



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: Resolution Establishing
Speed Limits

DATE: November 24, 2025

Approved

Date:

12/3/25

COUNCIL DISTRICT: Citywide

RECOMMENDATION

Adopt a resolution to repeal Resolution No. 2025-304 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 19 roadways, including portions of Barack Obama Boulevard, Blossom Hill Road, Branham Lane, Canoas Garden Avenue, Curtner Avenue, First Street, Hellyer Avenue, Johnson Avenue, King Road, Little Orchard Street, Prospect Road, Samaritan Drive, San Ignacio Avenue, Snell Avenue, Suncrest Avenue, 10th Street, Tully Road, Vistapark Drive, and Winchester Boulevard; and
- (b) Maintain current speed limits on portions of Alum Rock Avenue, Branham Avenue, Hassler Parkway, Tasman Drive, and Yerba Buena Road.
- (c) Make administrative corrections to the speed limit resolution as described in this memorandum.

SUMMARY AND OUTCOME

The proposed recommendation will lower and establish appropriate speed limits on certain roadways – some of which have been designated as Safety Corridors, maintain the current speed limit on portions of five roadways, and adopt a new speed limit resolution. The proposed actions are in support of the City of San José's (City) 2025 Vision Zero Action Plan, including the Speed Safety System Pilot Program.

BACKGROUND

Speed is a primary factor in the severity and likelihood 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 San José's 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 consider 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 43 (2021) and Assembly Bill 1938 (2022) provide additional flexibility in setting speed limits. Key provisions of these bills pertinent to the City Council recommendation in this memorandum include: a) flexibility to reduce speed limits on streets designated as Safety Corridors, in business activity districts, and in areas that generate high concentrations of pedestrians or bicyclists; and b) 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."

Staff leveraged these assembly bills to support the following efforts:

- **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.
- **August 26, 2025:** City Council adopted a resolution to lower speed limits on 18 roadways and maintain the speed limits on three roadways; the majority of these roadways are Safety Corridors.³

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 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 has been working with a consultant to update expired and soon-to-expire E&TS, with an initial focus on roadway segments designated as Safety Corridors, including segments that will be part of the Speed Safety System Pilot Project. Identified in this memorandum are 12 roadway segments that are on Safety Corridors.

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>

³ <https://sanjose.legistar.com/View.ashx?M=F&ID=14593292&GUID=9E6AFE17-F1CC-4A18-A84A-A1A2428D2B27>

Lowering the posted speed limit(s) on eligible segments or retaining the current posted speed limit on eligible segments experiencing “speed creep” requires City Council approval. Based on the actions taken by City Council in August 2025, the proposed recommendation in this memorandum, and E&TS that can be approved administratively, staff anticipate that a majority of the E&TS on Safety Corridors will be completed by the end of 2025. For the remaining Safety Corridor E&TS segments, City staff will be reviewing the E&TS recently provided by the consultant. If City Council approval is required on any of these remaining segments, staff will bring forward recommended actions in spring 2026.

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. Portions of Johnson Avenue and Prospect Avenue are shared with the City of Saratoga. Staff has coordinated with the City of Saratoga to ensure consistency on the posted speed limits. As required by state law, the posted speed limit for a street bounded by multiple jurisdictions must be approved by the governing body of each jurisdiction. A detailed summary of the E&TS conducted for these roadway segments is included in Attachment A - Proposed Speed Limit Reductions.

	Roadway Segments (Council District)	Current Adopted / Posted Speed Limit	Proposed Lowered Speed Limit
1	Barack Obama Bl – Auzerai Av to Park Av (CD 6)	30/35	30
2	Barack Obama Bl – Park Av to Santa Clara St (CD 6)	35	30
3	Blossom Hill Rd – Camden Av to Almaden Ex (CD 9, 10)	40	35
4	Blossom Hill Rd – Almaden Ex to Santa Teresa Bl (CD 9, 10)	40	35
5	Branham Av – Almaden Ex to Monterey Rd (CD 2, 9)	40	35
6	Canoas Garden Av – Sands Dr to Curtner Av (CD 9)	35	30
7	Curtner Av – Almaden Rd to Monterey Rd (CD 6, 7, 9)	40	35
8	First St – Charcot Av to SR-237 (CD 4)	45	40
9	Hellyer Av – Senter Rd to Palisade Dr (CD 2)	35	30
10	Johnson Av – Prospect Rd to Bollinger Rd (CD 1)	35	30
11	King Rd – McKee Rd to Berryessa Rd (CD 3, 4, 5)	40	35
12	Little Orchard St – Curtner Av to San Jose Av (CD 7)	40	35
13	Prospect Rd – De Anza Bl to Saratoga Av (CD 1)	40	35

	Roadway Segments (Council District)	Current Adopted/ Posted Speed Limit	Proposed Lowered Speed Limit
14	Samaritan Dr – Samaritan Pl to Union Av (CD 9)	35	30
15	San Ignacio Av– Santa Teresa Bl to Great Oaks Bl (CD 10)	35	30
16	Snell Av – Blossom Hill Rd to Capitol Ex (CD 2)	40	35
17	Snell Av – Santa Teresa Bl to Blossom Hill Rd (CD 2, 10)	40	35
18	Suncrest Av – Piedmont Rd to Boulder Dr (CD 4)	35	30
19	10th St – Humboldt St to Santa Clara St (CD 3)	30	25
20	Tully Rd – Monterey Rd to Senter Rd (CD 7)	40	35
21	Vistapark Dr – Capitol Ex to Hillsdale Av (CD 2, 7)	35	30
22	Winchester Bl – Impala Dr to Moorpark Av (CD 1)	40	35

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 - Proposed Speed Limit Retentions.

	Roadway Segments (Council District)	Current Adopted/ Posted Speed Limit	Proposed Speed Limit
1	Alum Rock Av – US-101 to Capitol Av (CD 3)	30	30
2	Branham Ln – Camden Av to Meridian Av (CD 9)	35	35
3	Hassler Ok – Dove Rd to Silver Creek Valley Rd (CD 8)	35	35
4	Tasman Dr – West City Limit to First St (CD 4)	35	35
5	Yerba Buena Rd – Kuauai Dr to Silver Creek Rd (CD 2, 7, 8)	35	35

C. Administrative Corrections

The proposed resolution also includes various administrative corrections to Resolution 2025-304 to reflect actions adopted by the City Council on August 26, 2025.

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 \$55,000. 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 for marking and signage along Priority Safety Corridors. The Safety – Pedestrian and Roadway Improvements Program appropriation will fund the one-time installation costs for signage along non-Priority Safety Corridors. There will be no significant operating and maintenance impact on the General Fund.

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 Adopted Biennial Capital Budget Page	Last Budget Action (Date, Ord. No.)
429	416G	Safety – Pedestrian and Roadway Improvements Program	469,000	\$20,000	959	10/21/2025 31252
429	418L	Vision Zero: Quick Build Improvements	\$1,979,000	\$35,000	1032	10/21/2025 31252

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

The proposed speed limit reductions on Johnson Avenue and Saratoga Avenue have been coordinated with the City of Saratoga. This memorandum will be posted on the City's Council Agenda website for the December 16, 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 offices 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:

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

A1. Barack Obama Boulevard – Auzerais Avenue to Park Avenue (CD 6)

The speed limit on this segment of Barack Obama Bl (formerly Bird Av and Montgomery St) was established at 35 mph based on a prior survey completed for Bird Av between Coe Av – San Carlos St in December 2010, and at 30 mph based on a prior completed for Montgomery St between San Carlos St – Santa Clara St in July 2018. To provide for an appropriate speed limit on Barack Obama Bl, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Barack Obama Bl is a 5 to 6-lane major arterial street. The segment is approximately 0.24 mile long, with an average daily traffic volume of 19,200 vehicles. There is a slight curve north of San Carlos St. Adjacent land use is primarily commercial, with some high density housing. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Barack Obama Bl is 35 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 30 mph. 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 Barack Obama Bl. 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)
Barack Obama Bl	33.0	35	30/35	30



