



ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS

Final Report

January 29th, 2024

Prepared for: The logo for the City of Fremont, California, featuring a stylized mountain range with a green peak and blue slopes, above the text "CITY OF Fremont California".

Prepared by: The logo for Kimley-Horn, featuring the word "Kimley" in blue, a red double arrow symbol, and the word "Horn" in red.

CERTIFICATION

I, Clara Ho, do hereby certify that this Engineering and Traffic Survey for the City of Fremont was performed under my supervision. I certify that I am experienced in performing surveys of this type and duly registered in the State of California as a professional Civil Engineer.

A handwritten signature in black ink, appearing to read "Clara Ho". The signature is written in a cursive style with a large, stylized 'H'.

Clara Ho
RCE# 90344
Exp. 09/30/2025

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1.0 INTRODUCTION

This Engineering and Traffic Survey is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Fremont. This survey was authorized by the City and independently conducted by Kimley-Horn and Associates, Inc (Kimley-Horn).

Engineering and traffic surveys for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria are met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC)*. In addition, an engineering and traffic survey should be conducted on newly constructed roadway or roadways where the conditions have significantly changed. The latest Assembly Bill (AB) 43 Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years old remains valid, for the purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

The California Governor's office approved AB 43 on October 8, 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety.

1.1 Regulations and Guidelines

Division 11, Chapter 7, of the California Vehicle Code defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are 15 miles per hour (mph) at unprotected railroad grade crossings, highway intersections with site restrictions, and on any alley. In addition, the prima facie speed limit is 25 mph in residential and business districts, when approaching or passing a school building or grounds thereof or when passing a senior center or other facility primarily used by senior citizens. Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

"A "business district" is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sides of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting

thereon is so occupied. A business district may be longer than the distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists.”¹

“A "residence district" is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures. A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.”²

Section 22357(a) permits the establishment of speed limits greater than 25 mph based on the following text:

“Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, or 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.”³

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an engineering and traffic survey. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or ten years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire passed the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC:

¹ California Legislative Information, [Vehicle Code](#), Division 1, Section 235.

² California Legislative Information, [Vehicle Code](#), Division 1, Section 515.

³ California Legislative Information, [Vehicle Code](#), Division 11, Chapter 7, Section 22357(a).

“(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance under subparagraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign."⁴

(3) For purposes of this section, "senior zone" means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign, pursuant to Section 22352.

⁴ California Legislative Information, [Vehicle Code](#), Division 17, Chapter 2, Section 40802.

(4) For purposes of this section, “business activity district” means a section of highway described in subdivision(b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

Assembly Bill 43 added Section 22358.8 to the CVC to read:

- (a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the current speed limit or restore the immediately prior speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.
- (b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current speed limit nor below the immediately prior speed limit.
- (c) A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

1.2 Requirements and Methodology of an Engineering and Traffic Study

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe, and are not dependent on the judgment of one or a few individuals.

The Engineering and Traffic Survey, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicycle activity, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related road/traffic variables is conducted which is considered in combination with the statistical data and collision history of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an Engineering and Traffic Study are outlined in the *2014 California MUTCD*. The statistical factors used to analyze the collected speed survey data and additional factors as noted in the *2014 California MUTCD* to consider are defined in the following section.

2.0 SPEED SURVEY EVALUATION

One hundred and sixty-eight (168) locations were evaluated by Kimley-Horn and included in this report. These sections and limits of the sections are listed in Table 1.

Table 1: Survey Locations and Limits Evaluated by Kimley-Horn

NO	STREET	LIMIT 1	LIMIT 2
1	Albrae Street	Stevenson Blvd	Stewart Av
2	Albrae Street	Stewart Av	Christy St
3	Alvarado Blvd	Deep Creek Rd	City Limits
4	Unused		
5	Ardenwood Blvd	Union City Limits	Newark City Limits
6	Argonaut Way	Mowry Ave	Walnut Av
7	Auto Mall Parkway	Westerly end	Boyce Road
8	Auto Mall Parkway	Boyce Road	I-880
9	Auto Mall Parkway	I-880	Fremont Blvd
10	Auto Mall Parkway	Fremont Blvd	I-680
11	Bayside Pkwy	W Warren Ave	Bayview Dr
12	Bayview Drive	Lakeview Blvd	Fremont Blvd
13	Beacon Ave	Fremont Blvd	Liberty St
14	Blacow Road	Fremont Blvd	Grimmer Blvd
15	Blacow Road	Grimmer Blvd	Stevenson Blvd
16	Blacow Road	Stevenson Blvd	Mowry Ave
17	Blacow Road	Mowry Ave	Central Ave
18	Blacow Road	Central Ave	Thornton Av
19	Boscell Road	Stewart Av	Auto Mall Pkwy
20	Boscell Road	Auto Mall Pkwy	Bunche Dr
21	Boyce Road	Stevenson Blvd	Auto Mall Pkwy
22	Unused		
23	Business Center Dr/Technology Pl	South Grimmer Blvd	Technology Dr
24	Bunche Drive	Christy St	Cushing Pkwy
25	Capitol Avenue	Paseo Padre Pkwy	State St
26	Central Avenue	Fremont Blvd	Blacow Road
27	Central Avenue	Blacow Rd	I-880
28	Christy Street	Stewart Av	Auto Mall Pkwy
29	Christy Street	Auto Mall Pkwy	Brandin Ct
30	Christy Street	Brandin Ct	Southerly End
31	Civic Center Drive	Mowry Ave	Stevenson Blvd
32	Commerce Drive	Ardenwood Blvd	Paseo Padre Pkwy
33	Unused		
34	Unused		
35	Cougar Drive	Mission Blvd	Cougar Circle
36	Country Drive	Fremont Blvd	Paseo Padre Pkwy
37	Country Drive	Paseo Padre Pkwy	Stivers St
38	Curie Street	Christy St	Boscell Rd

Table 1, continued: Survey Locations and Limits Evaluated by Kimley-Horn

NO	STREET	LIMIT 1	LIMIT 2
39	Cushing Parkway	Auto Mall Pkwy	Bunche Dr
40	Cushing Parkway	Bunche Dr	South end of causeway
41	Cushing Parkway	South end of causeway	Fremont Blvd
42	Decoto Road	City Limits	Fremont Blvd
43	Decoto Road	Fremont Blvd	I-880
44	Deep Creek Road	Paseo Padre Pkwy	Ridgewood Dr
45	Deep Creek Road	Alvarado Blvd	Paseo Padre Pkwy
46	Driscoll Road	Mission Blvd	Paseo Padre Pkwy
47	Driscoll Road	Paseo Padre Pkwy	Washington Blvd
48	Dumbarton Circle	Paseo Padre Pkwy	Kaiser Dr
49	Durham Road	I-680	Mission Blvd
50	Dusterberry Way	Central Ave	Thornton Av
51	Unused		
52	Farwell Dr	Brophy Dr	Flamingo Ln
53	Fremont Boulevard	Beard Rd	Paseo Padre Pkwy
54	Fremont Boulevard	Paseo Padre Pkwy	Decoto Rd
55	Fremont Boulevard	Decoto Rd	Thornton Av
56	Fremont Boulevard	Thornton Ave	Peralta Blvd
57	Fremont Boulevard	Peralta Blvd	Central Ave
58	Fremont Boulevard	Central Ave	Mowry Ave
59	Fremont Boulevard	Mowry Ave	Stevenson Blvd
60	Fremont Boulevard	Stevenson Blvd	Grimmer Blvd
61	Fremont Boulevard	Grimmer Blvd	Washington Blvd
62	Fremont Boulevard	Washington Blvd	Blacow Road
63	Fremont Boulevard	Blacow Rd	Auto Mall Pkwy
64	Fremont Boulevard	Auto Mall Pkwy	S. Grimmer Blvd
65	Fremont Boulevard	S. Grimmer Blvd	I-880
66	Fremont Boulevard	I-880	West Warren Av
67	Fremont Boulevard	Warren Ave	Lakeview Blvd
68	Fremont Boulevard	Lakeview Blvd	Dixon Landing Rd
69	Gallaudet Drive	Walnut Ave	Stevenson Blvd
70	Gateway Blvd	Fremont Blvd	Lakeview Blvd
71	South Grimmer Blvd	Paseo Padre Pkwy	Osgood Rd
72	South Grimmer Blvd	Osgood Rd	Fremont Blvd
73	South Grimmer Blvd	Fremont Blvd	Auto Mall Pkwy
74	Grimmer Blvd	Auto Mall Pkwy	Blacow Road
75	Grimmer Blvd	Blacow Rd	Fremont Blvd
76	Grimmer Blvd	Fremont Blvd	Paseo Padre Pkwy
77	Guardino Drive	Stevenson Blvd	Mowry Ave
78	Hansen Avenue	Blacow Rd	Yolo Terrace
79	Hansen Avenue	Yolo Terrace	Dusterberry Wy
80	Hastings Street	Capitol Av	Country Drive
81	High Street	Grimmer Blvd	Chapel Wy

