



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: Resolution Establishing
Speed Limits

DATE: August 4, 2025

Approved

Date:

COUNCIL DISTRICTS: 1, 2, 3, 5, 6, 7, 8, 9, 10

RECOMMENDATION

Adopt a resolution to repeal Resolution No. 80662 and set forth speed limits in the City of San José in compliance with state law to:

- (a) Re-establish speed limits with changes to 18 roadways, including portions of Blossom Hill Road, Camden Avenue, 11th Street, Fruitdale Avenue, Hillsdale Avenue, Jackson Avenue, McKee Road, McLaughlin Avenue, Monterey Road, Quimby Road, San Carlos Street, Santa Teresa Boulevard, Saratoga Avenue, Senter Road, Stevens Creek Boulevard, Story Road, Tully Road, and White Road; and
- (b) Maintain current speed limit on portions of McLaughlin Avenue, Story Road, and White Road.

SUMMARY AND OUTCOME

The proposed actions will lower and establish appropriate speed limits on certain streets that have been designated as Safety Corridors, maintain the current speed limit on portions of McLaughlin Avenue, Story Road, and White Road, and adopt a new speed limit resolution. The proposed actions are in support of the City's 2025 Vision Zero Action Plan, including the Speed Safety System Pilot.

BACKGROUND

Speed is a primary factor in the severity of crashes. Reducing speed limits, particularly in areas with vulnerable roadway users, supports safer travel conditions. As part of the City's Vision Zero Action Plan to eliminate traffic fatalities and serious injuries, staff

identified opportunities to lower posted speed limits on city streets where legally permissible.

Engineering and Traffic Surveys

The City has approximately 525 roadway segments subject to Engineering and Traffic Survey (E&TS) requirements, as outlined in California Vehicle Code Sections 22358 and 627. These surveys are required to establish or adjust speed limits and to enable the use of radar or other electronic devices for speed enforcement. The San José Police Department relies on these surveys being current and compliant with state law to reinforce officers' testimony in traffic hearings for speed-related moving violations.

E&TS updates are required every five, seven, or 14 years, or sooner if justified by changes in land use or traffic conditions. Completed surveys are filed with the Santa Clara County Superior Court for use in traffic hearings, if necessary.

E&TS considers prevailing speeds (85th percentile), crash history, and roadway, traffic, and roadside conditions that may not be immediately apparent to drivers. Additional factors include residential density and the safety of pedestrians and bicyclists, with increased consideration to vulnerable populations.

Per California Vehicle Code Section 22350 and the California Manual on Uniform Traffic Control Devices, speed limits must reflect reasonable and prudent driving behavior and cannot be set arbitrarily low. Cities may only lower speed limits if supported by an E&TS, except in areas eligible for prima facie speed limits (e.g., 25 miles per hour [mph] in residential areas or near schools), which do not require a survey. State standards generally require speed limits to be set at the nearest 5 mph increment of the 85th percentile speed. The speed limit may be reduced by 5 mph if justified by conditions, including conditions that are not readily apparent to the driver. If the nearest 5 mph increment is above the 85th percentile speed, the speed limit could be set at the lower 5 mph increment without the requirement to justify conditions.

Notwithstanding the above, in recent years, new laws have been passed to assist local agencies with improving traffic safety. Assembly Bill (AB) 43 (2021) and AB 1938 (2022) provide additional flexibility in setting speed limits.

Assembly Bills for Speed Limit Setting

AB 43 (2021) introduced new tools to help cities lower speed limits in support of traffic safety and Vision Zero goals. Its key provisions include:

- Flexibility to reduce the speed limit on streets designated as Safety Corridors, in business activity districts, and in areas that generate high concentrations of pedestrians or bicyclists. For street segments in areas with high concentrations of pedestrians or bicyclists, a qualifying factor(s) such as proximity to schools,

senior centers, or facilities serving individuals with disabilities, would need to be present within a distance of 0.25 mile throughout the entire street. An alternate option would be if the street segment is within the top 20% of pedestrian and/or bicyclist fatalities or serious injuries, over a three to five-year period; with this factor being present within a distance of 0.25 mile along the entire segment;

- Speed limit retention that enables cities to retain or restore a prior speed limit when an E&TS would otherwise justify a higher limit due to "speed creep" as long as no new travel lanes have been added since the prior E&TS; and
- Extended validity of E&TS from 10 years to 14 years, reducing administrative burden while maintaining enforcement eligibility.

To use the above provisions to lower or retain/restore a speed limit, the local agency must complete an E&TS and determine that the speed limit otherwise required by the survey would be more than is reasonable or safe.

AB 1938 clarifies and reinforces some of the intended outcomes of AB 43 related to speed limit setting flexibility.

Staff leveraged these ABs to support the following efforts below.

- **June 2022:** City Council adopted a resolution to establish a 20 mph business activity speed limit on certain streets in San José.¹
- **July 2022:** 130 E&TS were extended from seven years to 14 years.
- **March 18, 2025:** City Council adopted a resolution to designate portions of certain San José roadways as Safety Corridors – roadways that have the highest number of fatal and serious injuries caused by traffic collisions.² The Safety Corridors designated by the City Council represent 4% (110 miles) of city streets.

ANALYSIS

High legal speeds and the rise in speeding increases the risk of a crash occurring and significantly increases the risk of serious injury or death across all modes of transportation. In 2024, 80% of traffic fatalities in San José happened on major roadways with posted speed limits of 35 mph or higher. Speeding continues to be the

¹ <https://sanjose.legistar.com/View.ashx?M=F&ID=10996708&GUID=59A60596-2FD6-4EBE-9359-13FB29ED5B9A>

² <https://sanjose.legistar.com/View.ashx?M=F&ID=13910307&GUID=20AA05B6-23A2-4774-8E50-EF7C40EB12EC>

top known violation contributing to fatal and serious injuries, playing a role in 18% of San José's traffic fatalities in 2024.

The recently adopted 2025 Vision Zero Action Plan prioritizes traffic safety strategies, including lowering speed limits. Establishing consistency along corridors with similar roadway geometry and land use helps drivers better anticipate and adhere to speed regulations, promoting safer and more predictable travel. Uniform speed limits encourage compliance, reduce sudden speed changes, and contribute to overall roadway safety for all users.

Staff is working with a consultant to update expired and soon-to-expire E&TS, with a focus on roadway segments designated as Safety Corridors, including segments that will be part of the Speed Safety System pilot. A majority of the roadway segments identified in this memorandum are on Safety Corridors.

Lowering the posted speed limit on eligible segments requires City Council action. Staff is currently reviewing approximately 140 draft E&TS and plans to recommend a second subset of eligible roadways for lowered posted speed limits to City Council in fall 2025.

A. Speed Limit Changes Based on Updated Surveys

The posted speed limits on the roadway segments in the following table are proposed to be lowered. A detailed summary of the E&TS conducted for these roadway segments is included in Attachment A.

	Roadway Segments (Council District)	Current Adopted/ Posted Speed Limit	Proposed Lowered Speed Limit
1	Blossom Hill Rd – Santa Teresa Bl to Snell Av (CD 2, 10)	40	35
2	Blossom Hill Rd – Snell Av to US-101/Coyote Rd (CD 2)	40	35
3	Camden Av – Branham Ln to Hillsdale Av (CD 9)	40	35
4	11th St – Humboldt St to Hedding St (CD 3)	30	25
5	Fruitdale Av – Bascom Av to Meridian Av (CD 6)	35	30
6	Hillsdale Av – Camden Av to Meridian Av (CD 9)	40	35
7	Jackson Av – Story Rd to McKee Rd (CD 5)	35	30
8	McKee Rd – US-101 to White Rd (CD 3, 5)	40	35
9	McLaughlin Av – Tully Rd to William St (CD 3, 7)	35	30

10	Monterey Rd – Bernal Rd to Blossom Hill Rd (CD 2)	55	50
11	Monterey Rd – Capitol Ex to Tully Rd (CD 7)	40/45	40
12	Moorpark Av – Winchester Bl to SR-17 (CD 6)	40	35
13	Quimby Rd – Capitol Ex to White Rd (CD 8)	40	35
14	Quimby Rd – White Rd to Murillo Av (CD 8)	40	35
15	Santa Teresa Bl – Cottle Rd to Bernal Av (CD 10)	45	40
16	Santa Teresa Bl – Blossom Hill Rd to SR 85 (CD 10)	40	35
17	Saratoga Av – Lawrence Ex to Stevens Creek Bl (CD 1)	40	35
18	Senter Rd – Capitol Ex to Keyes St (CD 3, 7)	40	35
19	Senter Rd – Monterey Rd to Capitol Ex (CD 2, 7)	35	30
20	Stevens Creek Bl/San Carlos St – I-880 to Woz Way (CD 3, 6)	35	30
21	Story Rd – Senter Rd to US-101 (CD 7)	40	35
22	Tully Road – Senter Rd to Capitol Ex (CD 5, 7, 8)	40	35
23	White Rd – Story Rd to Alum Rock Av (CD 5)	35	30

B. Maintain Speed Limit Based on Updated Survey

The roadway segments identified below are recommended to maintain their current speed limits. A detailed summary of the E&TS conducted for the roadway segments is included in Attachment B.

	Roadway Segments (Council District)	Current Adopted/ Posted Speed Limit	Proposed Speed Limit
1	McLaughlin Av – Capitol Ex to Tully Rd (CD 7)	35	35
2	Story Rd – Clayton Rd to Fleming Av (CD 5)	30	30
3	Tully Rd – White Rd to Ruby Av (CD 8)	35	35

EVALUATION AND FOLLOW-UP

No additional follow-up is required at this time.

COST SUMMARY/IMPLICATIONS

The one-time cost to install new speed limit signs and pavement speed limit markings for the street segments in this memorandum is estimated at approximately \$150,000. The Vision Zero Quick Build Improvements appropriation, which is part of the Department of Transportation's Traffic Capital Improvement budget, will fund the one-time installation costs.

BUDGET REFERENCE

The following table identifies the fund and appropriations to fund the installation of the signs and markings.

Fund #	Appn #	Appropriation Name	Total Appropriation	Amount	2025-2027 Proposed Biennial Capital Budget Page	Last Budget Action (Date, Ord. No.)
429	418L	Vision Zero: Quick Build Improvements	\$2,078,000	\$150,000	1043	06/17/2025 Ord. No. 31230

**The 2025-2027 Adopted Biennial Capital Budget was approved on June 10, 2025 and adopted on June 17, 2025 by the City Council*

COORDINATION

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

PUBLIC OUTREACH

This memorandum will be posted on the City's Council Agenda website for the August 26, 2025 City Council meeting.

Following the installation of the updated speed limit signs and pavement markings, staff will deploy changeable message sign boards along designated corridors to inform drivers of the new speed limits. In addition, staff will work with City Council to share the information through their newsletters and other social media platforms.

