



Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Ristow

SUBJECT: Resolution Establishing
Speed Limits

DATE: May 26, 2026

Approved

Date:

6/4/26

COUNCIL DISTRICTS: 1, 2, 3, 4, 5, 6, 8, 9, 10

RECOMMENDATION

Adopt a resolution repealing Resolution No. 2025-436 and setting forth speed limits in the City of San José in compliance with state law to:

- (a) Re-establish speed limits with changes to 12 roadways, including portions of Aborn Square, Adrian Way, Avenida Espana, Blossom Avenue, Camden Avenue, Chynoweth Avenue, Coe Avenue, First Street, Gish Road, Hayes Avenue, McKee Road, Second Street, and Third Street;
- (b) Maintain current speed limit on portions of Delta Road, East Hills Drive, Second Street, and Yerba Buena Avenue;
- (c) Adopt the speed limit re-established by the City of Saratoga for portions of Quito Road for the segment within the jurisdiction of San José; and
- (d) Make administrative corrections to the speed limit resolution as described in this memorandum.

SUMMARY AND OUTCOME

The proposed actions will lower and establish appropriate speed limits on 12 roadways, two of which, Camden Avenue and First Street, have been designated as Safety Corridors; maintain the current speed limit on portions of four roadways; adopt the speed limit lowered and established by the City of Saratoga on Quito Road; and adopt a new speed limit resolution. The proposed actions are in support of the City's 2025 Vision Zero Action Plan.

BACKGROUND

Speed is a primary factor in the likelihood and severity of crashes. Reducing speed limits, particularly in areas with vulnerable roadway users such as pedestrians and bicyclists, children, and the elderly, supports safer travel conditions. As part of the City's Vision Zero Action Plan to eliminate traffic fatalities and severe 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&TSs 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 of vulnerable populations.

Per Section 22350 of the California Vehicle Code 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 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 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&TSs were extended from seven years to 14 years.
- **March 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 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
- **December 2025:** City Council adopted a resolution to lower speed limits on 19 roadways and maintain the speed limits on five roadways; some of these roadways are Safety Corridors.⁴

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 2025, 66% 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 29% of the city's traffic fatalities in 2025.

The 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.

Lowering the posted speed limit on eligible segments or retaining the current posted speed limit on eligible segments experiencing “speed creep” requires City Council action. Based on the actions previously taken by City Council in 2025, the proposed actions in this memorandum, and E&TSs that can be approved administratively, staff anticipate a majority of the E&TSs on Safety Corridors will be completed in spring 2026. There are three E&TS segments that are currently pending data collection. If City Council action is required on any of these remaining segments, staff will bring forward recommended actions after the associated E&TSs are completed.

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>

⁴ <https://sanjose.legistar.com/LegislationDetail.aspx?ID=7769293&GUID=845BD401-D335-4179-BA63-C02168C297BA>

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&TSs conducted for these roadway segments is included in Attachment A.

| | Roadway Segments (Council District) | Current Adopted/ Posted Speed Limit | Proposed Lowered Speed Limit |
|----|-------------------------------------------------------------|----------------------------------------------------|---------------------------------------------|
| 1 | Aborn Sq – Capitol Ex to Aborn Rd (CD 8) | 35 | 30 |
| 2 | Adrian Wy – Ocala Av to Story Rd (CD 5) | 30 | 25 |
| 3 | Avenida Espana – Santa Teresa Bl to Avenida Rotella (CD 10) | 30 | 25 |
| 4 | Blossom Av – Colleen Dr to Santa Teresa Bl (CD 10) | 30 | 25 |
| 5 | Camden Av – Blossom Hill Rd to Branham Ln (CD 9) | 40 | 35 |
| 6 | Chynoweth Av – New World Dr to Barron Park Dr (CD 2) | 30 | 25 |
| 7 | Coe Av – Lincoln Av to Bird Av (CD 6) | 30 | 25 |
| 8 | First St – Reed St to Julian St (CD 3) | 20, 25 | 20 |
| 9 | First St – Burton Av to Charcot Av (CD 3, 4, 6) | 35, 45 | 35 |
| 10 | Gish Rd – I-880 to Oakland Rd (CD 3) | 35 | 30 |
| 11 | Hayes Av – Lean Av to Endicott Bl (CD 2) | 30 | 25 |
| 12 | McKee Rd – White Rd to Toyon Av (CD 5) | 40 | 35 |
| 13 | Second St – San Salvador St to Julian St (CD 3) | 20, 25 | 20 |
| 14 | Third St – Reed St to Julian St (CD 3) | 30 | 25 |

B. Maintain Speed Limit Based on Updated Surveys

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

| | Roadway Segments (Council District) | Current Adopted/ Posted Speed Limit | Proposed Speed Limit |
|---|-------------------------------------------------------------|----------------------------------------------------|-------------------------------------|
| 1 | Delta Rd – San Felipe Rd to Mackin Woods Ln (CD 8) | 30 | 30 |
| 2 | East Hills Dr – Gunn Ct to Mahoney Dr (CD 5) | 25 | 25 |
| 3 | Second St – Julian St to Jackson St (CD 3) | 25 | 25 |
| 4 | Yerba Buena Av – 200' s/o Kolnes Ct to San Felipe Rd (CD 8) | 30 | 30 |

C. Speed Limit Change Based on City of Saratoga Updated Survey

State law requires that the posted speed limit for a street bounded by multiple jurisdictions be approved by the governing body of each jurisdiction. Quito Road, between Allendale Avenue to Cox Avenue, has shared jurisdiction between the City of San José and the City of Saratoga. The west side of this segment, between approximately 150 feet north of Aspesi Drive to McCoy Avenue, is in the jurisdiction of San José: approximately 20% of the overall segment. On March 4, 2026, the Saratoga City Council established the following changes to the speed limits on this segment of Quito Road. A detailed summary of the E&TS conducted for the roadway segment is included in Attachment C.

| | Roadway Segments (Council District) | Current Adopted/ Posted Speed Limit | Proposed Speed Limit |
|---|----------------------------------------------|----------------------------------------------------|-------------------------------------|
| 1 | Quito Rd – Allendale Av to Yorkton Wy (CD 1) | 35 | 30 |
| 2 | Quito Rd – Yorkton Wy to Cox Av (CD 1) | 35 | 30 |

D. Administrative Corrections

The following two local street segments can be established with prima facie speed limits of 25 mph per state law; these speed limits do not need local approval and can be removed from the speed limit resolution.

- Allen Avenue – Santa Teresa Boulevard to Blossom Hill Road (CD 10)
- Tradewinds Drive – Judith Street to Eagles Lane (CD 2)

EVALUATION AND FOLLOW-UP

No additional follow-up action with the City Council is expected at this time.

FISCAL IMPACTS

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. Ongoing maintenance costs, including repair and/or replacement of damaged signs and refreshing deteriorated pavement striping are projected to be \$4,000 annually in the General Fund.

BUDGET REFERENCE

The table below identifies the fund and appropriation to fund the installation of the signs and markings.

| Fund # | Appn. # | Appropriation Name | Total Appropriation | Amount for Contract | 2025-2027 Adopted Biennial Capital Budget Page | Last Budget Action (Date, Ord. No.) |
|--------|---------|---------------------------------------|---------------------|---------------------|------------------------------------------------|-------------------------------------|
| 429 | 418L | Vision Zero: Quick Build Improvements | \$2,078,000 | \$150,000 | 1043 | 6/17/2025 31230 |

COORDINATION

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

PUBLIC OUTREACH

This memorandum will be posted on the City Council Agenda website for the June 16, 2026 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.

BOARD, COMMISSION, COMMITTEE RECOMMENDATION AND INPUT

No board, commission, or committee recommendation or input is associated with this action.