Barack Obama Boulevard – Auzerais Avenue to Park Avenue

A2. Barack Obama Boulevard – Park Avenue to Santa Clara Street (CD 6)

The speed limit on this segment of Barack Obama Bl (formerly Autumn St) was established at 35 mph based on a prior survey completed in April 2016. To provide for an appropriate speed limit on Barack Obama Bl, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Barack Obama Bl is a 2-lane one-way minor arterial street. The segment is approximately 0.39 mile long, with an average daily traffic volume of 3,400 vehicles. There is an at-grade light rail crossing north of San Fernando St, and a slight horizontal curve at the south end. Adjacent land use is primarily commercial. Diridon Station, San Fernando Light Rail Station, SAP Center, Arena Green park, and access to Los Gatos Creek trail 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 Barack Obama Bl is 35 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: injury crash rate (2.07) is 4.5 times higher than the State rate (0.46), 3 (60%) of the crashes resulted in injury, 3 crashes were speed related, of which 2 involved injuries. There is also high pedestrian and bicyclist activity due to proximity to transit stations, SAP Center, Arena Green park, 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 Barack Obama Bl. 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)
Barack Obama Bl	36.0	35	35	30



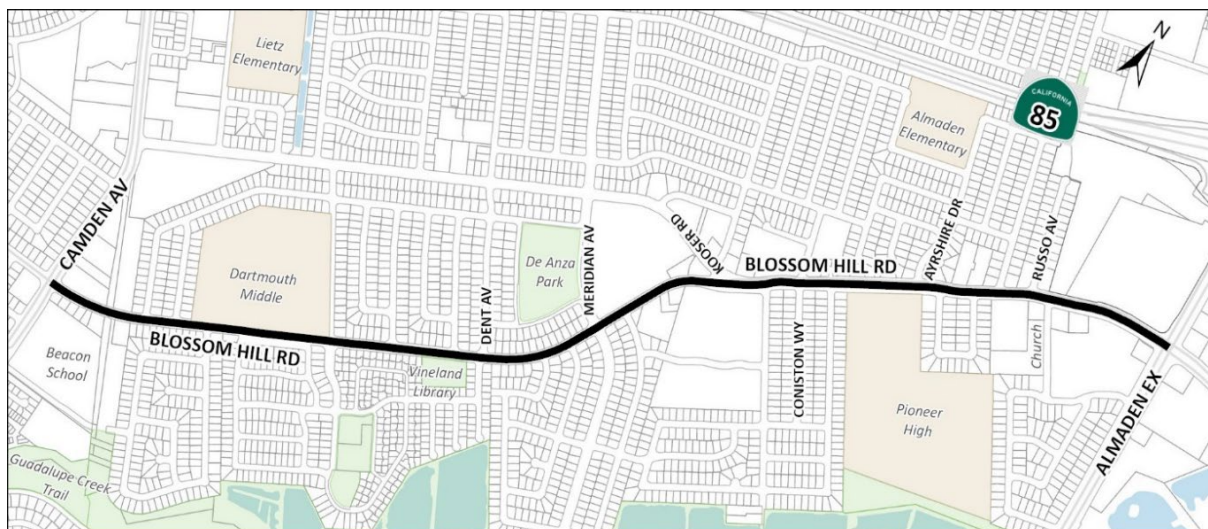
Barack Obama Boulevard – Park Avenue to Santa Clara Street

A3. Blossom Hill Road – Camden Avenue to Almaden Expressway (CD 9, 10)

This segment of Blossom Hill Rd was established at 40 mph based on a prior survey completed in January 2012. To provide for an appropriate speed limit on Blossom Hill Rd, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Blossom Hill Rd is a 4 to 6-lane, divided/undivided, major arterial street, approximately 1.89 miles long, with an average daily traffic volume of 18,900 vehicles. There is a horizontal curve east of Camden Av and a horizontal S-curve between Dent Av and Kooser Rd. Adjacent land use is primarily front-on, side-on, back-on single family homes, and multi-family residential, with some commercial establishments near Meridian Av and Almaden Ex. Dartmouth Middle, and Pioneer High schools, Vineland Library, and a church are located along the segment. Two schools and a park are in proximity to the segment. Bike lanes are present between Meridian Av and Almaden Ex. This entire segment of Blossom Hill Rd 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 Blossom Hill Rd is 40 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: Injury crash rate (1.00) is nearly 2 times higher than the State rate (0.55), 39 (51%) of the crashes resulted in injury (including 6 serious), 11 of the crashes were speed related, of which 7 involved injuries, and 13 of the crashes involved pedestrians and bicyclists, of which 12 involved injuries (including 4 serious). There is also high pedestrian and bicyclist activity due to proximity to multiple schools, library, commercial establishments, 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 Blossom Hill Rd. 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 Rd	42.0	40	40	35



Blossom Hill Road – Camden Avenue to Almaden Expressway

A4. Blossom Hill Road – Almaden Expressway to Santa Teresa Boulevard (CD 9, 10)

This segment of Blossom Hill Rd was established at 40 mph based on a prior survey completed in February 2016 for a longer segment, between Almaden Expressway and Playa Del Rey. To provide for an appropriate speed limit on Blossom Hill Rd, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Blossom Hill Rd is a 6-lane, divided, major arterial street, approximately 0.91 mile long, with an average daily traffic volume of 24,600 vehicles. Adjacent land use is primarily commercial; Westfield Oakridge Mall is at the east end of the segment. There is an at-grade light rail crossing west of Winfield Bl; access to Guadalupe River trail is along the segment. Bike lanes are present on a majority of the segment. This entire segment of Blossom Hill Rd 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 Blossom Hill Rd is 40 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 (0.50), 35 (60%) of the crashes resulted in injury (including 7 serious and 1 fatal), 7 of the crashes were speed related of which 6 involved injuries (including 4 serious), 9 of the crashes involved pedestrians and bicyclists, all of which involved injuries (including 3 serious). There is high pedestrian and bicyclist activity due to proximity to commercial establishments and Guadalupe River trail. 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 Rd. 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 Rd	40.5	40	40	35



Blossom Hill Road – Almaden Expressway to Santa Teresa Boulevard

A5. Branham Lane – Almaden Expressway to Monterey Road (CD 2, 9)

This segment of Branham Ln was established at 40 mph based on three prior survey segments completed in October 2017 (Almaden Ex – SR-87, SR-87 – Snell Av, and Snell Av – Monterey Rd). To provide for an appropriate speed limit on Branham Ln, an E&TS was recently completed for this combined segment to re-establish a radar enforceable speed limit. This segment of Branham Ln is a 2 to 4-lane, divided/undivided major/minor arterial street, approximately 3.06 miles long, with an average daily traffic volume of 17,600 vehicles. There are horizontal curves west of Pearl Av and east of Poston Dr, a horizontal S-curve between Narvaez Av and Vistapark Dr, and a vertical curve over SR-87 and at Monterey Rd. Branham Light Rail Station is near Narvaez Av; there is an at-grade rail crossing at Monterey Rd. Adjacent land use is primarily residential with front-on, side-on, and back-on single-family homes, with some multi-family housing and commercial establishments along the segment. Martial Cottle Park is located west of Snell. Many schools and parks are in proximity to the segment. Uncontrolled crosswalks, enhanced with flashing beacons, bulb-outs, and a median island, are located at Glenmont Dr and at Crocus Dr. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Branham Ln 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 Branham Ln 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 Branham Ln. The E&TS data and area map are shown below.