Table 1, continued: Survey Locations and Limits Evaluated by Kimley-Horn

NO	STREET	LIMIT 1	LIMIT 2
82	Irvington Avenue	Fremont Blvd	Grimmer Blvd
83	Isherwood Way	Paseo Padre Pkwy	City Limits
84	Kaiser Drive	Ardenwood Blvd	Paseo Padre Pkwy
85	Kato Road	Warm Springs Blvd	Milmont Dr
86	Kato Road	Milmont Dr	Warren Av
87	Lakeview Boulevard	Fremont Blvd	Warren Av
88	Landing Parkway	Fremont Blvd	Warren Av
89	Liberty Street	Stevenson Blvd	Walnut Av
90	Liberty Street	Walnut Ave	Capitol Av
91	Lowry Road	Alvarado Blvd	City Limits
92	Milmont Drive	Page Ave	City Limits
93	Mission Boulevard	Mission Road	St. Josephs Terr
94	Mission Boulevard	St. Josephs Terr	Pine St
95	Mission Boulevard	Pine St	Durham Rd
96	Mission Boulevard	Durham Rd	Curtner Rd
97	Mowry Avenue	Mission Blvd	Peralta Blvd
98	Mowry Avenue	Peralta Blvd	Paseo Padre Pkwy
99	Mowry Avenue	Paseo Padre Pkwy	Fremont Blvd
100	Mowry Avenue	Fremont Blvd	Argonaut Way
101	Mowry Avenue	Argonaut Wy	Blacow Road
102	Mowry Avenue	Blacow Rd	I-880
103	Niles Blvd	City Limits	Nursery Ave
104	Niles Blvd	Nursery Ave	Hillview Dr
105	Nobel Drive/Bunche Dr	Auto Mall Pkwy	Cushing Pkwy
106	Northport Loop East/West	Cushing Pkwy	Cushing Pkwy
107	Old Canyon Rd	Clarke Dr	Niles Canyon Rd
108	Old Warm Springs Blvd	Fremont Blvd	South Grimmer Blvd
109	Osgood Road	Washington Blvd	Auto Mall Pkwy
110	Osgood Road	Auto Mall Pkwy	South Grimmer Blvd
111	Overacker Avenue	Walnut Ave	L-Curve
112	Overacker Avenue	Mowry Ave	L-Curve
113	Pacific Commons Blvd	Auto Mall Pkwy	Bunche Dr
114	Pacific Commons Blvd	Bunche Dr	Cushing Pkwy
115	Page Avenue	Kato Rd	Milmont Dr
116	Paseo Padre Parkway	City Limits	Ardenwood Blvd
117	Paseo Padre Parkway	Ardenwood Blvd	Fremont Blvd
118	Paseo Padre Parkway	Fremont Blvd	Decoto Rd
119	Paseo Padre Parkway	Decoto Rd	Thornton Av
120	Paseo Padre Parkway	Thornton Ave	Peralta Blvd
121	Paseo Padre Parkway	Peralta Blvd	Mowry Ave
122	Paseo Padre Parkway	Mowry Ave	Stevenson Blvd
123	Paseo Padre Parkway	Stevenson Blvd	Grimmer Blvd
124	Paseo Padre Parkway	Grimmer Blvd	Driscoll Rd

Table 1, continued: Survey Locations and Limits Evaluated by Kimley-Horn

NO	STREET	LIMIT 1	LIMIT 2
125	Paseo Padre Parkway	Driscoll Rd	Washington Blvd
126	Paseo Padre Parkway	Washington Blvd	Durham Rd
127	Paseo Padre Parkway	Durham Rd	S. Grimmer Blvd.
128	Paseo Padre Parkway	S. Grimmer Blvd.	Mission Blvd
129	Paseo Padre Parkway	Mission Blvd	Curtner Rd
130	Peralta Blvd	Mowry Ave	Paseo Padre Pkwy
131	Peralta Blvd	Paseo Padre Pkwy	Fremont Blvd
132	Peralta Blvd	Fremont Blvd	Dusterberry Wy
133	Pickering Avenue	Mission Blvd	Easterly end
134	Pine Street	Mission Blvd	Paseo Padre Pkwy
135	Pine Street	Paseo Padre Pkwy	Sabercat Rd
136	Rancho Arroyo Parkway	Niles Blvd	Riviera Dr
137	Unused		
138	Unused		
139	Roberts Avenue	Blacow Rd	Main St
140	Sabercat Road	Durham Rd	Northerly end
141	Scott Creek Road	Warm Springs Blvd	I-680
142	Scott Creek Road	I-680	Easterly end
143	Shinn Street	Peralta Blvd	Von Euw Common
144	Solar Wy	South Grimmer Blvd	Technology Dr
145	State Street	Beacon Rd	Mowry Ave
146	Stevenson Boulevard	Mission Blvd	Civic Center Dr
147	Stevenson Boulevard	Civic Center Dr	Fremont Blvd
148	Stevenson Boulevard	Fremont Blvd	Blacow Road
149	Stevenson Boulevard	Blacow Rd	I-880
150	Stevenson Boulevard	I-880	Westerly end
151	Stewart Av	Albrae St	Boyce Rd
152	Sundale Drive	Liberty St	Fremont Blvd
153	Technology Drive	Auto Mall Pkwy	South Grimmer Blvd
154	Thornton Avenue	I-880	Fremont Blvd
155	Thornton Avenue	Fremont Blvd	Easterly end
156	Vargas Road	I-680	City Limits
157	Walnut Avenue	Argonaut Wy	Fremont Blvd
158	Walnut Avenue	Fremont Blvd	Paseo Padre Pkwy
159	Walnut Avenue	Paseo Padre Pkwy	Mission Blvd
160	W Warren Ave	Fremont Blvd	I-880
161	Warren Ave	I-880	Warm Springs Blvd
162	E Warren Ave	Warm Springs Blvd	Navajo Way
163	E Warren Ave	Navajo Way	Curtner Rd
164	Warm Springs Blvd	S Grimmer Blvd	Mission Blvd
165	Warm Springs Blvd	Mission Blvd	City Limits
166	Washington Blvd	Fremont Blvd	Driscoll Rd
167	Washington Blvd	Driscoll Rd	Paseo Padre Pkwy
168	Washington Blvd	Paseo Padre Pkwy	Mission Blvd

2.1 Field Review

Speed data was collected using manual radar surveys performed by sub-consultants to Kimley-Horn, IDAX Data Solutions and Traffic Data Service (TDS). Each of the radar speed checks were made from an inconspicuously parked, unmarked vehicle. An effort was made to ensure that the presence of the vehicle in no way affected the speed of the traffic being surveyed. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and later coded into engineering software for analysis purposes. Chapter 2B of the *2014 California MUTCD* indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street. This may result in excessive survey periods for low volume roadways, but a survey should not contain less than 50 vehicles.

Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below. The results of the field review for related roadway and traffic variables are summarized in the Engineering and Traffic Survey forms included in the Appendix.

1. Segment length, width and alignment;
2. Level of pedestrian, bicycle, and truck activity
3. Traffic flow characteristics;
4. Number of lanes and other channelization/striping factors;
5. Frequency of intersections, driveways, on-street parking, bike lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
7. Pavement condition;
8. Obstructions to driver/pedestrian visibility;
9. Land use and proximity of schools, parks/recreation areas and senior centers;
10. Uniformity with existing speed zones in adjacent jurisdictions; and,
11. Any other unusual conditions or hazards not readily apparent to the driver.