COMMISSION RECOMMENDATION AND INPUT

No commission recommendation or input is associated with this action.

CEQA

Categorically Exempt, File No. ER24-313, CEQA Guideline Section 15301(c) Existing Facilities.

PUBLIC SUBSIDY REPORTING

This item does not include a public subsidy as defined in section 53083 or 53083.1 of the California Government Code or the City's Open Government Resolution.

/s/
JOHN RISTOW
Director of Transportation

For questions, please contact Lam Cruz, Division Manager, Department of Transportation at Lam.Cruz@sanjoseca.gov.

ATTACHMENTS:

Attachment A – Proposed Speed Limit Reductions
Attachment B – Proposed Speed Limit Retentions

ATTACHMENT A

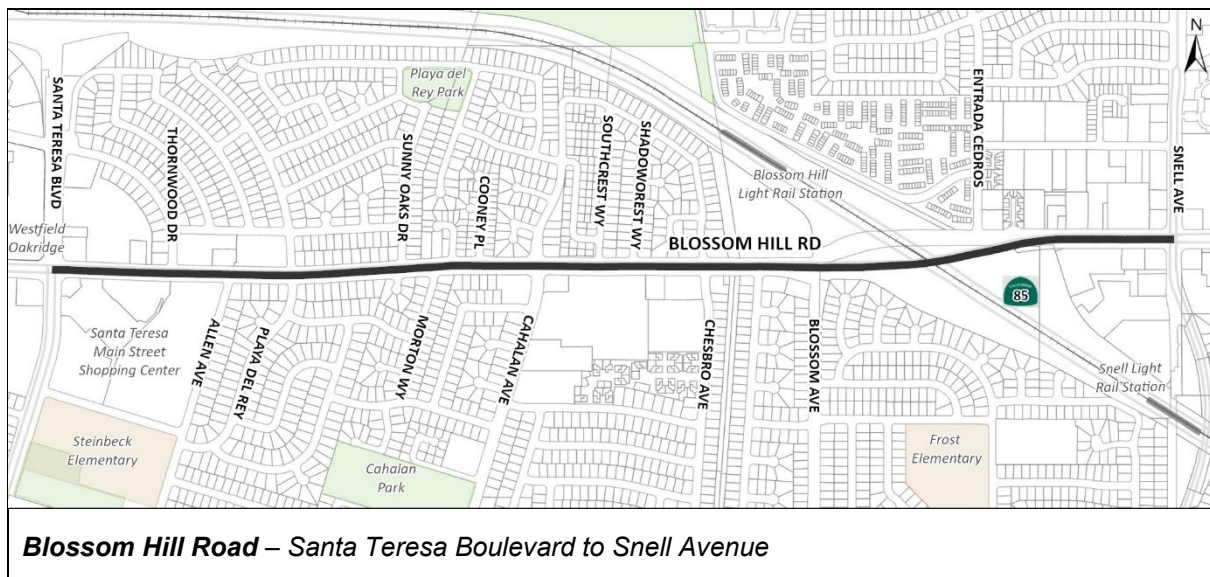
Proposed Speed Limit Reductions

A1. Blossom Hill Road – Santa Teresa Boulevard to Snell Avenue (CD 2, 10)

This segment of Blossom Hill Road was established at 40 mph based on two prior surveys completed in February 2016 between Almaden Expressway - Playa del Rey and Playa del Rey - Snell Avenue. To provide for appropriate speed limits on Blossom Hill Road, an E&TS for the portion east of Santa Teresa Boulevard was recently completed to re-establish a radar enforceable speed limit. This segment of Blossom Hill Road is a 6-lane, divided, major arterial street, approximately 1.55 miles long, with an average daily traffic volume of 27,400 vehicles. Adjacent land use is a mix of front-on, side-on, and back-on single family homes, with some high-density housing near Thornwood Drive. Commercial establishments are near Santa Teresa Boulevard, Cahalan Avenue, Chesbro Avenue, and Snell Avenue, Blossom Hill Light Rail Station, three churches sharing facilities, and access to SR-85 are near the east end of the segment. Steinbeck and Frost Elementary schools, and Cahalan and Playa del Rey parks are located in proximity to the segment. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Blossom Hill Road is 45 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Blossom Hill Road is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Blossom Hill Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Blossom Hill Road	44.0	45	40	35



ATTACHMENT A

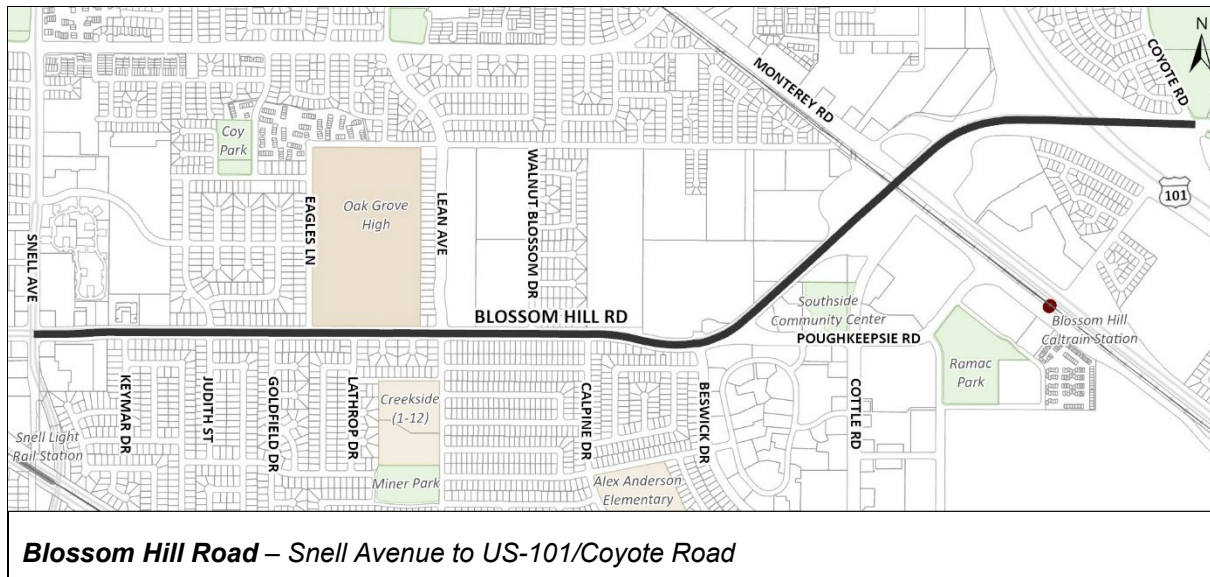
Proposed Speed Limit Reductions

A2. Blossom Hill Road – Snell Avenue to US-101/Coyote Road (CD 2)

This segment of Blossom Hill Road was established at 40 mph based on a prior survey completed in July 2011. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Blossom Hill Road is a 6-lane, divided, major arterial street, approximately 2.23 miles long, with an average daily traffic volume of 29,900 vehicles. Adjacent land use is primarily front-on single family homes, with some high-density housing. Commercial establishments are located near Snell Avenue and Monterey Road. Oak Grove and Summit high schools are located near Eagles Lane. Access to US-101 is provided at the east end of the segment. Alex Anderson Elementary and Creekside (1-12) schools, Miner and Ramac parks, Southside Community Center, Snell Light Rail station, and access to Coyote Creek Trail are in proximity to the segment. Bike lanes are present along a majority of the segment.

The nearest 5 mph increment to the 85th percentile speed on Blossom Hill Road is 45 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Blossom Hill Road is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Blossom Hill Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Blossom Hill Road	43.0	45	40	35



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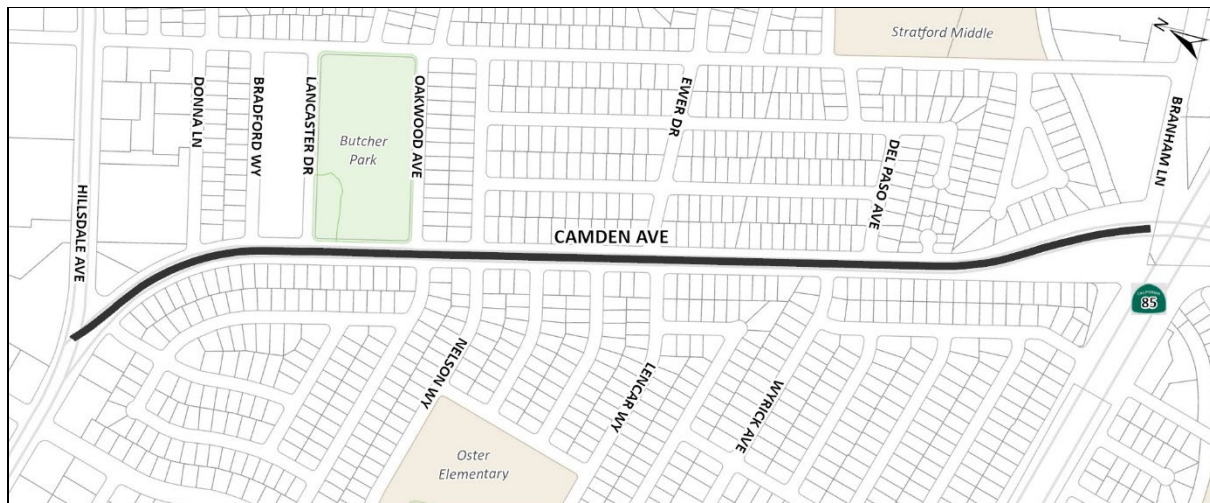
Proposed Speed Limit Reductions

A3. Camden Avenue – Branham Lane to Hillsdale Avenue (CD 9)

This segment of Camden Avenue was established at 40 mph based on a prior survey completed in June 2012 for a longer segment, between Bascom Avenue - Blossom Hill Road. To provide for appropriate speed limits on Camden Avenue an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Camden Avenue is a 4 to 6-lane, divided major arterial street, approximately 0.94 mile long, with an average daily traffic volume of 17,000 vehicles. Adjacent land use is primarily residential with front-on and side-on single-family homes, and some multi-family housing. Commercial establishments are located at Hillsdale Avenue and Branham Lane; Butcher Park is located at Lancaster Drive. Access to SR-85 is at the south end of the segment. Stratford School (middle) and Oster Elementary are in proximity to the segment. An uncontrolled crosswalk, enhanced with flashing beacons, bulb-outs, and a median island, is located at Oakwood Avenue. Bike lanes are present along a majority of the segment.