Srrtreet	85 th Percentile Speed (MPH)	Speed Limit if based on 85 th Percentile (MPH)	Current Posted Speed Limit (MPH)	Recommended Posted Speed Limit (MPH)
Branham Ln	43.1	45	40	35



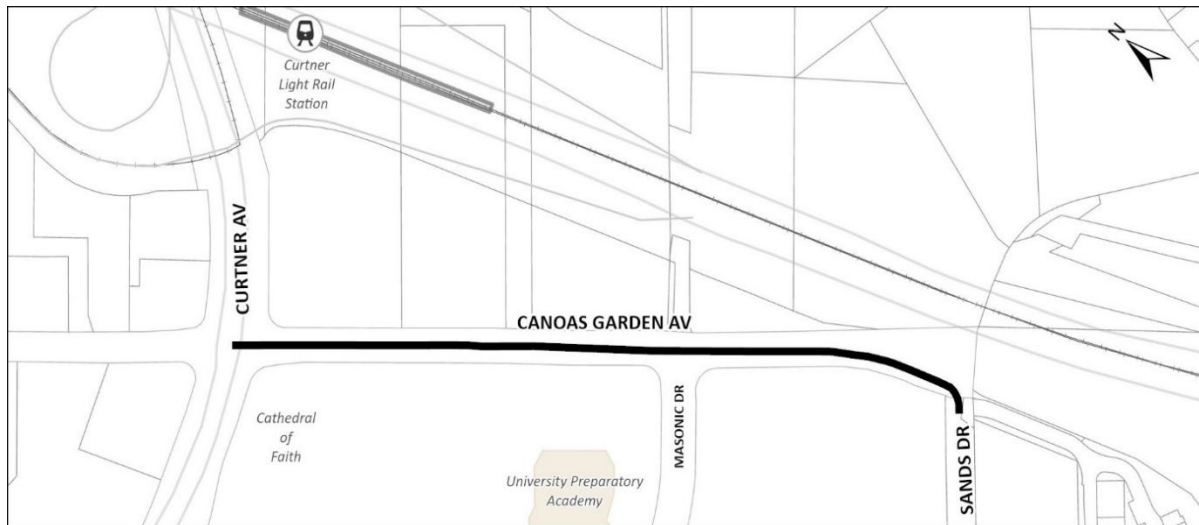
Branham Lane – Almaden Expressway to Monterey Road

A6. Canoas Garden Avenue – Sands Drive to Curtner Avenue (CD 9)

The speed limit on this segment of Canoas Garden Av was established at 35 mph based on a prior survey completed in April 2016. To provide for an appropriate speed limit on Canoas Garden Av, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. Canoas Garden Av is a 2-lane, divided/undivided, minor arterial street. There is a slight horizontal curve north of Sands Dr. The segment is approximately 0.29 mile long, with an average daily traffic volume of 8,500 vehicles. Adjacent land use is the Curtner Light Rail Station, a middle/high school, youth center, church, and back-on homes. There is an uncontrolled school crosswalk at Masonic Dr.

The nearest 5 mph increment to the 85th percentile speed on Canoas Garden Av is 35 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 30 mph. 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 Canoas Garden Av. 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)
Canoas Garden Av	34.0	35	35	30



Canoas Garden Avenue – Sands Drive to Curtner Avenue

A7. Curtner Avenue – Almaden Road to Monterey Road (CD 6, 7, 9)

The speed limit on this segment of Curtner Av was established at 40 mph based on a prior survey completed in February 2012. To provide for an appropriate speed limit on Curtner Av, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. Curtner Av is a 6 lane, divided, major arterial street with a bus lane between Stone Av and Monterey Rd. The segment is approximately 1.35 miles long, with an average daily traffic volume of 37,600 vehicles. There is a horizontal curve between Almaden Rd and Stone Av, and an overpass across railroad tracks along the segment. Adjacent land use is primarily commercial, with high density housing at Canoas Garden Av. Oak Hill Funeral Home & Memorial Park are located at the east end of the segment. Parking and access to Curtner Light Rail Station and a church are located at Canoas Garden Av. Santa Clara County Fairgrounds are in proximity to the segment. Access to Almaden Ex and SR-87 are provided near the west end of the segment. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Curtner Av 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 Curtner Av 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 Curtner Av. 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)
Curtner Av	44.7	45	40	35



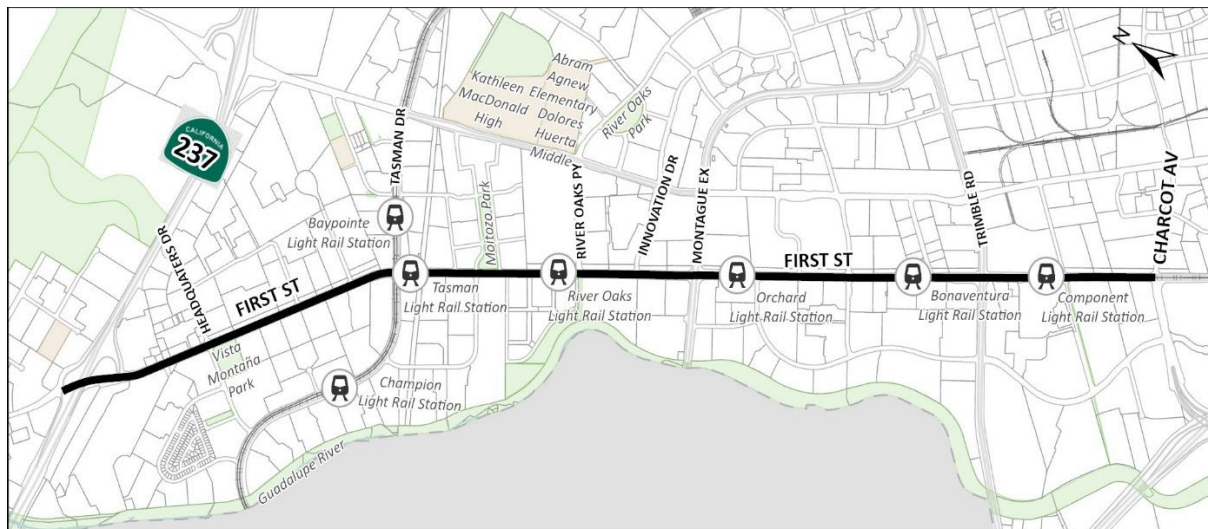
Curtner Avenue – Almaden Road to Monterey Road

A8. First St – Charcot Avenue to SR- 237 (CD 4)

This segment of First St was established at 45 mph based on a prior survey completed in June 2012 for a longer segment, between Brokaw – SR-237. To provide for an appropriate speed limit on First St, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of First St is a 4 to 6-lane, divided, major arterial street, approximately 3.53 miles long, with an average daily traffic volume of 17,400 vehicles. Adjacent land use is primarily light industrial and business centers. High density residential, and commercial establishments; Moitozo and Vista Montana parks are along the segment. Light rail transit operates in a median island; there are 5 stations between Charcot Av and Tasman Dr. An at-grade light rail crossing is at Tasman Dr and access to SR-237 is at the north end. Three schools (elementary, middle, high) are in proximity to the segment. Bike lanes are present along a majority of the segment. The portion of First St between Montague Ex and SR-237 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 First St is 45 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: 42 (48%) of the crashes resulted in injury (including 3 serious and 1 fatal), 18 of the crashes were speed related of which 14 involved injuries (including 1 serious), 6 of the crashes involved pedestrians and bicyclists, all of which involved injuries (including 1 serious). There is also high pedestrian and bicyclist activity due to proximity to light rail stations, parks, and schools. 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 First St. 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)
First St	46.0	45	45	40



