit signs are not physical infrastructure. Yet it is still worthwhile to lower the speed limits:

- Speed kills. Whether the vehicle was illegally speeding is irrelevant: getting hit at 40mph will do the same amount of damage regardless of the posted limit. By lowering speed limits, we close the gap between "speeding" and "fatal speeds".
- Speed limits convey values. The less excessive the speed limit, the more we convey that pedestrians and cyclists have a right to be present on the road and the right to get around safely.
- If speed limits decrease but speeds stay the same, it is a strong signal that physical infrastructure changes are needed to slow the actual speeds. Future redesigns will have a design speed that matches the lower limit.
- On a one-lane road or a crowded two-lane road, you just need a single driver to willingly obey the speed limit, and then every car behind them will be forced to also obey the speed limit.
- Studies show that decreasing limits by 5mph will not likely lead to actual speeds decreasing by 5mph, but they will lead to some decrease. Every decrease in speed helps, and lowering the limits is a quick win.

Thanks,

Jordan Moldow (speaking on my own behalf)

Chair, Bicycle and Pedestrian Advisory Committee (for identification only)

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