

HUNTER LANE

Survey No. 78

Hunter Lane is a north-south, two-lane roadway, approximately 0.8 miles in length. The alignment is predominantly curvilinear with horizontal and vertical curves. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Mission Boulevard and Cougar Circle.

The posted speed limit on Hunter Lane is 25 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 2, 2001, measured the 85th percentile speed to be 42 mph. Hunter Lane qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - HUNTER LANE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to Cougar</i>	<i>25 mph</i>	<i>42 mph</i>	<i>25 mph</i>

IRVINGTON AVENUE

Survey No. 79

Irvington Avenue is a wide, east-west, two-lane roadway, approximately 0.6 miles in length. The alignment is predominantly straight and flat. There exists a mild horizontal bend near Thurston Street. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Fremont Boulevard and Grimmer Boulevard.

The speed limit varies in this segment on Irvington Avenue from 25 mph to 30 mph. Five type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 2, 2001, measured the 85th percentile speed to be 34 mph. Due to high pedestrian activity, it is recommended that the posted speed limits of 25 mph and 30 mph be retained.

SUMMARY - IRVINGTON AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Fremont to Grimmer</i>	<i>25/30 mph</i>	<i>34 mph</i>	<i>25/30 mph</i>

ISHERWOOD WAY

Survey No. 80

Isherwood Way is an east-west, two-lane roadway, approximately 0.7 miles in length within the city limits. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Paseo Padre Parkway and the city limits.

Isherwood Way has a posted speed limit of 35 mph. The average daily traffic volume is approximately 9,800 vpd. One rear-end and one auto-pedestrian midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 37 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey it is recommended that the posted speed limit of 35 mph be retained.

SUMMARY - ISHERWOOD WAY

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Paseo Padre to city limits</i>	<i>35 mph</i>	<i>37 mph</i>	<i>35 mph</i>

ISLE ROYAL STREET

Survey No. 81

Isle Royal Street is an north-south, two-lane roadway, approximately 0.4 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Valpey Park Avenue and Seneca Park Avenue.

Isle Royal Street has a posted speed limit of 25 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 33 mph. Due to the residential nature of the area and the parking along both sides of the roadway, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - ISLE ROYAL STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Valpey Park to Seneca Park</i>	<i>25 mph</i>	<i>33 mph</i>	<i>25 mph</i>

KAISER DRIVE

Survey No. 82

Kaiser Drive is an east-west, four-lane roadway, approximately 0.6 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Ardenwood Boulevard and Paseo Padre Parkway.

The posted speed limit on Kaiser Drive is 35 mph. One type other midblock accident was reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 21, 2001, measured the 85th percentile speed to be 39 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey it is recommended that the posted speed limit of 35 mph be retained.

SUMMARY - KAISER DRIVE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Ardenwood to Paseo Padre</i>	<i>35 mph</i>	<i>39 mph</i>	<i>35 mph</i>

KATO ROAD

Survey No. 83-86

Kato Road is a north-south roadway approximately 3.0 miles in length within the city limits. The alignment is predominantly straight and flat, but sharp horizontal curves exist within the segment. For the purpose of this Engineering and Traffic Survey, Kato Road was divided into the following study segments:

- Warm Springs Boulevard to Milmont Drive
- Milmont Drive to Auburn Street
- Auburn Street to Warren Avenue
- Warren Avenue to I-880 on ramp

Between Warm Springs Boulevard and Milmont Drive, Kato Road generally maintains four through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 16,100 vpd. A railroad crossing exists approximately 800 feet east of Milmont Drive. One rear-end, one right-angle, and one type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 52 mph. Due to the existence of a railroad crossing and a high number of driveways along this roadway segment, it is recommended that the posted speed limit of 40 mph be retained.

Between Milmont Drive and Auburn Street, Kato Road generally maintains two through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 12,600 vpd. One approach-turn and seven type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 34 mph. Due to commercial developments in the area contributing a high number of driveways, a posted speed limit of 35 mph is recommended.

Between Auburn Street and Warren Avenue, Kato Road generally maintains two through lanes. The posted speed limit is 35 mph. One rear-end and five type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 40 mph. Due to the existence of a horizontal curve and numerous driveways in the area, it is recommended that the posted speed limit of 35 mph be retained.

Between Warren Avenue and the I-880 on-ramp, Kato Road generally maintains two through lanes. The posted speed limit is 25 mph. No midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 30 mph. Due to the existence of horizontal and vertical curves in this segment, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - KATO ROAD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Warm Springs to Milmont</i>	<i>40 mph</i>	<i>52 mph</i>	<i>40 mph</i>
<i>Milmont to Auburn</i>	<i>40 mph</i>	<i>34 mph</i>	<i>35 mph</i>
<i>Auburn to Warren</i>	<i>35 mph</i>	<i>40 mph</i>	<i>35 mph</i>
<i>Warren to I-880</i>	<i>25 mph</i>	<i>30 mph</i>	<i>25 mph</i>

LAKEVIEW BOULEVARD

Survey No. 87

Lakeview Boulevard is a north-south, two-lane roadway, approximately 1.5 miles in length. The roadway alignment is predominantly curvilinear, except for a straight portion south of Gateway Boulevard. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Fremont Boulevard and West Warren Avenue.

Lakeview Boulevard has a posted speed limit of 35 mph. One type other midblock accident was reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 25, 2001 measured the 85th percentile speed to be 38 mph. Due to the horizontal curves and commercial developments with numerous driveways, it is recommended that a speed limit of 35 mph be retained for Lakeview Boulevard.

SUMMARY - LAKEVIEW BOULEVARD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Fremont to West Warren</i>	<i>35 mph</i>	<i>38 mph</i>	<i>35 mph</i>

LANDING PARKWAY

Survey No. 88

Landing Parkway is a north-south, two-lane roadway, approximately 0.8 miles in length. The alignment is predominantly curvilinear with sharp horizontal curves. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Fremont Boulevard and West Warren Avenue.

The posted speed limit on Landing Parkway is 30 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 36 mph. Due to the sharp horizontal curves and several driveways located within these curves, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - LANDING PARKWAY

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Fremont to West Warren</i>	<i>30 mph</i>	<i>36 mph</i>	<i>30 mph</i>

LIBERTY STREET

Survey No. 89-90

Liberty Street is a north-south roadway, approximately 0.7 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, Liberty Street was divided into the following study segments:

- Stevenson Boulevard to Walnut Avenue
- Walnut Avenue to Capitol Avenue

Between Stevenson Boulevard and Walnut Avenue, Liberty Street generally maintains two through lanes. A short portion of a four-lane cross-section exists between Walnut Avenue and Sundale Drive. The posted speed limit is 30 mph. Two type other accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 34 mph. Due to numerous commercial developments along this segment, it is recommended that the posted speed limit of 30 mph be retained.

Between Walnut Avenue and Capitol Avenue, Liberty Street maintains four through lanes. The posted speed limit is 30 mph. Three type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001 measured the 85th percentile speed to be 36 mph. Due to numerous commercial developments along this segment, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - LIBERTY STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Stevenson to Walnut</i>	<i>30 mph</i>	<i>34 mph</i>	<i>30 mph</i>
<i>Walnut to Capitol</i>	<i>30 mph</i>	<i>36 mph</i>	<i>30 mph</i>

LOWRY ROAD

Survey No. 91-91.5

Lowry Road is an east-west, two-lane roadway, approximately 0.8 miles within the city limits. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Alvarado Boulevard and the city limits. For the purpose of this Engineering and Traffic Survey, Lowry Road was divided into the following study segments:

- Alvarado Boulevard to Lark Way
- Lark Way to city limits

Between Alvarado Boulevard and Lark Way, Lowry Road has a posted speed limit of 25 mph. The average daily traffic volume is approximately 8,100 vpd. One rear-end and four type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 24, 2001, measured the 85th percentile speed to be 40 mph. Due to the residential nature of the area, contributing high pedestrian activity and cars backing out of driveways, it is recommended that the posted speed limit of 25 mph be retained.

Between Lark Way and the city limits, Lowry Road has a posted speed limit of 35 mph. Three type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 18, 2001, measured the 85th percentile speed to be 34 mph. There is close conformance to the existing speed limit of 35 mph. Based upon the results of the spot speed survey, and also the close conformance to the adjacent posted speed limit of 35 mph in the City of Union City, it is recommended that the posted speed limit of 35 mph be retained.

SUMMARY - LOWRY ROAD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Alvarado to Lark</i>	<i>25 mph</i>	<i>40 mph</i>	<i>25 mph</i>
<i>Lark to city limits</i>	<i>35 mph</i>	<i>34 mph</i>	<i>35 mph</i>

MILL CREEK ROAD

Survey No. 92

Mill Creek Road is an east-west roadway, approximately 3.4 miles in length. The cross-section maintains two through lanes for a short portion before the roadway merges into one wide lane, accommodating traffic from both directions. The alignment consists predominantly of horizontal curves and steep vertical curves. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Mission Boulevard and the city limits.

The posted speed limit on Mill Creek Road is 25 mph. No accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 4, 2001, measured the 85th percentile speed to be 26 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - MILL CREEK ROAD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to city limits</i>	<i>25 mph</i>	<i>26 mph</i>	<i>25 mph</i>

MILMONT DRIVE

Survey No. 93

Milmont Drive is a north-south, two-lane roadway, approximately 0.9 miles in length within the city limits. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Page Avenue and the city limits.

Milmont Drive has a posted speed limit of 30 mph between Page and the city limits. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 36 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey it is recommended that the posted speed limit should be changed to 35 mph.

SUMMARY - MILMONT DRIVE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Page to city limits</i>	<i>30 mph</i>	<i>36 mph</i>	<i>35 mph</i>

MISSION BOULEVARD

Survey No. 94-97

Mission Boulevard is a north-south roadway approximately 3.0 miles in length within the study limits. The roadway alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, Mission Boulevard was divided into the following study segments:

- Mission Road to Anza Street
- Anza Street to Hunter Lane
- Hunter Lane to Durham Road
- Durham Road to Curtner Road

Between Mission Road and Anza Street, Mission Boulevard maintains two through lanes. The posted speed limit is 35 mph. The average daily traffic volume is approximately 20,400 vpd. One approach-turn, twelve rear-end and five type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 23, 2001, measured the 85th percentile speed to be 42 mph. Due to a narrow roadway cross-section and high pedestrian activity, it is recommended that the posted speed limit of 35 mph be retained.

Between Anza Street and Hunter Lane, Mission Boulevard generally maintains two through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 26,400 vpd. Two rear-end, one auto-pedestrian, and three type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 23, 2001, measured the 85th percentile speed to be 39 mph. Given the close conformance to the spot speed survey, a posted speed limit of 40 mph is to be retained.

Between Hunter Lane and Durham Road, Mission Boulevard generally maintains four through lanes. The posted speed limit is 45 mph. Two rear-end, one auto-pedestrian, and two type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 23, 2001, measured the 85th percentile speed to be 46 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey it is recommended that the posted speed limit of 45 mph be retained.

Between Durham Road and Curtner Road, Mission Boulevard generally maintains four through lanes, with a three-lane segment between Paseo Padre Parkway and Grimmer Boulevard. The alignment consists of steep vertical curves. The posted speed limit is 45 mph. The average daily traffic volume is approximately 25,500 vpd. Five rear-end and eight type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 23, 2001, measured the 85th

percentile speed to be 48 mph. Due to the vertical alignment of the roadway, it is recommended that the posted speed limit of 45 mph be retained.