CEQA

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

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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, Transportation

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

ATTACHMENTS:

- Attachment A – Proposed Speed Limit Reductions
- Attachment B – Proposed Speed Limit Retentions
- Attachment C – Proposed Speed Limit Reduction on Roadway

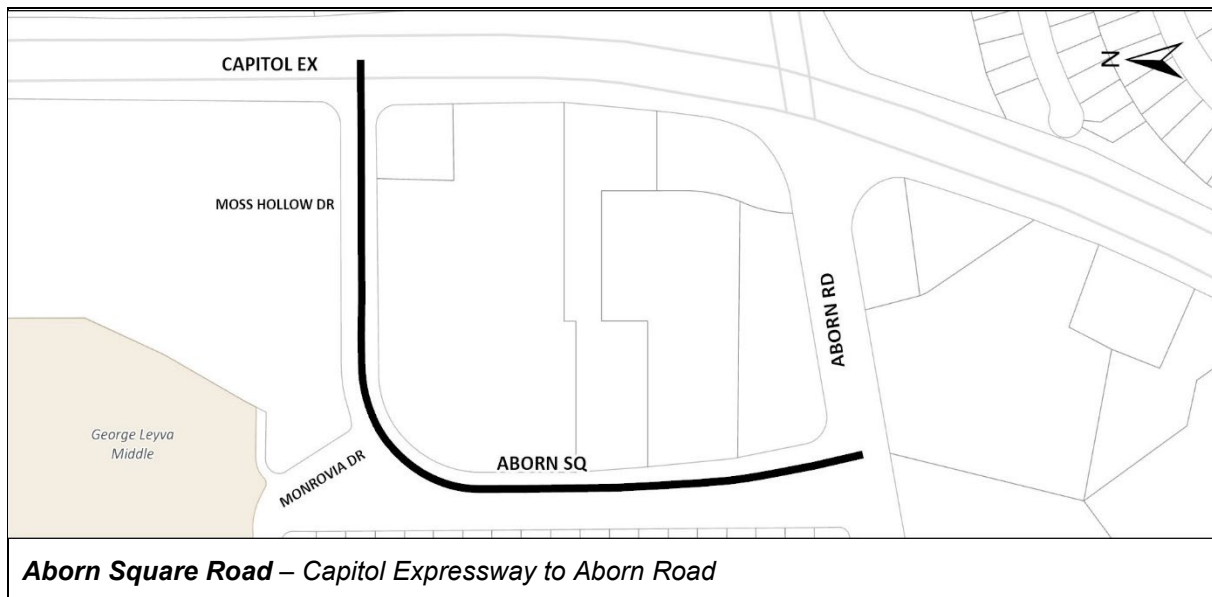
PROPOSED SPEED LIMIT REDUCTIONS

A1. Aborn Square Road – Capitol Expressway to Aborn Road (CD 8)

This segment of Aborn Square Road was established at 35 mph based on a prior survey completed in September 1993. To provide for an appropriate speed limit on Aborn Square Road, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Aborn Square Road is a two-lane, undivided, local street, approximately 0.32 miles long, with an average daily traffic volume of 1,600 vehicles. There is a horizontal curve near Monrovia Drive and approximately 45% of the segment does not have sidewalks. Adjacent land use is a mix of single-family homes and a mobile home park, both bordered by a sound wall; and commercial establishments. George Leyva Middle School is in proximity to the segment. Bike lanes are present along the entire segment. There is an uncontrolled mid-block crosswalk enhanced with high visibility signs and markings west of Moss Hollow Drive.

The nearest 5 mph increment to the 85th percentile speed on Aborn Square Road is 30 mph. As recommended by State law, the posted speed limit will 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 Aborn Square 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) |
|-----------------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Aborn Square Rd | 32.0 | 30 | 35 | 30 |



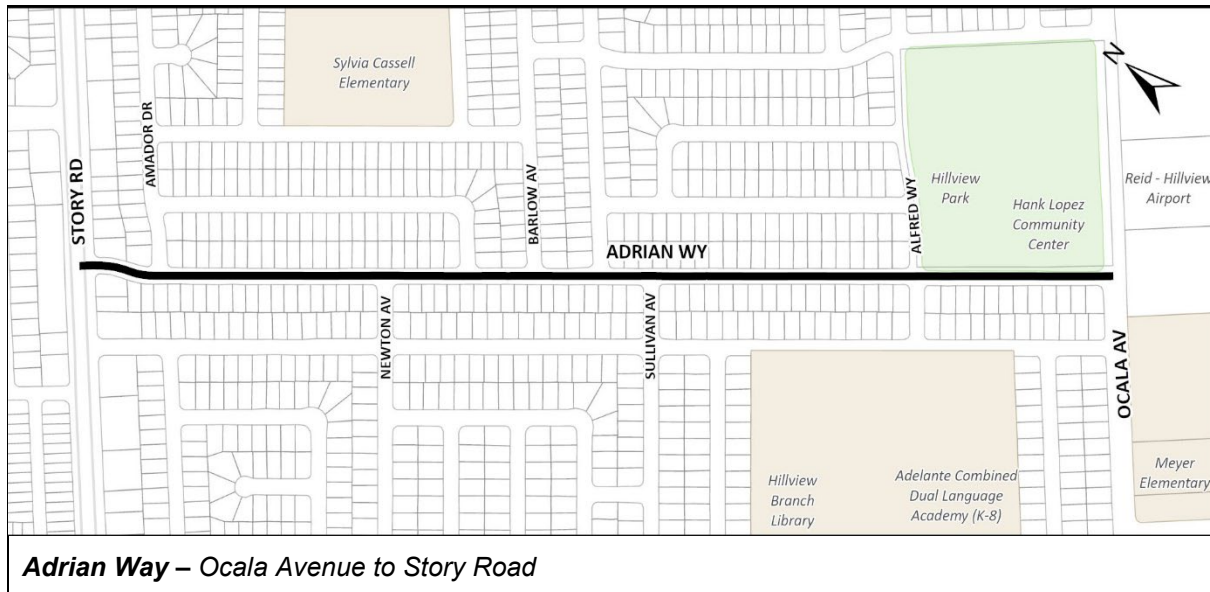
ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A2. Adrian Way – Ocala Avenue to Story Rd (CD 5)

This segment of Adrian Way was established at 30 mph based on a prior survey completed in March 2018. To provide for an appropriate speed limit on Adrian Way, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Adrian Way is a two-lane, undivided, collector street, approximately 0.77 miles long, with an average daily traffic volume of 4,400 vehicles. There is a slight horizontal curve between Amador Drive and Story Road. Adjacent land use is primarily front-on, with some side-on single-family homes. Some commercial establishments at the northern end of the segment. Hillview Park and Hank Lopez Community Center are along the segment. There are three schools, a library and Reid-Hillview Airport are in proximity to the segment.