The nearest 5 mph increment to the 85th percentile speed on Camden Avenue is 45 mph. After rounding down to the lower 5 mph increment of the 85th percentile as permitted by CVC 22358.6(c), the speed limit would be set at 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Camden Avenue is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Camden Avenue. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Camden Avenue	44.0	45	40	35



Camden Avenue – Branham Lane to Hillsdale Avenue

ATTACHMENT A

Proposed Speed Limit Reductions

A4. 11th Street – Humboldt Street to Hedding Street (CD 3)

The speed limit on this segment of 11th Street was established at 30 mph based on a prior survey completed in May 2016. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. 11th Street is primarily a 2-lane, undivided, one-way minor arterial street, there is a separated frontage lane between I-280 and Vestal Street. The segment is approximately 2.77 miles long, with an average daily traffic volume of 13,000 vehicles. Adjacent land use is primarily front-on single family homes and high-density housing. There are commercial establishments throughout the segment. Grant Elementary and Joyce Ellington Library are located north of Empire Street; access to I-280 is at the south end. San José State University, Spartan Stadium, Backesto and Kelley parks are in proximity to the segment. There are uncontrolled crosswalks enhanced with flashing beacons and bulb-outs at Margaret Street, and with flashing beacons at Martha Street. Since the segment was last surveyed, a bike boulevard with a frontage lane, and bus boarding islands were installed between I-280 and Hedding Street. Bike lanes and several bus stops are also present between Humboldt Street and I-280.

The nearest 5 mph increment to the 85th percentile speed on 11th Street is 35 mph. After rounding down to the lower 5 mph increment of the 85th percentile as permitted by CVC 22358.6(c), the speed limit would be set at 30 mph. This speed limit is more than would be reasonable or safe. This entire segment of 11th Street is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 25 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on 11th Street. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
11th Street	34.2	35	30	25



11th Street – Humboldt Street to Hedding Street

ATTACHMENT A

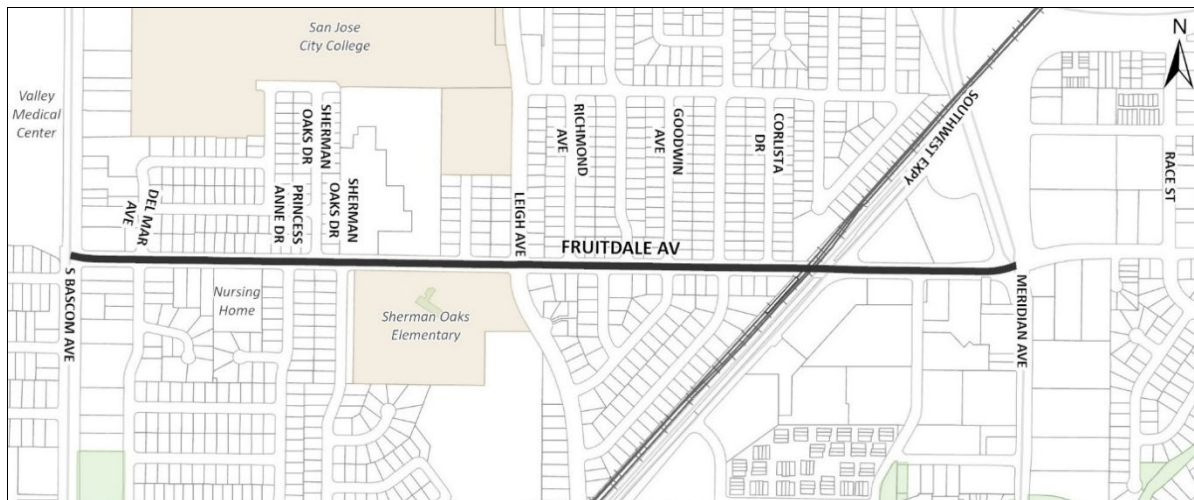
Proposed Speed Limit Reductions

A5. Fruitdale Avenue – Bascom Avenue to Meridian Avenue (CD 6)

The speed limit on this segment of Fruitdale Av was established at 35 mph based on a prior survey completed in March 2012. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Fruitdale Avenue is primarily a 2-lane, undivided with a two-way left turn lane, minor arterial street, approximately 0.98 mile long, with an average daily traffic volume of 10,000 vehicles. Adjacent land use is residential, with front-on and side-on single-family homes and high-density housing. Commercial establishments are located at Bascom Avenue and between Southwest Expressway and Meridian Avenue. Sherman Oaks Elementary School and a nursing home are on the south side of the segment. Fruitdale Light Rail Station and an at-grade light rail and heavy rail crossing are at Southwest Expressway. Santa Clara Valley Medical Center and San José City College are in proximity to the segment. An uncontrolled crosswalk, enhanced with flashing beacons, bulb-outs, and a median island, is located at College Drive. Bike lanes are present on the entire segment. The entire segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Fruitdale Avenue is 35 mph. As permitted by state law, a 5-mph reduction has been applied based on the following factors: injury crash rate (2.42) is over five times the state rate (0.47), 26 (54%) of the crashes resulted in injury (including one serious), 13 of the crashes were speed related of which 8 involved injuries, 3 of the crashes involved pedestrians, all of which involved injuries. There is also high pedestrian and bicyclist activity due to proximity to Sherman Oaks Elementary, a nursing home, San José City College, Santa Clara Valley Medical Center, and the Fruitdale Light Rail station located at Southwest Expressway. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Fruitdale Avenue. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Fruitdale Avenue	37.0	35	35	30



Fruitdale Avenue – Bascom Avenue to Meridian Avenue

ATTACHMENT A

Proposed Speed Limit Reductions

A6. Hillsdale Avenue – Camden Avenue to Meridian Avenue (CD 9)

This segment of Hillsdale Avenue was established at 40 mph based on two prior surveys completed in September 2013 and July 2014 between Camden Avenue and Almaden Expressway east and west of Quinto Way. To provide for appropriate speed limits on Hillsdale Avenue, two E&TS were recently completed for the portions east and west of Meridian Avenue to re-establish radar enforceable speed limits. This segment of Hillsdale Avenue is a 4 to 6-lane, divided, major arterial street, approximately 0.99 mile long, with an average daily traffic volume of 21,100 vehicles. Adjacent land use is primarily side-on and front-on single family homes, with some multi-family residential near Meridian Avenue. Commercial establishments are located near Camden Avenue and Meridian Avenue. The Cambrian Library and Richard Huerta Park are located near Ross Avenue. Bike lanes are present on a majority of the segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Hillsdale Avenue is 40 mph. As permitted by state law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.14) is over two times the state rate (0.51), 26 (60%) of the crashes resulted in injury (including one serious and one fatality), 9 of the crashes were speed related of which 5 involved injuries, 6 of the crashes involved pedestrians and bicyclists, all of which involved injuries. There is high pedestrian and bicyclist activity due to proximity to commercial establishments, library, and park. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Hillsdale Avenue. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Hillsdale Avenue	40.3	40	40	35



Hillsdale Avenue – Camden Avenue to Meridian Avenue

ATTACHMENT A

Proposed Speed Limit Reductions

A7. Jackson Avenue – Story Road to McKee Road (CD 5)

The speed limit on this segment of Jackson Avenue was established at 35 mph based on a prior survey completed in May 2016. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Jackson Avenue is a 4-lane, undivided/divided, minor arterial street, approximately 1.59 miles long, with an average daily traffic volume of 17,500 vehicles. Adjacent land use is a mix of front-on, side-on, and back-on single family homes, high density housing, commercial, and medical establishments. Commercial activity is primarily north of I-680. County Valley Health Center and Regional Medical Center are located near McKee Road. Rocketship Fuerza (K-5) and a church are located south of Alum Rock Avenue. Overfelt, Chinese Cultural, and Mayfair gardens, Capitol and Mayfair parks, Mayfair Community Center, and two schools are in proximity to the segment. Access to Capitol Expressway is provided at San Antonio Street and access to westbound I-680 is provided south of Berkeley Way. An uncontrolled crosswalk, enhanced with flashing beacons and a median island, is located at Woodset Lane. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Jackson Avenue is 40 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. This speed limit is more than would be reasonable or safe. This entire segment of Jackson Avenue is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Jackson Avenue. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Jackson Avenue	38.0	40	35	30



Jackson Avenue – Story Road to McKee Road

ATTACHMENT A

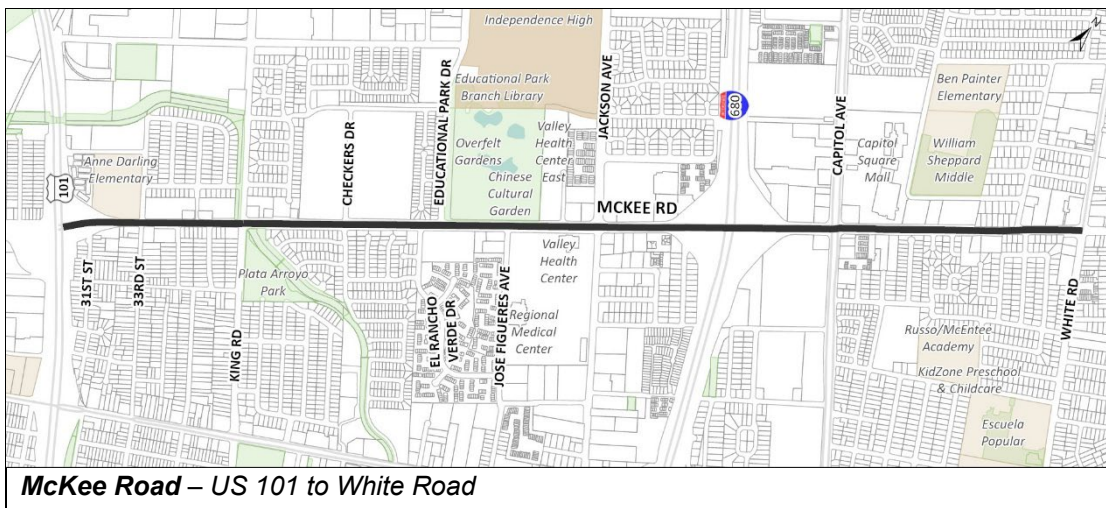
Proposed Speed Limit Reductions

A8. McKee Road – US-101 to White Road (CD 3, 5)