SUMMARY - MISSION BOULEVARD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to Anza</i>	<i>35 mph</i>	<i>42 mph</i>	<i>35 mph</i>
<i>Anza to Hunter</i>	<i>40 mph</i>	<i>39 mph</i>	<i>40 mph</i>
<i>Hunter to Durham</i>	<i>45 mph</i>	<i>46 mph</i>	<i>45 mph</i>
<i>Durham to Curtner</i>	<i>45 mph</i>	<i>48 mph</i>	<i>45 mph</i>

MORaine STREET

Survey No. 98

Moraine Street is a north-south, two-lane roadway, approximately 0.2 miles in length. The roadway alignment is straight and flat throughout. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Thornton Avenue and Bonde Way.

The posted speed limit on Moraine Street within the study segment is 25 mph. One type other midblock accident was reported for the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 26 mph. Moraine Street qualifies as a "business district" as defined by the California Vehicle Code, Section 235. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - MORaine STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Thornton to Bonde</i>	<i>25 mph</i>	<i>26 mph</i>	<i>25 mph</i>

MORRISON CANYON ROAD

Survey No. 99

Morrison Canyon Road is an east-west roadway, approximately 2.5 miles in length. The alignment varies from a short, straight portion to sharp horizontal and vertical curves. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Mission Boulevard and the city limits.

Morrison Canyon Road maintains two through lanes for approximately 1,200 feet then transitions to a one-lane roadway accommodating traffic from both directions. The posted speed limit is 25 mph. One type other midblock accident was reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 31 mph. This survey was performed on the flat and straight portion of the roadway and does not reflect the driving conditions of the curvy portion of this segment. Furthermore, Morrison Canyon Road qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - MORRISON CANYON ROAD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to city limits</i>	<i>25 mph</i>	<i>31 mph</i>	<i>25 mph</i>

MOWRY AVENUE

Survey No. 100-102

Mowry Avenue is an east-west roadway, approximately 2.8 miles in length. The roadway alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, Mowry Avenue was divided into the following study segments:

- Peralta Boulevard to Paseo Padre Parkway
- Paseo Padre Parkway to Argonaut Way
- Argonaut Way to I-880

Between Peralta Boulevard and Paseo Padre Parkway, Mowry Avenue generally maintains six through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 31,200 vpd. One approach-turn, nine rear-end, four auto-pedestrian, one auto-bicycle, and five type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 5, 2001, measured the 85th percentile speed to be 45 mph. Due to the high number of accidents and high pedestrian activity, it is recommended that the posted speed limit of 40 mph be retained.

Between Paseo Padre Parkway and Argonaut Way, Mowry Avenue generally maintains six through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 38,100 vpd. One right-angle, four approach-turn, twenty-five rear-end, two bicycle-auto, two auto-pedestrian, and thirteen type other midblock accidents were reported to occur between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 5, 2001, measured the 85th percentile speed to be 44 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey it is recommended that the posted speed limit of 40 mph be retained.

Between Argonaut Way to I-880, Mowry Avenue maintains six through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 56,600 vpd. Three right-angle, four approach-turn, forty-eight rear-end, two bicycle-auto and twelve type other midblock accidents were reported to occur between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 5, 2001, measured the 85th percentile speed to be 47 mph. Due to the high number of rear-end accidents, it is recommended that the posted speed limit of 40 mph be retained.

SUMMARY - MOWRY AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Peralta to Paseo Padre</i>	<i>40 mph</i>	<i>45 mph</i>	<i>40 mph</i>
<i>Paseo Padre to Argonaut</i>	<i>40 mph</i>	<i>44 mph</i>	<i>40 mph</i>
<i>Argonaut to I-880</i>	<i>40 mph</i>	<i>47 mph</i>	<i>40 mph</i>

NILES BOULEVARD

Survey No. 103-105

Niles Boulevard is a north-south roadway, approximately 2.2 miles in length within the city limits. The alignment is predominantly straight and flat, although a sharp horizontal curve exists near the south end. For the purpose of this Engineering and Traffic Survey, Niles Boulevard was divided into the following study segments:

- City limits to Rock Avenue
- Rock Avenue to Hillview Drive
- Hillview Drive to Mission Boulevard

Between the city limits and Rock Avenue, Niles Boulevard maintains four through lanes, with a two-lane section between the city limits and El Portal Avenue. The posted speed limit is 35 mph. The average daily traffic volume is approximately 9,600 vpd. One approach-turn, one auto-pedestrian, and two type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 28, 2001, measured the 85th percentile speed to be 32 mph. Due to the street being four lanes divided, and the fact that the street is predominantly straight and flat, it is recommended that the posted speed limit of 35 mph be retained.

Between Rock Avenue and Hillview Drive, Niles Boulevard maintains four through lanes. The posted speed limit is 35 mph. The average daily traffic volume is approximately 15,200 vpd. Two type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 1, 2001, measured the 85th percentile speed to be 40 mph. Due to the residential nature of the area and the speed limits west of Rock Avenue and East of Hillview Drive, it is recommended that the posted speed limit of 35 mph be retained.

Between Hillview Drive and Mission Boulevard, Niles Boulevard maintains two through lanes. The posted speed limit is 25 mph. No midblock accidents were reported to occur within this study segment January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 26, 2001, measured the 85th percentile speed to be 30 mph. This portion of Niles Boulevard qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - NILES BOULEVARD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>City limits to Rock</i>	<i>35 mph</i>	<i>32 mph</i>	<i>35 mph</i>
<i>Rock to Hillview</i>	<i>35 mph</i>	<i>40 mph</i>	<i>35 mph</i>
<i>Hillview to Mission</i>	<i>25 mph</i>	<i>30 mph</i>	<i>25 mph</i>

OLD CANYON ROAD

Survey No. 106-107

Old Canyon Road is a north-south roadway between the easterly end and Clarke Drive and an east-west roadway between Clarke Drive and Niles Canyon Road. The entire length is approximately 0.7 miles. The roadway alignment is predominantly curvilinear, with a vertical curve near Niles Canyon Road. For the purpose of this Engineering and Traffic Survey, Old Canyon Road was divided into the following study segments:

- Easterly end to Clarke Drive
- Clarke Drive to Niles Canyon Road

Between the easterly end and Clarke Drive, Old Canyon Road maintains two through lanes. The posted speed limit is 25 mph. One type other midblock accident was reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 27, 2001, measured the 85th percentile speed to be 28 mph. This portion of Old Canyon Road qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

Between Clarke Drive and Niles Canyon Road, Old Canyon Road maintains two through lanes. The posted speed limit is 30 mph. No midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 21, 2001, measured the 85th percentile speed to be 36 mph. Due to the curvature of the roadway and the presence of a mobile home community for elderly persons, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - OLD CANYON ROAD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Easterly end to Clarke</i>	<i>25 mph</i>	<i>28 mph</i>	<i>25 mph</i>
<i>Clarke to Niles Canyon</i>	<i>30 mph</i>	<i>36 mph</i>	<i>30 mph</i>

OLD WARM SPRINGS BOULEVARD

Survey No. 108

Old Warm Springs Boulevard is a narrow, north-south, two-lane roadway, approximately 0.5 miles in length. The roadway alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Fremont Boulevard and South Grimmer Boulevard.

Old Warm Springs Road has a posted speed limit of 40 mph. One rear-end midblock accident was reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 39 mph. There is close conformance to the existing speed limit of 40 mph. Based upon the results of the spot speed survey, it is recommended that the posted speed limit of 40 mph be retained.

SUMMARY - OLD WARM SPRINGS BOULEVARD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Fremont to S. Grimmer</i>	<i>40 mph</i>	<i>39 mph</i>	<i>40 mph</i>

OLIVE AVENUE

Survey No. 109-110

Olive Avenue is an east-west roadway, approximately 1.5 miles in length. The alignment is predominantly straight and flat. A short, mildly curvilinear section exists east of Palm Avenue. For the purpose of this Engineering and Traffic Survey, Olive Avenue was divided into the following study segments:

- Starr Street to Palm Avenue
- Palm Avenue to Washington Boulevard

Between Starr Street and Palm Avenue, Olive Avenue maintains two through lanes. The posted speed limit is 25 mph. One type other midblock accident was reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 24, 2001, measured the 85th percentile speed to be 32 mph. This portion of Olive Avenue qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

Between Palm Avenue and Washington Boulevard, Olive Avenue maintains two through lanes. The posted speed limit is 25 mph. No midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 24, 2001, measured the 85th percentile speed to be 36 mph. This portion of Olive Avenue qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - OLIVE AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Starr to Palm</i>	<i>25 mph</i>	<i>32 mph</i>	<i>25 mph</i>
<i>Palm to Washington</i>	<i>25 mph</i>	<i>36 mph</i>	<i>25 mph</i>

OMAR STREET

Survey No. 111

Omar Street is a north-south, two-lane roadway, approximately 0.8 miles in length. The roadway alignment is predominantly straight and flat with horizontal curves in the southern portion. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Blacow Road and Stevenson Boulevard.

Omar Street has a posted speed limit of 25 mph. One rear-end and two type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 28, 2001, measured the 85th percentile speed to be 37 mph. Omar Street qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - OMAR STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Blacow to Stevenson</i>	<i>25 mph</i>	<i>37 mph</i>	<i>25 mph</i>

OSGOOD ROAD

Survey No. 112-113

Osgood Road is a north-south roadway, approximately 2.2 miles in length. The roadway alignment is straight and flat. For the purpose of this Engineering and Traffic Survey, Osgood Road was divided into the following study segments:

- Washington Boulevard to Auto Mall Parkway
- Auto Mall Parkway to South Grimmer Boulevard

Between Washington Boulevard and Auto Mall Parkway, Osgood Road generally maintains two through lanes. The road surface condition is rough. The posted speed limit is 35 mph. The average daily traffic volume is approximately 15,200 vpd. Eleven rear-end and eleven type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 27, 2001, measured the 85th percentile speed to be 39 mph. Due to the rough surface condition of the roadway and numerous driveways in the area, it is recommended that the posted speed limit of 35 mph be retained.

Between Auto Mall Parkway and South Grimmer Boulevard, Osgood Road maintains four through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 17,600 vpd. Four rear-end, two approach-turn, and seven type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 27, 2001, measured the 85th percentile speed to be 40 mph. Due to commercial developments and numerous driveways along this portion of Osgood Road, it is recommended that the posted speed limit of 40 mph be retained.

SUMMARY - OSGOOD ROAD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Washington to Auto Mall</i>	<i>35 mph</i>	<i>39 mph</i>	<i>35 mph</i>
<i>Auto Mall to South Grimmer</i>	<i>40 mph</i>	<i>40 mph</i>	<i>40 mph</i>

OVERACKER AVENUE

Survey No. 114

Overacker Avenue is a north-south, two-lane roadway, approximately 0.6 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Walnut Avenue and Mowry Avenue.