2.2 Statistical Analysis Factors

Significant factors used to analyze the collected survey data are summarized below:

1. **85th Percentile Speed.** The Critical Speed, or the 85th percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.
2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.
3. **50th Percentile Speed.** The Median Speed, or 50th Percentile Speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.
4. **15th Percentile Speed.** The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.
5. **Percent of Vehicles in Pace Speed.** The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of the 10-mph pace is often between 60 and 90 percent.

2.3 2014 California MUTCD and CVC Guidance

Based on the *2014 California MUTCD*, speed limits “shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic.”⁵ In matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a reduction of the posted speed limit by 5 mph due to specific factors such as road characteristics, the pace speed, roadside development and environment, pedestrian activity, and collision history. Alternatively, per CVC Code 21400(b)⁵, the *2014 California MUTCD* states that “for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th-percentile speed, if no further reduction is used.”⁶ The following are some other factors to consider when establishing speed limits between adjacent street segments:

1. **Avoid Short Segments.** Short speed zones of less than ½ mile should be avoided, except in transition areas.
2. **Change in Roadway Conditions or Roadside Development.** Speed zone changes should be coordinated with changes in roadway conditions or roadside development.
3. **Minimize Change in Speed between Adjacent Segments.** Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.
4. **Coordinate Speed Zoning with Adjacent Jurisdictions.**

⁵ California Legislative Information, [Vehicle Code](#), Division 11, Chapter 2, Article 2.

⁶ California Department of Transportation, *2014 California MUTCD*, Chapter 2B, page 134, 7 November 2014.

2.4 Collision History

The Engineering and Traffic Survey forms summarize the available collision information for each of the street segments. The collision information was obtained from Statewide Integrated Traffic Records System (SWITRS) from January 1, 2017 to December 31, 2022. For this analysis, only collisions during the 3-year period between January 1, 2019 and December 31, 2021 were considered. The collisions were reviewed and corridor related collisions were summarized for each segment. Average daily traffic volumes (ADTs) were provided by the City at some locations and collected at the remaining locations. Based on the number of total collisions studied over the 3-year period and ADT counts, a collision rate per million vehicle miles was calculated for each segment. To provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of local roadways, the collision rates for each segment were compared to the statewide average rate listed in the 2019 Collision Data on California State Highways (road miles, travel, collisions, collision rates) as listed in Table 2.

Table 2: 2019 California State Highways Collision Rates

Lane Type	Total Collision Rate Per Million Vehicle Miles (3-year rates for 2017, 2018, and 2019)
2&3 Lanes	1.57
4 lanes (Undivided)	1.20
4 lanes (Divided)	1.22

3.0 RESULTS AND RECOMMENDATIONS

The recommendations contained in this report are intended to establish prima facie speed limits. Prima facie limits attempt to advise the motorist and enforcement of the reasonable speed for a particular section of roadway for the prevailing conditions. In many cases, the recommendations made produce a uniform speed limit along the road. As a result, the speed limits in adjacent jurisdictions were considered as well as along the various street segments surveyed within the City of Fremont.

The Engineering and Traffic Survey forms, presented in the Appendix, illustrate the results of a thorough evaluation of the available data and indicate a recommended speed limit for each of the street segments surveyed. A summary of the data analysis, along with recommended speed limits can be found in Table 3.

Several segments are in residential, business, or business activity districts which qualify for a Prima Facie speed limit of 25 mph per CVC sections 22352 and 22358.9. The segments were reviewed and confirmed in the field to confirm the adjacent land uses and roadway characteristics match the descriptions and definitions of residential, business, or business activity district as defined in CVC. It is recommended that the speed limit remain at 25 mph for the segments, as summarized in Table 3.

Table 3: Speed Survey Recommendations

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
1	Albrae Street between Stevenson Blvd and Stewart Ave	30	30	34.8	29.6	25-34	74.6	The 85th-percentile speed of 34.8 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit is outside of this range. Per CVC Section 22358.6, paragraph (c), the 85th percentile speed is rounded down. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.
2	Albrae Street Between Stewart Ave and Christy St	35	30	34.6	30.0	26-35	79.5	The 85th-percentile speed of 34.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 26 mph to 35 mph and the suggested speed limit falls within this range. Per CVC Section 22358.6, paragraph (c), the 85th percentile speed is rounded down. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.
3	Alvarado Boulevard between Deep Creek Rd and City Limits	45	40	45.1	38.8	33-42	57.4	The 85th-percentile speed of 45.1 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls outside of this range. Per CVC Section 22358.6, paragraph (c), the 85th percentile speed is rounded down. Therefore, it is recommended that the posted speed limit be reduced to 40 mph.
4	Unused							