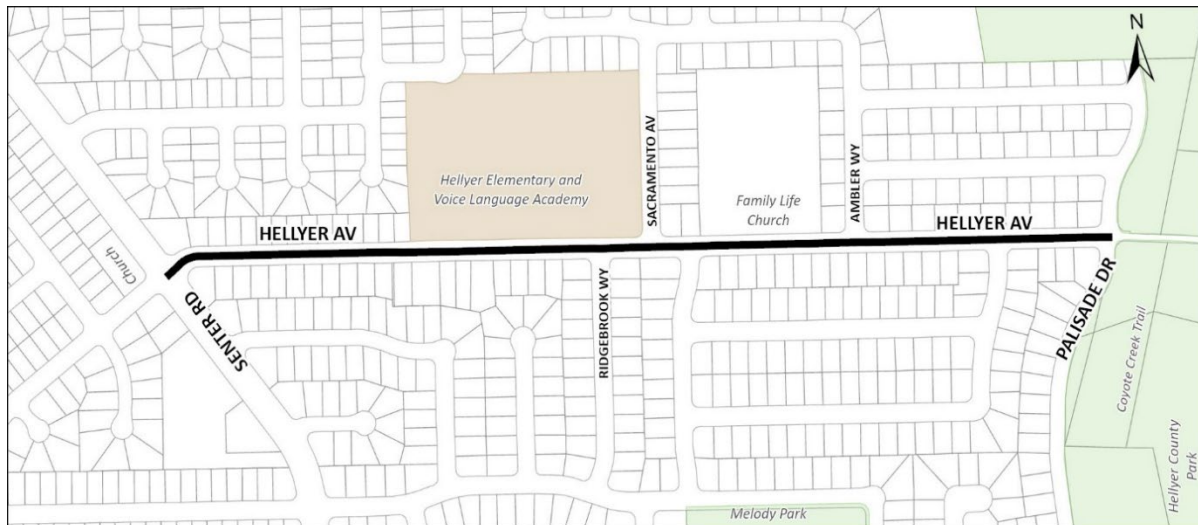
First Street – Charcot Avenue to SR-237

A9. Hellyer Avenue – Senter Road to Palisade Drive (CD 2)

The speed limit on this segment of Hellyer Av was established at 35 mph based on a prior survey completed in July 2013. To provide for an appropriate speed limit on Hellyer Av, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Hellyer Av is a 2-lane, undivided, collector street, approximately 0.59 mile long, with an average daily traffic volume of 5,300 vehicles. There is a slight horizontal curve at Senter Rd. Adjacent land use is primarily residential, with front-on and side-on single-family homes. Hellyer Elementary, Voice Language Academy (elementary/middle), and a church are along the segment. Hellyer County and Melody parks, Coyote Creek Trail, and a church are in proximity to the segment. An uncontrolled school crosswalk, enhanced with flashing beacons and a bulb-out, is located at Ridgebrook Wy. Bike sharrows and edgelines are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Hellyer Av is 35 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: injury crash rate (4.38) is 9.5 times higher than the State rate (0.46), 15 (75%) of the crashes resulted in injury (including 1 serious and 1 fatal), 7 of the crashes were speed related of which 5 involved injuries (including 1 serious), 7 of the crashes involved pedestrians and bicyclists, all of which involved injuries (including 1 serious and 1 fatal). There is also high pedestrian and bicyclist activity due to proximity to schools, churches, parks, 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 Hellyer Av. 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)
Hellyer Av	37.0	35	35	30



Hellyer Avenue – Senter Road to Palisade Drive

A10. Johnson Avenue – Prospect Road to Bollinger Road (CD 1)

The speed limit on this segment of Johnson Av was established at 35 mph based on a prior survey completed in August 2013. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. An approximate 0.2 mi portion of this segment is in the jurisdiction of the City of Saratoga along the east side at the southern end. This segment of Johnson Av is a 2-lane, undivided, collector street, approximately 1.23 miles long, with an average daily traffic volume of 4,700 vehicles. There is a two-way left turn lane on a majority of the segment, and a slight horizontal curve south of Rainbow Dr. Adjacent land use is primarily front-on and side-on single family homes; there are multi-family dwelling units south of Tompkins Dr. Lynbrook High School and Rainbow Park are along the segment; Dillworth Elementary and Miller Middle are in proximity to the segment. Uncontrolled school crosswalks, enhanced with flashing beacons and bulb-outs, are located at Castle Glen Av and at Harder St, and additionally with a median island at Tompkins Dr. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Johnson Av is 35 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: 3 (60%) of the crashes resulted in injury (including 1 serious), all of the injury crashes involved pedestrians, one crash was speed related. There is also high pedestrian and bicyclist activity due to proximity to the schools and park. 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 Johnson Av. 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)
Johnson Av	37.0	35	35	30



Johnson Avenue – Prospect Road to Bollinger Road

A11. King Road/Lundy Avenue – McKee Road to Berryessa Road (CD 3, 4, 5)

The speed limit on this segment of King Rd/Lundy Av was established at 40 mph based on a prior survey completed in November 2010. To provide for an appropriate speed limit on King Rd/Lundy Av, an ETS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of King Rd/Lundy Av is a 4-lane divided/ undivided, minor arterial street, approximately 1.28 miles long, with an average daily traffic volume of 17,400 vehicles. The roadway narrows to 2-lanes at the bridge overcrossing at Penitencia Creek. There is a sweeping horizontal curve near the north end of the segment. Adjacent land use is primarily back-on, side-on and front-on single family homes, with some multi-family residential. Commercial establishments are located along the segment. Access to Upper Penitencia Creek Trail is near Salamoni Ct. The Berryessa/North San José BART station is located near the segment, with pedestrian and bicyclist access via Salamoni Ct. Plata Arroyo Park is also near the segment. Bike lanes are present on a majority of the segment. This segment is within a designated Safety Corridor between McKee Rd and Mabury Rd 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 King Rd/Lundy Av 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 King Rd/Lundy Av. 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)
King Rd/Lundy Av	39.5	40	40	35



King Road/Lundy Avenue – McKee Road to Berryessa Road

A12. Little Orchard Street – Curtner Avenue to San Jose Avenue (CD 7)

The speed limit on this segment of Little Orchard St was established at 40 mph based on a prior survey completed in February 2016. To provide for an appropriate speed limit on Little Orchard St, an E&TS was recently completed to re-establish a radar enforceable speed limit. This segment of Little Orchard St is a 2-lane, undivided with a two-way left turn lane, collector street, approximately 0.78 mile long, with an average daily traffic volume of 9,300 vehicles. There is an at-grade rail crossing near Cimino St. Adjacent land use is primarily industrial and commercial, with some side-on and back-on single family homes. A service center for the unhoused is located north of Cimino Street. Uncontrolled crosswalks, enhanced with flashing beacons, are located north of Cimino St (midblock); and additionally enhanced with a median island and a bulb-out at Perrymont Av. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Little Orchard St is 35 mph and is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Little Orchard St. 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)
Little Orchard St	37.3	35	40	35



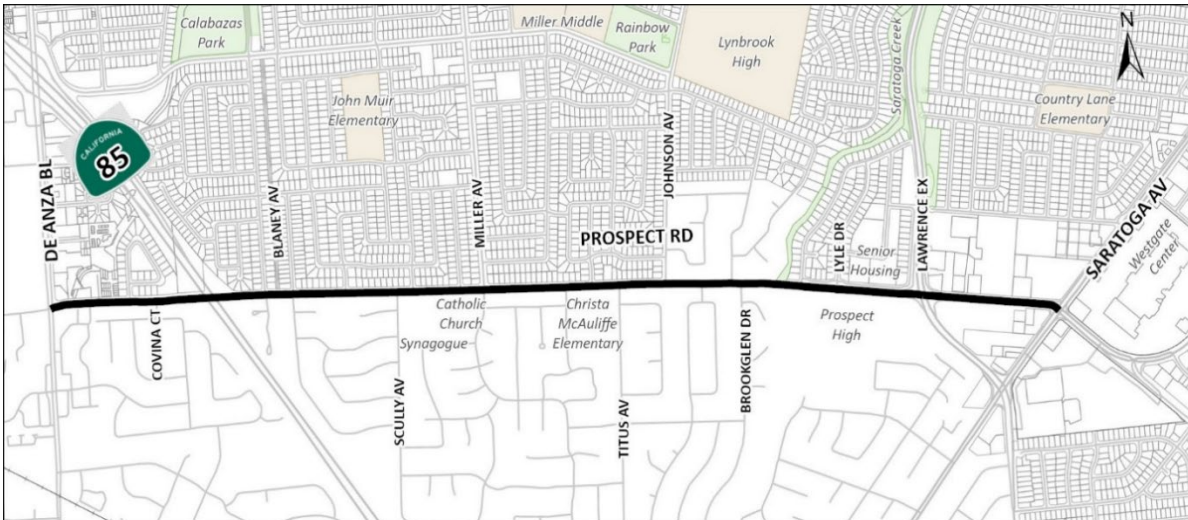
Little Orchard Street – Curtner Avenue to San Jose Avenue