Overacker Avenue has a posted speed limit of 30 mph. Three type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 2, 2001, measured the 85th percentile speed to be 39 mph. Due to the residential nature of the area and high pedestrian activity, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - OVERACKER AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Walnut to Mowry</i>	<i>30 mph</i>	<i>39 mph</i>	<i>30 mph</i>

PAGE AVENUE

Survey No. 115

Page Avenue is a wide, east-west, two-lane roadway, approximately 0.2 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Kato Road and Milmont Drive.

Page Avenue has a posted speed limit of 30 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 36 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey a posted speed limit of 35 mph is recommended.

SUMMARY - PAGE AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Kato to Milmont</i>	<i>30 mph</i>	<i>36 mph</i>	<i>35 mph</i>

PALM AVENUE

Survey No. 116

Palm Avenue is generally a north-south, two-lane roadway, approximately 1.0 mile in length. The roadway alignment is straight and flat, except for a mild bend at Mission Creek Drive. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Mission Boulevard and Washington Boulevard.

Palm Avenue has a posted speed limit of 30 mph. Two rear-end and three type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 24, 2001, measured the 85th percentile speed to be 38 mph. Due to the residential nature of the area, contributing high pedestrian activity and cars backing out of driveways, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - PALM AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to Washington</i>	<i>30 mph</i>	<i>38 mph</i>	<i>30 mph</i>

PARKSIDE DRIVE

Survey No. 117

Parkside Drive is a east-west, two-lane roadway, approximately 0.7 miles in length. The alignment is curving through a residential area and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Mowry Avenue and Parkmont Drive.

Parkside Drive Avenue has a posted speed limit of 25 mph. One approach-turn and four type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 2, 2001, measured the 85th percentile speed to be 30 mph. Due to the residential nature and the parking on both sides of the roadway, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - PARKSIDE AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mowry to Parkmont</i>	<i>25 mph</i>	<i>30 mph</i>	<i>25 mph</i>

PASEO PADRE PARKWAY

Survey No. 118-130

Paseo Padre Parkway is predominantly a north-south roadway, approximately 14.0 miles in length. North of Whitehead Lane, Paseo Padre Parkway bends westward and continues as an east-west segment of roadway up to the Newark city limit. The alignment varies from straight, flat segments to curvilinear portions. For the purpose of this Engineering and Traffic Survey, Paseo Padre Parkway was divided into the following study segments:

- City limits to Ardenwood Boulevard
- Ardenwood Boulevard to SPRR overpass
- SPRR overpass to I-880 overpass
- I-880 overpass to Fremont Boulevard
- Fremont Boulevard to Decoto Road
- Decoto Road to Thornton Avenue
- Thornton Avenue to Peralta Boulevard
- Peralta Boulevard to Stevenson Boulevard
- Stevenson Boulevard to Driscoll Road
- Driscoll Road to Washington Boulevard
- Washington Boulevard to Pine Street
- Pine Street to Durham Road
- Durham Road to South Grimmer Boulevard
- South Grimmer Boulevard to Mission Boulevard

Between the city limits and the SPRR overpass, Paseo Padre Parkway maintains four wide through lanes. The posted speed limit is 45 mph between the city limits and Ardenwood Boulevard and 40 mph between Ardenwood Boulevard and the SPRR overpass. The average daily traffic volume is approximately 13,600 vpd. Four rear-end, one approach-turn, and four type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 15, 2001 measured the 85th percentile speed to be 48 mph. Based on the 85th percentile speed, it is recommended that the posted speed limit of 45 mph be retained between the city limits and Ardenwood Boulevard. The portion of Paseo Padre Parkway between Ardenwood Boulevard and the SPRR overpass contains a steep vertical curve and it is therefore recommended that the posted speed limit of 40 mph be retained for this segment.

Between the SPRR overpass and the I-880 overpass, Paseo Padre Parkway maintains four through lanes. The posted limit is 35 mph. The average daily traffic volume is approximately 18,500 vpd. No midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 15, 2001, measured the 85th percentile speed to be 46 mph. Due to high pedestrian and bicycle traffic in the area, it is recommended that the posted speed limit of 35 mph be retained.

Between I-880 and Fremont Boulevard, Paseo Padre Parkway maintains four through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 18,500 vpd. One type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 27, 2001, measured the 85th percentile speed to be 46 mph. Based upon the above observations, it is recommended that the posted speed limit of 40 mph be retained.

Between Fremont Boulevard and Decoto Road, Paseo Padre Parkway maintains four through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 22,900 vpd. Five rear-end, one approach-turn, and one type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 15, 2001, measured the 85th percentile speed to be 43 mph. Due to high pedestrian and bicycle traffic, it is recommended that a speed limit of 40 mph be retained.

Between Decoto Road and Thornton Avenue, the roadway cross-section varies from four lanes between Decoto Road and Isherwood Way to six lanes between Isherwood Way and Thornton Avenue. The posted speed limit is 40 mph. The average daily traffic volume is approximately 28,100 vpd. One rear-end and five type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 16, 2001, measured the 85th percentile speed to be 49 mph. Due to the residential nature and high pedestrian activity in the area, it is recommended that the posted speed limit of 40 mph be retained.

Between Thornton Avenue and Peralta Boulevard, Paseo Padre Parkway maintains four through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 35,400 vpd. Two right-angle, seven rear-end and four type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 16, 2001, measured the 85th percentile speed to be 46 mph. Due to the residential nature and high pedestrian activity in the area, it is recommended that the posted speed limit of 40 mph be retained.

Between Peralta Boulevard and Stevenson Boulevard, the roadway cross-section varies from four lanes between Peralta Boulevard and Mowry Avenue to six lanes between Mowry Avenue and Stevenson Boulevard. The posted speed limit is 35 mph. The average daily traffic volume is approximately 30,600 vpd. Thirty-three rear-end, one right-angle and eight type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 16, 2001, measured the 85th percentile speed to be 41 mph. Due to the high number of rear-end accidents, it is recommended that the posted speed limit of 35 mph be retained.

Between Stevenson Boulevard and Driscoll Road, the roadway cross-section varies from six lanes between Stevenson Boulevard and Sailway Drive to four lanes between Sailway Drive and Driscoll Road. The posted speed limit is 35 mph. The average daily traffic volume is

approximately 32,900 vpd. Twenty rear-end and seven type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 20, 2001 measured the 85th percentile speed to be 42 mph. Due to high pedestrian activity in the area, it is recommended that the posted speed limit of 35 mph be retained.

Between Driscoll Road and Washington Boulevard, Paseo Padre Parkway maintains four through lanes. The posted speed limit is 30 mph. The average daily traffic volume is approximately 20,200 vpd. Six rear-end, one auto-pedestrian, and three type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 20, 2001, measured the 85th percentile speed to be 37 mph. Due to horizontal curves and high pedestrian activity in the area, it is recommended that the posted speed limit of 30 mph be retained.

Between Washington Boulevard and Pine Street, Paseo Padre Parkway maintains two through lanes. The posted speed limit is 30 mph. The average daily traffic volume is approximately 10,500 vpd. One type other midblock accident was reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 20, 2001, measured the 85th percentile speed to be 40 mph. Due to the residential nature of the area, contributing high pedestrian activity and cars backing out of driveways, it is recommended that the posted speed limit of 30 mph be retained.

Between Pine Street and Durham Road, Paseo Padre Parkway generally two through lanes. The posted speed limit is 30 mph. The average daily traffic volume is approximately 10,500 vpd. One rear-end, one right-angle, and nine type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 17, 2001, measured the 85th percentile speed to be 48 mph. Due to high accident history, it is recommended that the posted speed limit of 30 mph be retained.

Between Durham Road and South Grimmer Boulevard, the roadway cross-section varies from two to four through lanes. The posted speed limit is 30 mph. The average daily traffic volume is approximately 6,300 vpd. One type other midblock accident was reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 20, 2001, measured the 85th percentile speed to be 40 mph. Due to the presence of horizontal and vertical curves in the segment, it is recommended that the posted speed limit of 30 mph be retained.

Between South Grimmer Boulevard and Mission Boulevard, the roadway cross-section varies from two to four through lanes. The posted speed limit is 30 mph. The average daily traffic volume is approximately 8,700 vpd. One rear-end and one type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 17, 2001, measured the 85th percentile speed to be 40 mph. Due to the presence of horizontal and vertical curves in the segment, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - PASEO PADRE PARKWAY

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>City limits to Ardenwood</i>	<i>45 mph</i>	<i>48 mph</i>	<i>45 mph</i>
<i>Ardenwood to SPRR</i>	<i>40 mph</i>	<i>48 mph</i>	<i>40 mph</i>
<i>SPRR to I-880</i>	<i>35 mph</i>	<i>46 mph</i>	<i>35 mph</i>
<i>I-880 to Fremont</i>	<i>40 mph</i>	<i>46 mph</i>	<i>40 mph</i>
<i>Fremont to Decoto</i>	<i>40 mph</i>	<i>43 mph</i>	<i>40 mph</i>
<i>Decoto to Thornton</i>	<i>40 mph</i>	<i>49 mph</i>	<i>40 mph</i>
<i>Thornton to Peralta</i>	<i>40 mph</i>	<i>46 mph</i>	<i>40 mph</i>
<i>Peralta to Stevenson</i>	<i>35 mph</i>	<i>41 mph</i>	<i>35 mph</i>
<i>Stevenson to Driscoll</i>	<i>35 mph</i>	<i>42 mph</i>	<i>35 mph</i>
<i>Driscoll to Washington</i>	<i>30 mph</i>	<i>37 mph</i>	<i>30 mph</i>
<i>Washington to Pine</i>	<i>30 mph</i>	<i>40 mph</i>	<i>30 mph</i>
<i>Pine to Durham</i>	<i>30 mph</i>	<i>48 mph</i>	<i>30 mph</i>
<i>Durham to S. Grimmer</i>	<i>30 mph</i>	<i>40 mph</i>	<i>30 mph</i>
<i>S. Grimmer to Mission</i>	<i>30 mph</i>	<i>40 mph</i>	<i>30 mph</i>

PERALTA BOULEVARD

Survey No. 131

Peralta Boulevard is an east-west, four-lane roadway, approximately 0.6 miles in length. The alignment is predominantly straight and flat, although some mild horizontal curves exist. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Fremont Boulevard and Glenmoor Drive.

Peralta Boulevard has a posted speed limit of 30 mph. The average daily traffic volume is approximately 14,800 vpd. One rear-end and two type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 33 mph. Due to a horizontal curve and a high number of driveways at the west end of the segment, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - PERALTA BOULEVARD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Fremont to Glenmoor</i>	<i>30 mph</i>	<i>33 mph</i>	<i>30 mph</i>

PICKERING AVENUE

Survey No. 132

Pickering Avenue is an east-west, two-lane roadway, approximately 0.5 miles in length within the city limits. The alignment is predominantly straight. A short portion of this roadway contains a mild vertical curve. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Mission Boulevard and the easterly end.

Pickering Avenue has a posted speed limit of 30 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 28, 2001, measured the 85th percentile speed to be 41 mph. Due to the residential nature of the area, contributing high pedestrian activity and cars backing out of driveways, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - PICKERING AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to easterly end</i>	<i>30 mph</i>	<i>41 mph</i>	<i>30 mph</i>

PINE STREET

Survey No. 133-134

Pine Street is an east-west roadway, approximately 2.0 miles in length. The horizontal alignment is predominantly curvilinear with steep vertical curves. For the purpose of this Engineering and Traffic Survey, Pine Street was divided into the following study segments:

- Mission Boulevard to Paseo Padre Parkway
- Paseo Padre Parkway to Sabercat Road

Between Mission Boulevard and Paseo Padre Parkway, Pine Street maintains two wide through lanes. The posted speed limit is 30 mph. Two rear-end and one type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 35 mph. Due to the residential nature of the roadway, it is recommended that the posted speed limit of 30 mph be retained.

