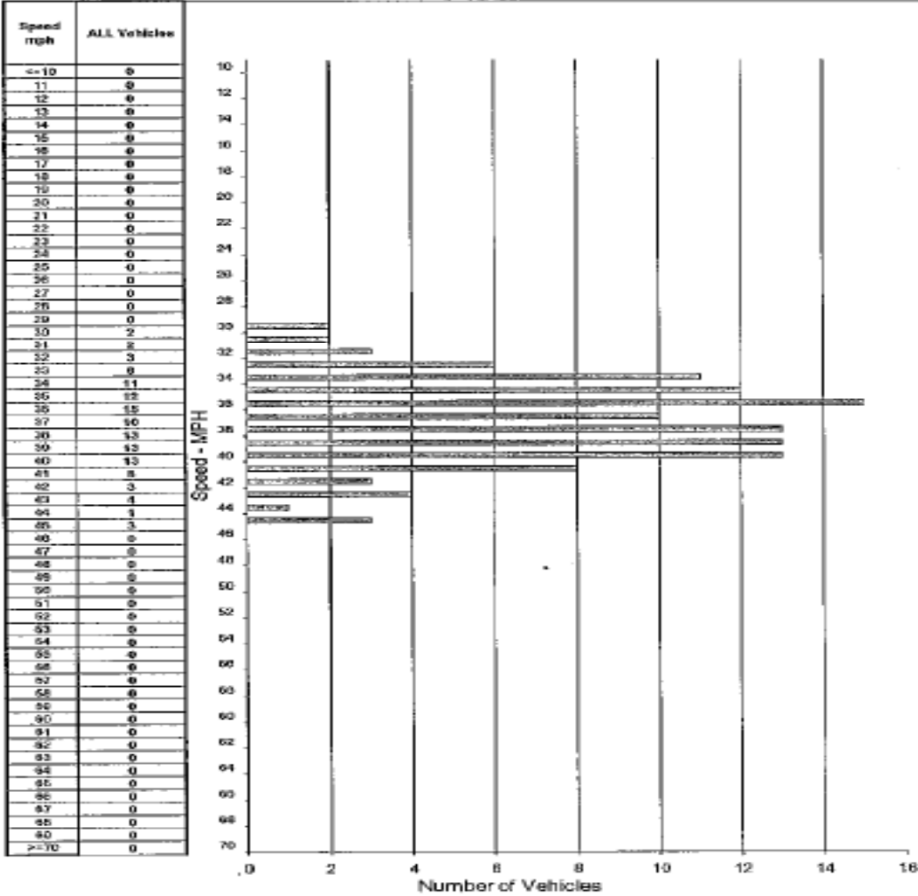


Supplement to Comment # 16 (39 of 47)
Name: Pat Grant

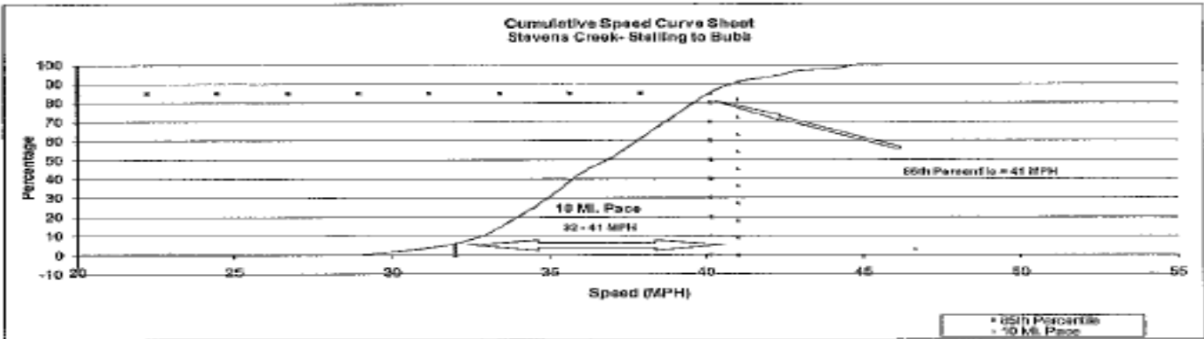
Spot Speed Study
Prepared by: National Data & Surveying Services
City of Cupertino

Survey Time: 14:15-14:45
DATE: 4/15/2009 Location: Stevens Creek- Stalling to Bubb, WB (R71)
DAY: Wednesday Posted Speed: 35 MPH Project #: 09-7102

Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	150	30-45	37 mph	41 mph	32 - 41	104	69%	35 / 4	50% / 11



Supplement to Comment # 16 (40 of 47)

Name: Pat Grant



City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: Prima Facie Speed Limit – Stevens Creek Boulevard, Eastbound, between Stelling Road and Bubb Road

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for eastbound Stevens Creek Boulevard between Stelling Road and Bubb Road.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Stevens Creek Boulevard is 39 mph, which would require a posting of 40 mph in the absence of any reduction. The accident rate on Stevens Creek Boulevard is 6.1 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 35 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

A handwritten signature in black ink, appearing to read "David Stillman".