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
5	Ardenwood Boulevard between Union City Limits and Newark City Limits	35	35	51.3	45.6	41-50	62.2	The 85th-percentile speed of 51.3 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 41 mph to 50 mph and the suggested speed limit falls within this range. Due to presence of bike lanes and uncontrolled crosswalk, Per CVC Section 22358.8, maintaining existing speed limit is justified. Therefore, it is recommended that the speed limit remain at 35 mph.
6	Argonaut Way between Mowry Ave and Walnut Ave	30	25	-	-	-	-	This segment met the prima facie speed limit of 25 mph per CVC Section 22352 and was not surveyed.
7	Auto Mall Parkway between Westerly End and Boyce Rd	40	40	44.4	37.2	33-42	67.0	The 85th-percentile speed of 44.4 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit is outside of this range. Per CVC Section 22358.6, paragraph (c), the 85th percentile speed is rounded down. Therefore, it is recommended that the posted speed limit be maintained at 40 mph.
8	Auto Mall Parkway between Boyce Rd and I-880	35	35	44.2	38.4	34-43	76.0	The 85th-percentile speed of 44.2 mph indicates a 40 mph speed limit per CVC Section 22358.6, paragraph (c). The 10 mph pace ranges from 34 mph to 43 mph and the suggested speed limit falls within this range. Due to the presence of bike lanes and the corridor meeting the requirements outlined in CVC Section 22358.7(a)(2), a downgrading of the speed limit by an additional 5 mph is justified. Therefore, it is recommended that the posted speed limit remain at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
9	Auto Mall Parkway between I-880 and Fremont Blvd	45	45	48.8	43.5	39-48	68.0	The 85th-percentile speed of 48.8 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 39 mph to 48 mph and the suggested speed limit is outside of this range. Due to the 10 mph pace range, presence of bike lanes, multiple driveways, per CVC Section 22358.6, paragraph (c), the 85th percentile speed is rounded down. Therefore, it is recommended that the posted speed limit remain at 45 mph.
10	Auto Mall Parkway between Fremont Blvd and I-680	45	45	51.4	46.3	43-52	66.0	The 85th-percentile speed of 51.4 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 43 mph to 52 mph and the suggested speed limit falls within this range. Due to higher than expected collision rate, per CVC Section 22358.6, paragraph (c), the 85th percentile speed is rounded down. Therefore, it is recommended that the posted speed limit remain at 45 mph.
11	Bayside Parkway between W Warren Ave and Bayview Dr	35	35	35.9	31.2	28-37	76.4	The 85th-percentile speed of 35.9 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit falls within this range. Based on the 85th-percentile speed, it is recommended that the posted speed limit remains at 35 mph.
12	Bayview Drive between Lakeview Blvd and Fremont Blvd	35	35	38.4	32.5	26-35	67.3	The 85th-percentile speed of 38.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 26 mph to 35 mph and the suggested speed limit is not within this range. The collision rate is below the expected rate. Due to the speed limit being outside of the pace speed range, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
13	Beacon Avenue between Fremont Blvd and Liberty St	25	25	-	-	-	-	This segment met the prima facie speed limit of 25 mph per CVC Section 22352 and was not surveyed.
14	Blacow Road between Fremont Blvd and Grimmer Blvd	35	35	41	35.8	33-42	73.5	The 85th-percentile speed of 41.0 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, moderate pedestrian activity and proximity to schools and parks, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
15	Blacow Road between Grimmer Blvd and Stevenson Blvd	40	40	46.3	40.8	38-47	72.0	The 85th-percentile speed of 46.3 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit is above this range. Due to the fronting residential and proximity to schools, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.
16	Blacow Road between Stevenson Blvd and Mowry Ave	40	40	44.4	39.4	33-42	74.0	The 85th-percentile speed of 44.4 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, fronting residential, and proximity to the John F. Kennedy High School, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be remain at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
17	Blacow Road between Mowry Ave and Central Ave	35	35	41.5	36.3	33-42	76.0	The 85th-percentile speed of 41.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate for this segment is above the expected rate. Due to the higher than expected collision rate, the presence of an uncontrolled crosswalk and fronting residential, decreasing the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
18	Blacow Road between Central Ave and Thornton Ave	35	35	41.3	35.7	33-42	90.0	The 85th-percentile speed of 41.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate for this segment is above the expected rate. Due to the higher than expected collision rate, the presence of fronting residential and many driveways, decreasing the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
19	Boscell Road between Stewart Ave and Auto Mall Pkwy	35	35	38.7	34.8	31-40	89.3	The 85th-percentile speed of 38.7 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, presence of many driveways, on-street parking, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be remain at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
20	Boscell Road between Auto Mall Pkwy and Bunche Dr	35	30	35	30.3	27-36	81.0	The 85th-percentile speed of 35 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 27 mph to 36 mph and the suggested speed limit falls within this range. The collision rate is higher the expected rate. Due to the higher than expected collision rate and presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.
21	Boyce Road between Stevenson Blvd and Auto Mall Pkwy	45	45	48.6	43.2	39-48	74.0	The 85th-percentile speed of 48.6 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 39 mph to 48 mph and the suggested speed limit falls above this range. Per CVC Section 22358.6, paragraph (c), the 85th percentile speed is rounded down. Therefore, it is recommended that the posted speed limit remain at 45 mph.
22	Unused							
23	Business Center Drive between S Grimmer Blvd and Technology Dr	40	40	44	37.6	33-42	59.0	The 85th-percentile speed of 44 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, presence of bike lanes, and moderate number of driveways, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be remain at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
24	Bunche Drive between Christy St and Cushing Pkwy	35/30	30/25	32	28.4	24-33	91.0	There are two posted speed for the segment of Bunche Dr between Cushing Pkwy and Christy St. The posted speed between Cushing Pkwy and Boscell Rd is 35 mph and the posted speed between Boscell Rd and Christy St is 30 mph. The survey was taken between Boscell Rd and Pacific Commons Blvd where the posted speed is 30 mph. The 85th Percentile speed of 32.0 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 24 mph to 33 mph and the suggested speed limit is within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, and presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph between Cushing Pkwy and Boscell Rd and to 25 mph between Boscell Rd and Christy St.
25	Capitol Avenue between Paseo Padre Parkway and State Street	25	25	-	-	-	-	This segment met the prima facie speed limit of 25 mph per CVC Section 22352 and was not surveyed.
26	Central Avenue between Fremont Blvd and Blacow Rd	35	35	42.7	38.1	33-42	76.4	The 85th-percentile speed of 42.7 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the 10 mile pace, per Section 22358.8 of the CVC, maintaining existing speed limit is justified. Therefore, it is recommended that the speed limit remain at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
27	Central Avenue between Blacow Rd and I-880	40	40	43.4	38.2	33-42	73.6	The 85th-percentile speed of 43.4 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and fronting residential, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remain at 40 mph.
28	Christy Street between Stewart Ave and Auto Mall Pkwy	35	35	38.3	34.3	31-40	84.1	The 85th-percentile speed of 38.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit is within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be remain at 35 mph.
29	Christy Street between Auto Mall Pkwy and Brandin Ct	35	30	37	33.2	31-40	95.0	The 85th-percentile speed of 37.0 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the presence of bike lanes, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
30	Christy Street between Brandin Ct and Southerly End	35	35	46.1	41.0	37-46	78.9	The 85th-percentile speed of 46.1 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 37 mph to 46 mph and the suggested speed limit falls within this range. Due to presence of bike lanes, per CVC Section 22358.8, maintaining existing speed limit is justified. Therefore, it is recommended that the speed limit remain at 35 mph.
31	Civic Center Drive between Mowry Ave and Stevenson Blvd	25	25	30.1	25.9	22-31	88.5	The 85th-percentile speed of 30.1 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 22 mph to 31 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, moderate pedestrian and bicyclist activity, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 25 mph.
32	Commerce Dr between Ardenwood Blvd and Paseo Padre Pkwy	35	35	38.6	31.6	28-37	62.5	The 85th-percentile speed of 38.6 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and a 10 mph pace, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be remain at 35 mph.
33	Unused							
34	Unused							

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
35	Cougar Drive between Mission Blvd and Cougar Cir	30	30	35.6	31.1	28-37	86.0	The 85th-percentile speed of 35.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.
36	Country Drive between Fremont Blvd and Paseo Padre Pkwy	30	30	37.7	33.1	29-38	76.7	The 85th-percentile speed of 37.7 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, high pedestrian activity, and proximity to school, per CVC Section 22358.8, maintaining existing speed limit is justified. Therefore, it is recommended that the speed limit remain at 30 mph.
37	Country Drive between Paseo Padre Parkway and Stivers St	30	25	-	-	-	-	This segment met the prima facie speed limit of 25 mph per CVC Section 22352 and was not surveyed.
38	Curie Street between Christy St and Boscell Rd	30	25	31.5	28.4	24-33	95.0	The 85th-percentile speed of 31.5 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 24 mph to 33 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and presence of a bike lane, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be decreased to 25 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
39	Cushing Parkway between Auto Mall Pkwy and Bunche Dr	40	40	42	38.5	35-44	87.0	The 85th-percentile speed of 42.0 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Based on the 85th-percentile speed, it is recommended that the posted speed limit be maintained at 40 mph.
40	Cushing Parkway between Bunche Dr and South end of causeway	45	45	48.1	42.8	39-48	72.0	The 85th-percentile speed of 48.1 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 39 mph to 48 mph and the suggested speed limit is above this range. Due to the 10 mph pace and presence of bike lanes a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit to remain at 45 mph.
41	Cushing Parkway between South end of causeway and Fremont Blvd	40	40	45	39.5	36-45	70.0	The 85th-percentile speed of 45 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 36 mph to 45 mph and the suggested speed limit falls within this range. Per CVC Section 22358.6, paragraph (c), the 85th percentile speed is rounded down. Therefore, it is recommended that the posted speed limit be maintained at 40 mph.
42	Decoto Road between City Limits and Fremont Blvd	40	40	47.9	41.6	38-47	61.8	The 85th-percentile speed of 47.9 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 38 mph to 47 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the adjacent City of Fremont and City of Union City segments having speed limits of 40 mph and 35 mph, respectively, and to limit speed transitions between adjacent segments, per CVC Section 22358.8, maintaining the speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
43	Decoto Road between Fremont Blvd and I-880	40	40	45.1	37.6	31-40	57.2	The 85th-percentile speed of 45.1 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit is not within this range. The collision rate is lower than the expected rate. Based on the 85th-percentile speed per CVC Section 22358.6, it is recommended that the posted speed limit remains at 40 mph.
44	Deep Creek Road between Paseo Padre Pkwy and Ridgewood Dr	30	30	32.6	28.1	24-33	78.3	The 85th-percentile speed of 32.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 24 mph to 33 mph and the suggested speed limit does not fall within this range. The collision rate for this segment is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed and the presence of bike lanes, a downgrading of the speed limit of 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
45	Deep Creek Road between Alvarado Blvd and Paseo Padre Pkwy	35	30	34.3	31.1	27-36	90.8	The 85th-percentile speed of 34.3 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 27 mph to 36 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of bike lanes, horizontal curves and fronting residentials, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.
46	Driscoll Road between Mission Blvd and Paseo Padre Pkwy	35	35	41.2	36.5	33-42	72.5	The 85th-percentile speed of 41.2 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate is lower than the expected rate. Due to the high