Between Paseo Padre Parkway and Sabercat Road, Pine Street maintains two through lanes. The posted speed limit is 25 mph. No midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 4, 2001, measured the 85th percentile speed to be 44 mph. A stopping sight distance analysis was performed due to the horizontal curves within this segment. It was determined that the speed which allows safe stopping sight distance is 25 mph. Based upon the stopping sight distance analysis, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - PINE STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to Paseo Padre</i>	<i>30 mph</i>	<i>35 mph</i>	<i>30 mph</i>
<i>Paseo Padre to Sabercat</i>	<i>25 mph</i>	<i>44 mph</i>	<i>25 mph</i>

RANCHO ARROYO PARKWAY

Survey No. 135

Rancho Arroyo Parkway is an east-west, four-lane roadway, approximately 0.2 miles in length. The roadway alignment consists of a broad horizontal curve. The vertical alignment is flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Niles Boulevard and Riviera Drive.

Rancho Arroyo Parkway has a posted speed limit of 30 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 26, 2001, measured the 85th percentile speed to be 34 mph. Due to the residential nature of the area, contributing high pedestrian activity and cars backing out of driveways, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - RANCHO ARROYO PARKWAY

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Niles to Riviera</i>	<i>30 mph</i>	<i>34 mph</i>	<i>30 mph</i>

ROBERTS AVENUE

Survey No. 136-137

Roberts Avenue is a north-south roadway, approximately 1.0 mile in length. The roadway alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, Roberts Avenue was divided into the following study segments:

- Delaware Drive to Blacow Road
- Blacow Road to Main Street

Between Delaware Drive and Blacow Road, Roberts Avenue maintains two through lanes. The posted speed limit is 25 mph. One type other midblock accident was reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 28 mph. This portion of Roberts Avenue qualifies as a “residence district” as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

Between Blacow Road and Main Street, Roberts Avenue maintains two through lanes. The posted speed limit is 25 mph. One approach-turn, three rear-end, one auto-pedestrian, and three type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 2, 2001, measured the 85th percentile speed to be 32 mph. This portion of Roberts Avenue qualifies as a “residence district” as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. The residential and commercial developments along this segment, the accident type and frequency and the noticeable number of driveways justify retaining the speed limit of 25 mph.

SUMMARY - ROBERTS AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Delaware to Blacow</i>	<i>25 mph</i>	<i>28 mph</i>	<i>25 mph</i>
<i>Blacow to Main</i>	<i>25 mph</i>	<i>32 mph</i>	<i>25 mph</i>

SABERCAT ROAD

Survey No. 138

Sabercat Road is a north-south, two-lane roadway, approximately 1.0 mile in length. The alignment is predominantly straight with a steep vertical curve in the north end. Sharp horizontal curves also exist near the north and south ends of the roadway segment. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Durham Road and the northerly end.

Sabercat Road has a posted speed limit of 35 mph. Two type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 4, 2001, measured the 85th percentile speed to be 43 mph. Due to the horizontal and vertical curves within the roadway segment, it is recommended that the posted speed limit of 35 mph be retained.

SUMMARY - SABERCAT ROAD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Durham to northerly end</i>	<i>35 mph</i>	<i>43 mph</i>	<i>35 mph</i>

SAILWAY DRIVE

Survey No. 139

Sailway Drive is an east-west, two-lane roadway, approximately 0.3 miles in length. This road is an access road to Fremont Central Park and Lake Elizabeth. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Paseo Padre Parkway and the easterly end.

The posted speed limit on Sailway Drive is 25 mph. One rear-end and one type other midblock accidents were reported for the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 25 mph. There is excellent conformance to the posted speed limit. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey it is recommended that a speed limit of 25 mph be designated for Sailway Drive.

SUMMARY - SAILWAY DRIVE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Paseo Padre to easterly end</i>	<i>25 mph</i>	<i>25 mph</i>	<i>25 mph</i>

SCOTT CREEK ROAD

Survey No. 140-141

Scott Creek Road is an east-west roadway, approximately 0.8 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, Roberts Avenue was divided into the following study segments:

- Warm Springs Boulevard to Green Valley Drive
- Green Valley Drive to easterly end

Between Warm Springs Boulevard and Green Valley Drive the roadway maintains four through lanes and two through lanes between I-680 and Green Valley Road. The posted speed limit is 40 mph. One approach-turn and two type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 49 mph. Due to residential developments in the area, it is recommended that the posted speed limit of 40 mph be retained.

Between Green Valley Drive and the easterly end, Scott Creek Road maintains two through lanes. The posted speed limit on this segment of Scott Creek Road is 40 mph. One type other midblock accident was reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 36 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey and due to the residential nature in the area, a posted speed limit of 35 mph is recommended.

SUMMARY - SCOTT CREEK ROAD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Warm Springs to Green Valley</i>	<i>40 mph</i>	<i>49 mph</i>	<i>40 mph</i>
<i>Green Valley to easterly end</i>	<i>40 mph</i>	<i>36 mph</i>	<i>35 mph</i>

SECOND STREET

Survey No. 142

Second Street is a north-south, two-lane roadway, approximately 0.8 miles in length. The roadway alignment is straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Hillview Drive and the southerly end.

The posted speed limit on Second Street is 25 mph. One rear-end and three type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 26, 2001, measured the 85th percentile speed to be 29 mph. Second Street qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that a speed limit of 25 mph be designated for Second Street.

SUMMARY - SECOND STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Hillview to southerly end</i>	<i>25 mph</i>	<i>29 mph</i>	<i>25 mph</i>

SHINN STREET

Survey No. 143

Shinn Street is a north-south, two-lane roadway, approximately 0.3 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Peralta Boulevard and Von Euw Common.

The posted speed limit on Shinn Street is 30 mph. One type other midblock accident was reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 1, 2001, measured the 85th percentile speed to be 26 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey and the residential nature of the roadway, posted speed limit of 25 mph is recommended.

SUMMARY - SHINN STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Peralta to Von Euw</i>	<i>30 mph</i>	<i>26 mph</i>	<i>25 mph</i>

SIWARD DRIVE

Survey No. 144

Siward Drive is a north-south, two-lane roadway, approximately 0.8 miles in length. The roadway alignment is predominantly straight and flat with slight horizontal curves. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between MacBeth Avenue and Ridgewood Drive.

The posted speed limit on Siward Drive is 25 mph. Three type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 24, 2001, measured the 85th percentile speed to be 32 mph. Siward Drive qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - SIWARD DRIVE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>MacBeth to Ridgewood</i>	<i>25 mph</i>	<i>32 mph</i>	<i>25 mph</i>

SOUTH GRIMMER BOULEVARD

Survey No. 145-148

South Grimmer Boulevard is generally an east-west roadway, approximately 2.9 miles in length. The alignment is predominantly straight, although minor curvilinear portions exist within the segment. For the purpose of this Engineering and Traffic Survey, South Grimmer Boulevard was divided into the following study segments:

- Mission Boulevard to Paseo Padre Parkway
- Paseo Padre Parkway to Osgood Road
- Osgood Road to Fremont Boulevard
- Fremont Boulevard to Auto Mall Parkway

Between Mission Boulevard and Paseo Padre Parkway, South Grimmer Boulevard maintains two through lanes. The posted speed limit is 25 mph. The average daily traffic volume is approximately 3,400 vpd. Two type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 22, 2001, measured the 85th percentile speed to be 37 mph. This portion of South Grimmer Boulevard qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

Between Paseo Padre Parkway and Osgood Road, South Grimmer Boulevard maintains two through lanes. The posted speed limit is 35 mph. The average daily traffic volume is approximately 7,000 vpd. No midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 22, 2001, measured the 85th percentile speed to be 42 mph. Due to the residential nature of this segment it is recommended that the posted speed limit of 35 mph be retained.

Between Osgood Road and Fremont Boulevard, South Grimmer Boulevard maintains four through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 22,100 vpd. One rear-end, one auto-bicycle, and three type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 22, 2001, measured the 85th percentile speed to be 44 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey it is recommended that the posted speed limit of 40 mph be retained.

Between Fremont Boulevard and Auto Mall Parkway, South Grimmer Boulevard maintains four through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 22,600 vpd. Three rear-end and six type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot

speed survey conducted on August 22, 2001, measured the 85th percentile speed to be 43 mph. Due to horizontal curves and commercial developments in the area, it is recommended that the posted speed limit of 40 mph be retained.

SUMMARY - SOUTH GRIMMER BOULEVARD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to Paseo Padre</i>	<i>25 mph</i>	<i>37 mph</i>	<i>25 mph</i>
<i>Paseo Padre to Osgood</i>	<i>35 mph</i>	<i>42 mph</i>	<i>35 mph</i>
<i>Osgood to Fremont</i>	<i>40 mph</i>	<i>44 mph</i>	<i>40 mph</i>
<i>Fremont to Auto Mall</i>	<i>40 mph</i>	<i>43 mph</i>	<i>40 mph</i>

STANFORD AVENUE

Survey No. 149

Stanford Avenue is an east-west, two-lane roadway, approximately 0.7 miles in length. The roadway alignment is straight and ascends uphill. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Mission Boulevard and Vineyard Avenue.

Stanford Avenue has a posted speed limit of 25 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. There are speed humps between the segment. A spot speed survey conducted on October 5, 2001, measured the 85th percentile speed to be 33 mph. According to the California Vehicle Code, this segment qualifies as a "residence district". It is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - STANFORD AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to Vineyard</i>	<i>25 mph</i>	<i>33 mph</i>	<i>25 mph</i>

STARR STREET

Survey No. 150

Starr Street is a north-south, two-lane roadway, approximately 0.4 miles in length. The roadway alignment is predominantly straight and flat with horizontal curves at the north end. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Washington Boulevard and Mission Boulevard.

The posted speed limit on Starr Street is 25 mph. One auto-bicycle and one type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 25, 2001, measured the 85th percentile speed to be 34 mph. Starr Street qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - STARR STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Washington to Mission</i>	<i>25 mph</i>	<i>34 mph</i>	<i>25 mph</i>

STATE STREET

Survey No. 151

State Street is a north-south, four-lane roadway, approximately 0.3 miles in length. The roadway alignment is straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Beacon Avenue and Mowry Avenue.

State Street has a posted speed limit of 30 mph. One approach-turn and two type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 1, 2001, measured the 85th percentile speed to be 36 mph. Due to retail developments in the area, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - STATE STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Beacon to Mowry</i>	<i>30 mph</i>	<i>36 mph</i>	<i>30 mph</i>

STEVENSON BOULEVARD

Survey No. 152-155

Stevenson Boulevard is an east-west roadway, approximately 4.8 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, Stevenson Boulevard was divided into the following study segments:

- Mission Boulevard to Civic Center Drive
- Civic Center Drive to Fremont Boulevard
- Fremont Boulevard to Blacow Road
- Blacow Road to westerly end

Between Mission Boulevard and Civic Center Drive, Stevenson Boulevard maintains two through lanes up to Albany Common and six through lanes between Albany Common and Fremont Boulevard. The posted speed limit is 35 mph. The average daily traffic volume is approximately 21,700 vpd. Four rear-end, two right-angle, and three type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 23, 2001, measured the 85th percentile speed to be 44 mph. Due to high pedestrian activity and the presence of a sports complex, it is recommended that the posted speed limit of 35 mph be retained.