David Stillman
Senior Civil Engineer



Supplement to Comment # 16 (41 of 47)

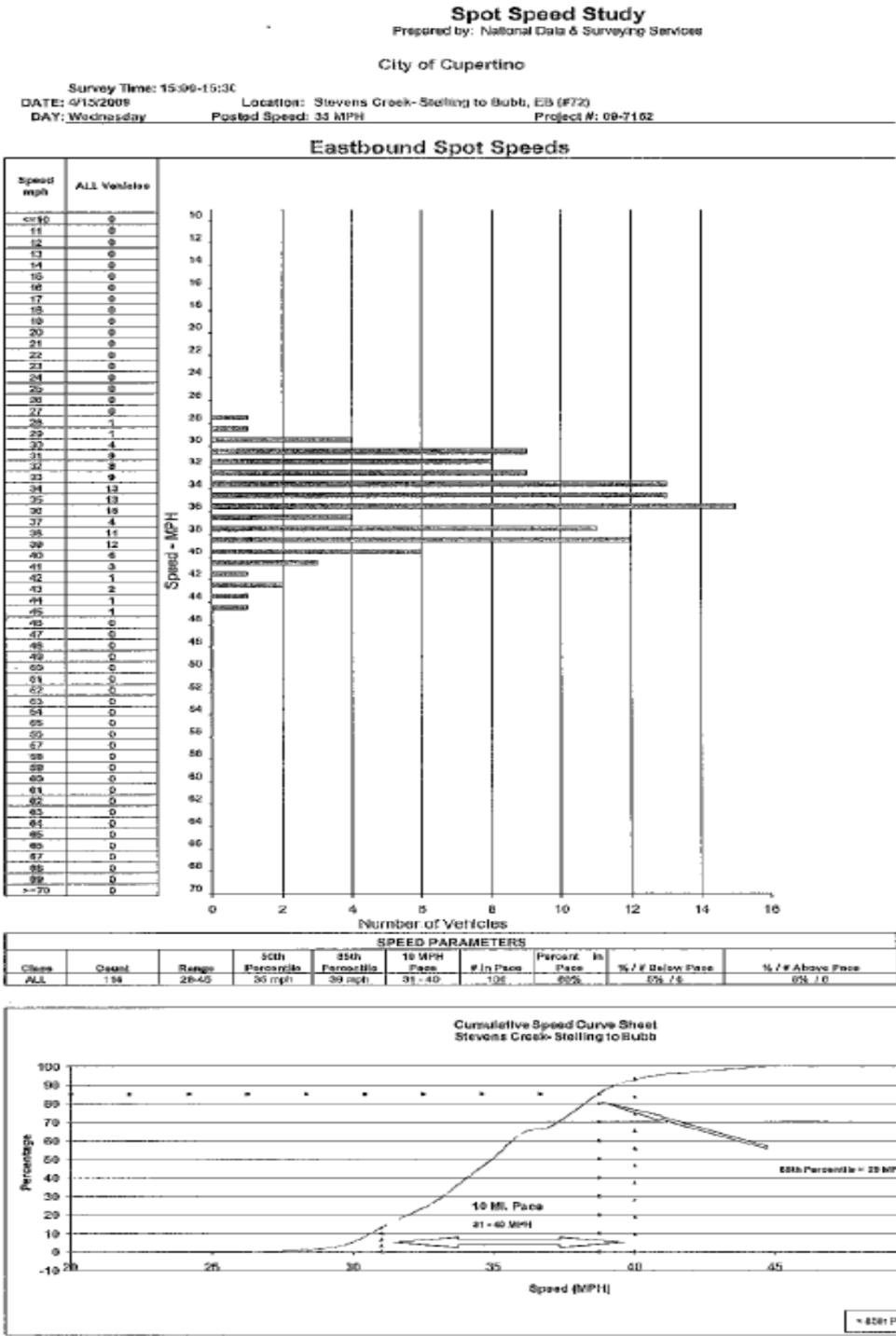
Name: Pat Grant

**City of Cupertino
Engineering and Traffic Survey**

Street:	STEVENS CREEK		
Limits:	STELLING TO BUBB	 CUPERTINO	
	EB		
Factors			
A. Prevailing Speed Data			
Date /Location of Survey	4/15/2009, STELLING TO BUBB		
Posted Speed Limit	35		
# Speed Data Collected	114		
85th Percentile	39		
10 mph Pace	31-40		
Percent in Pace	88		
B. Traffic Factors			
Average Daily Traffic (ADT)	17,660		
Length of Segment (mi.)	0.58		
Street Classification	Arterial		
C. Collision History			
Date Range Covered	01/01/2006 - 12/31/2008		
Total Accidents	69		
Accident Rate (Acc/MVM)	6.1		
Statewide Average Accident Rate	1.83		
D. Roadway Conditions			
Adjacent Land Use	This area is generally commercial with a designated bicycle lane. There is an active senior community center with scheduled activities weekdays, evenings, and weekends. Adjacent DeAnza College and Flint Center generate increased pedestrian, bicycle and vehicular traffic weekdays, evenings, and weekends.		
Roadway Geometrics	6-lane divided roadway with on-street bike lane		
Comments	Attached engineering & traffic survey and high collision rate support maintaining the existing 35 mph speed limit.		
Speed Limit Change?	No		
Existing Speed Limit: 35 mph	Recommended Speed Limit: 35 mph		
This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 28.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.			
Approved and Authorized for release by The City of Cupertino Public Works:			
Signed			Title SENIOR CIVIL ENG. Date 1/19/09

Segment # 72

Supplement to Comment # 16 (42 of 47)
Name: Pat Grant



Supplement to Comment # 16 (43 of 47)

Name: Pat Grant



City Hall
10300 Torre Avenue
Cupertino, CA 95014-3255
(408) 777-3354
FAX (408) 777-3333

PUBLIC WORKS DEPARTMENT
Ralph A. Qualls, Jr., Director

November 9, 2009

Superior Court
Palo Alto Facility
270 Grant Avenue
Palo Alto, CA 94306

Subject: Prima Facie Speed Limit – Foothill Boulevard, Northbound, between Starling Drive and Stevens Creek Boulevard

This is to certify that, in accordance with Sections 22357 and 22358 of the California Vehicle Code, an engineering and traffic survey has been made for northbound Foothill Boulevard between Starling Drive and Stevens Creek Boulevard.