This segment of McKee Road was established at 35 mph between US 101 - King Road based on a prior survey completed in February 2020 and at 40 mph between King Road - Toyon Avenue based on a prior survey completed in March 2012. To provide for appropriate speed limits on McKee Road, an E&TS was recently completed for the portion west of White Road to re-establish a radar enforceable speed limit. This segment of McKee Road is primarily a 4 to 6-lane, divided, major arterial street, approximately 2.18 miles long, with an average daily traffic volume of 38,100 vehicles. Adjacent land use is a mix of side-on and front-on single family, and multi-family residential, commercial, and medical establishments. Anne Darling Elementary, two gardens, two County Valley Health centers, several medical facilities, and access to I-680 are along the segment; access to US-101 is at the west end. The County Regional Medical Center, several schools, an adult school, a library, and a park are in proximity to the segment. An uncontrolled crosswalk, enhanced with flashing beacons and a median island, is at 34th Street. Bike lanes are present on a majority of the segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on McKee Road is 40 mph. As permitted by state law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.37) is over 2 times higher than the state rate (0.62), 125 (51%) of the crashes resulted in injury (including 12 serious and six fatalities), 47 of the crashes were speed related of which 29 involved injuries (including one serious and one fatality), 28 of the crashes involved pedestrians and bicyclists, 26 of which involved injuries (including six serious and five fatalities). There is also pedestrian and bicyclist activity due to proximity to commercial and medical establishments, schools, parks, gardens, and a library. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on McKee Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
McKee Road	40.3	40	40	35



ATTACHMENT A

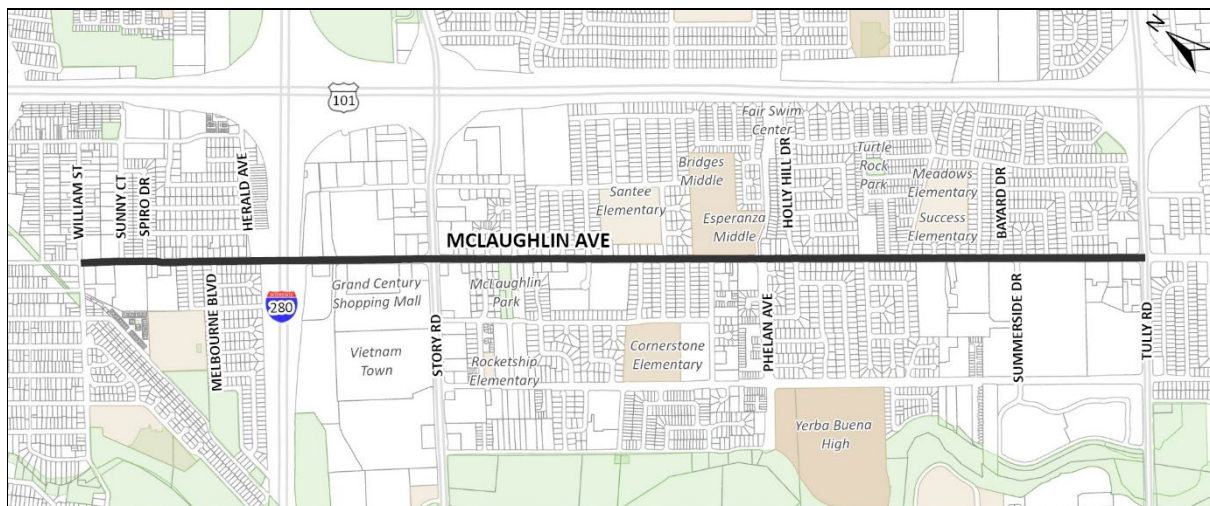
Proposed Speed Limit Reductions

A9. McLaughlin Avenue – Tully Road to William Street (CD 3, 7)

This segment of McLaughlin Avenue was established at 35 mph based on a prior survey completed in March 2012 for a longer segment, between Capitol Expressway - William Street. To provide for appropriate speed limits on McLaughlin Avenue, two separate E&TS were recently completed for the portions north and south of Tully Road to re-establish radar enforceable speed limits. This segment is primarily a 4-lane, divided, minor arterial street, approximately 2.3 miles long, with an average daily traffic volume of 20,600 vehicles. Adjacent land use is primarily residential, with front-on and side-on single-family homes and high-density housing. Commercial establishments are along the segment, including at William Street, Story Road, and Tully Road. Bridges Academy middle school is near Fair Avenue and several additional schools are in the vicinity of this segment. There are five houses of worship and a food bank distribution center along the segment and McLaughlin Park is at Panoche Avenue. Access to I-280 is near the north end. Uncontrolled crosswalks enhanced with flashing beacons and median islands are at Audubon Drive (school crossing), and at Panoche Drive. Bike lanes are present between Story Road and William Street.

The nearest 5 mph increment to the 85th percentile speed on McLaughlin Avenue is 40 mph. After rounding down to the lower 5 mph increment of the 85th percentile as permitted by CVC 22358.6(c), the speed limit would be set at 35 mph. This speed limit is more than would be reasonable or safe. This segment of McLaughlin Avenue is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on McLaughlin Avenue. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
McLaughlin Avenue	38.7	40	35	30



McLaughlin Avenue – Tully Road to William Street

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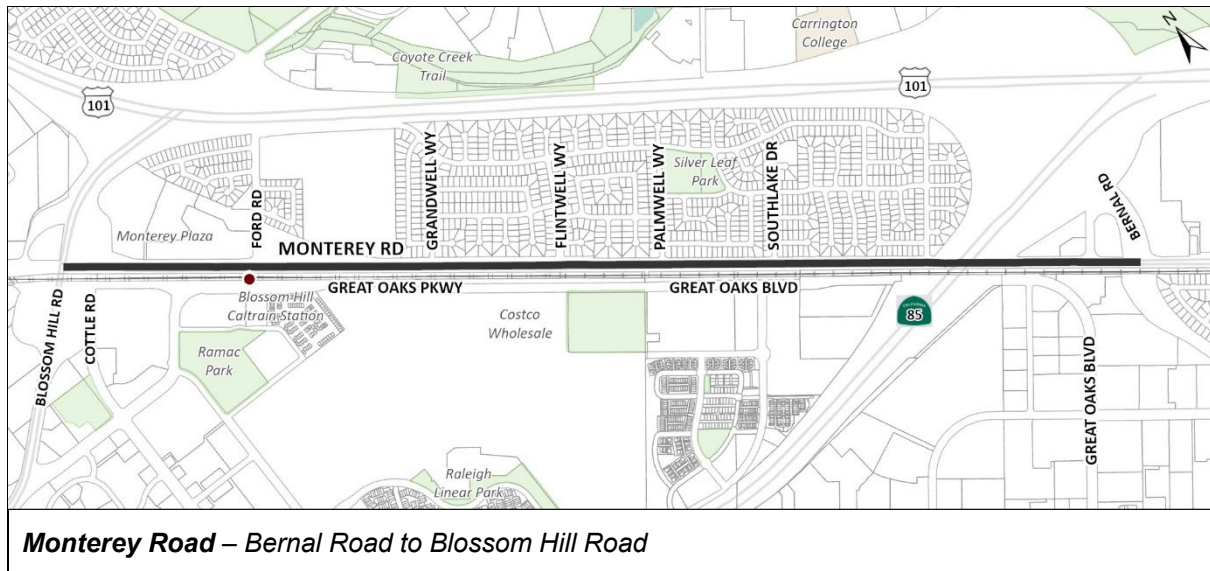
Proposed Speed Limit Reductions

A10. Monterey Road – Bernal Road to Blossom Hill Road (CD 2)

This segment of Monterey Road was established at 55 mph based on a prior survey completed in September 2016 for a longer segment, between Bailey Avenue - Blossom Hill Road. To provide appropriate speed limits on Monterey Road, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Monterey Road is primarily a 4-lane, divided, major arterial street, with five lanes near Blossom Hill Road, approximately 2.03 miles long, with an average daily traffic volume of 11,900 vehicles. Adjacent land use is primarily commercial with some back-on single family homes. Shared Caltrain and heavy rail tracks are along the entire segment. A pedestrian overcrossing is near Ford Road. Silver Leaf and Ramac parks are in proximity to the segment. Bike lanes are present along the entire segment. The entire segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Monterey Road is 55 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 50 mph. The proposed speed limit of 50 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Monterey Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Monterey Road	54.5	55	55	50



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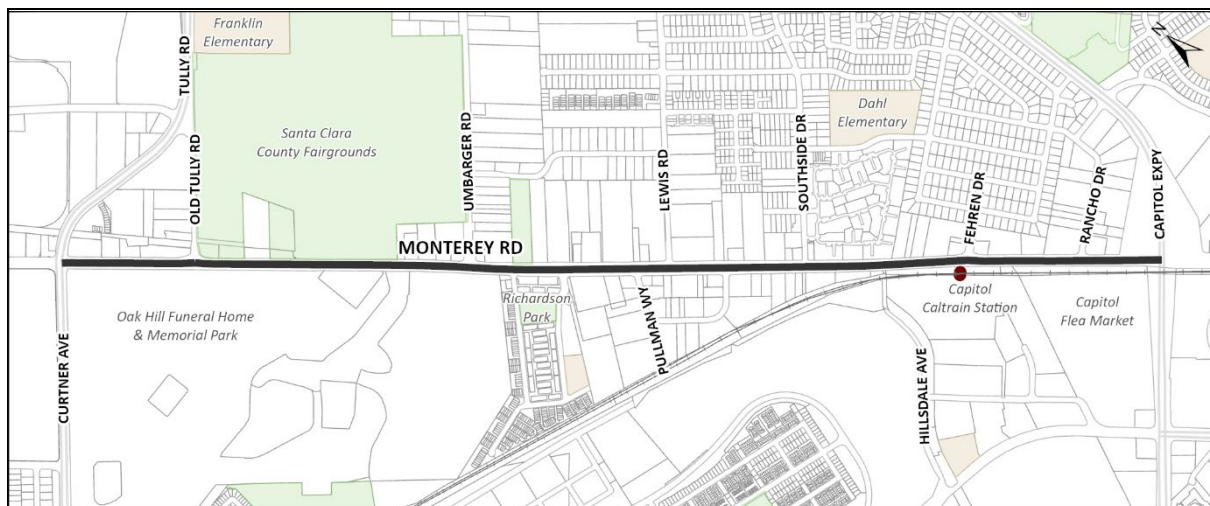
Proposed Speed Limit Reductions

A11. Monterey Road – Capitol Expressway to Tully Road (CD 7)

This segment of Monterey Road was established at 40 mph between Old Tully Road - Tully Road and at 45 mph between Capitol Expressway - Old Tully Road based on two prior surveys completed in March 2017. To provide for an appropriate speed limit on Monterey Road, an E&TS was recently completed for this combined segment to re-establish a radar enforceable speed limit. This segment of Monterey Road is a 6-lane, divided, major arterial street, approximately 2.10 miles long, with an average daily traffic volume of 35,900 vehicles. Adjacent land use is primarily commercial, with some back-on single family homes and high density residential. Oak Hill Funeral Home & Memorial Park and the Santa Clara County Fairgrounds are located at the north end of the segment; Capitol Caltrain station, and shared Caltrain and heavy rail tracks are at the south end. Capitol Flea Market, Dahl Elementary, and Richardson Park are in proximity to the segment. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Monterey Road is 45 mph. As permitted by state law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.08) is over 2 times higher than the state rate (0.51), 89 (55%) of the crashes resulted in injury (including 12 serious and five fatalities), 42 of the crashes were speed related of which 25 involved injuries (including three serious), 14 of the crashes involved pedestrians and bicyclists, of which 13 involved injuries (including three serious and five fatalities). There is also pedestrian and bicyclist activity due to proximity to commercial establishments, County Fairgrounds, Capitol Caltrain station, and the Flea Market. The proposed speed limit of 40 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Monterey Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Monterey Road	45.5	45	40/45	40