Between Civic Center Drive and Fremont Boulevard, the roadway cross-section is six through lanes between. A horizontal curve exists near the intersection with Civic Center Drive. The posted speed limit is 35 mph. The average daily traffic volume is approximately 27,300 vpd. Two right-angle, two approach-turn, two auto-pedestrian, eight rear-end and nine type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 29, 2001 measured the 85th percentile speed to be 39 mph. Due to the horizontal curvature of the roadway leading into a signalized intersection, it is recommended that the posted speed limit of 35 mph be retained.

Between Fremont Boulevard and Blacow Road, Stevenson Boulevard maintains four through lanes. The roadway alignment is straight and flat. Frontage roads exist on both sides of the roadway. The posted speed limit is 35 mph. The average daily traffic volume is approximately 40,300 vpd. Five right-angle, twenty-one rear-end, one auto-bicycle, and eight type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on August 30, 2001, measured the 85th percentile speed to be 44 mph. Due to the high number of rear-end accidents, it is recommended that the posted speed limit of 35 mph be retained.

Between Blacow Road and the westerly end, the roadway cross-section consists of four through lanes. A vertical curve exists at the I-880 interchange. The posted speed limit is 35 mph. The average daily traffic volume is approximately 44,300 vpd.. One approach-turn, thirty rear-end, three auto-pedestrian, one right-angle, one auto-bicycle, and twenty-two type other midblock accidents were reported to occur within this study segment between January 1, 1999 and

December 31, 2000. It is assumed the high number of rear-end accidents are due to a large volume of traffic utilizing this section of Stevenson Boulevard to access Newpark Mall and other retail developments in the area. A spot speed survey conducted on August 30, 2001, measured the 85th percentile speed to be 42 mph. Due to the high number of rear-end accidents, it is recommended that the posted speed limit of 35 mph be retained.

SUMMARY - STEVENSON BOULEVARD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to Civic Center</i>	<i>35 mph</i>	<i>44 mph</i>	<i>35 mph</i>
<i>Civic Center to Fremont</i>	<i>35 mph</i>	<i>39 mph</i>	<i>35 mph</i>
<i>Fremont to Blacow</i>	<i>35 mph</i>	<i>44 mph</i>	<i>35 mph</i>
<i>Blacow to westerly end</i>	<i>35 mph</i>	<i>42 mph</i>	<i>35 mph</i>

SUNDALE DRIVE

Survey No. 156-157

Sundale Drive is an east-west roadway between Liberty Street and Nelson Street and a north-south roadway between Nelson Street and Robin Street. The entire roadway is approximately 2.4 miles in length. The roadway alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, Sundale Drive was divided into the following study segments:

- Liberty Street to Fremont Boulevard
- Fremont Boulevard to Robin Drive

Between Liberty Street and Fremont Boulevard, Sundale Drive maintains four through lanes. The posted speed limit is 30 mph. One rear-end, two right-angle, and four type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 35 mph. Due to retail developments and high pedestrian activity in the area, it is recommended that the posted speed limit of 30 mph be retained.

Between Fremont Boulevard and Robin Drive, Sundale Drive maintains two through lanes. The posted speed limit is 25 mph. Four type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 3, 2001, measured the 85th percentile speed to be 29 mph. This portion of Sundale Drive qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - SUNDALE DRIVE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Liberty to Fremont</i>	<i>30 mph</i>	<i>35 mph</i>	<i>30 mph</i>
<i>Fremont to Robin</i>	<i>25 mph</i>	<i>29 mph</i>	<i>25 mph</i>

TAN OAK DRIVE

Survey No. 158

Tan Oak Drive is an east-west, two-lane roadway, approximately 0.3 miles in length. The roadway alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Ardenwood Boulevard and Tupelo Street.

The posted speed limit on Tan Oak Drive is 25 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 21, 2001, measured the 85th percentile speed to be 27 mph. Tan Oak Drive qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - TAN OAK DRIVE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Ardenwood to Tupelo</i>	<i>25 mph</i>	<i>27 mph</i>	<i>25 mph</i>

THORNTON AVENUE

Survey No. 159

The segment of Thornton Avenue being studied is an east-west, four-lane roadway, approximately 0.5 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Fremont Boulevard and the easterly end.

The posted speed limit on Thornton Avenue is 30 mph. The average daily traffic volume is approximately 19,600 vpd. Three rear-end and three type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 20, 2001, measured the 85th percentile speed to be 32 mph. Due to residential and commercial developments in the area, it is recommended that the posted speed limit of 30 mph be retained.

SUMMARY - THORNTON AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Fremont to easterly end</i>	<i>30 mph</i>	<i>32 mph</i>	<i>30 mph</i>

TUPELO STREET

Survey No. 160

Tupelo Street is a north-south, two-lane roadway, approximately 0.5 miles in length. The roadway alignment is predominantly straight and flat with a horizontal curve near the southern portion. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Paseo Padre Parkway and Tupelo Terrace.

The posted speed limit on Tupelo Street is 25 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 21, 2001, measured the 85th percentile speed to be 25 mph. Tupelo Street qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that a speed limit of 25 mph be designated for Tupelo Street.

SUMMARY - TUPELO STREET

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Paseo Padre to Tupelo Terrace</i>	<i>25 mph</i>	<i>25 mph</i>	<i>25 mph</i>

VARGAS ROAD

Survey No. 161-162

Vargas Road is a north-south roadway, approximately 1.5 miles in length. The alignment consists predominantly of horizontal curves and steep vertical curves, although a short segment of straight and flat roadway exists near Pico Road. For the purpose of this Engineering and Traffic Survey, Vargas Road was divided into the following study segments:

- I-680 to city limits
- Morrison Canyon Road to city limits

Between I-680 and the city limits, Vargas Road maintains two through lanes for a short portion before merging into one wide lane, accommodating traffic from both directions. The posted speed limit is 30 mph. One type other midblock accident was reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 1, 2001, measured the 85th percentile speed to be 34 mph. This survey was conducted on the straight and flat two-lane portion of this segment and does not reflect the driving conditions of the narrow portion, where the roadway alignment is curvilinear and sight distance is limited. Due to the reduced width and curvature of the roadway, it is recommended that the posted speed limit of 30 mph be retained.

Between Morrison Canyon Road and the city limits, Vargas Road generally maintains one through lane for both directions of travel. The posted speed limit is 25 mph. No midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 5, 2001, measured the 85th percentile speed to be 30 mph. Due to the reduced roadway width for two-way travel and the numerous horizontal and vertical curves, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - VARGAS ROAD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>I-680 to city limits</i>	<i>30 mph</i>	<i>34 mph</i>	<i>30 mph</i>
<i>Morrison Canyon to city limits</i>	<i>25 mph</i>	<i>30 mph</i>	<i>25 mph</i>

WALNUT AVENUE

Survey No. 163-165

Walnut Avenue is an east-west roadway, approximately 2.0 miles in length. The roadway alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, Walnut Avenue was divided into the following study segments:

- Argonaut Way to Fremont Boulevard
- Fremont Boulevard to Paseo Padre Parkway
- Paseo Padre Parkway to Mission Boulevard

Between Argonaut Way and Fremont Boulevard, Walnut Avenue maintains four wide through lanes. The posted speed limit is 30 mph. The average daily traffic volume is approximately 12,000 vpd. One right-angle, three approach-turn, and seven type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 4, 2001, measured the 85th percentile speed to be 34 mph. Due to retail and residential developments in the area, it is recommended that the posted speed limit of 30 mph be retained.

Between Fremont Boulevard and Paseo Padre Parkway, Walnut Avenue maintains four through lanes. The posted speed limit is 35 mph. The average daily traffic volume is approximately 17,500 vpd. One rear-end and three type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 4, 2001, measured the 85th percentile speed to be 40 mph. Due to retail developments and high pedestrian activity in the area, it is recommended that the posted speed limit of 35 mph be retained.

Between Paseo Padre Parkway and Mission Boulevard, the roadway cross-section varies from four through lanes between Paseo Padre Parkway and the BART driveway to two through lanes between the BART driveway and Mission Boulevard. The posted speed limit is 35 mph. The average daily traffic volume is approximately 16,500 vpd. One auto-pedestrian, two rear-end and five type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 4, 2001, measured the 85th percentile speed to be 39 mph. Due to residential developments and high pedestrian activity in the area, it is recommended that the posted speed limit of 35 mph be retained.

SUMMARY - WALNUT AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Argonaut to Fremont</i>	<i>30 mph</i>	<i>34 mph</i>	<i>30 mph</i>
<i>Fremont to Paseo Padre</i>	<i>35 mph</i>	<i>40 mph</i>	<i>35 mph</i>
<i>Paseo Padre to Mission</i>	<i>35 mph</i>	<i>39 mph</i>	<i>35 mph</i>

WARM SPRINGS BOULEVARD

Survey No. 166-167

Warm Springs Boulevard is a north-south roadway, approximately 3.5 miles in length. The roadway alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, Warm Springs Boulevard was divided into the following study segments:

- South Grimmer Boulevard to Warren Avenue
- Warren Avenue to city limits

Between South Grimmer Boulevard and Warren Avenue, Warm Springs Boulevard generally maintains two through lanes. The posted speed limit is 40 mph. The average daily traffic volume is approximately 24,100 vpd. Three approach-turn, five rear-end, one bicycle-auto and five type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 27, 2001, measured the 85th percentile speed to be 42 mph. Due to the retail developments in the area, it is recommended that the posted speed limit of 40 mph be retained.

Between Warren Avenue and the city limits, Warm Springs Boulevard maintains four through lanes. The posted speed limit is 45 mph. The average daily traffic volume is approximately 29,300 vpd. Twenty-three rear-end and twenty-one type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 27, 2001, measured the 85th percentile speed to be 47 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey it is recommended that the posted speed limit of 45 mph be retained.

SUMMARY - WARM SPRINGS BOULEVARD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>South Grimmer to Warren</i>	<i>40 mph</i>	<i>42 mph</i>	<i>40 mph</i>
<i>Warren to city limits</i>	<i>45 mph</i>	<i>47 mph</i>	<i>45 mph</i>

WARREN AVENUE

Survey No. 168

Warren Avenue is an east-west, four-lane roadway, approximately 0.4 miles in length. The alignment is predominantly straight and flat, with a slight vertical curve at the SPRR crossing. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Warm Springs Boulevard and the I-880 off ramp.

Warren Avenue has a posted speed limit of 35 mph. The average daily traffic volume is approximately 13,400 vpd. Two rear-end and four type other midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 27, 2001, measured the 85th percentile speed to be 39 mph. Due to the existence of the railroad crossing, it is recommended that the posted speed limit of 35 mph be retained.