A13. Prospect Road – De Anza Boulevard to Saratoga Avenue (CD 1)

This segment of Prospect Rd was established at 40 based on a prior survey completed in March 2011. To provide for an appropriate speed limit on Prospect Rd, an E&TS was recently completed to re-establish a radar enforceable speed limit. This segment of Prospect Rd is primarily a 4-lane, divided, major arterial street, approximately 2.21 miles long, with an average daily traffic volume of 16,500 vehicles. A majority of the south side and an approximate 0.23 mi portion of this segment near Johnson Av is in the jurisdiction of the City of Saratoga. Adjacent land use is primarily residential with front-on, side-on, and back-on single family homes, with some multi-family residential including a senior housing facility. There are commercial establishments between Lawrence Ex and Saratoga Av and at De Anza Bl. Prospect High, Christa McAuliffe Elementary, and two houses of worship are along the segment. Several schools and parks are in proximity to the segment. There is an uncontrolled crosswalk, enhanced with flashing beacons and a median island at Covina Ct. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Prospect Rd is 40 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: 8 (62%) of the crashes resulted in injury (including 1 serious), 1 crash was speed related and resulted in injury, 3 of the crashes involved pedestrians and bicyclists, of which 2 involved injuries. There is also high pedestrian and bicyclist activity due to proximity to schools, houses of worship, parks, senior housing facility, and commercial establishments. 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 Prospect Rd. 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)
Prospect Rd	41.5	40	40	35



Prospect Road – De Anza Boulevard to Saratoga Avenue

A14. Samaritan Drive – Samaritan Place to Union Avenue (CD 9)

This segment of Samaritan Dr was established at 35 mph based on a prior survey completed in November 2012. To provide for an appropriate speed limit on Samaritan Dr, an ETS was recently completed to re-establish a radar enforceable speed limit. This segment is primarily a 2-lane, undivided, collector street, approximately 0.74 mile long, with an average daily traffic volume of 10,500 vehicles. There is a moderate S-curve east of Samaritan Pl. Access to SR-85 is at the east end of the segment. Adjacent land use is primarily residential, with front-on and side-on single-family homes, townhomes, and a senior citizen facility. Carolyn Norris Park is located near Cooper Av. Good Samaritan Hospital and a church are in proximity to the segment. There are uncontrolled crosswalks enhanced with flashing beacons at Cooper Av, and additionally enhanced with a median island at Samaritan Pl. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Samaritan Dr is 30 mph and is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Samaritan Dr. 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)
Samaritan Dr	32.0	30	35	30



Samaritan Drive – Samaritan Place to Union Avenue

A15. San Ignacio Avenue – Santa Teresa Boulevard to Great Oaks Boulevard (CD 10)

This segment of San Ignacio Av was established at 35 mph based on a prior survey completed in June 2012. To provide for an appropriate speed limit on San Ignacio Av, an E&TS was recently completed to re-establish a radar enforceable speed limit. This segment of San Ignacio Av is primarily a 2-lane, undivided, collector street, with a two-way left turn lane, approximately 0.70 mile long, with an average daily traffic volume of 3,900 vehicles. There is a gradual S-curve east of Santa Teresa Bl and a long sweeping horizontal curve between Via Del Oro and Los Colinas Ln. Adjacent land use is commercial. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on San Ignacio Av is 35 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 30 mph. 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 San Ignacio Av. 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)
San Ignacio Av	34.0	35	35	30



San Ignacio Avenue – Santa Teresa Boulevard to Great Oaks Boulevard

A16. Snell Avenue – Blossom Hill Road to Capitol Expressway (CD 2)

This segment of Snell Av was established at 40 mph based on a prior survey completed in December 2018. To provide for an appropriate speed limit on Snell Av, an E&TS was recently completed to re-establish a radar enforceable speed limit. This segment of Snell Av is a 4 to 6-lane, divided/undivided, major arterial street, approximately 2.01 miles long, with an average daily traffic volume of 22,800 vehicles. There are gradual S-curves north of Branham Ln and north of Rosenbaum Av. Adjacent land use is primarily residential, with front-on, side-on and back-on single family homes, with some multi-family residential. There are commercial establishments near Blossom Hill Rd and Branham Ln and a church near Borneo Cir. Martial Cottle Park is located along the segment south of Branham Ln. Del Roble Elementary and Parkview Park are in proximity to the segment. There is a hybrid pedestrian signal (HAWK) at the entrance to Martial Cottle Park. Bike lanes are present along the entire segment. This 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 Snell Av is 40 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.51) is over 2.5 times higher than the State rate (0.55), 76 (54%) of the crashes resulted in injury (including 7 serious and 2 fatal), 24 of the crashes were speed related of which 15 involved injuries, 13 of the crashes involved pedestrians and bicyclists, of which 12 involved injuries (including 4 serious). There is also pedestrian and bicyclist activity due to proximity to parks, a school, church, and commercial establishments. 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 Snell Av. 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)
Snell Av	41.7	40	40	35



Snell Avenue – Blossom Hill Road to Capitol Expressway

A17. Snell Avenue – Santa Teresa Boulevard to Blossom Hill Road (CD 2, 10)

The speed limit on this segment of Snell Av was established at 40 mph based on a prior survey completed in December 2018. To provide for an appropriate speed limit on Snell Av, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Snell Av is a 2 to 4-lane, divided/undivided, major arterial street, approximately 1.01 miles long, with an average daily traffic volume of 12,300 vehicles. There is a two-way left turn lane between Shawcroft Dr and Ariel Dr. There is a horizontal and vertical curve between Paiute Ln and Blossom Hill Rd. The Snell Light Rail Station is below Snell Av at the SR-85 overpass; access and parking for the station is along Snell Av on both sides of the overpass. Adjacent land use is primarily residential with front-on, side-on, and back-on single family homes with commercial establishments at the south and north ends. Challenger (K-8), Calero and Santa Teresa high schools are in proximity to the segment. Bike lanes are present along the entire segment. This 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 Snell Av is 40 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: Injury crash rate (2.13) is nearly 4 times higher than the state rate (0.55), 29 (45%) of the crashes resulted in injury (including 2 serious), 7 of the crashes were speed related of which 5 involved injuries, 10 of the crashes involved pedestrians and bicyclists, 8 of which resulted in injury (including 2 serious). There is also pedestrian and bicyclist activity due to proximity to commercial establishments, light rail station, and schools. 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 Snell Av. 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)
Snell Av	41.0	40	40	35



Snell Avenue – Santa Teresa Boulevard to Blossom Hill Road

A18. Suncrest Avenue – Piedmont Road to Boulder Drive (CD 4)