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
								pedestrian activity, proximity to school and presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
47	Driscoll Road between Paseo Padre Pkwy and Washington Blvd	40	40	43.5	38.1	33-42	73.7	The 85th-percentile speed of 43.5 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed being outside of the 10 mph pace speed, fronting residential, and uncontrolled crosswalks, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.
48	Dumbarton Circle between Paseo Padre Pkwy and Kaiser Dr	35	30	32.6	28.1	24-33	66.7	The 85th-percentile speed of 32.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 24 mph to 33 mph and the suggested speed limit is not within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and suggested speed limit being outside of the 10 mph pace speed, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be decreased to 30 mph.
49	Durham Road between I-680 and Mission Blvd	40	40	44.5	38.0	35-44	64.0	The 85th-percentile speed of 44.5 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed being outside of the 10 mph pace speed and the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
50	Dusterberry Way between Central Ave and Thornton Ave	35	30	28.6	24.8	20-29	88.4	The 85th-percentile speed of 28.6 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 20 mph to 29 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Based on the 85th-percentile speed, it is recommended that the posted speed limit be reduced to 30 mph.
51	Unused							
52	Farwell Dr between Brophy Dr and Flamingo Ln	30/25	25	31.9	28.5	25-34	87.1	The 85th-percentile speed of 31.9 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the presence of fronting residential, bike lanes, and horizontal curves, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 25mph between Brophy Dr and Mowry Ave and lowered to 25 mph between Mowry Ave and Flamingo Ln.
53	Fremont Boulevard between Beard Rd and Paseo Padre Pkwy	35	35	40.3	35.0	31-40	65.0	The 85th-percentile speed of 40.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of bike lanes and fronting residential, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
54	Fremont Boulevard between Paseo Padre Pkwy and Decoto Rd	35	35	40.9	36.3	32-41	75.0	The 85th-percentile speed of 40.9 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit falls within this range. The collision rate is slightly above the expected rate. Due to the higher than expected collision rate and presence of bike lanes and fronting residentials, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
55	Fremont Boulevard between Decoto Rd and Thornton Ave	35	35	40.9	35.8	32-41	72.4	The 85th-percentile speed of 40.9 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit is within this range. The collision rate is above the expected rate. Due to the presence of fronting residentials, a school, many driveways, and bike lanes, reducing the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
56	Fremont Boulevard between Thornton Ave and Peralta Blvd	30	30	34.8	29.2	24-33	70.5	The 85th-percentile speed of 34.8 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 24 mph to 33 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, the suggested speed limit being outside of the 10 mph pace speed, and presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
57	Fremont Boulevard between Peralta Blvd and Central Ave	30	30	32.8	26.9	22-31	73.5	The 85th-percentile speed of 32.8 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 22 mph to 31 mph and the suggested speed limit is not within this range. The collision rate is above the expected rate. Due to the higher than collision rate and the suggested speed limit being outside of the 10 mph pace speed, a downgrading of the speed limit by 5 mph is justified. Therefore, is recommended that the posted speed limit remains at 30 mph.
58	Fremont Boulevard between Central Ave and Mowry Ave	35	35	39.3	32.6	26-35	64.0	The 85th-percentile speed of 39.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 26 mph to 35 mph and the suggested speed limit does not fall within this range. The collision rate is lower than the expected collision rate. Due to the suggested speed limit being above the 10 mph pace speed, the presence of fronting residential and uncontrolled crossing, and high pedestrian activity, a downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
59	Fremont Boulevard between Mowry Ave and Stevenson Blvd	35	35	41.3	36.6	34-43	72.0	The 85th-percentile speed of 41.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 34 mph to 43 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and moderate pedestrian activity, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
60	Fremont Boulevard between Stevenson Blvd and Grimmer Blvd	35	35	40.1	35.5	33-42	79.5	The 85th-percentile speed of 40.1 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, and the presence of an uncontrolled crossing and bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
61	Fremont Boulevard between Grimmer Blvd and Washington Blvd	30	30	36.7	31.7	28-37	73.5	The 85th-percentile speed of 36.7 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit falls within this range. The collision rate is slightly above the expected rate. Due to the higher than expected collision rate and moderate pedestrian activity, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
62	Fremont Boulevard between Washington Blvd and Blacow Rd	30	30	36.1	31.6	28-37	73.5	The 85th-percentile speed of 36.1 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit falls within this range. The collision rate is slightly above the expected rate. Due to the higher than expected collision rate and presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
63	Fremont Boulevard between Blacow Rd and Auto Mall Pkwy	40	35	41.7	37.4	33-42	71.0	The 85th-percentile speed of 41.7 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of bike lanes and multiple uncontrolled crossings and moderate pedestrian activity, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 35 mph.
64	Fremont Boulevard between Auto Mall Pkwy and S. Grimmer Blvd	40	40	46.8	41.0	37-46	71.0	The 85th-percentile speed of 46.8 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 37 mph to 46 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of bike lanes and a vertical curve, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.
65	Fremont Boulevard between S. Grimmer Blvd and I-880	40	40	41	37.8	33-42	86.0	The 85th-percentile speed of 41.0 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Based the 85th-percentile speed, it is recommended that the posted speed limit remains at 40 mph.
66	Fremont Boulevard between I-880 and W. Warren Ave	40	40	49.7	43.0	39-48	60.0	The 85th-percentile speed of 49.7 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 39 mph to 48 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the presence of bike lanes and both vertical and horizontal curves, per CVC Section 22358.8, maintaining the existing speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
67	Fremont Boulevard between W Warren Ave and Lakeview Blvd	45	45	56	48.3	44-53	63.0	The 85th-percentile speed of 56.0 mph indicates a 55 mph speed limit. The 10 mph pace ranges from 44 mph to 53 mph and the suggested speed limit is not within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed, the presence of horizontal curves, bike lanes, and an uncontrolled crosswalk, per CVC Section 22358.8, maintaining the existing speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 45 mph.
68	Fremont Boulevard between Lakeview Blvd and Dixon Landing Rd	45	45	52.3	47.3	45-54	62.0	The 85th-percentile speed of 52.3 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 45 mph to 54 mph and the suggested speed limit is within this range. The collision rate is below the expected rate. Due to the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 45 mph.
69	Gallaudet Drive between Walnut Ave and Stevenson Blvd	30	30	39.1	34.1	30-39	68.6	The 85th-percentile speed of 39.1 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to higher than expected collision rate, the suggested speed being above the 10 mph pace speed, and the proximity to California School for the Blind and California School for the Deaf, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
70	Gateway Boulevard between Fremont Blvd and Lakeview Blvd	30	30	37.9	31.6	25-34	63.6	The 85th-percentile speed of 37.9 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, pace speed, and the presence of bike lanes, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
71	S Grimmer Boulevard between Paseo Padre Pkwy and Osgood Rd	35	35	40.2	35.2	30-39	74.0	The 85th-percentile speed of 40.2 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit is not within this range. The collision rate is below the expected rate. Due to the suggested speed limit being outside of the 10 mph pace speed and the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
72	S Grimmer Boulevard between Osgood Rd and Fremont Blvd	40	40	46.8	41.5	38-47	73.0	The 85th-percentile speed of 46.8 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 38 mph to 47 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of bike lanes and a vertical curve, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
73	S Grimmer Boulevard between Fremont Blvd and Auto Mall Pkwy	40	40	43.6	38.6	34-43	70.0	The 85th-percentile speed of 43.6 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 34 mph to 43 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed being above the 10 mph pace speed and the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.
74	Grimmer Boulevard between Auto Mall Pkwy and Blacow Rd	40	40	41.7	37.4	33-42	71.0	The 85th-percentile speed of 41.7 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Based on the 85th-percentile speed, it is recommended that the posted speed limit remains at 40 mph.
75	Grimmer Boulevard between Blacow Rd and Fremont Blvd	40	40	45.6	39.7	35-44	69.2	The 85th-percentile speed of 45.6 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed being above the 10 mph pace speed, the proximity to a Irvington High School and moderate pedestrian activity, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
76	Grimmer Boulevard between Fremont Blvd and Paseo Padre Pkwy	35	35	40.6	35.9	32-41	75.0	The 85th-percentile speed of 40.6 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the presence of bike lanes, reducing the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