The nearest 5 mph increment to the 85th percentile speed on Adrian Way is 30 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.62) is over 2.5 times higher than the State rate (0.46), 46% (6) of crashes resulted in injuries, one of them involved a bicyclist. Three crashes were speed related of which one resulted in injuries. There is also high pedestrian and bicyclist activity due to proximity to schools and a park and a community center. 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 Adrian Way. 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) |
|-----------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Adrian Wy | 31.5 | 30 | 30 | 25 |



ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A3. Avenida Espana – Santa Teresa Boulevard to Avenida Rotella (CD 10)

This segment of Avenida Espana was established at 30 mph based on a prior survey completed in October 2015. To provide for an appropriate speed limit on Avenida Espana, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Avenida Espana is a two-lane, undivided, collector street, approximately 0.57 miles long, with an average daily traffic volume of 1,200 vehicles. There is a slight horizontal curve east of Via Vista. Adjacent land use is primarily front-on, side-on single-family homes. Martin Murphy Elementary is along the segment. Los Paseos Elementary and Los Paseos park are in proximity to the segment

The nearest 5 mph increment to the 85th percentile speed on Avenida Espana is 30 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.31) is nearly three times higher than the State rate (0.46), although there was only one crash, it resulted in injuries. There is also high pedestrian and bicyclist activity due to proximity to schools and a park. 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 Avenida Espana. 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) |
|----------------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Avenida Espana | 32 | 30 | 30 | 25 |



Avenida Espana – Santa Teresa Boulevard to Avenida Rotella

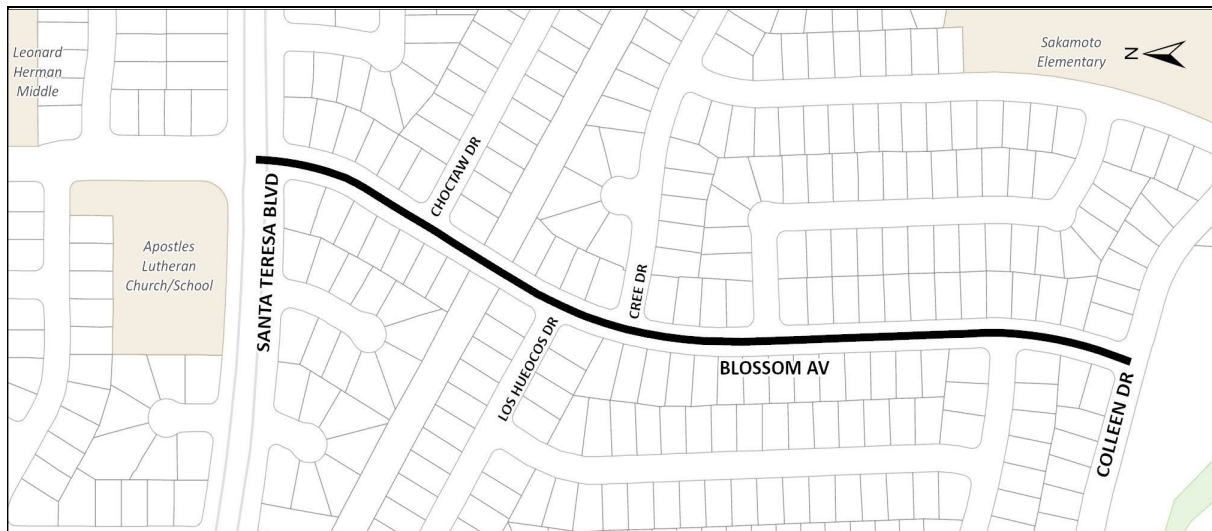
ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A4. Blossom Avenue – Colleen Drive to Santa Teresa Boulevard (CD 10)

This segment of Blossom Avenue was established at 40 mph based on a prior survey completed in October 2015. To provide for an appropriate speed limit on Blossom Avenue, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Blossom Av is a two-lane, undivided collector street, approximately 0.40 mile long, with an average daily traffic volume of 3,000 vehicles. There are gradual horizontal curves throughout the segment. Adjacent land use is primarily front-on and side-on single-family homes. Sakamoto Elementary, Apostles Lutheran school, and Leonard Herman Middle School are in proximity to the segment. An uncontrolled crosswalk enhanced with high visibility signs and markings is at Cree Drive.

The nearest 5 mph increment to the 85th percentile speed on Blossom Avenue is 30 mph. As permitted by State law, the posted speed limit will be rounded down to the lower 5 mph increment of 25 mph. 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 Blossom 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) |
|------------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Blossom Av | 30.0 | 30 | 30 | 25 |



Blossom Avenue – Colleen Drive to Santa Teresa Boulevard

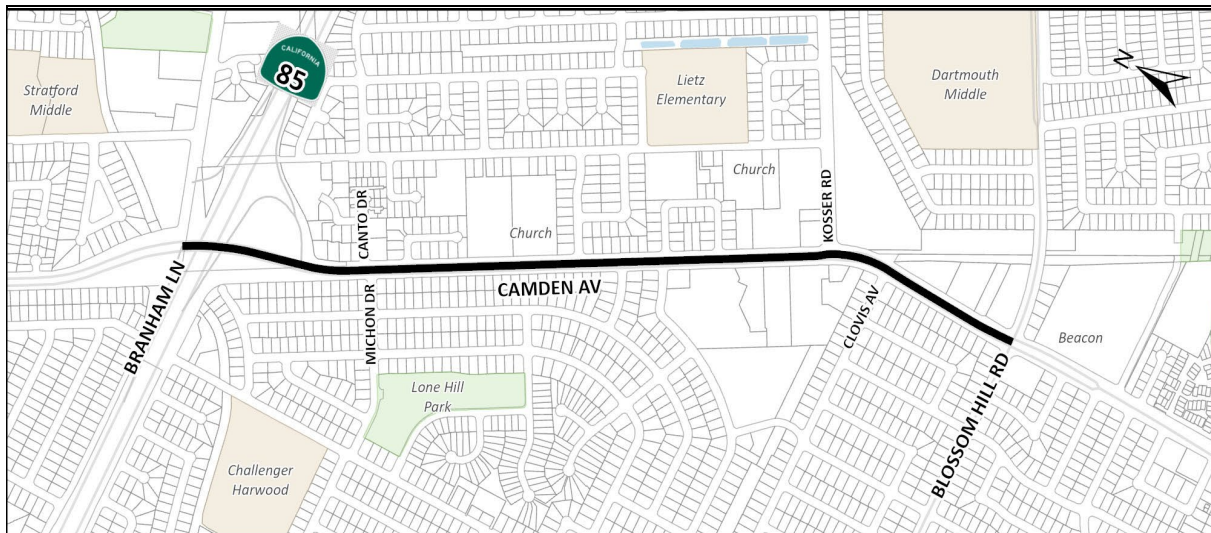
ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A5. Camden Avenue – Blossom Hill Road to Branham Lane (CD 9)

The speed limit on this segment of Camden Avenue was established at 40 mph based on a prior survey completed in June 2012 for a longer segment, between Blossom Hill Road and Bascom Avenue. To provide for an appropriate speed limit 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 primarily a six-lane, divided, major arterial street, approximately 1.11 miles long, with an average daily traffic volume of 27,400 vehicles. There is a moderate horizontal curve between Clovis Avenue and Kooser Road and a gradual horizontal curve between Canto Drive and Branham Lane. Adjacent land use is primarily front-on single family homes with some high-density housing; there are commercial establishments at Kooser Road and Canto Drive. Access to SR-85 is at the north end. This entire segment of Camden Avenue is within a designated Safety Corridor due to a high incidence of fatalities and serious injuries for the five-year period between 2019 – 2023.