Monterey Road – Capitol Expressway to Tully Road

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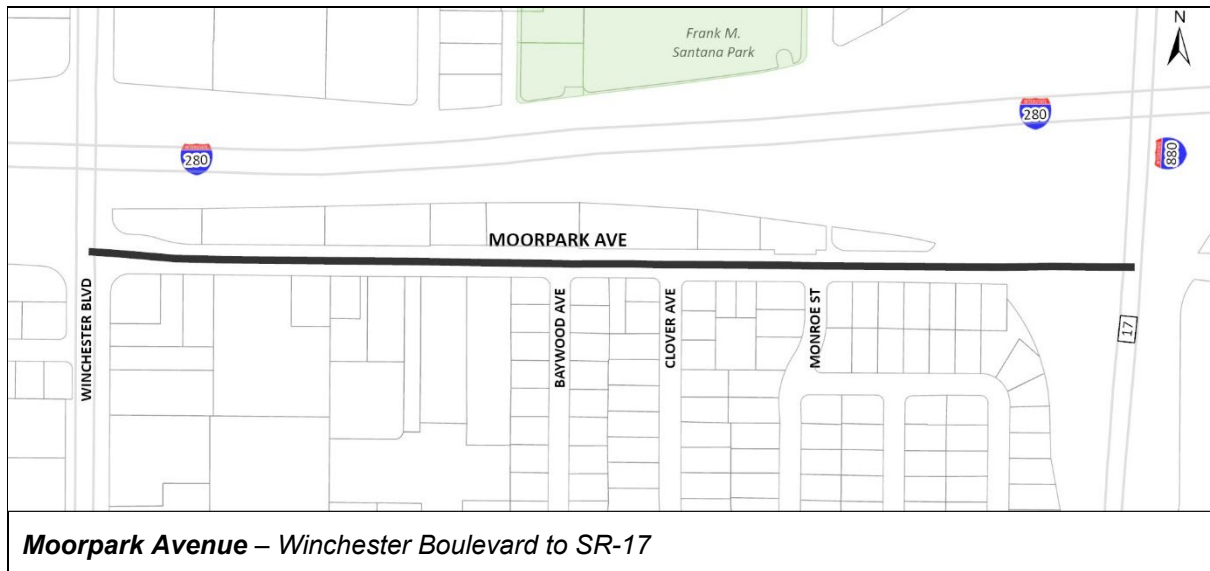
Proposed Speed Limit Reductions

A12. Moorpark Avenue – Winchester Boulevard to SR-17 (CD 6)

The speed limit on this segment of Moorpark Avenue was established at 40 mph based on a prior survey completed in April 2011. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Moorpark Avenue is a 4-lane, primarily undivided with a two-way left turn lane, minor arterial street, approximately 0.54 mile long, with an average daily traffic volume of 25,300 vehicles. Adjacent land use is primarily front-on single family homes with commercial establishments; there are two churches along the segment. Santana Park is in proximity to the segment via a pathway near Monroe Street. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Moorpark Avenue is 40 mph. As permitted by state law, a 5-mph reduction has been applied based on the following factors: 12 (57%) of the crashes resulted in injury (including four serious and one fatality), 5 of the crashes were speed related of which 3 involved injuries (two serious and one fatality), 1 of the crashes involved a bicyclist that resulted in injury. There is also pedestrian and bicyclist activity due to proximity to commercial establishments and a church. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Moorpark Avenue. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Moorpark Avenue	42.0	40	40	35



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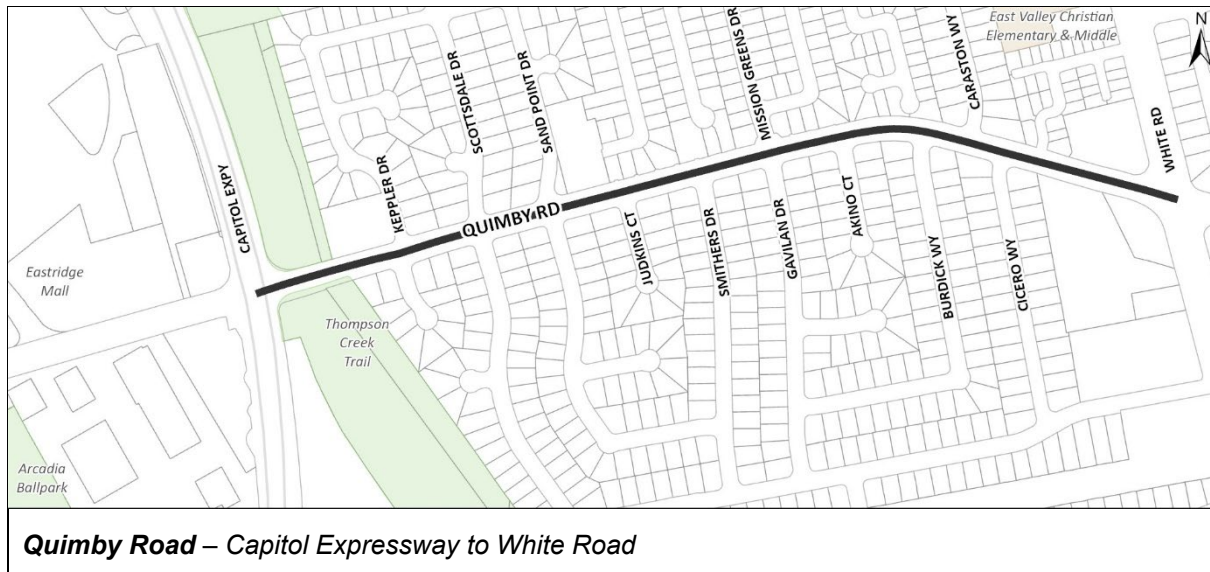
Proposed Speed Limit Reductions

A13 Quimby Road – Capitol Expressway to White Road (CD 8)

The speed limit on this segment of Quimby Road was established at 40 mph based on a prior survey completed in January 2017. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Quimby Road is a 4-lane, undivided with a two-way left turn lane, a minor arterial street, approximately 0.65 mile long, with an average daily traffic volume of 27,300 vehicles. Adjacent land use is primarily side-on and back-on single family homes. The Thompson Creek Trail is accessible at the west end. Commercial establishments are located on White Road. Eastridge Mall, Arcadia Ballpark, and a private elementary and middle school are in proximity to the segment. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Quimby Road is 40 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Quimby Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Quimby Road	40.0	40	40	35



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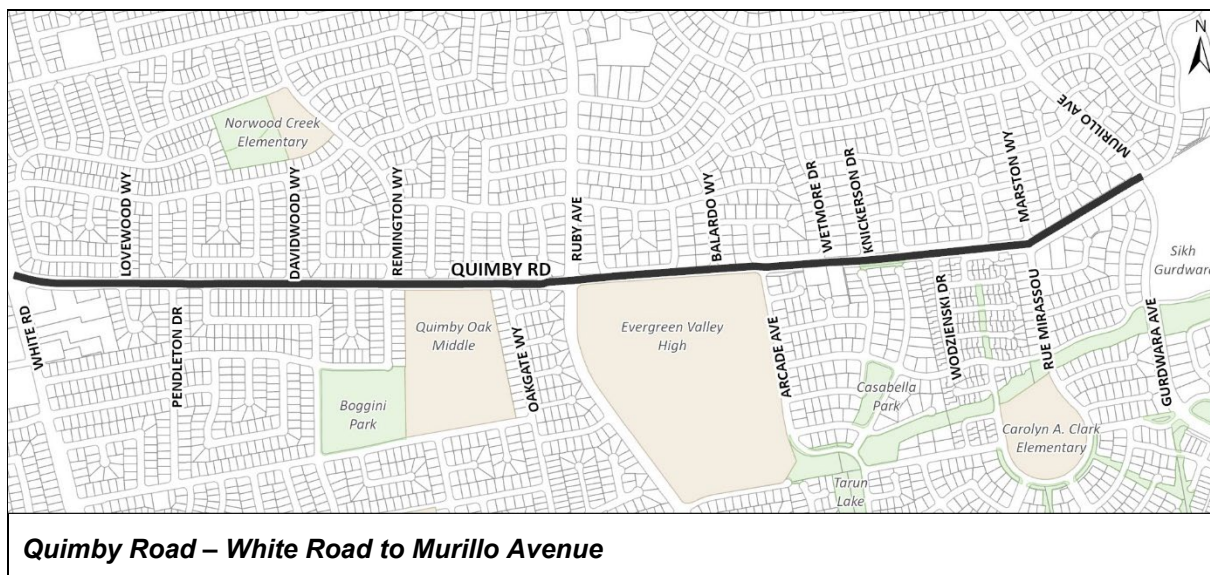
Proposed Speed Limit Reductions

A14. Quimby Road – White Road to Murillo Avenue (CD 8)

The speed limit on this segment of Quimby Road was established at 40 mph based on a prior survey completed in January 2017. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Quimby Road is a 2 to 4-lane, undivided, minor arterial street, approximately 1.68 mile long, with an average daily traffic volume of 8,300 vehicles. There is a downhill grade from Murillo Avenue and Balardo Way with a vertical curve near Marston Way. Adjacent land use is primarily side-on, back-on, and front-on single family homes, with some commercial establishments at White Road. Evergreen Valley High School and Quimby Oak Middle School are located along the segment; Boggini Park, two elementary schools, and Sikh Gurdwara temple are in proximity to the segment. Uncontrolled school crosswalks enhanced with flashing beacons and median islands are at Balardo Way and at Oakgate Way. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor between White Road and Ruby Avenue due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Quimby Road is 40 mph. As permitted by state law, a 5 mph reduction has been applied based on the following factors: injury crash rate (0.92) is over 1.5 times the average state rate (0.55) on the segment; 14 (41%) of the crashes resulted in injury (including three serious and one fatality), 16 of the crashes were speed related of which 7 involved injuries (two serious and one fatality), 2 of the crashes involved a pedestrian and bicyclist, of which one involved injuries. There is also high pedestrian and bicyclist activity due to proximity to two schools along the segment, commercial establishments, and nearby schools and parks. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Quimby Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Quimby Road	40.5	40	40	35



