



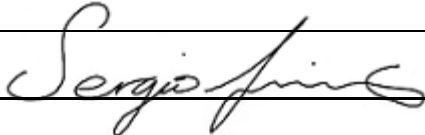
Memorandum

TO: MAYOR MAHAN

FROM: Councilmember Jimenez

SUBJECT: BUDGET DOCUMENT

DATE: May 25, 2023

Approved  Date: 5.25.2023

RECOMMENDATION

Modify the City Manager's 2023-2024 Proposed Budget to incorporate the following budget proposal, including any required funding allocation adjustments.

Proposal

Program/Project Title: **Modifications to Council Policy 5-6, “Traffic Calming Policy for Residential Neighborhoods”**

Amount of City Funding Required: \$ (a) **\$420,000** OR (b) \$910,000

This change is:

X One-time Ongoing

Cost Estimate Number (if applicable): **34**

Proposal Description, including the reason for the need and anticipated outcomes (Please describe how the proposal will affect services for San José residents, community groups, businesses, etc.):

Council Policy 5-6 establishes threshold criteria for Local Streets and Neighborhood Collector Streets to be eligible for traffic calming. Currently, for streets with a posted speed limit of 25 mph, the threshold criterion is 85th percentile speed of 33 mph or more. Unfortunately, this renders most streets ineligible for traffic calming.

DOT staff provided the following analysis showing the increase in eligible streets if the threshold speed criterion is reduced by 1 mph or 2 mph:

- 33 mph or higher (current TC Policy speed criteria threshold) - 11 streets (6%)
- 32 mph or higher - 23 streets (13%)
- 31 mph or higher - 37 streets (21%)

This analysis utilizes available speed data collected previously on residential streets by DOT. The 85th percentile speeds were collected on 179 streets with a posted speed limit of 25 mph between

2019-2022. As indicated earlier, adverse speeding is present on a 25 mph local street when the 85th percentile speed is 33 mph or more.

Based on the current speed threshold criteria, 11 streets are eligible to receive comprehensive traffic calming projects. If the speed threshold is reduced to 32 mph, an additional 12 streets will be eligible. If the threshold is dropped by another mile per hour to 31 mph, eligibility is increased to an additional 14 streets. Council Policy 5-6 further requires community support for the installation of traffic calming, specifically a 50% + 1 affirmative vote of all affected households residing along the street via a neighborhood petition. In other words, not all eligible streets will receive traffic calming, as a given street may lack the necessary neighborhood support.

An average cost of a speed hump is \$10,000 with an average of 3-4 humps per street. The cost estimate above breaks down the total cost by the two separate thresholds: (a) 12 additional streets will meet the 32 mph speed threshold criteria and (b) 26 additional streets will meet the 31 mph speed threshold criteria.

There is not sufficient funding within the 2024-2028 Proposed Traffic Capital Program to accommodate this potential increase in costs. If additional funding in 2023-2024 is allocated for additional speed hump projects, the delivery will need to be programmed with existing funded programs in DOT and other projects would need to be deprioritized and/or defunded (e.g., Vision Zero, pedestrian safety, school safety, and traffic calming projects).

Funding Source

Essential Services Reserve:

Other (Please specify program/project/fund): Building and Structure Construction Tax Fund and/or Construction Excise Tax Fund

Department or Organization Contact

Please list the contact information for the individual that certified cost estimates contained within your recommendation:

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Department or Organization: Department of Transportation

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