77	Guardino Drive between Stevenson Blvd and Mowry Ave	30	30	35.6	29.2	25-34	76.0	The 85th-percentile speed of 35.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, the presence of fronting residential and bike lanes, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
78	Hansen Avenue between Blacow Rd and Yolo Terr	35	30	35.1	30.3	26-35	72.5	The 85th-percentile speed of 35.1 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 26 mph to 35 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, proximity to school, and presence of many driveways and fronting residential, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
79	Hansen Avenue between Yolo Terr and Dusterberry Way	25	25	29.3	26.1	22-31	93.9	The 85th-percentile speed of 29.3 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 22 mph to 31 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the presence of horizontal curves and fronting residentials, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 25 mph.
80	Hastings Street between Capitol Ave and Country Dr	25	25	-	-	-	-	This segment met the prima facie speed limit of 25 mph per CVC Section 22352 and was not surveyed.
81	High Street between Grimmer Blvd and Chapel Way	25	25	-	-	-	-	This segment met the prima facie speed limit of 25 mph per CVC Section 22352 and was not surveyed.
82	Irvington Avenue between Fremont Blvd and Grimmer Blvd	25	25	32.9	28.3	24-33	74.4	The 85th-percentile speed of 32.9 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 24 mph to 33 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, the suggested speed limit being above the 10 mph pace speed, moderate pedestrian activity, and proximity to a school, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 25 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
83	Isherwood Way between Paseo Padre Pkwy and City Limits	35	30	33.8	29.5	25-34	80.3	The 85th-percentile speed of 33.8 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed being above the 10 mph pace speed and the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be decreased to 30 mph.
84	Kaiser Drive between Ardenwood Blvd and Paseo Padre Pkwy	35	30	35.7	30.7	27-36	72.0	The 85th-percentile speed of 35.7 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 27 mph to 36 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, the presence of bike lanes and uncontrolled crosswalks, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.
85	Kato Road between Warm Springs Blvd and Milmont Dr	40	40	45.7	41.0	36-45	70.0	The 85th-percentile speed of 45.7 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit is above this range. The collision rate is below the expected rate. Based on CVC Section 22358.6, the 85th-percentile speed was rounded down to the nearest 5 mph increment. Therefore, it is recommended that the posted speed limit remains at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
86	Kato Road between Milmont Dr and Warren Ave	40	40	49.6	41.3	36-45	56.0	The 85th-percentile speed of 49.6 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 36 mph to 45 mph and the suggested speed limit is not within this range. Due to the suggested speed being above the 10 mph pace speed, the presence of bike lanes and a horizontal curve, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.
87	Lakeview Blvd between Fremont Blvd and W Warren Ave	35	35	45.2	39.3	34-43	68.0	The 85th-percentile speed of 45.2 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 34 mph to 43 mph and the suggested speed limit falls outside of this range. Due to 85th percentile being above the pace speed, the uncontrolled crosswalks at Gateway Boulevard and moderate pedestrian activity, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
88	Landing Parkway between Fremont Blvd and W Warren Ave	35	35	40.8	36.8	33-42	87.2	The 85th-percentile speed of 40.8 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. Due to the presence of many horizontal curves and moderate pedestrian activity, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
89	Liberty Street between Stevenson Blvd and Walnut Ave	30	25	34.8	30.2	25-34	79.1	The 85th-percentile speed of 34.8 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit does not fall within this range. Per CVC Section 22358.6, the speed limit is rounded down to 30 mph. The collision rate is slightly above the expected rate. Due to the higher than expected collision rate and proximity to a school, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 25 mph.
90	Liberty Street between Walnut Ave and Capitol Ave	25	25	32.3	28.3	24-33	84.7	The 85th-percentile speed of 32.3 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 24 mph to 33 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and presence of bike lanes, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 25 mph.
91	Lowry Road between Alvarado Blvd and City Limits	35	35	38.3	32.9	29-38	70.5	The 85th-percentile speed of 38.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit is not within this range. The collision rate is slightly above the expected rate. Due to the higher than expected collision rate and the suggested speed limit being above the pace speed range, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
92	Milmont Drive between Page Ave and City Limits	35	35	42.9	35.9	30-39	52.0	The 85th-percentile speed of 42.9 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit is above this range. Due to the suggested speed limit being above the 10 mph pace speed and the presence of bike lanes, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
93	Mission Boulevard between Mission Rd and St. Joseph Terr	35	35	39.5	35.5	31-40	80.0	The 85th-percentile speed of 39.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit falls within this range. Due to the presence of bike lanes, uncontrolled crossings, and fronting residential, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
94	Mission Boulevard between St. Joseph Terr and Pine St	35	35	38.5	33.8	30-39	73.0	The 85th-percentile speed of 38.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit does not fall within this range. The collision rate is slightly above the expected rate. Due to the higher than expected collision rate and the suggested speed limit being above the 10 mph pace speed, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
95	Mission Boulevard between Pine St and Durham Rd	45	45	49.8	43.1	38-47	72.0	The 85th-percentile speed of 49.8 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 38 mph to 47 mph and the suggested speed limit is above this range. Due to the pace speed and to maintain a speed limit within 10 mph of adjacent segments, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 45 mph.
96	Mission Boulevard between Durham Rd and Curtner Rd	45	45	48.2	41.4	38-47	59.0	The 85th-percentile speed of 48.2 mph indicates a 50 mph speed limit. The 10 mph pace ranges from 38 mph to 47 mph and the suggested speed limit does not fall within this range. Due to the presence of bike lanes, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 45 mph.
97	Mowry Avenue between Mission Blvd and Peralta Blvd	35	35	39.6	33.7	29-38	65.0	The 85th-percentile speed of 39.6 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the suggested speed limit being above the 10 mph pace speed, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
98	Mowry Avenue between Peralta Blvd and Paseo Padre Pkwy	35	35	39.4	32.3	26-35	63.0	The 85th-percentile speed of 39.4 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 26 mph to 35 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed and the presence of bike lanes and uncontrolled crossings, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
99	Mowry Avenue between Paseo Padre Pkwy and Fremont Blvd	40	35	38.5	33.3	30-39	69.0	The 85th-percentile speed of 38.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, and the speed limit being outside of the pace speed, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 35mph.
100	Mowry Avenue between Fremont Blvd and Argonaut Way	40	35	42.4	36.4	31-40	63.3	The 85th-percentile speed of 42.4 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
101	Mowry Avenue between Argonaut Way and Blacow Rd	40	40	43.3	37.8	31-40	73.0	The 85th-percentile speed of 43.3 mph indicates a 45 mph speed. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit does not fall within this range. Due to the suggested speed limit being above the 10 mph pace speed and the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 40 mph.
102	Mowry Avenue between Blacow Rd and I-880	35	35	36.6	32.2	28-37	77.0	The 85th-percentile speed of 36.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Based on the 85th-percentile speed, it is recommended that the posted speed limit be maintained at 35 mph.
103	Niles Blvd between City Limits and Nursery Ave	35	35	41.9	38.1	33-42	81.0	The 85th-percentile speed of 41.9 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate for this segment is below the expected rate. Due to moderate pedestrian activity and the presence of bike lanes, uncontrolled crosswalks, and fronting residential, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
104	Niles Blvd between Nursery Ave and Hillview Dr	25	25	35.2	29.5	26-35	72.6	The 85th-percentile speed of 35.2 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 26 mph to 35 mph and the suggested speed falls within this range. The collision rate for this segment is below the expected rate. Due to the presence of fronting residentials, an uncontrolled crosswalk, and bike lanes, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 25 mph.
105	Nobel Drive/Bunche Drive between Auto Mall Pkwy and Cushing Pkwy	35	35	44.4	38.8	34-43	62.0	The 85th-percentile speed of 44.4 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 34 mph to 43 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed, moderate pedestrian activity and presence of bike lanes, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
106	Northport Loop East/West between Cushing Pkwy and Cushing Pkwy	35	35	41.5	37.8	33-42	80.3	The 85th-percentile speed of 41.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit is within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and curvature of the roadway, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains as 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