The nearest 5 mph increment to the 85th percentile speed on Camden Av is 40 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: 71% (five) of the crashes resulted in injuries (one serious); the serious injury crash involved a pedestrian. There is pedestrian and bicyclist activity due to proximity to schools and a 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 Camden 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) |
|-----------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Camden Av | 42.0 | 40 | 40 | 35 |



Camden Avenue– Blossom Hill Road to Branham Lane

ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A6. Chynoweth Avenue – New World Dr to Barron Park Drive (CD 2)

The speed limit on this segment of Chynoweth Avenue was established at 30 mph based on a prior survey completed in February 2016. To provide for an appropriate speed limit on Chynoweth Avenue, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Chynoweth Avenue is a two-lane, divided, minor arterial street, approximately 0.41 mile long, with an average daily traffic volume of 900 vehicles. Adjacent land use is primarily front-on and side-on single-family homes. Gunderson High School, Vista Park, and Martial Cottle Park trail are in proximity to the segment. Bike lanes are along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Chynoweth Avenue is 30 mph. As permitted by State law, the posted speed limit may be rounded down to the lower 5 mph increment of 25 mph. 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 Chynoweth 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) |
|--------------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Chynoweth Av | 30.0 | 30 | 30 | 25 |



Chynoweth Avenue – New World Drive to Barron Park Drive

ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A7. Coe Avenue – Lincoln Avenue to Bird Avenue (CD 6)

This segment of Coe Avenue was established at 30 mph based on a prior survey completed in August 2013. To provide for an appropriate speed limit on Coe Avenue, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Coe Avenue is a two-lane, undivided, minor arterial street, approximately 0.40 mile long, with an average daily traffic volume of 5,700 vehicles. There is a horizontal curve between Lincoln Avenue and Ramona Avenue and a slight horizontal curve between Broadway Avenue and Clintonia Avenue. Adjacent land use is primarily front and side-on single-family homes, with commercial establishments at Lincoln Avenue. Three Creeks Trail access is at Leona Court. River Glen school, Palm Haven and Hummingbird parks, San Jose Swim and Raquet Club, and Lincoln Avenue business district are in proximity to the segment. Sharrows bike lanes are present on the entire segment. There is an uncontrolled trail crossing enhanced with flashing beacons at Leona Court.

The nearest 5 mph increment to the 85th percentile speed on Coe Avenue is 30 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (0.77) is over 1.5 times higher than the State rate (0.46), two (40%) of the crashes resulted in injury. There is also high pedestrian and bicyclist activity due to proximity a school, parks, trail, swim and racquet club, and business district. 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 Coe 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) |
|--------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Coe Av | 31.0 | 30 | 30 | 25 |



Coe Avenue – Lincoln Avenue to Bird Avenue

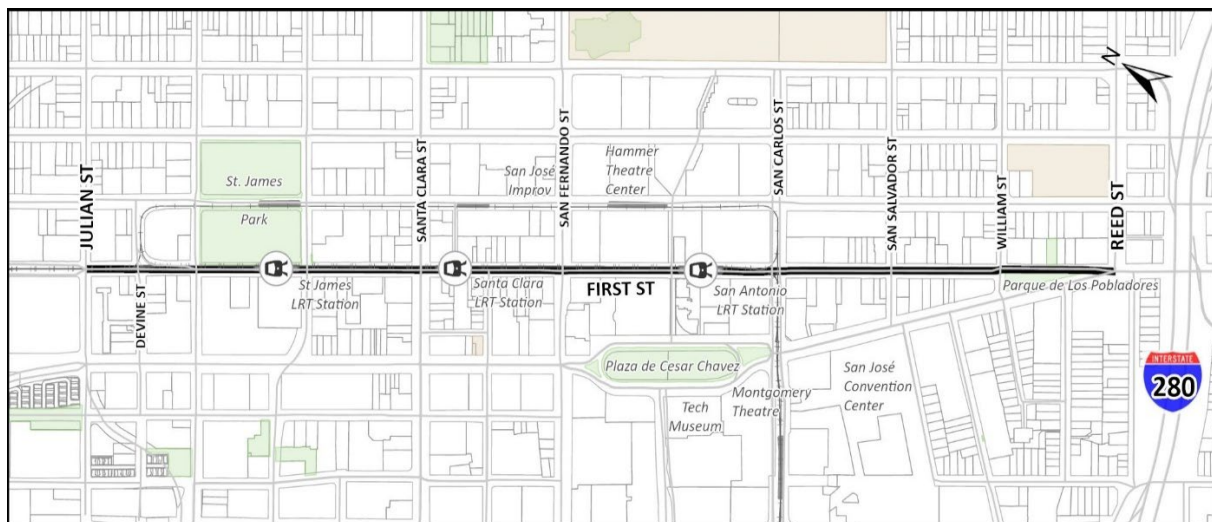
ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A8. First Street – Reed Street to Julian Street (CD 3)

The speed limit on this segment of First Street was established at 20 mph based on a survey completed in October 2015 between San Salvador Street and St John Street, and at 25 mph based on two prior surveys completed in June 2017 between Reed Street and San Salvador Street and between St. John Street and Taylor Street. To establish appropriate speed limits on First Street, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of First Street is primarily a two-lane one-way northbound, undivided, minor arterial street, approximately 1.08 miles long, with an average daily traffic volume of 2,300 vehicles. The segment is one-lane/one-way northbound between Reed Street and William Street and two-lane/one-way between William Street and San Carlos Street. Light rail transit operates on a raised median between San Carlos Street and Julian Street; three stations are on the segment. Bus rapid transit operates on a dedicated travel lane between San Carlos Street and Devine Street. Adjacent land use is primarily commercial with some high density residential; the segment runs through the downtown central business district. There is a curb café and bike share station south of San Carlos Street. Parque de Los Pobladores and St James park are along the segment. The Convention Center, several arts and entertainment venues, and Plaza de Cesar Chavez are in proximity to the segment. Bike lanes are present along approximately 50% of the segment. There are uncontrolled midblock crosswalks north and south of San Carlos Street.

The nearest 5 mph increment to the 85th percentile speed on First Street is 25 mph. As permitted by State law, the posted speed limit may be rounded down to the lower 5 mph increment of 20 mph. The proposed speed limit of 20 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on First 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) |
|----------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| First St | 23.8 | 25 | 20, 25 | 20 |



First Street – Reed Street to Julian Street

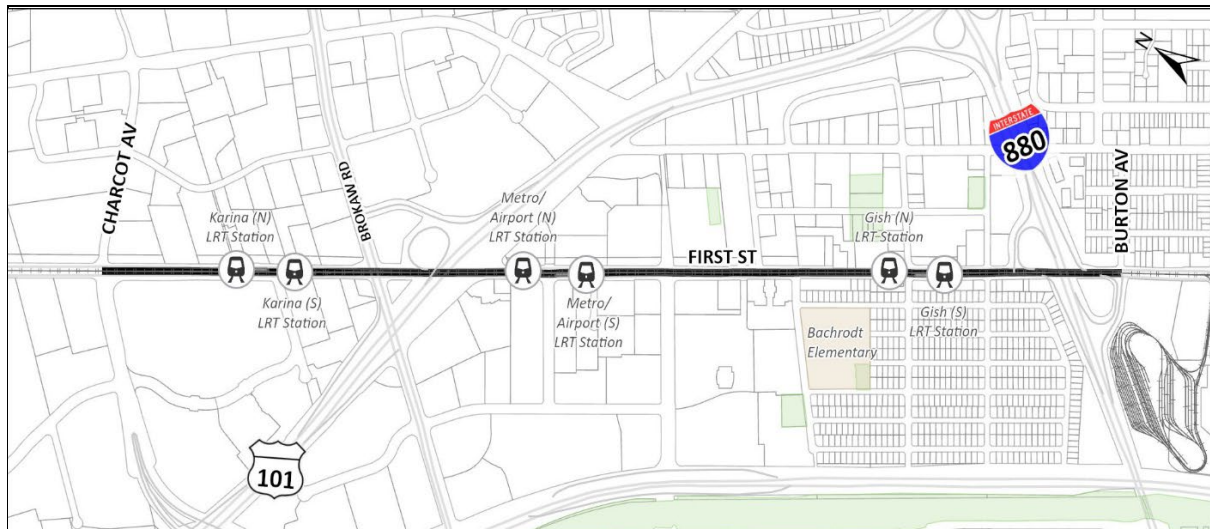
ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A9. First Street – Burton Avenue to Charcot Avenue (CD 3, 4, 6)

The speed limit on this segment of First Street was established at 35 mph based on a survey completed in September 2017 between Burton Avenue and Brokaw Road, and at 45 mph based on a survey completed in June 2012 between Brokaw Road and SR-237. To establish appropriate speed limits on First Street, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of First Street is primarily a four-lane divided, minor arterial street, approximately 1.76 miles long, with an average daily traffic volume of 14,400 vehicles. Light rail transit operates on a raised median; six stations are on the segment. Adjacent land use is primarily commercial with some high density residential; Bachrodt Elementary is in proximity to the segment. Access to I-880 is provided at the south end; access to I-101 is near Brokaw Road. Bike lanes are present between Brokaw Road and Charcot Avenue. This entire segment of First 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.