The speed limit on this segment of Suncrest Av was established at 35 mph based on a prior survey completed in December 2014. To provide for an appropriate speed limit on Suncrest Av, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. Suncrest Av is a 2-lane, undivided collector street, approximately 1.14 miles long, with an average daily traffic volume of 2,900 vehicles. There is a two-way left turn lane between Piedmont Av and Bay Laurel Ln. Edge lines are present between Perie Ln and Boulder Dr. There are several horizontal curves throughout the segment and vertical curves from Burgundy Dr to Boulder Dr. Approximately 60% of the segment does not have sidewalks. Adjacent land use is primarily undeveloped rural land; there are front-on and side-on single family homes on about 40% of the segment. There are 2 schools (elementary and middle), Berryessa Library, and a park 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 Suncrest Av is 35 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: 5 (63%) of the crashes resulted in injury (including 1 serious and 2 fatal); 1 crash was speed related; 1 crash involved a pedestrian, which resulted in serious injury. There is pedestrian and bicyclist activity due to proximity to the schools, library, and park. The lack of sidewalk on over half of the segment may result in pedestrians sharing the roadway with vehicles and bicyclists. 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 Suncrest Av. 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)
Suncrest Av	37.0	35	35	30



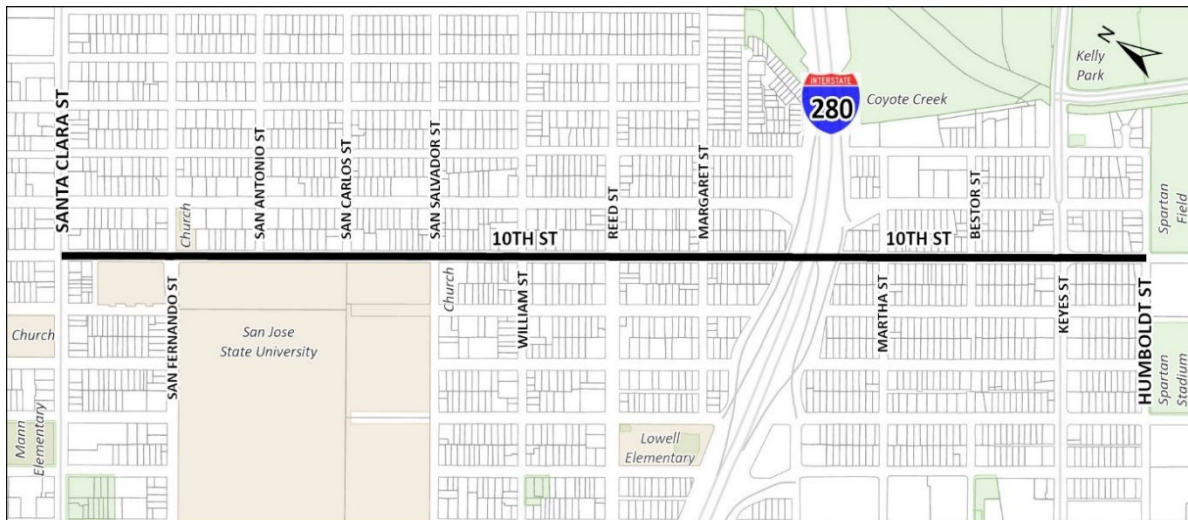
Suncrest Avenue – Piedmont Road to Boulder Drive

A19. 10th Street – Humboldt Street to Santa Clara Street (CD 3)

The speed limit on this segment of 10th St was established at 30 mph based on a prior survey completed in May 2016 for a longer segment between Humboldt St and Hedding St. An E&TS was recently completed for this segment to re-establish a radar enforceable speed limit on 10th St. This segment of 10th St is a 2-lane, undivided, one-way minor arterial street; there is a separated frontage lane with bike sharrows between I-280 and San Salvador St. The segment is approximately 1.44 miles long, with an average daily traffic volume of 14,800 vehicles. Adjacent land use is primarily front-on single family homes and high-density housing. There are commercial establishments along the segment. San José State University and two churches are along the segment; access to I-280 is located at the south end. Horace Mann and Lowell Elementary schools, Spartan Stadium, and Kelley Park 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. Bike lanes are present along the entire segment; including a bike boulevard with a frontage lane, and in-lane bus boarding islands that were installed between I-280 and San Salvador St since the segment was last surveyed.

The nearest 5 mph increment to the 85th percentile speed on 10th St is 35 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 30 mph. This speed limit is more than would be reasonable or safe. This entire segment of 10th St 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 10th St. 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)
10th St	33.5	35	30	25



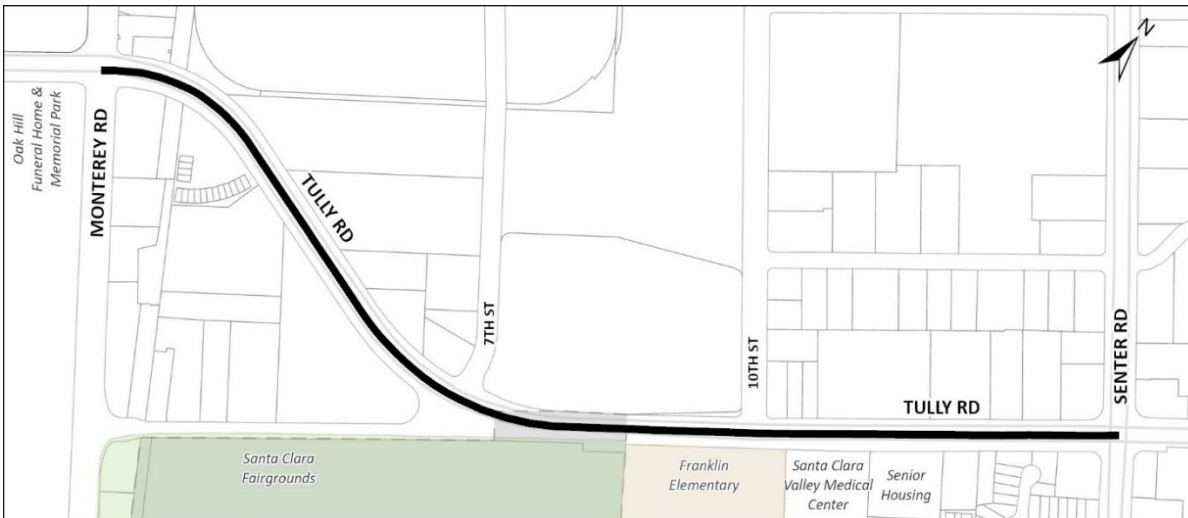
10th Street – Humboldt Street to Santa Clara Street

A20. Tully Road – Monterey Road to Senter Road (CD 7)

The speed limit on this segment of Tully Rd was established at 40 mph based on a prior survey completed for a longer segment between Monterey Rd – Capitol Ex in March 2018. To provide for an appropriate speed limit on Tully Rd, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Tully Rd is a 6-lane, divided, major arterial street, approximately 0.87 mile long, with an average daily traffic volume of 24,500 vehicles. There is a horizontal S-curve between Monterey Rd and Seventh St. Adjacent land use is primarily commercial and industrial; there are some back-on single family homes and a senior housing high density facility along the segment. The Santa Clara County Fairgrounds, County Valley Health Center, and Franklin Elementary are along the segment. Bike lanes are present along the entire segment. This 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 Tully Road is 40 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: Injury crash rate (1.2) is nearly 2.5 times higher than the state rate (0.50), 28 (58%) of the crashes resulted in injury (including 2 serious), 11 of the crashes were speed related of which 8 involved injuries (including 1 serious), 6 of the crashes involved pedestrians and bicyclists, all of which resulted in injury (including 1 serious). There is also pedestrian and bicyclist activity due to proximity to a school, commercial establishments, medical center, senior housing, and Fairgrounds. 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 Rd. 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 Rd	40.7	40	40	35