107	Old Canyon Road between Clarke Dr and Niles Canyon Rd	35	35	37.6	31.5	27-36	65.6	The 85th-percentile speed of 37.6 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 27 mph to 36 mph and the suggested speed limit does not fall within this range. The collision rate for this segment is above the expected rate. Due to the higher than expected collision rate, the suggested speed limit being above the 10 mph pace speed, and the presence of fronting residential, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
108	Old Warm Springs Boulevard between Fremont Blvd and South Grimmer Blvd	35	35	40	34.1	29-38	73.0	The 85th-percentile speed of 40.0 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the suggested speed limit being above the 10 mph pace speed, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
109	Osgood Road between Washington Blvd and Auto Mall Pkwy	40	40	46.3	40.9	33-42	68.6	The 85th-percentile speed of 46.3 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed and the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
110	Osgood Road between Auto Mall Pkwy and South Grimmer Blvd	40	40	44	37.6	35-44	64.0	The 85th Percentile speed of 44.0 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed and the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.
111	Overacker Avenue between Walnut Ave and L-Curve	35	35	39	29.9	25-34	71.7	The 85th-percentile speed of 39.0 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and that speed limit being above of the 10 mph pace speed range, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
112	Overacker Avenue between Mowry Ave and L-Curve	35	25	28.9	25.2	21-30	79.1	The 85th-percentile speed of 28.9 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 21 mph to 30 mph and the suggested speed limit is within this range. Due to the presence of fronting residentials, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 25 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
113	Pacific Commons Boulevard between Auto Mall Pkwy and Bunche Dr	30	30	39	33.7	30-39	79.0	The 85th-percentile speed of 39.0 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, the suggested speed limit being above the 10 mph pace speed, moderate pedestrian traffic, uncontrolled crosswalks, and 25-foot roadway width in some locations, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
114	Pacific Commons Boulevard between Bunche Dr and Cushing Pkwy	30	30	33.1	30.1	25-34	89.9	The 85th-percentile speed of 33.1 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed being above the 10 mph pace speed range, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
115	Page Avenue between Kato Rd and Milmont Dr	35	30	35	28.3	23-32	66.0	The 85th-percentile speed of 35.0 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 23 mph to 32 mph and the suggested speed limit is above this range. The collision rate is below the expected rate. Due to the speed limit being above the pace speed range, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be decreased to 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
116	Paseo Padre Parkway between City Limits to Ardenwood Boulevard	40	40	46.9	42.1	39-48	72.5	The 85th-percentile speed of 46.9 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 39 mph to 48 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the uncontrolled crosswalks and bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.
117	Paseo Padre Parkway between Ardenwood Blvd and Fremont Blvd	40	40	46.8	42.7	38-47	72.5	The 85th-percentile speed of 46.8 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 38 mph to 47 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of bike lanes and both horizontal and vertical curves, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.
118	Paseo Padre Parkway between Fremont Blvd and Decoto Rd	40	40	44.6	38.8	33-42	63.0	The 85th-percentile speed of 44.6 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed, the presence of bike lanes, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
119	Paseo Padre Parkway between Decoto Rd and Thornton Ave	45	40	47.8	43.2	39-48	69.5	The 85th-percentile speed of 48.9 mph indicates a 45 mph speed limit per CVC 22358.6. The 10 mph pace ranges from 39 mph to 48 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the proximity of Brookvale Elementary School, a downgrading of the speed limit by 5 mph is justified per CVC 22358.7 (b) (2). Therefore, it is recommended that the posted speed limit be decreased to 40 mph.
120	Paseo Padre Parkway between Thornton Ave and Peralta Blvd	35	35	41.9	38.2	33-42	79.5	The 85th-percentile speed of 41.9 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit is within this range. The collision rate is below the expected rate. Due to the curvature of the road and presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
121	Paseo Padre Parkway between Peralta Blvd and Mowry Ave	35	35	39.3	32.9	29-38	64.0	The 85th-percentile speed of 39.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit does not fall within this range. The collision rate is slightly above the expected rate. Due to the higher than expected collision rate and the suggested speed limit being outside of the pace speed range, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
122	Paseo Padre Parkway between Mowry Ave and Stevenson Blvd	30	30	32.1	27.7	23-32	76.5	The 85th-percentile speed of 32.1 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 23 mph to 32 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Based on the 85th-percentile speed, it is recommended that the posted speed limit remains at 30 mph.
123	Paseo Padre Parkway between Stevenson Blvd and Grimmer Blvd	35	35	40.5	35.5	32-41	95.0	The 85th-percentile speed of 40.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to moderate pedestrian activity, proximity to a park and there being an uncontrolled crosswalk, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
124	Paseo Padre Parkway between Grimmer Blvd and Driscoll Rd	35	35	41.5	36.1	32-41	76.5	The 85th-percentile speed of 41.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of bike lanes and many horizontal curves, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
125	Paseo Padre Parkway between Driscoll Rd and Washington Blvd	35	35	41.1	36.6	33-42	78.0	The 85th-percentile speed of 41.1 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of bike lanes, uncontrolled crosswalks, and fronting residentials, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
126	Paseo Padre Parkway between Washington Blvd and Durham Rd	35	35	38.2	33.5	29-38	75.0	The 85th-percentile speed of 38.2 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed range and the presence of bike lanes and fronting residentials, a down grading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
127	Paseo Padre Parkway between Durham Rd and S. Grimmer Blvd	35	35	37.3	33.3	30-39	81.0	The 85th-percentile speed of 37.3 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Based on the 85th percentile speed, it is recommended that the posted speed limit remains at 35 mph.
128	Paseo Padre Parkway between S. Grimmer Blvd and Mission Blvd	35	35	41.2	36.0	31-40	77.0	The 85th-percentile speed of 41.2 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the uncontrolled crosswalks and proximity to Fred E Weibel Elementary School, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
129	Paseo Padre Parkway between Mission Blvd and Curtner Rd	30	30	39.5	34.4	29-28	80.0	The 85th-percentile speed of 39.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed, fronting residential and multiple horizontal curves, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
130	Peralta Boulevard between Paseo Padre Pkwy and Mowry Ave	40	40	43.3	38.4	33-42	73.0	The 85th-percentile speed of 43.3 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed and the presence of many driveways, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 40 mph.
131	Peralta Boulevard between Paseo Padre Pkwy and Fremont Boulevard	35	35	40.8	35.3	32-41	70.2	The 85th-percentile speed of 40.8 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expect collision rate and presence of fronting residential and many driveways, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
132	Peralta Boulevard between Fremont Blvd and Dusterberry Way	30	30	35.1	29.3	25-34	71.0	The 85th-percentile speed of 35.1 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit is outside of this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, uncontrolled crosswalk, and speed limit being outside of the pace speed, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
133	Pickering Avenue between Mission Blvd and Easterly End	25	25	-	-	-	-	This segment met the prima facie speed limit of 25 mph per CVC Section 22352 and was not surveyed.
134	Pine Street between Mission Blvd and Paseo Padre Pkwy	30	30	35.6	31.3	28-37	81.8	The 85th-percentile speed of 35.6 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to moderate pedestrian activity and proximity to Old Mission Park, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.
135	Pine Street between Paseo Padre Pkwy and Sabercat Rd	30	30	34	29.9	26-35	76.8	The 85th-percentile speed of 34.0 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 26 mph to 35 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of many horizontal and vertical curves, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
136	Rancho Arroyo Parkway between Niles Blvd and Riviera Dr	25	25	30.4	26.4	23-32	82.6	The 85th-percentile speed of 30.4 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 23 mph to 32 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the presence of bike lanes and uncontrolled crosswalks, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 25 mph.
137	Unused							
138	Unused							
139	Roberts Avenue between Blacow Rd and Main St	25	25	-	-	-	-	This segment met the prima facie speed limit of 25 mph per CVC Section 22352 and was not surveyed.
140	Sabercat Road between Durham Rd and Northerly End	40	40	53.7	46.5	41-50	52.9	The 85th-percentile speed of 53.7 mph indicates a 55 mph speed limit. The 10 mph pace ranges from 41 mph to 50 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to suggested speed limit being above the 10 mph pace speed and the presence of vertical and horizontal curves, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit be maintained at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
141	Scott Creek Road between Warm Springs Blvd and I-680	40	40	43.7	38.9	35-44	76.0	The 85th-percentile speed of 43.7 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed and high bicyclist traffic, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 40 mph.