The nearest 5 mph increment to the 85th percentile speed on First Street is 40 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.12) is over two times higher than the State rate (0.50), 31 (61%) of the crashes resulted in injury (including six serious), nine crashes were speed related of which six resulted in injuries, five crashes involved pedestrians and bicyclists, all of which resulted in injuries (including three serious). There is high pedestrian and bicyclist activity due to proximity transit facilities 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 First 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) |
|----------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| First St | 40.5 | 40 | 35, 45 | 35 |



First Street – Burton Avenue to Charcot Avenue

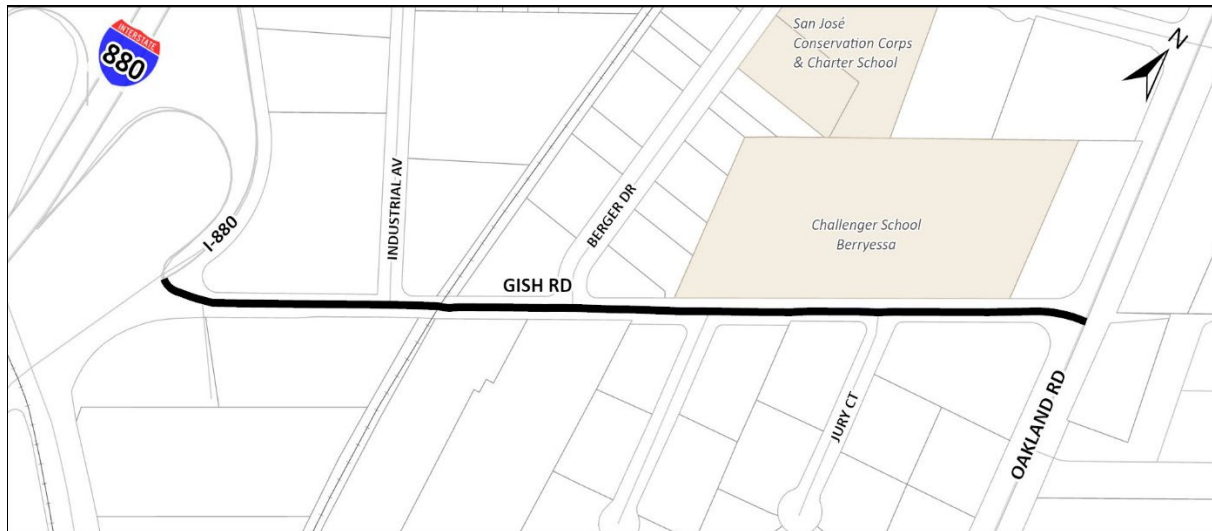
ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A10. Gish Road – I-880 to Oakland Road (CD 3)

This segment of Gish Road was established at 35 mph based on a prior survey completed in June 2016. To provide for an appropriate speed limit on Gish Road, an E&TS was recently completed to re-establish a radar enforceable speed limit. This segment of Gish Road is a two-lane, undivided, collector street, approximately 0.44 mile long, with an average daily traffic volume of 8,500 vehicles. There is an at-grade railroad crossing north of Industrial Avenue; access to I-880 is at the south end of the segment. Adjacent land use is primarily light industrial and commercial. Challenger School Berryessa is along the segment. San Jose Conservation Corp and Charter School are in proximity to the segment.

The nearest 5 mph increment to the 85th percentile speed on Gish Road is 35 mph. As permitted by State law, the posted speed limit may be rounded down to the lower 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 Gish 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) |
|---------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Gish Rd | 34.0 | 35 | 35 | 30 |



Gish Road – I-880 to Oakland Road

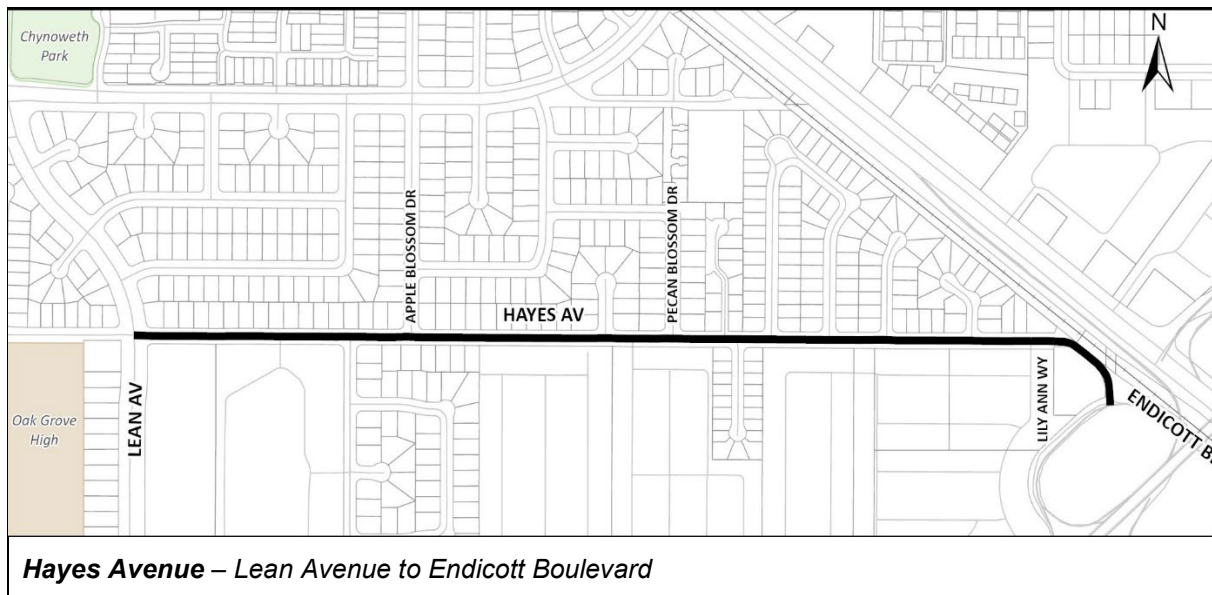
ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A11. Hayes Avenue– Lean Avenue to Endicott Boulevard (CD 2)

This segment of Hayes Avenue was established at 30 mph based on a prior survey completed in April 2016 for a longer segment, between Lean Avenue and Cottle Road. To provide for an appropriate speed limit on Hayes Avenue and reconcile the segment with the current street network, an E&TS was recently completed to re-establish a radar enforceable speed limit. This segment of Hayes Avenue is a two-lane, undivided, collector street, approximately 0.76 miles long, with an average daily traffic volume of 20,600 vehicles. There is a horizontal curve between Lily Ann Way and Endicott Boulevard. Adjacent land use is primarily front-on single family homes and high-density housing, with a mobile home park. Oak Grove High school and Chynoweth Park are in proximity to the segment. Sharrows bike lanes are present on the entire segment.