ATTACHMENT A

Proposed Speed Limit Reductions

A15. Santa Teresa Boulevard – Cottle Road to Bernal Avenue (CD 10)

The speed limit on this segment of Santa Teresa Boulevard was established at 40 mph based on a prior survey completed in September 2016. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Santa Teresa Boulevard is a 6-lane, divided, major arterial street, approximately 1.71 miles long, with an average daily traffic volume of 16,900 vehicles. Adjacent land use is primarily back-on single family homes on the west side and commercial establishments on the east side. Santa Teresa Library, George Page Park, and Unitek College are along the segment; Kaiser Medical Center, Santa Teresa Light Rail Station and two elementary schools are nearby. Bike lanes are present along the entire segment. The entire segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Santa Teresa Boulevard is 45 mph. As permitted by state law, a 5-mph reduction has been applied based on the following factors: injury crash rate (1.04) is 2 times higher than the state rate (0.51), 33 (72%) of the crashes resulted in injury (including one serious), 11 of the crashes were speed related of which 8 involved injuries, 2 of the crashes involved pedestrians of which all resulted in injuries. There is also high pedestrian and bicyclist activity due to proximity to commercial establishments, medical facilities, light rail station, library, schools, and park. The proposed speed limit of 40 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Santa Teresa Boulevard. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Santa Teresa Boulevard	45.3	45	45	40



Santa Teresa Boulevard – Cottle Road to Bernal Avenue

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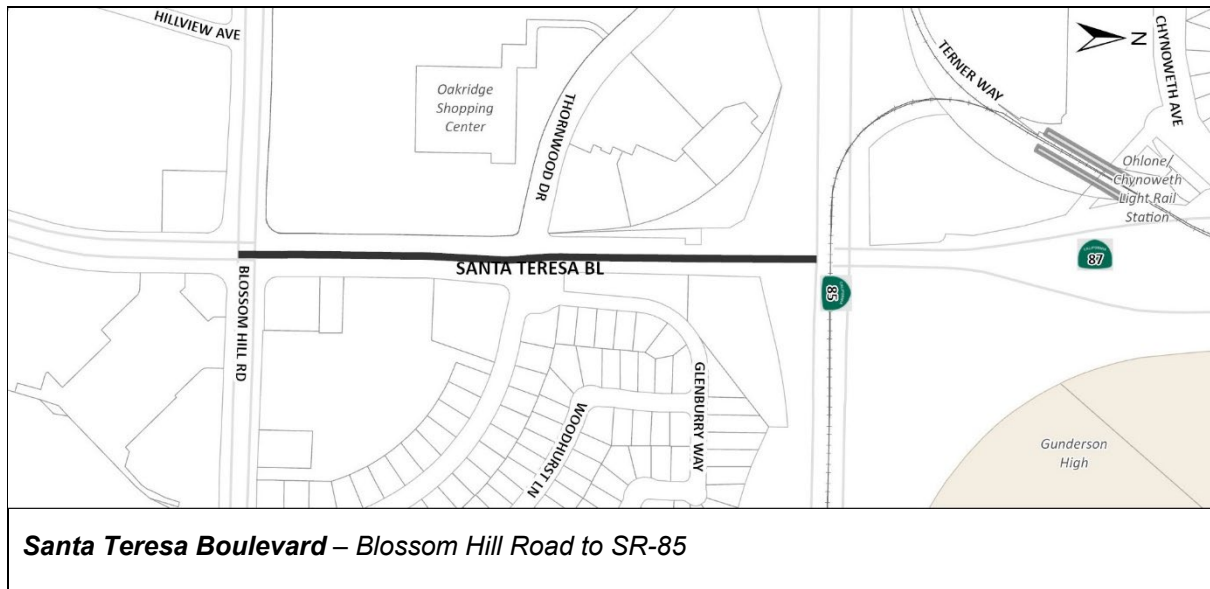
Proposed Speed Limit Reductions

A16. Santa Teresa Boulevard – Blossom Hill Road to SR-85 (CD 10)

The speed limit on this segment of Santa Teresa Boulevard was established at 40 mph based on a prior survey completed in May 2011. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Santa Teresa Boulevard is a 6-lane, divided, minor arterial street, approximately 0.41 mile long, with an average daily traffic volume of 31,700 vehicles. The segment provides access to SR-85 and SR-87. Adjacent land use is primarily commercial, including Oakridge Mall at Blossom Hill Road. Ohlone/Chynoweth Light Rail station is in proximity to the segment. Bike lanes are present along a majority of the segment. The entire segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Santa Teresa Boulevard is 40 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Santa Teresa Boulevard. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Santa Teresa Boulevard	39.0	40	40	35



ATTACHMENT A

Proposed Speed Limit Reductions

A17. Saratoga Avenue – Lawrence Expressway to Stevens Creek Boulevard (CD 1)

This segment of Saratoga Avenue was established at 35 mph between Moorpark Avenue - Stevens Creek Boulevard based on a prior survey completed in February 2012 and at 40 mph between 750' south of Lawrence Expressway - Moorpark Avenue based on a prior survey completed in September 2012. To provide for an appropriate speed limit on Saratoga Avenue, an E&TS was recently completed for this combined segment to re-establish a radar enforceable speed limit. This segment of Saratoga Avenue is a 4 to 6 lane, divided major arterial street, approximately 2.77 mile long, with an average daily traffic volume of 28,200 vehicles. Adjacent land use is primarily commercial, with front-on and side-on single-family homes and multi-family and high-density residential. There are three churches along the segment. Several shopping centers are located near Lawrence Expressway and a private high school is located near I-280. West Valley Library, Hathaway Park, Boynton High school and a private middle school are in proximity to the segment. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Saratoga Avenue is 40 mph. As permitted by state law, a 5-mph reduction has been applied based on the following factors: injury crash rate (0.85) is over 1.5 times higher than the state rate (0.51) on the segment. 73 (44%) of the crashes resulted in injury (including seven serious and one fatality), 32 of the crashes were speed related of which 19 involved injuries, 11 of the crashes involved pedestrians and bicyclists, of which 9 involved injuries (including three serious). There is also pedestrian and bicyclist activity due to proximity to commercial establishments, library, schools, and park. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Saratoga Avenue. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Saratoga Avenue	42.3	40	40	35



Saratoga Avenue – Lawrence Expressway to Stevens Creek Boulevard

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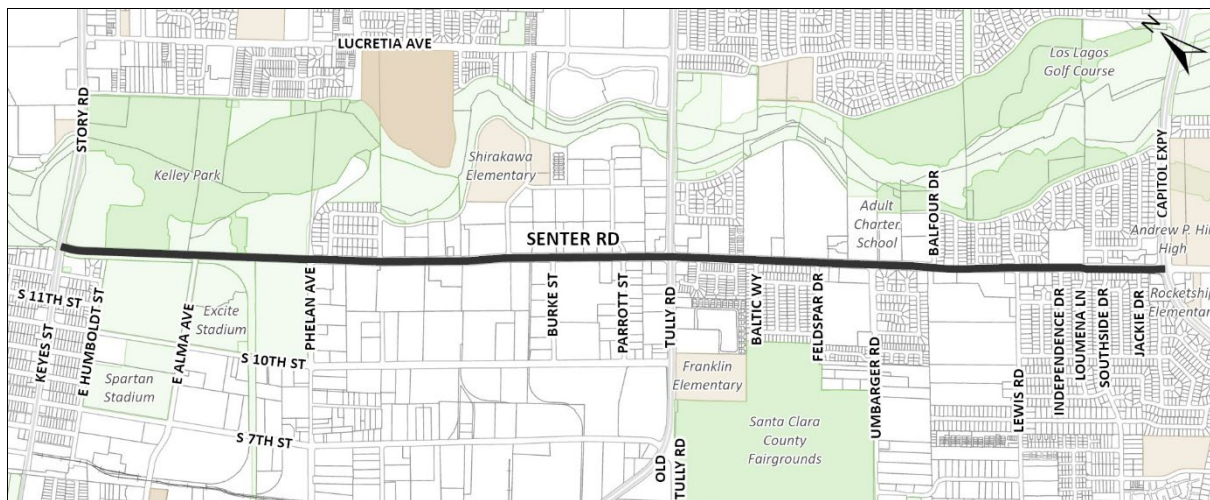
Proposed Speed Limit Reductions

A18. Senter Road – Capitol Expressway to Keyes Street (CD 3, 7)

The speed limit on this segment of Senter Road was established at 40 mph based on a prior survey completed in March 2012. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Senter Road is a 6-lane, divided street between Tully Road and Keyes Street and a four-lane, divided/undivided street between Capitol Expressway and Tully Road. This entire segment is a major arterial street, approximately 2.87 miles long, with an average daily traffic volume of 22,300 vehicles. Adjacent land use is a mix of commercial, front-on and side-on single-family homes, and multi-family homes. Kelley Park, including Happy Hollow Park and Zoo and the Japanese Friendship Garden, Spartan sports fields, and Excite Ballpark are at the north end of the segment. There are three schools and an adult charter school in the vicinity of the segment. Uncontrolled crosswalks, enhanced with flashing beacons and median islands are located at Balfour Drive and at Independence Drive. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Senter Road is 45 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Senter Road is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Senter Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Senter Road	42.5	45	40	35



Senter Road – Capitol Expressway to Keyes Street

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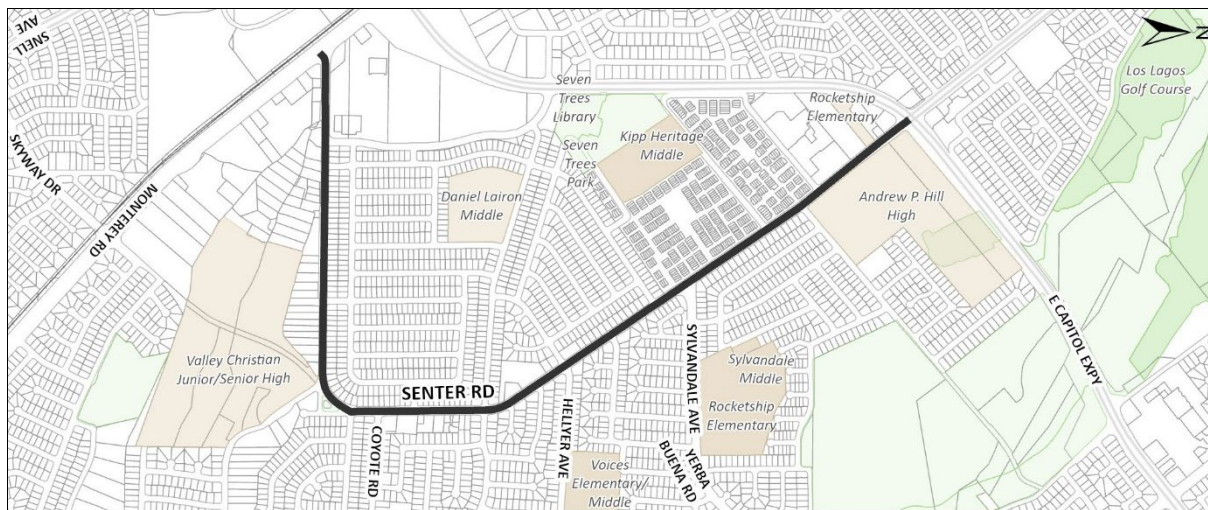
Proposed Speed Limit Reductions