142	Scott Creek Road between I-680 and Easterly End	35	35	41.1	35.6	31-40	76.0	The 85th-percentile speed of 41.1 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit fall within this range. The collision rate is below the expected rate. Due to the presence of both horizontal and vertical curves, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
143	Shinn Street between Peralta Blvd and Von Euw Common	30	25	31.9	25.3	24-33	71.4	The 85th-percentile speed of 31.9 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 24 mph to 33 mph and the suggested speed limit fall within this range. The collision rate is below the expected rate. Due to the presence of sidewalks and the roadway width, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 25 mph.
144	Solar Way between Grimmer Blvd and Technology Dr	30	30	30.7	25.6	21-30	68.9	The 85th-percentile speed of 30.7 mph indicates a 30 mph speed limit. The 10 mph pace ranges from 21 mph to 30 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Based on the 85th-percentile speed, it is recommended that the posted speed limit remains at 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
145	State Street between Beacon Ave and Mowry Ave	25	25	-	-	-	-	This segment met the prima facie speed limit of 25 mph per CVC Section 22352 and was not surveyed.
146	Stevenson Boulevard between Mission Blvd and Civic Center Dr	40	35	42.3	38.3	34-43	77.0	The 85th-percentile speed of 42.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 34 mph to 43 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the proximity to California School for the Blind, California School for the Deaf, and Central Park, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 35 mph.
147	Stevenson Boulevard between Civic Center Dr and Fremont Blvd	35	35	41.1	35.9	33-42	74.5	The 85th-percentile speed of 41.1 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, moderate pedestrian activity, and presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
148	Stevenson Boulevard between Fremont Blvd and Blacow Rd	40	40	44	38.7	34-43	71.5	The 85th-percentile speed of 44.0 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 34 mph to 43 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the suggested speed limit being above the 10 mph pace speed, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 40 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
149	Stevenson Boulevard between Blacow Rd and I-880	40	35	38.8	32.7	28-37	64.5	The 85th-percentile speed of 38.8 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit does not fall within this range. The collision rate for this segment is below the expected rate. Due to the pace speed, moderate pedestrian activity and the proximity to John F. Kennedy High School, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 35 mph.
150	Stevenson Boulevard between I-880 and Westerly End	40	35	34.1	29.4	25-34	78.5	The 85th-percentile speed of 34.1 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 25 mph to 34 mph and the suggested speed limit is slightly above this range. The collision rate is below the expected rate. Based on the 85th-percentile speed, it is recommended that the posted speed limit be reduced to 35 mph.
151	Stewart Avenue between Albrae St and Boyce Rd	35	35	39.3	34.0	30-39	68.5	The 85th-percentile speed of 39.3 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 30 mph to 39 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the suggested speed limit being above the 10 mph pace speed, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
152	Sundale Drive between Liberty St and Fremont Blvd	30	30	36.4	31.9	28-37	77.3	The 85th-percentile speed of 36.4 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, proximity to Fremont Hospital and senior housing, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
153	Technology Drive between Auto Mall Pkwy and South Grimmer Blvd	30	30	38.5	31.2	27-36	64.2	The 85th Percentile speed of 38.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 27 mph to 36 mph and the suggested speed limit does not fall within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and the suggested speed limit being above the 10 mph pace speed, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.
154	Thornton Avenue between I-880 and Fremont Blvd	35	35	39.2	34.4	31-40	70.4	The 85th-percentile speed of 39.2 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and proximity to Thornton Junior High School, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
155	Thornton Avenue between Fremont Blvd and Easterly End	40	35	35.1	30.2	27-36	78.5	The 85th-percentile speed of 35.1 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Based on the 85th-percentile speed, it is recommended that the posted speed limit be decreased to 35 mph.
156	Vargas Road between I-680 and 550' north of Pico Road	35	35	45.9	38.8	35-44	68.9	The 85th-percentile speed of 45.9 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph speed range, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
157	Walnut Avenue between Argonaut Way and Fremont Blvd	30	30	33.7	28.7	24-33	77.5	The 85th-percentile speed of 33.7 mph indicates a 35mph speed limit. The 10 mph pace ranges from 24 mph to 33 mph and the suggested speed limit is above this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, high pedestrian activity and the suggested speed being above the pace speed, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
158	Walnut Avenue between Fremont Blvd and Paseo Padre Pkwy	35	30	37.2	31.3	27-36	66.4	The 85th-percentile speed of 37.2 mph indicates a 35 mph speed limit. The 10 mph pace ranges from 27 mph to 36 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate and moderate pedestrian activity, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be reduced to 30 mph.
159	Walnut Avenue between Paseo Padre Pkwy and Mission Blvd	35	35	40.5	35.7	32-41	77.3	The 85th-percentile speed of 40.5 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit falls within this range. The collision rate is above the expected rate. Due to the higher than expected collision rate, moderate pedestrian activity, and proximity to school, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
160	W Warren Avenue between Fremont Blvd and I-880	35	35	42.5	36.2	32-41	62.0	The 85th-percentile speed of 42.5 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the pace speed range, per CVC Section 22358.8, maintaining the existing speed limit is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
161	Warren Avenue between I-880 and Warm Springs Blvd	35	35	37.8	32.7	29-38	79.0	The 85th-percentile speed of 37.8 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit is above this range. The collision rate is below the expected rate. Due to the suggested speed being above the speed pace range, downgrading the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
162	E Warren Avenue between Warm Springs Blvd and Navajo Way	35	35	41.7	36.2	32-41	72.0	The 85th-percentile speed of 41.7 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 32 mph to 41 mph and the suggested speed limit falls within the range. The collision rate is below the expected rate. Due to the uncontrolled crosswalk and proximity to James Leitch Elementary School, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.
163	East Warren Avenue between Navajo Way and Curtner Rd	35	35	37.8	34.0	31-40	85.0	The 85th-percentile speed of 37.8 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 31 mph to 40 mph and the suggested speed limit falls within the range. The collision rate is below the expected rate. Due to the presence of bike lanes and both horizontal and vertical curves, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
164	Warm Springs Blvd between S. Grimmer Blvd and Mission Blvd	35	35	44	39.1	35-44	78.0	The 85th-percentile speed of 44.0 mph indicates a 40 mph speed limit per CVC 22358.6. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit falls within this range. The collision rate is below the expected rate. Due to the presence of sidewalks and bike lanes, a further reduction of the speed limit by 5 mph is justified per CVC 22358.7 (b) (2). Therefore, it is recommended that the posted speed limit be reduced to 35 mph.
165	Warm Springs Blvd between Mission Blvd and City Limits	40	40	44.3	38.9	35-44	74.0	The 85th-percentile speed of 44.3 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 35 mph to 44 mph and the suggested speed limit is above this range. The collision rate is below the expected rate. Due to the suggested speed being above the pace speed range, the proximity to Warm Springs Elementary School and moderate pedestrian activity, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 40 mph.
166	Washington Boulevard between Fremont Blvd and Driscoll Rd	30	30	41.2	33.6	29-38	63.2	The 85th-percentile speed of 41.2 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 29 mph to 38 mph and the suggested speed limit does not falls within this range. The collision rate is below the expected rate. Due to the suggested speed being outside of the pace speed and moderate pedestrian activity, per CVC Section 22358.8, maintaining the existing speed limit is justified. Therefore, it is recommended that the posted speed limit be maintained at 30 mph.

No.	Street Segment	Existing Posted Speed Limit (mph)	Recom Posted Speed Limit (mph)	85% Speed (mph)	Median Speed (mph)	10 mph Pace Range (mph)	% of Veh. In Pace	Justification
167	Washington Boulevard between Driscoll Rd and Paseo Padre Pkwy	35	35	37.9	32.4	28-37	74.1	The 85th-percentile speed of 37.9 mph indicates a 40 mph speed limit. The 10 mph pace ranges from 28 mph to 37 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed and the presence of bike lanes, a downgrading of the speed limit by 5 mph is justified. Therefore, it is recommended that the posted speed limit be maintained at 35 mph.
168	Washington Boulevard between Paseo Padre Pkwy and Mission Blvd	35	35	43.5	37.8	33-42	76.0	The 85th-percentile speed of 43.5 mph indicates a 45 mph speed limit. The 10 mph pace ranges from 33 mph to 42 mph and the suggested speed limit does not fall within this range. The collision rate is below the expected rate. Due to the suggested speed limit being above the 10 mph pace speed, the presence of fronting residential, uncontrolled crosswalks, and bike lanes, per CVC Section 22358.8, maintaining the current speed limit is justified. Therefore, it is recommended that the posted speed limit remains at 35 mph.