SUMMARY - WARREN AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Warm Springs to I-880</i>	<i>35 mph</i>	<i>39 mph</i>	<i>35 mph</i>

WASHINGTON BOULEVARD

Survey No. 169-171

Washington Boulevard is an east-west roadway, approximately 2.3 miles in length. The alignment is predominantly straight and flat. A short, mildly curvilinear section exists east of Palm Avenue. For the purpose of this Engineering and Traffic Survey, Washington Boulevard was divided into the following study segments:

- Fremont Boulevard to Driscoll Road
- Driscoll Road to Paseo Padre Parkway
- Paseo Padre Parkway to Mission Boulevard

Between Fremont Boulevard and Driscoll Road, Washington Boulevard maintains four through lanes. The posted speed limit is 25 mph. The average daily traffic volume is approximately 31,400 vpd. Six rear-end and six type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 25, 2001, measured the 85th percentile speed to be 35 mph. Due to a high number of commercial and retail developments in the area, it is recommended that the posted speed limit of 25 mph be retained.

Between Driscoll Road and Paseo Padre Parkway, the roadway cross-section varies from two through lanes between Driscoll Road and I-680 to four through lanes between I-680 and Paseo Padre Parkway. There is a steep grade just east of Driscoll Road. The posted speed limit is 35 mph. The average daily traffic volume is approximately 23,000 vpd. Thirteen rear-end, one approach-turn, two auto-pedestrian, one right-angle and five type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 25, 2001, measured the 85th percentile speed to be 46 mph. Due to the residential nature of the area, contributing high pedestrian activity and cars backing out of driveways, it is recommended that the posted speed limit of 35 mph be retained.

Between Paseo Padre Parkway and Mission Boulevard, Washington Boulevard generally maintains two through lanes. A short portion of the roadway accommodating four through lanes exists near Washington Commons. The posted speed limit is 35 mph. The average daily traffic volume is approximately 12,700 vpd. Three rear-end, one approach-turn, one right-angle, and three type other midblock accidents were reported to occur within this study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on September 25, 2001, measured the 85th percentile speed to be 44 mph. Due to the residential nature of the area and high pedestrian activity, it is recommended that the posted speed limit of 35 mph be retained.

SUMMARY - WASHINGTON BOULEVARD

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Fremont to Driscoll</i>	<i>25 mph</i>	<i>35 mph</i>	<i>25 mph</i>
<i>Driscoll to Paseo Padre</i>	<i>35 mph</i>	<i>46 mph</i>	<i>35 mph</i>
<i>Paseo Padre to Mission</i>	<i>35 mph</i>	<i>44 mph</i>	<i>35 mph</i>

WEST HUNTER LANE

Survey No. 172

West Hunter Lane is an east-west, two-lane roadway, approximately 0.2 miles in length. The roadway alignment is straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Mission Boulevard and the westerly end.

The posted speed limit on West Hunter Lane is 25 mph. No midblock accidents were reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 1, 2001, measured the 85th percentile speed to be 31 mph. West Hunter Lane qualifies as a "residence district" as defined by the California Vehicle Code, Section 515. This designation warrants a speed limit of 25 mph. Therefore, it is recommended that the posted speed limit of 25 mph be retained.

SUMMARY - WEST HUNTER LANE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Mission to westerly end</i>	<i>25 mph</i>	<i>31 mph</i>	<i>25 mph</i>

WEST WARREN AVENUE

Survey No. 173

West Warren Avenue is an east-west, four-lane roadway, approximately 0.5 miles in length. The alignment is predominantly straight and flat. For the purpose of this Engineering and Traffic Survey, one spot speed survey was conducted within the segment between Fremont Boulevard and I-880.

West Warren Avenue has a posted speed limit of 40 mph. One approach-turn and one right-angle midblock accident was reported to occur within the study segment between January 1, 1999 and December 31, 2000. A spot speed survey conducted on October 1, 2001, measured the 85th percentile speed to be 36 mph. The speed limit of a roadway should normally be established at the first five mile per hour increment at or below the 85th percentile speed. Based upon the results of the spot speed survey, a posted speed limit of 35 mph is recommended.

SUMMARY - WEST WARREN AVENUE

<i>Location</i>	<i>Posted Speed Limit</i>	<i>85th Percentile Speed</i>	<i>Recommended Speed Limit</i>
<i>Fremont to I-880</i>	<i>40 mph</i>	<i>36 mph</i>	<i>35 mph</i>

FIGURE
Recommended Speed Limits

TABLE
Summary of Spot Speed Surveys

SUMMARY OF SPOT SPEED SURVEYS & RECOMMENDATIONS

Survey No.	Street Name	Segment Limits	85th %tile Speed	50th %tile Speed	10 mph Pace Speed	Range of Speeds	Posted Speed Limit	Recom. Speed Limit
1	ALBRAE STREET	Stevenson to Stewart	36	31	26-35	20-41	25	25
2	ALBRAE STREET	Stewart to Christy	33	30	25-34	23-37	40	30
3	ALVARADO BLVD	I-880 to city limits	43	38	32-41	29-51	45	45
4	ANTELOPE DRIVE	Mission to Vineyard Avenue	44	38	34-43	24-49	30	30
4.5	ANTELOPE DRIVE	Vineyard Avenue to Boar Circle	33	26	21-30	14-44	25	25
5	ARDENWOOD BLVD	Union City limit to Newark limit	44	38	31-41	24-52	40	40
6	ARGONAUT WAY	Mowry to Walnut	38	34	29-38	24-47	30	30
7	AUTO MALL PKWY	Westerly end to Boyce	45	38	32-41	27-59	40	45
7.5	AUTO MALL PKWY	Boyce to I-880	51	46	42-51	30-58	45	45
8	AUTO MALL PKWY	I-880 to Fremont	46	39	34-43	25-55	45	45
9	AUTO MALL PKWY	Fremont to I-680	44	39	32-41	26-51	45	45
10	BAYSIDE PKWY	West Warren to Bayview	41	37	32-41	28-55	35	35
11	BAYVIEW DRIVE	Lakeview to Fremont	41	35	29-38	24-53	35	35
12	BEACON AVENUE	Fremont to Liberty	36	31	27-36	24-48	30	30
13	BEARD ROAD	Fremont to easterly end	36	31	28-37	22-44	30	30
14	BIDWELL DRIVE	Fremont to Sundale	28	25	20-29	17-38	25	25
15	BLACOW ROAD	Easterly end to Fremont	32	28	23-32	18-43	30	30
16	BLACOW ROAD	Fremont to Stevenson	47	42	37-46	34-51	40	40
17	BLACOW ROAD	Stevenson to SPRR	46	41	36-45	31-53	40	40
18	BLACOW ROAD	SPRR to Thornton	41	37	33-42	22-53	35	35
18.5	BONDE WAY	Maple to Moraine	26	22	17-26	14-32	25	25
19	BOSCELL ROAD	Stewart to Auto Mall	39	35	31-40	24-46	40	40
20	BOYCE ROAD	Stevenson to Auto Mall	50	44	39-48	27-58	45	45
21	BUSINESS CENTER DR	So. Grimmer to Technology	42	35	32-41	18-60	40	40
22	CALIFORNIA STREET	Beacon to Walnut	24	19	15-24	13-29	25	25
23	CABRAL DRIVE	Pizarro to Cabrillo	30	26	21-30	14-38	25	25
24	CABRILLO DRIVE	Thornton to Decoto	29	25	19-28	19-33	25	25
25	CALAVERAS AVENUE	Blacow to Logan	30	26	22-31	16-38	25	25
26	CAPITOL AVENUE	Paseo Padre to State	35	31	26-35	20-42	30	30
27	CAROL AVENUE	Grimmer to Fremont	31	26	20-29	14-40	25	25
28	CENTRAL AVENUE	Fremont to Dusterberry	37	34	29-38	24-53	35	35
29	CENTRAL AVENUE	Dusterberry to I-880	41	38	33-42	27-50	35	35
30	CHERRY LANE	Mowry to Walnut	35	29	26-35	17-39	30	30
31	CHRISTY STREET	Stewart to Auto Mall	47	44	39-48	33-51	40	45
32	CIVIC CENTER DRIVE	Mowry to Walnut	32	25	21-30	12-39	35	30
32.5	CIVIC CENTER DRIVE	Walnut to Stevenson	37	31	25-34	11-45	40	35
33	COMMERCE DRIVE	Tupelo to Ardenwood	32	25	18-27	15-45	25	25
33.5	COMMERCE DRIVE	Ardenwood to Paseo Padre	45	35	27-36	25-51	35	35
34	CORONADO DRIVE	Thornton to Nicolet	31	26	22-31	17-37	25	25
35	COUGAR DRIVE	Mission to Cougar Circle	36	29	24-33	10-40	25	25
36	COUNTRY DRIVE	Fremont to Paseo Padre	38	35	29-38	26-48	35	35
37	CURTNER ROAD	Mission to Paseo Padre	36	30	27-36	17-43	25	25
38	CUSHING PKWY	Fremont to westerly end	40	36	31-40	26-47	40	40
39	DECOTO ROAD	City limits to Fremont	46	41	38-47	30-53	40	40
40	DECOTO ROAD	Fremont to I-880	42	38	33-42	27-54	40	40
41	DEEP CREEK ROAD	Alvarado to Paseo Padre	41	36	30-39	27-52	30	30