The nearest 5 mph increment to the 85th percentile speed on Hayes Avenue is 30 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (1.36) is nearly 3 times higher than the State rate (0.46), 4 (57%) of the crashes resulted in injury. One of the injury crashes involved a bicyclist. There is also high pedestrian and bicyclist activity due to proximity to a high school and park. 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 Hayes 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) |
|----------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Hayes Av | 32.0 | 30 | 30 | 25 |



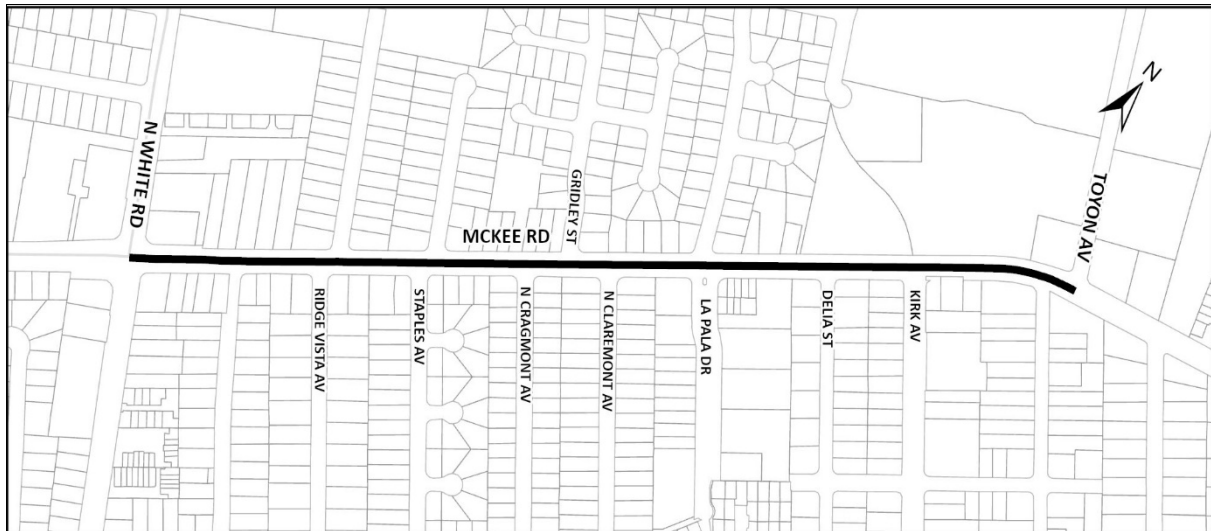
ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A12. McKee Road – White Road to Toyon Avenue (CD 5)

This segment of McKee Road was established at 40 mph based on a survey completed in March 2012 for a longer segment, between King Road and Toyon Avenue. To provide for an appropriate speed limit on McKee Road, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of King Road is a four-lane, undivided minor arterial street, approximately 0.66 mile long, with an average daily traffic volume of 16,300 vehicles. Adjacent land use is primarily front-on, side-on single-family homes with some commercial establishments. Bike lanes are present along the entire segment.

The nearest 5 mph increment to the 85th percentile speed on McKee Road is 40 mph. As permitted by State law, the posted speed limit may be rounded down to the lower 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 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 Rd | 39 | 40 | 40 | 35 |



McKee Road – White Road to Toyon Avenue

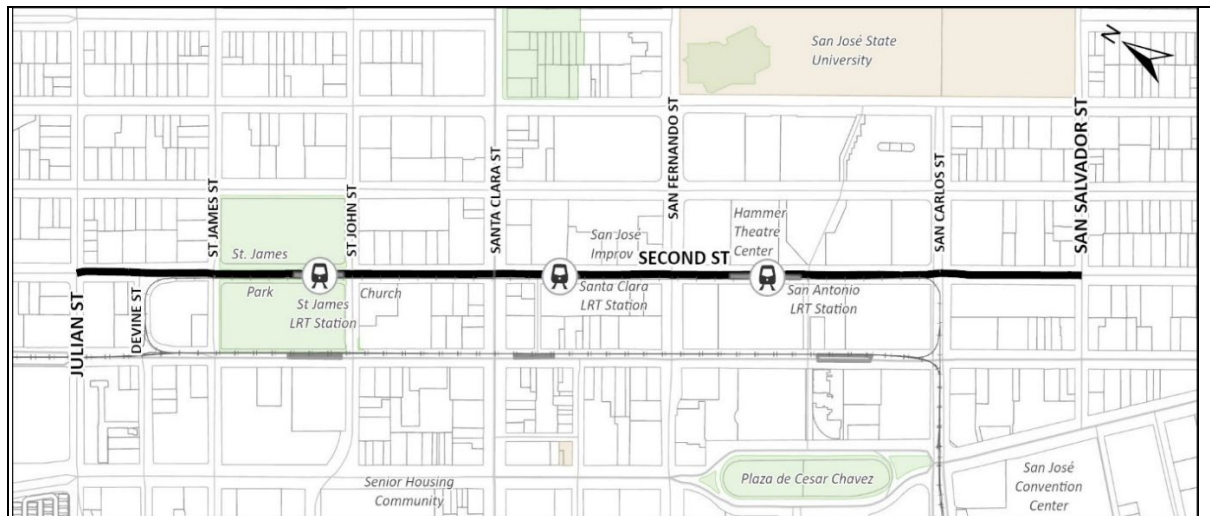
ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A13. Second Street – San Salvador Street to Julian Street (CD 3)

This segment of Second Street was established at 20 mph based on a survey completed in October 2015 between San Salvador Street and St John Street, and at 25 mph based on a survey completed in May 2016 between St. John Street and Jackson Street. To provide for an appropriate speed limit on Second Street, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Second Street is primarily a two-lane/one-way southbound, undivided minor arterial street, approximately 0.84 mile long, with an average daily traffic volume of 4,200 vehicles. Adjacent land use is primarily commercial, the segment runs through the downtown central business district, with some high density residential. Light rail transit operates on a raised median between San Carlos Street and Devine Street; there are three stations along the segment. St. James Park is along the segment; the Convention Center, several arts and entertainment venues, and a park are in proximity to the segment. Bike lanes are present along a majority of the segment. There is an uncontrolled mid-block crosswalk enhanced with high visibility signs and art pavement markings north of San Carlos Street.

The nearest 5 mph increment to the 85th percentile speed on Second Street is 25 mph. As permitted by State law, a 5 mph reduction has been applied based on the following factors: injury crash rate (2.59) is over 5.5 times higher than the State rate (0.46), 10 (59%) of the crashes resulted in injury, including a fatality. Three crashes were speed related of which one resulted in injuries. Four of the crashes involved pedestrians and bicyclists, of which all resulted in injury; the fatal crash involved a pedestrian. There is also high pedestrian and bicyclist activity due to proximity to commercial establishments, transit facilities, and park. The proposed speed limit of 20 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Second 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) |
|-----------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Second St | 27.0 | 25 | 20, 25 | 20 |



Second Street – San Salvador Street to St John Street

ATTACHMENT A - PROPOSED SPEED LIMIT REDUCTIONS

A14. Third Street – Reed Street to Julian Street (CD 3)

This segment of Third Street was established at 30 mph based on a prior survey completed in October 2006. To provide for an appropriate speed limit on Third Street, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Third Street is a two-lane, undivided, one-way northbound, collector street, approximately 1.08 mile long, with an average daily traffic volume of 7,500 vehicles. Adjacent land use is primarily high density residential with some single-family homes; a senior housing community, transitional housing youth center, and commercial establishments are along the segment. Notre Dame High School and St. James Park are along the segment. San Jose State University is in proximity to the segment. Bike lanes are present along the entire segment. There is an uncontrolled mid-block crosswalk enhanced with high visibility signs and art pavement markings north of San Carlos Street.