A19. Senter Road – Monterey Road to Capitol Expressway (CD 2, 7)

The speed limit on this segment of Senter Road was established at 35 mph based on a prior survey completed in March 2012. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Senter Road is a 2-3 lane undivided street between Monterey Road and Singleton Road, and a 4-lane divided/undivided street between Singleton Road and Capitol Expressway. There are horizontal curves near Diamond Heights Drive and El Cajon Drive. The entire segment is a minor arterial street, approximately 1.84 miles long, with an average daily traffic volume of 12,400 vehicles. Adjacent land use is primarily front-on single family homes and multi-family housing. Andrew Hill High School and Rocketship Rising Stars Academy are located at the north end. There are several houses of worship and commercial establishments along the segment and several schools in proximity to the segment. Uncontrolled crosswalks enhanced with flashing beacons are located mid-block at Andrew Hill High School, and at San Gregorio Way, San Ramon Way, and Seven Trees Boulevard. There is an uncontrolled crosswalk with high visibility markings at Ezie Street. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on this segment of Senter Road is 40 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. This speed limit is more than would be reasonable or safe. This entire segment of Senter Road is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Senter Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Senter Road	37.5	40	35	30



Senter Road – Monterey Road to Capitol Expressway

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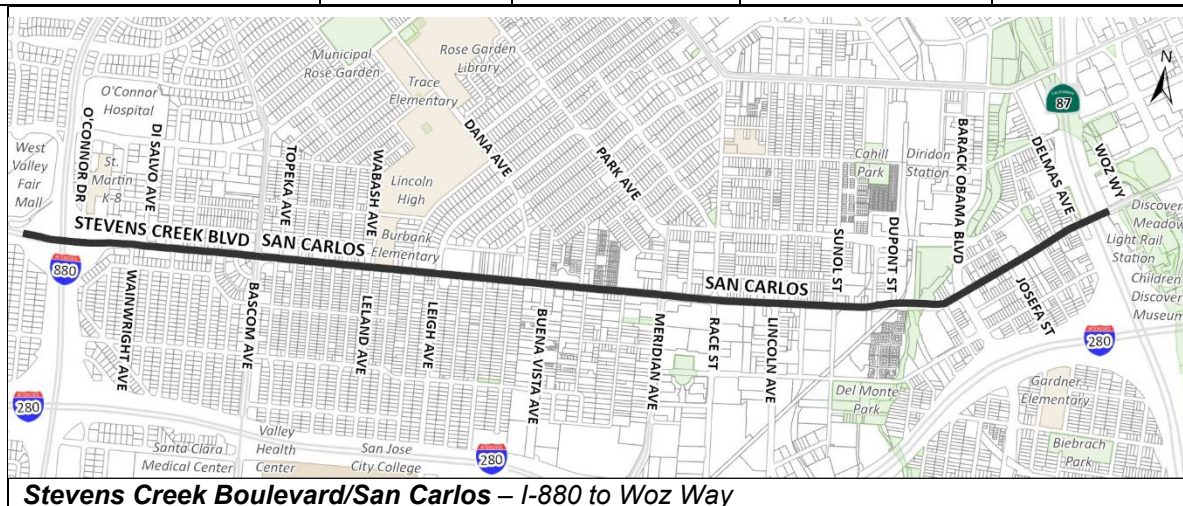
Proposed Speed Limit Reductions

A20. Stevens Creek Boulevard/San Carlos Street – I-880 to Woz Way (CD 3, 6)

This segment of Stevens Creek Boulevard/San Carlos Street was established at 35 mph based on three prior surveys: I-880 - Bascom Avenue (July 2018), Bascom Avenue - Bird Avenue (July 2011), and Bird Avenue - Woz Way (February 2016). To provide for an appropriate speed limit on Stevens Creek Boulevard and San Carlos Street, an E&TS was recently completed for this combined segment to re-establish a radar enforceable speed limit. This segment of Stevens Creek Boulevard/San Carlos Avenue is primarily a 4-lane, divided, major arterial street, approximately 2.74 miles long, with an average daily traffic volume of 15,100 vehicles. There is a horizontal curve at Royal Avenue and a vertical curve over the railroad tracks. Adjacent land use is primarily commercial, with some multi-family residential and front-on single family homes along the segment. Luther Burbank Elementary and a church are along the segment. Two schools, a park, Diridon Station, Guadalupe River trail, Discovery Meadows, and the Children's Discovery Museum are in proximity to the segment. There are uncontrolled crosswalks enhanced with flashing beacons and bulb-outs at Josefa Street, and with median islands at Brooklyn Avenue and at Menker Avenue. Bike lanes are present along a portion of the segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Stevens Creek Boulevard/San Carlos Street is 35 mph. As permitted by state law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.43) is nearly 3 times higher than the state rate (0.51), 65 (45%) of the crashes resulted in injury (including eight serious and three fatalities), 32 of the crashes were speed related of which 17 involved injuries (including three serious and two fatalities), 20 of the crashes involved pedestrians and bicyclists, of which 19 involved injuries (including three serious and two fatalities). There is also pedestrian and bicyclist activity due to proximity to commercial establishments, schools, park, museum, and trail. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Stevens Creek Boulevard/San Carlos Street. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Stevens Creek Boulevard/ San Carlos	37.2	35	35	30



ATTACHMENT A

Proposed Speed Limit Reductions

A21. Story Road – Senter Road to US-101 (CD 7)

This segment of Story Road was established at 40 mph based on a prior survey completed in September 2014. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Story Road is a 6 lane, divided major arterial street, approximately 1.18 miles long, with an average daily traffic volume of 32,600 vehicles. Adjacent land use is primarily commercial establishments. Happy Hollow Park & Zoo is located at Senter Road and the Coyote Creek trail is located at Remillard Court. There is a church along the segment. Rocketship Mosaic elementary/middle and McLaughlin Park are in proximity to the segment. Bike lanes are present along the entire segment. This segment is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Story Road is 40 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Story Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Story Road	40.0	40	40	35



Story Road – Senter Road to US-101

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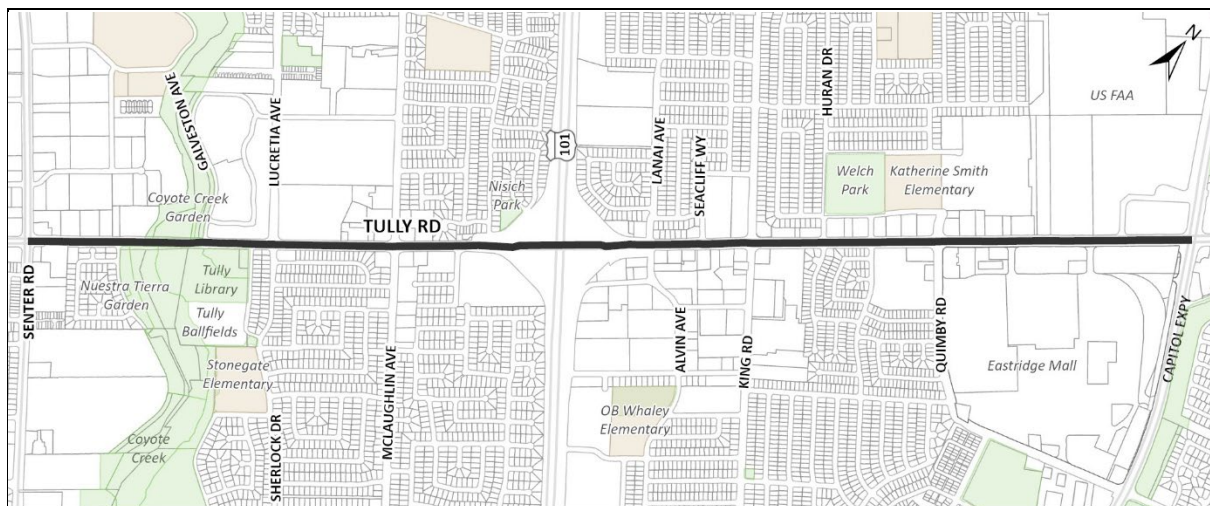
Proposed Speed Limit Reductions

A22. Tully Road – Senter Road to Capitol Expressway (CD 5, 7, 8)

This segment of Tully Road was established at 40 mph based on a prior survey completed in March 2018 for a longer segment between Monterey Road - Capitol Expressway. To provide for an appropriate speed limit on Tully Road, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Tully Road is a 6-lane, divided, major arterial street, approximately 2.51 miles long, with an average daily traffic volume of 48,300 vehicles. The segment provides access to US-101. Adjacent land use is primarily commercial with some back-on single family homes and high-density housing along the segment. The Tully Library, Nuestra Tierra and Coyote Creek community gardens, Tully Community ballfields, and access to the Coyote Creek Trail are located at the west end of the segment. Eastridge Center and Reid Hillview Airport are at the east end. Stonegate and Smith Elementary schools, Welch and Nisich parks are in proximity to the segment. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Tully Road is 45 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 40 mph. This speed limit is more than would be reasonable or safe. This entire segment of Tully Road is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023. As permitted by CVC 22358.7, an additional 5 mph reduction has been applied. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Tully Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Tully Road	43.0	45	40	35



Tully Road – Senter Road to Capitol Expressway

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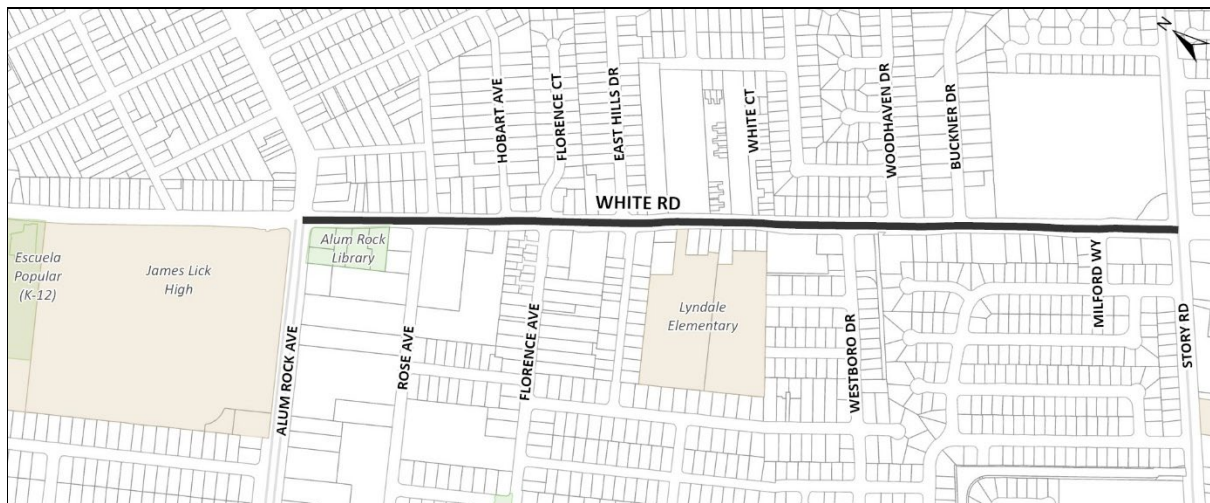
Proposed Speed Limit Reductions