Survey			85th	50th	10 mph	Range	Posted	Recom.
No.	Street Name	Segment Limits	%tile Speed	%tile Speed	Pace Speed	of Speeds	Speed Limit	Speed Limit
42	DEEP CREEK ROAD	Paseo Padre to Ridgewood	37	33	28-37	22-46	30	30
43	DOANE STREET	Fremont to Grimmer	31	26	20-29	13-35	25	25
44	DRISCOLL ROAD	Mission to Paseo Padre	42	38	33-42	29-53	40	40
45	DRISCOLL ROAD	Paseo Padre to Washington	47	42	36-45	31-58	40	40
46	DUMBARTON CIRCLE	Paseo Padre to Kaiser	40	31	27-36	16-54	35	35
47	DURHAM ROAD	I-680 to Mission	43	38	33-42	26-65	40	40
48	DUSTERBERRY WAY	Central to Thornton	32	28	23-32	20-44	30	30
49	EAST WARREN AVE	Curtner to Warm Springs	36	31	27-36	22-43	35	35
50	EGGERS DRIVE	Paseo Padre to Fremont	32	27	23-32	17-38	25	25
51	EGGERS DRIVE	Fremont to Blacow	33	27	23-32	14-41	25	25
52	EGGERS DRIVE	Blacow to Granville	34	30	24-33	15-40	25	25
53	ELLSWORTH STREET	Washington to Pine	32	27	23-32	19-40	25	25
54	FARWELL DRIVE	Central to Mowry	33	29	25-34	22-38	25	25
55	FARWELL DRIVE	Mowry to Stevenson	36	30	25-34	21-51	25	25
56	FREMONT BLVD	Beard to Decoto	43	35	32-41	25-51	45	40
57	FREMONT BLVD	Decoto to Thornton	39	35	30-39	22-55	40	40
58	FREMONT BLVD	Peralta to Central	33	26	20-29	15-40	30	30
59	FREMONT BLVD	Central to Eggers	40	35	32-41	24-50	35	35
60	FREMONT BLVD	Eggers to Walnut	40	36	32-41	27-48	35	35
61	FREMONT BLVD	Walnut to Stevenson	44	37	30-39	26-54	40	40
62	FREMONT BLVD	Stevenson to Washington	40	37	32-41	27-45	35	35
63	FREMONT BLVD	Washington to Auto Mall	43	39	37-46	30-48	35	35
64	FREMONT BLVD	Auto Mall to I-880	47	43	38-47	30-52	45	45
65	FREMONT BLVD	I-880 to Landing	44	39	33-42	29-53	35	35
66	FREMONT BLVD	Landing to Lakeview	43	36	32-41	26-51	40	40
67	GALLAUDET DRIVE	Walnut to Stevenson	40	35	29-38	24-50	30	30
68	GATEWAY BLVD	Fremont to Lakeview	39	34	29-38	20-51	40	40
69	GLENMOOR DRIVE	Central to Peralta	38	32	27-36	20-46	30	30
70	GRANVILLE DRIVE	Selma to Farwell	33	28	24-33	13-41	25	25
71	GRIMMER BLVD	Auto Mall to Blacow	40	37	32-41	27-50	40	40
72	GRIMMER BLVD	Blacow to Fremont	44	39	34-43	29-61	35	35
73	GRIMMER BLVD	Fremont to Paseo Padre	37	34	29-38	22-42	35	35
74	GUARDINO DRIVE	Stevenson to Walnut	33	29	23-32	15-41	25	25
75	HANSEN AVENUE	Blacow to Yolo Terrace	37	28	20-29	12-46	35	35
75.5	HANSEN AVENUE	Yolo Terrace to Dusterberry	28	24	20-29	16-31	25	25
76	HASTINGS STREET	Capitol to Country	30	25	20-29	17-37	30	30
76.5	HASTINGS STREET	Country to Eggers	31	26	20-29	17-41	25	25
77	HIGH STREET	Grimmer to Railroad	35	30	27-36	13-46	30	30
78	HUNTER LANE	Mission to Cougar	42	35	30-39	22-49	25	25
79	IRVINGTON AVENUE	Fremont to Grimmer	34	30	25-35	22-44	25	25
80	ISHERWOOD WAY	Paseo Padre to city limits	37	31	27-36	20-45	35	35
81	ISLE ROYAL STREET	Valpey Park to Seneca Park	33	27	24-33	14-41	25	25
82	KAISER DRIVE	Ardenwood to Paseo Padre	39	32	27-36	25-45	35	35
83	KATO ROAD	Warm Springs to Milmont	52	42	35-44	16-59	40	40
84	KATO ROAD	Milmont to Auburn	34	27	25-34	10-45	40	35
85	KATO ROAD	Auburn to Warren	40	33	28-37	20-48	35	35
86	KATO ROAD	Warren to I-880	30	26	23-32	20-45	25	25

Survey No.	Street Name	Segment Limits	85th %tile Speed	50th %tile Speed	10 mph Pace Speed	Range of Speeds	Posted Speed Limit	Recom. Speed Limit
87	LAKEVIEW BLVD	Fremont to West Warren	38	34	30-39	20-49	35	35
88	LANDING PKWY	Fremont to West Warren	36	30	27-36	15-41	30	30
89	LIBERTY STREET	Stevenson to Walnut	34	29	25-34	18-41	30	30
90	LIBERTY STREET	Walnut to Capitol	36	28	24-33	15-42	30	30
91	LOWRY ROAD	Alvarado to Lark	40	35	28-37	26-51	25	25
91.5	LOWRY ROAD	Lark to City Limits	34	28	24-33	22-44	35	35
92	MILL CREEK ROAD	Mission to city limits	26	21	15-24	11-33	25	25
93	MILMONT DRIVE	Page to city limits	36	30	26-35	16-45	30	35
94	MISSION BLVD	Mission Road to Anza	42	37	34-43	28-50	35	35
95	MISSION BLVD	Anza to Hunter	39	33	29-38	22-45	40	40
96	MISSION BLVD	Hunter to Durham	46	41	37-46	29-52	45	45
97	MISSION BLVD	Durham to Curtner	48	44	39-48	33-56	45	45
98	MORAIN STREET	Thornton to Bonde	26	22	17-26	12-35	25	25
99	MORRISON CANYON	City limits to Mission	31	23	18-27	11-39	25	25
100	MOWRY AVENUE	Peralta to Paseo Padre	45	39	37-46	27-51	40	40
101	MOWRY AVENUE	Paseo Padre to Argonaut	44	39	34-43	29-49	40	40
102	MOWRY AVENUE	Argonaut to I-880	47	42	38-47	27-59	40	40
103	NILES BLVD	city limits to Rock	32	29	23-32	19-34	35	35
104	NILES BLVD	Rock to Hillview	40	37	31-40	27-45	35	35
105	NILES BLVD	Hillview to Mission	30	26	21-30	20-35	25	25
106	OLD CANYON ROAD	Easterly end to Clarke	28	23	19-28	17-31	25	25
107	OLD CANYON ROAD	Clarke to Niles Canyon	36	30	27-36	14-42	30	30
108	OLD WARM SPRINGS	Fremont to So. Grimmer	39	34	27-36	25-45	40	40
109	OLIVE AVENUE	Starr to Palm	32	28	24-33	11-39	25	25
110	OLIVE AVENUE	Palm to Washington	36	30	24-33	14-43	25	25
111	OMAR STREET	Blacow to Stevenson	37	30	25-34	15-50	25	25
112	OSGOOD ROAD	Washington to Auto Mall	39	32	30-39	20-40	35	35
113	OSGOOD ROAD	Auto Mall to So. Grimmer	40	35	33-42	28-45	40	40
114	OVERACKER AVENUE	Walnut to Mowry	39	33	31-40	24-40	30	30
115	PAGE AVENUE	Kato to Milmont	36	31	27-36	11-40	30	35
116	PALM AVENUE	Mission to Washington	38	30	24-33	17-48	30	30
117	PARKSIDE DRIVE	Mowry to Parkmont	30	25	22-31	15-35	25	25
118	PASEO PADRE PKWY	City limits to SPRR	48	42	36-45	31-54	45	45
119	PASEO PADRE PKWY	SPRR to I-880	46	42	37-46	29-57	35	35
120	PASEO PADRE PKWY	I-880 to Fremont	46	42	37-46	29-57	40	40
121	PASEO PADRE PKWY	Fremont to Decoto	43	39	34-43	31-50	40	40
122	PASEO PADRE PKWY	Decoto to Thornton	49	44	40-49	29-56	40	40
123	PASEO PADRE PKWY	Thornton to Peralta	46	39	33-42	22-56	40	40
124	PASEO PADRE PKWY	Peralta to Stevenson	41	37	32-41	28-48	35	35
125	PASEO PADRE PKWY	Stevenson to Driscoll	42	37	32-41	26-49	35	35
126	PASEO PADRE PKWY	Driscoll to Washington	37	33	29-38	23-43	30	30
127	PASEO PADRE PKWY	Washington to Pine	40	35	30-39	27-49	30	30
128	PASEO PADRE PKWY	Pine to Durham	48	40	35-44	29-58	30	30
129	PASEO PADRE PKWY	Durham to South Grimmer	40	34	30-39	22-47	30	30
130	PASEO PADRE PKWY	South Grimmer to Mission	40	35	31-40	23-50	30	30
131	PERALTA BLVD	Fremont to Glenmoor	33	29	24-33	14-45	30	30
132	PICKERING AVENUE	Mission to easterly end	41	34	30-39	17-72	30	30
133	PINE STREET	Mission to Paseo Padre	35	29	24-33	18-44	30	30

Survey No.	Street Name	Segment Limits	85th %tile Speed	50th %tile Speed	10 mph Pace Speed	Range of Speeds	Posted Speed Limit	Recom. Speed Limit
134	PINE STREET	Paseo Padre to Sabercat	44	35	28-37	21-53	25	25
135	RANCHO ARROYO	Niles to Riviera	34	30	26-35	21-38	30	30
136	ROBERTS AVENUE	Delaware to Blacow	28	22	17-26	127-54	25	25
137	ROBERTS AVENUE	Blacow to Main	32	28	24-33	21-43	25	25
138	SABERCAT ROAD	Durham to northerly end	43	38	35-44	27-53	35	35
139	SAILWAY DRIVE	Paseo Padre to easterly end	25	22	18-27	371-93	25	25
140	SCOTT CREEK ROAD	Warm Springs to Green Valley	49	45	39-48	34-60	40	40
141	SCOTT CREEK ROAD	Green Valley to easterly end	36	29	24-33	16-49	40	35
142	SECOND STREET	Hillview to southerly end	29	25	21-30	16-33	25	25
143	SHINN STREET	Peralta to Von Euw	26	22	17-26	14-32	30	25
144	SIWARD DRIVE	MacBeth to Ridgewood	32	27	22-31	18-37	25	25
145	SOUTH GRIMMER BL	Mission to Paseo Padre	37	32	29-38	18-44	25	25
146	SOUTH GRIMMER BL	Paseo Padre to Osgood	42	38	33-42	27-49	35	35
147	SOUTH GRIMMER BL	Osgood to Fremont	44	39	36-45	28-57	40	40
148	SOUTH GRIMMER BL	Fremont to Auto Mall	43	38	31-40	27-60	40	40
149	STANFORD AVENUE	Mission to Vineyard	33	28	24-33	16-50	35	35
150	STARR STREET	Washington to Mission	34	26	18-27	13-39	25	25
151	STATE STREET	Beacon to Mowry	36	32	27-36	21-41	30	30
152	STEVENSON BLVD	Mission to Civic Center	44	38	32-41	23-55	35	35
153	STEVENSON BLVD	Civic Center to Fremont	39	36	30-39	24-51	35	35
154	STEVENSON BLVD	Fremont to Blacow	44	39	35-44	30-53	35	35
155	STEVENSON BLVD	Blacow to westerly end	42	36	32-41	28-56	35	35
156	SUNDALE DRIVE	Liberty to Fremont	35	31	26-35	25-42	30	30
157	SUNDALE DRIVE	Fremont to Robin	29	25	21-30	16-34	25	25
158	TAN OAK DRIVE	Ardenwood to Tupelo	27	23	20-29	17-30	25	25
159	THORNTON AVENUE	Fremont to easterly end	32	28	24-33	138-50	30	30
160	TUPELO STREET	Paseo Padre to Tupelo Terrace	25	20	16-25	16-27	25	25
161	VARGAS ROAD	I-680 to city limits	34	27	24-33	149-46	30	30
162	VARGAS ROAD	Morrison Canyon to city limits	30	20	15-24	137-89	25	25
163	WALNUT AVENUE	Argonaut to Fremont	34	27	21-30	20-41	30	30
164	WALNUT AVENUE	Fremont to Paseo Padre	40	35	30-39	25-45	35	35
165	WALNUT AVENUE	Paseo Padre to Mission	39	35	31-40	28-43	35	35
166	WARM SPRINGS BL	So. Grimmer to Warren	42	39	34-43	22-53	40	40
167	WARM SPRINGS BL	Warren to city limits	47	42	36-45	35-49	45	45
168	WARREN AVENUE	Warm Springs to I-880	39	32	30-39	18-45	35	35
169	WASHINGTON BLVD	Fremont to Driscoll	35	30	26-35	16-46	25	25
170	WASHINGTON BLVD	Driscoll to Paseo Padre	46	42	38-47	25-53	35	35
171	WASHINGTON BLVD	Paseo Padre to Mission	44	37	33-42	19-52	35	35
172	WEST HUNTER LANE	Mission to westerly end	31	26	23-32	131-19	25	25
173	WEST WARREN AVE	Fremont to I-880	36	32	27-36	21-48	40	35

APPENDIX A
Fremont Municipal Code
Revised Section 3-21101

Sec. 3-21101. Declared prima facie speed limits

Each street designated in this section is subject to the declared prima facie speed limit specified therefor.