The nearest 5 mph increment to the 85th percentile speed on Third Street is 30 mph. As permitted by State law, the posted speed limit may be rounded down to the lower 5 mph increment of 25 mph. 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 Third 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) |
|----------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Third St | 29.7 | 30 | 30 | 25 |



Third Street – Reed Street to Julian Street

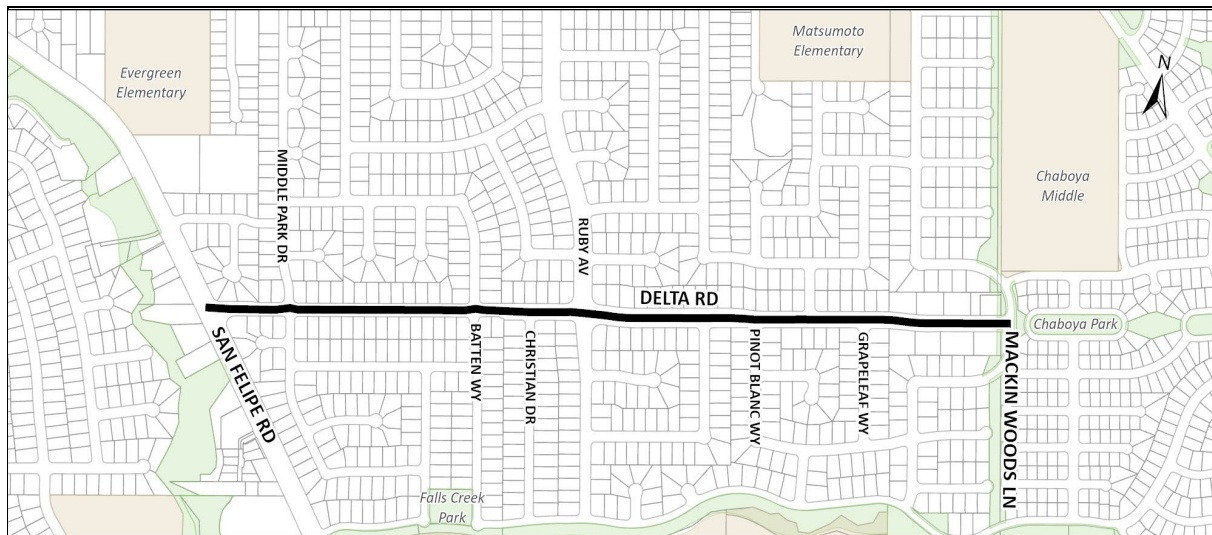
PROPOSED SPEED LIMIT RETENTIONS

B1. Delta Road – San Felipe Road to Mackin Woods Lane (CD 8)

This segment of Delta Road was established at 30 mph based on a prior survey completed in January 2016. To provide for an appropriate speed limit on Delta Road, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Delta Road is a two-lane, divided/undivided, collector street, approximately 0.88 miles long, with an average daily traffic volume of 5,100 vehicles. There is a two-way left turn lane between Christian Drive and Pinot Blanc Way. Adjacent land use is primarily front-on and side-on single-family homes. Evergreen Elementary, Tom Matsumoto Elementary, Chaboya Middle, and Chaboya and Falls Creek 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 this segment of Delta 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 Delta 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) |
|----------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Delta Rd | 38.5 | 40 | 30 | 30 |



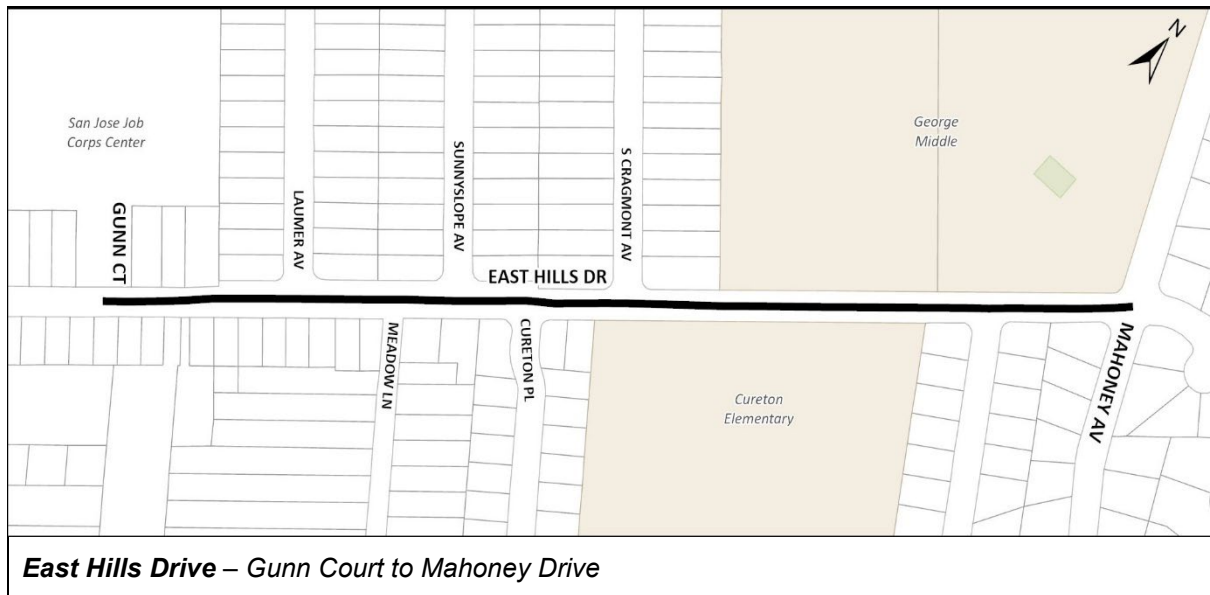
Delta Road – San Felipe Road to Mackin Woods Lane

B2. East Hills Drive – Gunn Court to Mahoney Dr (CD 5)

This segment of East Hills Drive was established at 35 mph based on a prior survey completed in November 2016. To provide for an appropriate speed limit on East Hills Drive, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of East Hills Drive is a two-lane, undivided, collector street, approximately 0.40 miles long, with an average daily traffic volume of 2,200 vehicles. Adjacent land use is primarily front-on and side-on single-family homes. San Jose Job Corps Center is located at Gunn Court. Joseph George Middle School is in proximity to the segment.

The nearest 5 mph increment to the 85th percentile speed on this segment of East Hills Drive 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. As permitted by CVC 22358.8, the speed limit will be maintained at the current 25 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 East Hills Drive. 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) |
|---------------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| East Hills Dr | 34.0 | 35 | 25 | 25 |



East Hills Drive – Gunn Court to Mahoney Drive

B3 Second Street – Julian Street to Jackson Street (CD 3)

This segment of Second Street was established at 25 mph based on a prior survey completed in May 2016 for a longer segment, between St. John Street and Jackson Street. To provide for appropriate speed limits on Second Street two separate E&TS were completed for the portions north of and south of Julian Street to re-establish radar enforceable speed limits. This segment of Second Street is a two-lane, undivided, collector street, approximately 0.51 miles long, with an average daily traffic volume of 2,600 vehicles. There is an at-grade railroad crossing north of Bassett Street. Adjacent land use is primarily front-on, side-on single-family homes and high density residential; there are some commercial establishments at the south end of the segment. Gardner Health Center and a bikeshare station are at Julian Street. The Japantown/Ayer light rail station and two 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 this segment of Second Street 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. As permitted by CVC 22358.8, the speed limit will be maintained at the current 25 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 25 mph is appropriate and reasonable to facilitate an orderly and safe movement of traffic, and to allow for radar enforcement on Second 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) |
|-----------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Second St | 35.0 | 35 | 25 | 25 |