A23. White Road – Story Road to Alum Rock Avenue (CD 5)

This segment of White Road was established at 35 mph based on a prior survey completed in April 2018 for a longer segment between Cunningham Avenue - Penitencia Creek Road. To provide for an appropriate speed limit on White Road, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of White Road is a 4-lane, primarily undivided, minor arterial street, approximately 0.83 mile long, with an average daily traffic volume of 24,100 vehicles. There is a divided segment with pylons near Milford Way. Adjacent land use is primarily commercial with some front-on, side-on single-family homes. There are five houses of worship along the segment. Alum Rock Library is located at Alum Rock Avenue. James Lick High School, Lyndale Elementary, and Escuela Popular School (K-12) are in proximity to the segment. There is an uncontrolled crosswalk enhanced with flashing beacons and bulb-outs at Rose Avenue. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on White Road is 35 mph. As permitted by state law, a 5-mph reduction has been applied based on the following factors: injury crash rate (2.05) is nearly 3.5 times higher than the state rate (0.62), 45 (51%) of the crashes resulted in injury (including six serious and three fatalities), 19 of the crashes were speed related of which 10 involved injuries (including two serious), 15 of the crashes involved pedestrians and bicyclists, of which 14 involved injuries (including four serious and two fatalities). There is high pedestrian and bicyclist activity due to proximity to commercial establishments, library, high school, and houses of worship. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on White Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
White Road	35.5	35	35	30



White Road – Story Road to Alum Rock Avenue

ATTACHMENT B

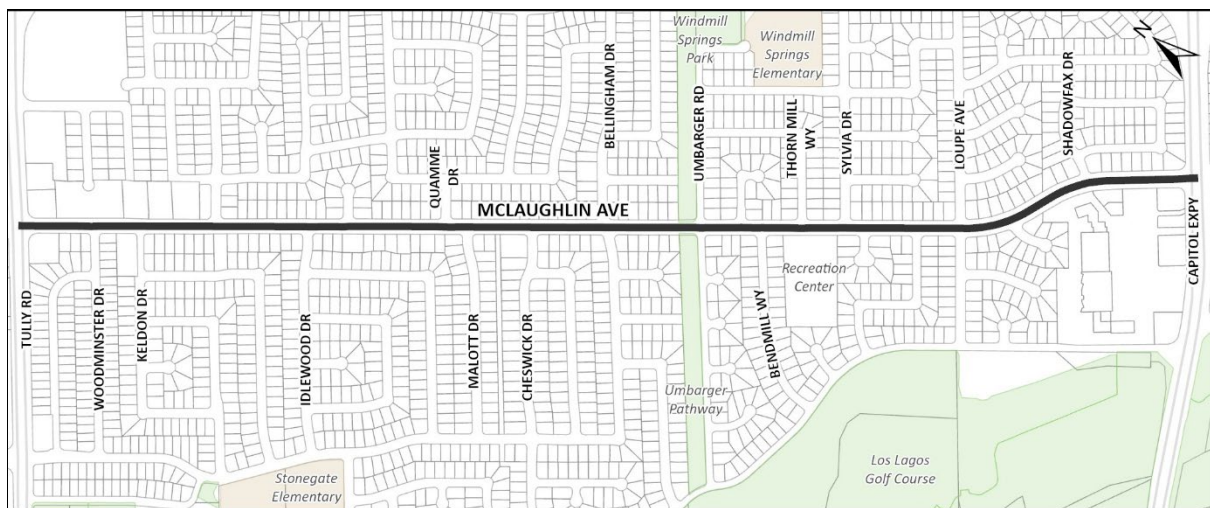
Proposed Speed Limit Retentions

B1. McLaughlin Avenue – Capitol Expressway to Tully Road (CD 7)

This segment of McLaughlin Avenue was established at 35 mph based on a prior survey completed in March 2012 for a longer segment, between Capitol Expressway - William St. To provide for appropriate speed limits on McLaughlin Avenue, two separate E&TS were completed for the portions north of and south of Tully Road to re-establish radar enforceable speed limits. The segment of McLaughlin Avenue between Capitol Expressway and Tully Road is a 4-lane, divided, minor arterial street, approximately 1.34 miles long, with an average daily traffic volume of 14,200 vehicles. An uncontrolled school crosswalk enhanced with flashing beacons and a bulb-out is at Idlewood Drive, and an uncontrolled trail crossing enhanced with flashing beacons and green bike lanes is at Umbarger Road. Adjacent land use is primarily front-on single family homes. There is a house of worship at the north end, a recreation center near Bendmill Way, and commercial establishments at Capitol Expressway. Two elementary schools, Stonegate and Windmill Springs, and Windmill Springs Park are in proximity to the segment. This entire segment of McLaughlin Avenue is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on this segment of McLaughlin Avenue is 45 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 40 mph. This speed limit is more than would be reasonable or safe. As permitted by CVC 22358.8, the speed limit will be maintained at the current 35 mph limit established in the previously conducted E&TS. No general purpose lanes have been added to the roadway since that time. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on McLaughlin Avenue. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
McLaughlin Avenue	42.5	45	35	35



McLaughlin Avenue – Capitol Expressway to Tully Road

ATTACHMENT B

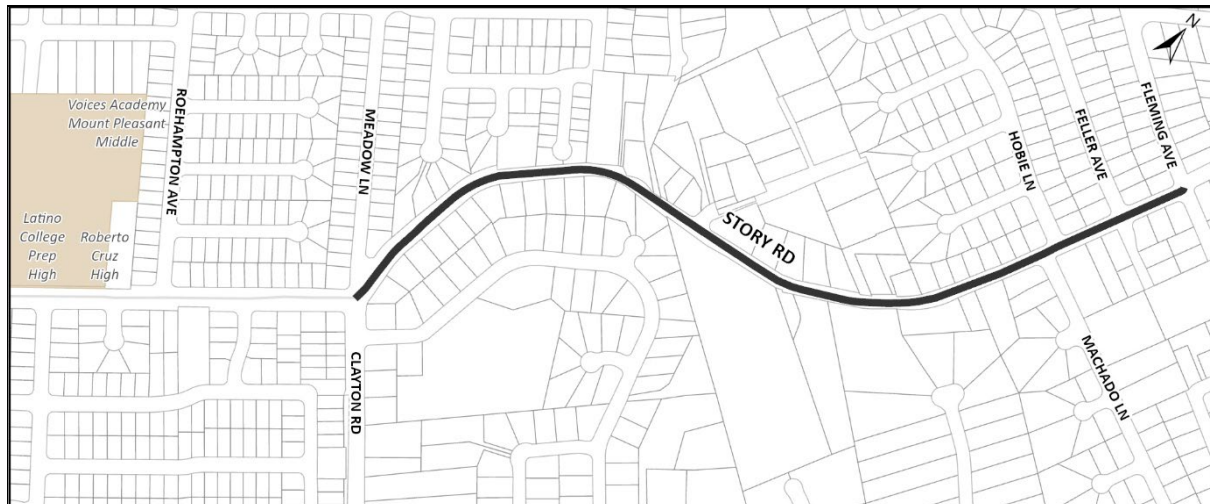
Proposed Speed Limit Retentions

B2. Story Road – Clayton Road to Fleming Avenue (CD 5)

This segment of Story Road was established at 30 mph based on a prior survey completed in 2011. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Story Road is a 2-lane, undivided, collector street, approximately 0.69 mile long, with an average daily traffic volume of 5,600 vehicles. There is a horizontal S-curve between Clayton Road and Machado Lane and vertical grade changes along the segment. Adjacent land use is front-on and side-on single family homes. Visibility of driveways is limited due to horizontal and vertical curves. There are two charter high schools and one elementary/middle charter school in proximity to the segment. There are no sidewalks on a majority of the south side. There are bike sharrows along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on this segment of Story Road is 40 mph. As permitted by state law, the posted speed limit may be rounded down to the nearest 5 mph increment of 35 mph. This speed limit is more than would be reasonable or safe. As permitted by CVC 22358.8, the speed limit will be maintained at the current 30 mph limit established in the previously conducted E&TS. No general purpose lanes have been added to the roadway since that time. The proposed speed limit of 30 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Story Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Story Road	38.0	40	30	30



Story Road – Clayton Road to Fleming Avenue

ATTACHMENT B

Proposed Speed Limit Retentions

B3 Tully Road – White Road to Ruby Avenue (CD 8)

This segment of Tully Road was established at 35 mph based on a prior survey completed in December 2014. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Tully Road is a 4 to 5-lane, divided, major arterial street, approximately 0.87 mile long, with an average daily traffic volume of 12,000 vehicles. There is a slight horizontal curve between Vista Verde Drive and Flint Avenue and a moderate vertical curve between Vista Verde Drive and Ruby Avenue. Adjacent land use is primarily front-on and side-on single family homes. Lake Cunningham Park is located west of the segment; there are three schools in proximity to the segment. Bike lanes are present along the entire segment. This entire segment of Tully Road is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the 5-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on this segment of Tully Road is 45 mph. As permitted by state law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.57) is over 3 times higher than the state rate (0.51), 60% (18) of the crashes resulted in injury (including two serious), 13 of the crashes were speed related of which 8 involved injuries, 4 of the crashes involved pedestrians and bicyclists all of which resulted in injuries (including one serious). There is also pedestrian and bicyclist activity due to proximity to Lake Cunningham Park and several schools.

After applying the above factors, the speed limit would be set at 40 mph. This speed limit is more than would be reasonable or safe. As permitted by CVC 22358.8, the speed limit will be maintained at the current 35 mph limit established in the previously conducted traffic survey. No general purpose lanes have been added to the roadway since that time. The proposed speed limit of 35 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Tully Road. The E&TS data and area map are shown below.

Street	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Tully Road	46.0	45	35	35