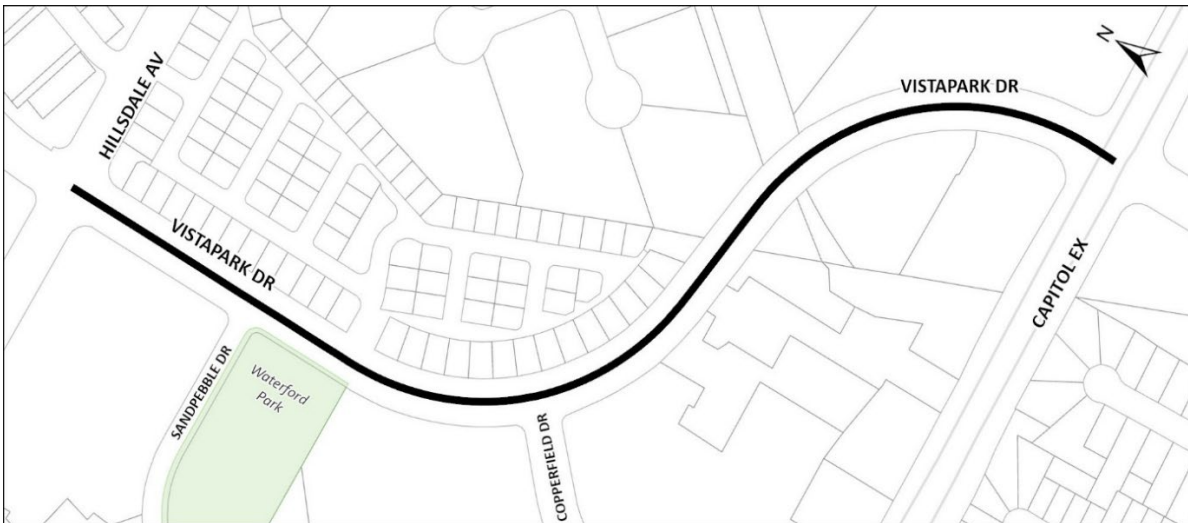
Tully Road – Monterey Road to Senter Road

A21. Vistapark Drive – Capitol Expressway to Hillsdale Avenue (CD 2)

The speed limit on this segment of Vistapark Dr was established at 35 mph based on a prior survey completed in July 2014. To provide for an appropriate speed limit on Vistapark Dr, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Vistapark Dr is a 2-lane, divided/ undivided, collector street, approximately 0.49 mile long, with an average daily traffic volume of 5,000 vehicles. There is a horizontal S-curve between Capitol Ex and Sandpebble Dr. Adjacent land use is primarily residential, with back-on single family homes and multi-family residential; there are commercial establishments south of Copperfield Dr. Waterford Park is at Sandpebble Dr. There is an uncontrolled crosswalk, enhanced with flashing beacons and bulb-outs at Sandpebble Dr. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Vistapark Dr is 35 mph. As permitted by State law, the posted speed limit may be rounded down to the nearest 5 mph increment of 30 mph. 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 Vistapark Dr. 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)
Vistapark Dr	35.0	35	35	30



Vistapark Drive– Capitol Expressway to Hillsdale Avenue

A22. Winchester Boulevard – Impala Drive to Moorpark Avenue (CD 1)

The speed limit on this segment of Winchester Bl was established at 40 mph based on a prior survey completed in June 2014. To provide for an appropriate speed limit on Winchester Bl, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Winchester Bl is a 5 to 6-lane, divided, major arterial street, approximately 1.38 miles long, with an average daily traffic volume of 22,000 vehicles. Partial access to I-280 is near the north end of the segment. Adjacent land use is primarily commercial, with front-on and side-on single family homes and high density residential; there is a church at Fireside Dr. Two schools are in proximity to the segment. There are numerous commercial driveways along the segment and a church near Fireside Dr. Bike lanes are present along a majority of the segment.

The nearest 5 mph increment to the 85th percentile speed on Winchester Bl is 40 mph. As permitted by State law, a 5-mph reduction has been applied based on the following factors: injury crash rate (0.78) is over 1.5 times higher than the State rate (0.50), 26 (41%) of the crashes resulted in injury (including 1 serious and 1 fatal), 13 of the crashes were speed related of which 5 involved injuries, 10 of the crashes involved pedestrians and bicyclists, of which 9 involved injuries (including 1 serious and 1 fatal). There is also high pedestrian and bicyclist activity due to proximity to commercial establishments, church, and schools. 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 Winchester Bl. 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)
Winchester Bl	41.0	40	40	35



Winchester Boulevard – Impala Drive to Moorpark Avenue

B1. Alum Rock Avenue – US-101 to Capitol Avenue (CD 5)

This segment of Alum Rock Av was established at 30 mph based on a prior survey completed in March 2018. To provide for an appropriate speed limit on Alum Rock Av, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Alum Rock Av is a 4-lane, divided, major arterial street, approximately 1.30 miles long, with an average daily traffic volume of 17,200 vehicles. Bus Rapid Transit operates in dedicated median bus lanes on a majority of the segment. Adjacent land use is primarily commercial with high-density housing and some front-on single family homes. Mexican Heritage Plaza, Eastside Neighborhood Center serving seniors, Alum Rock Health Center, two churches, and a cemetery are located along the segment; an at-grade light rail crossing is at Capitol Av. Access to US-101 is at the west end and access to I-680 is near the east end. Alum Rock Library, San Antonio Elementary, and Lobue and Plata Arroyo parks are in proximity to the segment. There is a pedestrian hybrid (HAWK) signal at Eastgate Av. This entire segment of Alum Rock Av 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 Alum Rock Av is 40 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: Injury crash rate (3.06) is nearly 6 times higher than the state rate (0.50), 75 (52%) of the crashes resulted in injury (including 8 serious and 1 fatal), 33 of the crashes were speed related of which 16 involved injuries, 27 of the crashes involved pedestrians and bicyclists, all of which resulted in injury (including 3 serious and 1 fatal). There is also high pedestrian activity due to proximity to transit facilities, commercial establishments, Mexican Heritage Plaza, community center, health center, churches, school, library, and parks. After applying these factors, the speed limit would be set at 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 traffic survey. 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 Alum Rock Av. 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)
Alum Rock Av	41.5	40	30	30



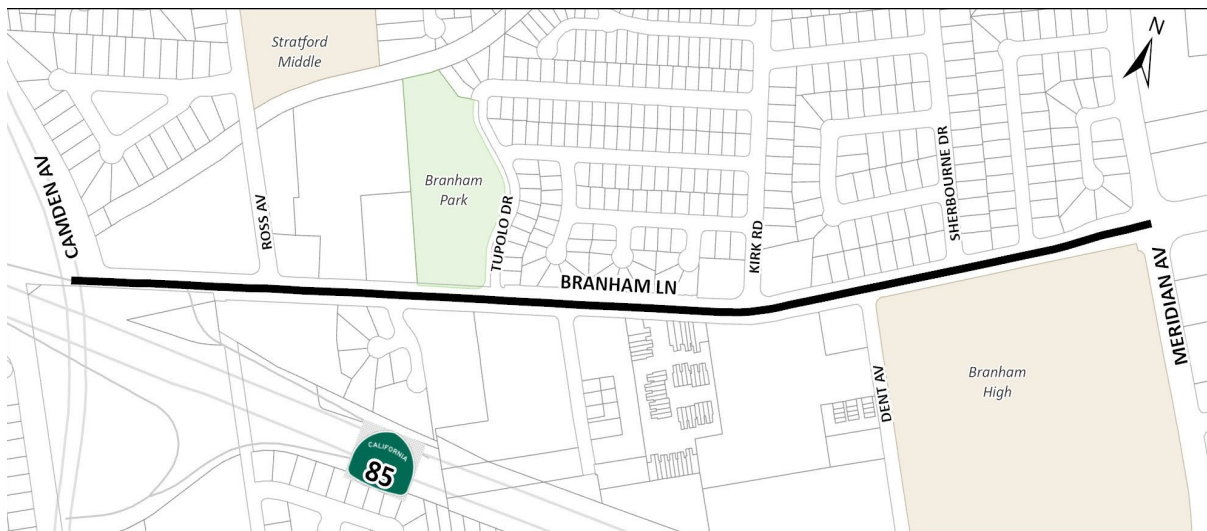
Alum Rock Avenue – US-101 to Capitol Avenue