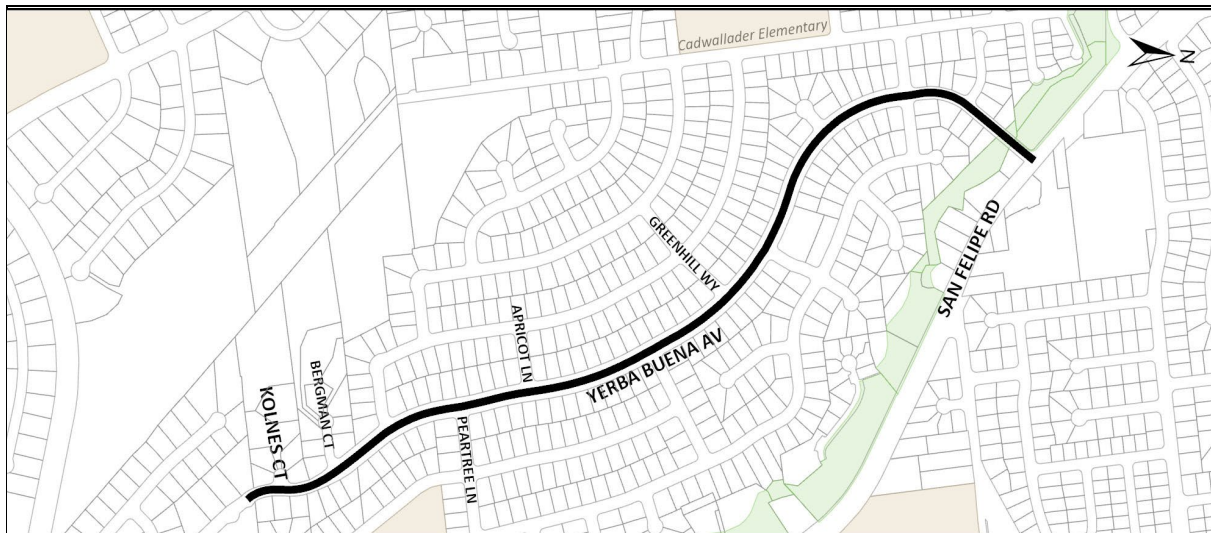
Second Street – Julian Street to Jackson Street

B4. Yerba Buena Avenue – 200’ s/o Kolnes Court to San Felipe Road (CD 8)

This segment of Yerba Buena Avenue was established at 30 mph based on a prior survey completed in January 2016. To provide for appropriate speed limit on Yerba Buena Avenue, an E&TS was recently completed for this segment to re-establish a radar enforceable speed limit. This segment of Yerba Buena Avenue is a two-lane, undivided, collector street, approximately 0.91 mile long, with an average daily traffic volume of 2,100 vehicles. There is a gradual horizontal S-curve along the entire segment. There is a two-way left turn lane on a majority of the segment; edge line striping is present south of Bergman Court. Adjacent land use is primarily front-on, side-on single-family homes; there is a commercial establishment at San Felipe Road. Cadwallader Elementary is in proximity to the segment. Bike lanes are present along the entire segment. There is an uncontrolled school crosswalk at Peartree Lane.

The nearest 5 mph increment to the 85th percentile speed on this segment of Yerba Buena Avenue is 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 Yerba Buena 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) |
|----------------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Yerba Buena Av | 37.0 | 35 | 30 | 30 |



Yerba Buena Avenue – 200’ s/o Kolnes Court to San Felipe Road

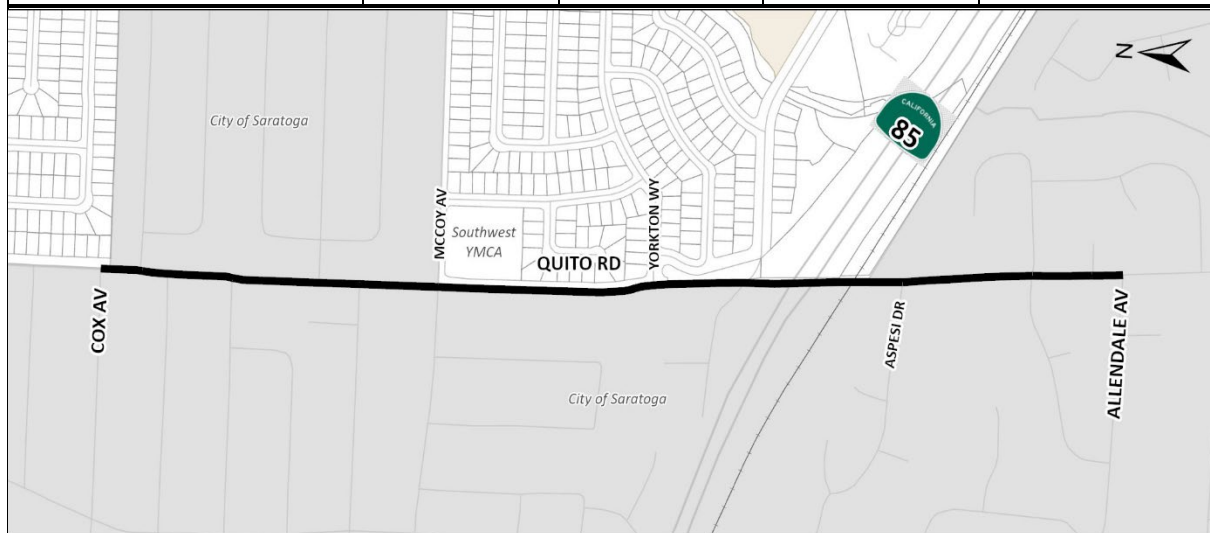
PROPOSED SPEED LIMIT REDUCTION ON ROADWAY

C1. Quito Road – Allendale Avenue to Cox Avenue (CD 1)

This segment of Quito Road is primarily in the City of Saratoga jurisdiction. The west side, between approximately 150' north of Aspesi Drive to McCoy Avenue, is within San Jose jurisdiction (approximately 20% of the overall segment). Both the San Jose and Saratoga portions have been previously established at 35 mph. To provide for an appropriate speed limit on Quito Road, the City of Saratoga recently completed two E&TS, between Allendale Avenue to Yorkton Way (south end) and between Yorkton Way to Cox Avenue (north end), to re-establish a radar enforceable speed limit. This segment of Quito Road is a two-lane, undivided, minor arterial street, approximately 0.44 miles (south) and 0.48 miles (north), with an average daily traffic volume of 5,300 vehicles (south) and 8,100 vehicles (north). Adjacent land use is primarily front-on single family homes. Southwest YMCA is along the north end. Bike lanes are present along the entire segment. There are five transit stops, and five intersections with crosswalks, along the segment.

The nearest 5 mph increment to the 85th percentile speed on this segment of Quito Road is 40 mph on both the north and south ends. As permitted by State law, the posted speed limit may be rounded down to the lower 5 mph increment of 35 mph. This speed limit is more than would be reasonable or safe. This entire segment of Quito Road is adjacent to land or facilities that generate high concentrations of pedestrians or bicyclists. The primary factors noted by the City of Saratoga that meet this requirement within 0.25 miles on both the north and south ends include: bike lanes, density of transit stops and crosswalks, and YMCA (south). 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 Quito Road. The E&TS data and area map are shown below.

| Quito Road | 85 th Percentile Speed (MPH) | Speed Limit if based on 85 th Percentile (MPH) | Current Posted Speed Limit (MPH) | Recommended Posted Speed Limit (MPH) |
|---------------------------|-----------------------------------------|-----------------------------------------------------------|----------------------------------|--------------------------------------|
| Allendale Av – Yorkton Wy | 38.0 | 40 | 35 | 30 |
| Yorkton Wy – Cox Av | 40.0 | 40 | 35 | 30 |



Quito Road – Allendale Avenue to Cox Avenue