(a) 25 miles per hour:

Albrae Street, from Stevenson Boulevard to Stewart Avenue;
Antelope Drive, from Vineyard Avenue to Boar Circle;
Bidwell Drive, Fremont Boulevard to Sundale Drive;
Bonde Way, from Maple Street to Moraine Street;
Cabral Drive, Pizzaro Drive to Cabrillo Drive;
Cabrillo Drive, Thotmon Avenue to Decoto Road;
Calaveras Avenue, from Blacow Road to Logan Drive;
California Street, from Beacon Avenue to Walnut Avenue;
Carol Avenue, from Grimmer Boulevard to Fremont Boulevard;
Commerce Drive, from Tupelo Street to Ardenwood Boulevard;
Coronado Drive, from Thornton Avenue to Nicolet Avenue;
Cougar Drive, from Mission Boulevard to Cougar Circle;
Curtner Road, from Mission Boulevard to Paseo Padre Parkway;
Doane Street, from Fremont Boulevard to Grimmer Boulevard;
Eggers Drive, from Paseo Padre Parkway to Granville Drive;
Ellsworth Street, from Washington Boulevard to Pine Street;
Farwell Drive, from Central Avenue to Stevenson Boulevard;
Granville Drive, from Selma Avenue to Farwell Drive;
Guardino Drive, from Stevenson Boulevard to Walnut Avenue;
Hansen Avenue, from Yolo Terrace to Dusterberry Way;
Hastings Street, from Country Drive to Eggers Drive;
Hunter Lane, from Mission Boulevard to Cougar Circle;
Irvington Avenue, from Fremont Boulevard to Grimmer Boulevard;
Isle Royal Park, from Valpey Park Avenue to Seneca Park Avenue;
Kato Road, from Warren Avenue to I-880;
Lake Arrowhead Avenue, from Alvarado Boulevard to Lake Chad Street;
Lowry Road, from Alvarado Boulevard to Lark Way;
Mill Creek Road, from Mission Boulevard to city limits;
Moraine Street, from Thornton Avenue to Bonde Way;
Morrison Canyon Road, from city limits to Mission Boulevard;
Niles Boulevard, from Hillview Drive to Mission Boulevard;
Old Canyon Road, from easterly end to Clarke Drive;
Olive Avenue, from Starr Street to Washington Boulevard;
Omar Street, from Blacow Road to Stevenson Boulevard;
Parkside Avenue, from Mowry Avenue to Parkmont Drive;
Pine Street, from Paseo Padre Parkway to Sabercat Road;
Roberts Avenue, from Delaware Drive to Main Street;
Sailway Drive, from Paseo Padre Parkway to easterly end;
Second Street, from Hillview Drive to southerly end;
Shinn Street, from Peralta Boulevard to Von Euw Common;

Siward Drive, from MacBeth Avenue to Ridgewood Drive;
South Grimmer Boulevard, from Mission Boulevard to Paseo Padre Parkway;
Stanford Avenue, from Mission Boulevard to Vineyard Avenue;
Starr Street, from Washington Boulevard to Mission Boulevard;
Sundale Drive, from Fremont Boulevard to Robin Street;
Tan Oak Drive, from Ardenwood Boulevard to Tupelo Street;
Tupelo Street, from Paseo Padre Parkway to Tupelo Terrace;
Vargas Road, from Morrison Canyon Road to city limits;
Washington Boulevard, from Fremont Boulevard to Driscoll Road;
West Hunter Lane, from Mission Boulevard to westerly end;
and all other streets in residential or business districts in the city of Fremont not included
in this section.

(b) 30 miles per hour:

Albrae Street, from Stewart Avenue to Christy Street;
Antelope Drive, Mission Boulevard to Vineyard Avenue;
Argonaut Way, from Mowry Avenue to Walnut Avenue;
Beacon Avenue, from Fremont Boulevard to Liberty Street;
Beard Road, from Fremont Boulevard to easterly end;
Blacow Road, from easterly end to Fremont Boulevard;
Capitol Avenue, from Paseo Padre Parkway to State Street;
Cherry Lane, from Mowry Avenue to Walnut Avenue;
Civic Center Drive, from Mowry Avenue to Walnut Avenue;
Deep Creek Road, from Alvarado Boulevard to Ridgewood Drive;
Dusterberry Way, from Central Avenue to Thornton Avenue;
Fremont Boulevard, from Peralta Boulevard to Central Avenue;
Gallaudet Drive, from Walnut Avenue to Stevenson Boulevard;
Glenmoor Drive, from Central Avenue to Peralta Boulevard;
Hastings Street, from Capitol Avenue to Country Drive;
High Street, from Grimmer Boulevard to Railroad Avenue;
Landing Parkway, from Fremont Boulevard to West Warren Avenue;
Liberty Street, from Stevenson Boulevard to Capitol Avenue;
Old Canyon Road, from Clarke Drive to Niles Canyon Road;
Overacker Avenue, from Walnut Avenue to Mowry Avenue;
Palm Avenue, from Mission Boulevard to Washington Boulevard;
Paseo Padre Parkway, from Driscoll Road to Curtner Road;
Paseo Padre Parkway, from Durham Road to South Grimmer Boulevard;
Paseo Padre Parkway, from South Grimmer Boulevard to Mission Boulevard;
Peralta Boulevard, from Fremont Boulevard to Glenmoor Drive;
Pickering Avenue, from Mission Boulevard to easterly end;
Pine Street, from Mission Boulevard to Paseo Padre Parkway;
Rancho Arroyo Parkway, from Niles Boulevard to Riviera Drive;
State Street, from Beacon Avenue to Mowry Avenue;
Sundale Drive, from Liberty Street to Fremont Boulevard;
Thornton Avenue, from Fremont Boulevard to easterly end;
Vargas Road, from I-680 to city limits;

Walnut Avenue, from Argonaut Way to Fremont Boulevard.

(c) 35 miles per hour:

Bayside Parkway, from West Warren Avenue to Bayview Drive;
Bayview Drive, from Lakeview Boulevard to Fremont Boulevard;
Blacow Road, from SPRR to Thornton Avenue;
Central Avenue, from Fremont Boulevard to I-880;
Christy Street, from Auto Mall Parkway to southerly end;
Civic Center Drive, from Walnut Avenue to Stevenson Boulevard;
Commerce Drive, from Ardenwood Boulevard to Paseo Padre Parkway;
Country Drive, from Fremont Boulevard to Paseo Padre Parkway;
Dumbarton Circle, from Paseo Padre Parkway to Kaiser Drive;
East Warren Avenue, from Curtner Road to Warm Springs Boulevard;
Fremont Boulevard, from Central Avenue to Walnut Avenue;
Fremont Boulevard, from Stevenson Boulevard to Auto Mall Parkway;
Fremont Boulevard, from I-880 to Landing Parkway;
Grimmer Boulevard, from Blacow Road to Paseo Padre Parkway;
Hansen Avenue, from Blacow Road to Yolo Terrace;
Isherwood Way, from Paseo Padre Parkway to city limits;
Kaiser Drive, from Ardenwood Boulevard to Paseo Padre Parkway;
Kato Road, from Milmont Drive to Auburn Street;
Kato Road, from Auburn Street to Warren Avenue;
Lakeview Boulevard, from Fremont Boulevard to West Warren Avenue;
Lowry Road, from Lark Way to city limits;
Milmont Drive, from Page Avenue to city limits;
Mission Boulevard, from Mission Road to Anza Street;
Niles Boulevard, from City Limits to Hillview Drive;
Osgood Road, from Washington Boulevard to Auto Mall Parkway;
Page Avenue, from Kato Road to Milmont Drive;
Paseo Padre Parkway, from SPRR to I-880;
Paseo Padre Parkway, from Peralta Boulevard to Driscoll Road;
Sabercat Road, from Durham Road to northerly end;
Scott Creek Road, from Green Valley Road to easterly end;
South Grimmer Boulevard, from Paseo Padre Parkway to Osgood Road;
Stevenson Boulevard, from Mission Boulevard to westerly end;
Walnut Avenue, from Fremont Boulevard to Mission Boulevard;
Warren Avenue, from Warm Springs Boulevard to I-880;
Washington Boulevard, from Driscoll Road to Mission Boulevard;
West Warren Avenue, from Fremont Boulevard to I-880.

(d) 40 miles per hour:

Ardenwood Boulevard, from Union City limit to Newark limit;
Blacow Road, from Fremont Boulevard to SPRR;
Boscell Road, from Stewart Avenue to Auto Mall Parkway;
Business Center Drive, from South Grimmer Boulevard to Technology Place;

Cushing Parkway, from Fremont Boulevard to westerly end;
Decoto Road, from city limits to I-880;
Driscoll Road, from Mission Boulevard to Washington Boulevard;
Durham Road, from Osgood Road to Mission Boulevard;
Fremont Boulevard, from Beard Road to Decoto Road;
Fremont Boulevard, from Decoto Road to Thornton Avenue;
Fremont Boulevard, from Walnut Avenue to Stevenson Boulevard;
Fremont Boulevard, from Landing Parkway to Lakeview Boulevard;
Gateway Boulevard, from Fremont Boulevard to Lakeview Boulevard;
Grimmer Boulevard, from Auto Mall Parkway to Blacow Road;
Kato Road, from Warm Springs Boulevard to Milmont Drive;
Mission Boulevard, from Anza Street to Hunter Lane;
Mowry Avenue, from Peralta Boulevard to I-880;
Old Warm Springs Boulevard, from Fremont Boulevard to South Grimmer Boulevard;
Osgood Road, from Auto Mall Parkway to South Grimmer Boulevard;
Paseo Padre Parkway, from Ardenwood Boulevard to SPRR;
Paseo Padre Parkway, from I-880 to Peralta Boulevard;
Scott Creek Road, from Warm Springs Boulevard to Green Valley Road;
South Grimmer Boulevard, from Osgood Road to Auto Mall Parkway;
Warm Springs Boulevard, from South Grimmer Boulevard to Warren Avenue.

(e) 45 miles per hour:

Alvarado Boulevard, from I-880 to city limits;
Auto Mall Parkway, from westerly end to Boyce Road;
Auto Mall Parkway, from Boyce Road to Fremont Boulevard;
Auto Mall Parkway, from Fremont Boulevard to Osgood Road;
Boyce Road, from Stevenson Boulevard to Auto Mall Parkway;
Christy Street, from Stewart Avenue to Auto Mall Parkway;
Fremont Boulevard, from Auto Mall Parkway to I-880;
Mission Boulevard, from Hunter Lane to Curtner Road;
Paseo Padre Parkway, from city limits to Ardenwood Boulevard;
Warm Springs Boulevard, from Warren Avenue to city limits.