B2 Branham Lane – Camden Avenue to Meridian Avenue (CD 9)

This segment of Branham Ln was established at 35 mph based on a prior survey completed in July 2018. To provide for an appropriate speed limit on Branham Ln, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Branham Ln is a 4-lane, divided/undivided, minor arterial street, approximately 0.76 mile long, with an average daily traffic volume of 19,900 vehicles. There is a slight horizontal curve at Kirk Rd. Access to SR-85 is at the west end. Adjacent land use is primarily residential with front-on, side-on, and back-on single family homes, and high-density residential. Branham High School, Branham Park, and commercial establishments are along the segment. Stratford Middle School is in proximity to the segment. Bike lanes are present along the entire segment. This entire segment of Branham Ln 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 Branham Ln 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 Branham Ln. 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)
Branham Ln	43.5	45	35	35



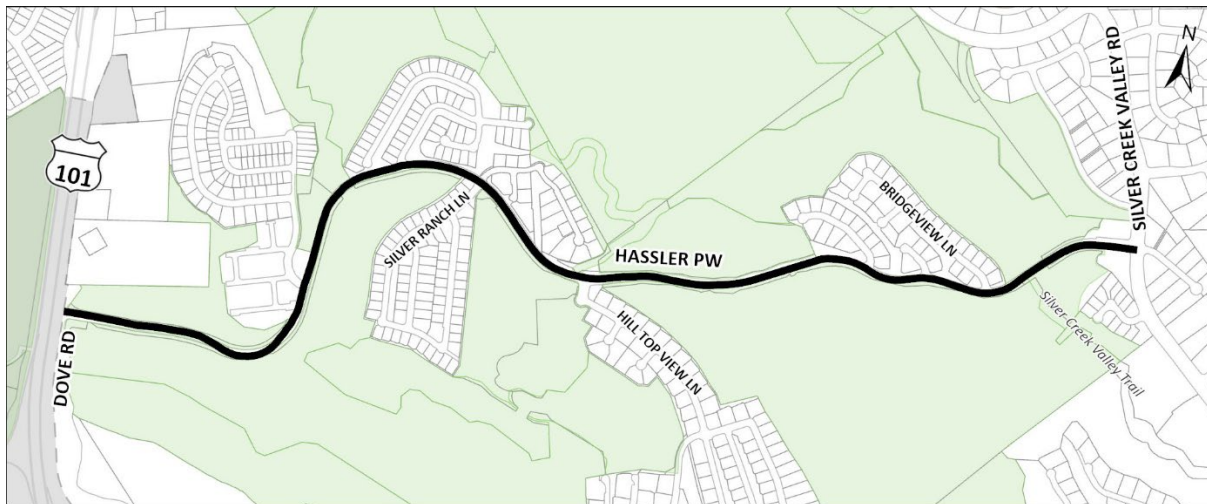
Branham Lane – Camden Avenue to Meridian Avenue

B3. Hassler Parkway – Dove Road to Silver Creek Valley Road (CD 8)

This segment of Hassler Pw was established at 35 mph based on a prior survey completed in October 2015. To provide for an appropriate speed limit on Hassler Pw, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Hassler Pw is a 2-lane, primarily undivided, collector street, approximately 1.70 miles long, with an average daily traffic volume of 2,800 vehicles. There are sweeping horizontal and vertical curves along the entire segment. There are edge lines on a majority of the segment and no sidewalk on a majority of one side of the segment. Adjacent land use is a mix of side-on and back-on single family homes, undeveloped rural land, and a golf course. Access to Silver Creek Valley Trail is near the east end.

The nearest 5 mph increment to the 85th percentile speed on this segment of Hassler Pw 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 Hassler Pk. 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)
Hassler Parkway	44.0	45	35	35



Hassler Parkway – Dove Road to Silver Creek Valley Road

B4. Tasman Drive – Guadalupe River to First Street (CD 4)

This segment of Tasman Dr was established at 35 mph based on a prior survey completed in September 2014. To provide for an appropriate speed limit on Tasman Dr, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Tasman Dr is a 4-lane, divided, major arterial street, approximately 0.95 mile long, with an average daily traffic volume of 13,400 vehicles. There is a gradual S-horizontal curve on the entire segment and a slight vertical curve at the Guadalupe River bridge at the west end. Adjacent land use is primarily office commercial; there is high density housing near the west end. Light Rail trains operate in a median island; there is a station east of Champion Ct. Bike lanes are present along the entire segment. Access to Guadalupe River Trail is at the west end.

The nearest 5 mph increment to the 85th percentile speed on this segment of Tasman Dr 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 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 Tasman Dr. 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)
Tasman Dr	42.5	45	35	35



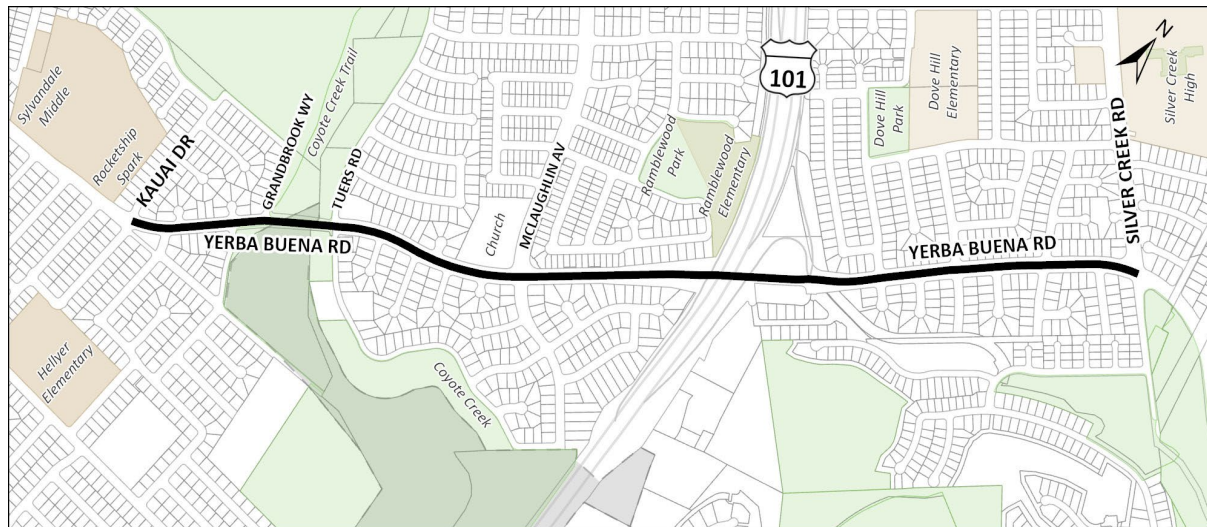
Tasman Drive – Guadalupe River to First Street

B5. Yerba Buena Road – Kauai Drive to Silver Creek Road (CD 2, 7, 8)

This segment of Yerba Buena Rd was established at 35 mph based on a prior survey completed in February 2012. To provide for an appropriate speed limit on Yerba Buena Rd, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Yerba Buena Rd is a 2 to 4-lane, divided/undivided, minor arterial street, approximately 1.33 miles long, with an average daily traffic volume of 23,300 vehicles. There is a two-way left turn lane between Kauai Dr and Grandbrook Wy; the roadway narrows between Grandbrook Wy and Tuers Rd due to a bridge overcrossing at Coyote Creek. Adjacent land use is residential, with front-on, side-on, and back-on single family homes; there is a church at McLaughlin Av. There are several schools and parks in proximity to the segment. Access to US-101 and the Coyote Creek Trail are along the segment. There is an uncontrolled trail crosswalk enhanced with flashing beacons and a bulb-out at Grandbrook Wy. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on this segment of Yerba Buena Rd 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 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 Yerba Buena Rd. 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)
Yerba Buena Rd	43.0	45	35	35



Yerba Buena Road – Kauai Drive to Silver Creek Road