MUTCD Section 2B.13 requires that the speed limit shall be posted at the nearest 5 mph increment of the 85th percentile speed, or reduced 5 mph from the nearest 5 mph increment in compliance with CVC Sections 627 and 22358.5. The 85th percentile speed on Foothill Boulevard is 45 mph, which would require a posting of 45 mph in the absence of any reduction. However, the accident rate on Foothill Boulevard is 2.2 accidents per million vehicle miles (Acc/MVM), higher than the statewide average rate of 1.83 Acc/MVM. Therefore, a 5 mph reduction in compliance with CVC Section 627 is prudent in order to ensure the safe movement of traffic.

In conclusion, from the survey it has been determined that a prima facie speed limit of 40 miles per hour is most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.

Copies of the survey are enclosed.

Sincerely,

A handwritten signature in dark ink, appearing to read "D. Stillman".

David Stillman
Senior Civil Engineer



Supplement to Comment # 16 (44 of 47)

Name: Pat Grant

**City of Cupertino
Engineering and Traffic Survey**

Street: FOOTHILL		 CUPERTINO
Limits: STARLING TO STEVENS CREEK NB		
Factors		
A. Prevailing Speed Data		
Date /Location of Survey	4/15/2009, STARLING TO STEVENS CREEK	
Posted Speed Limit	40	
# Speed Data Collected	107	
85th Percentile	45	
10 mph Pace	37-46	
Percent in Pace	88	
B. Traffic Factors		
Average Daily Traffic (ADT)	8,186	
Length of Segment (mi.)	0.67	
Street Classification	Major Collector	
C. Collision History		
Date Range Covered	01/01/2006 - 12/31/2008	
Total Accidents	13	
Accident Rate (Acc/MVM)	2.2	
Statewide Average Accident Rate	1.83	
D. Roadway Conditions		
Adjacent Land Use	The street provides access to residential neighborhoods via stop controlled intersecting streets. There are no fronting residential driveways. There is a suggested route to school to a neighborhood elementary school along this section of Foothill Boulevard as well as bike lanes.	
Roadway Geometrics	4-lane divided roadway	
Comments	The results of engineering & traffic survey and high collision rate support maintaining the existing to 40 mph speed limit.	
Speed Limit Change?	No	
Existing Speed Limit: 40 mph	Recommended Speed Limit: 40 mph	
This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic. Approved and Authorized for release by The City of Cupertino Public Works:		
Signed	 Title SENIOR CIVIL ENG. Date 11/9/09	

Segment # 25

Supplement to Comment # 16 (45 of 47)

Name: Pat Grant

Spot Speed Study

Prepared by: National Data & Surveying Services

City of Cupertino

Survey Time: 9:30AM-10:06AM

DATE: 4/15/2009

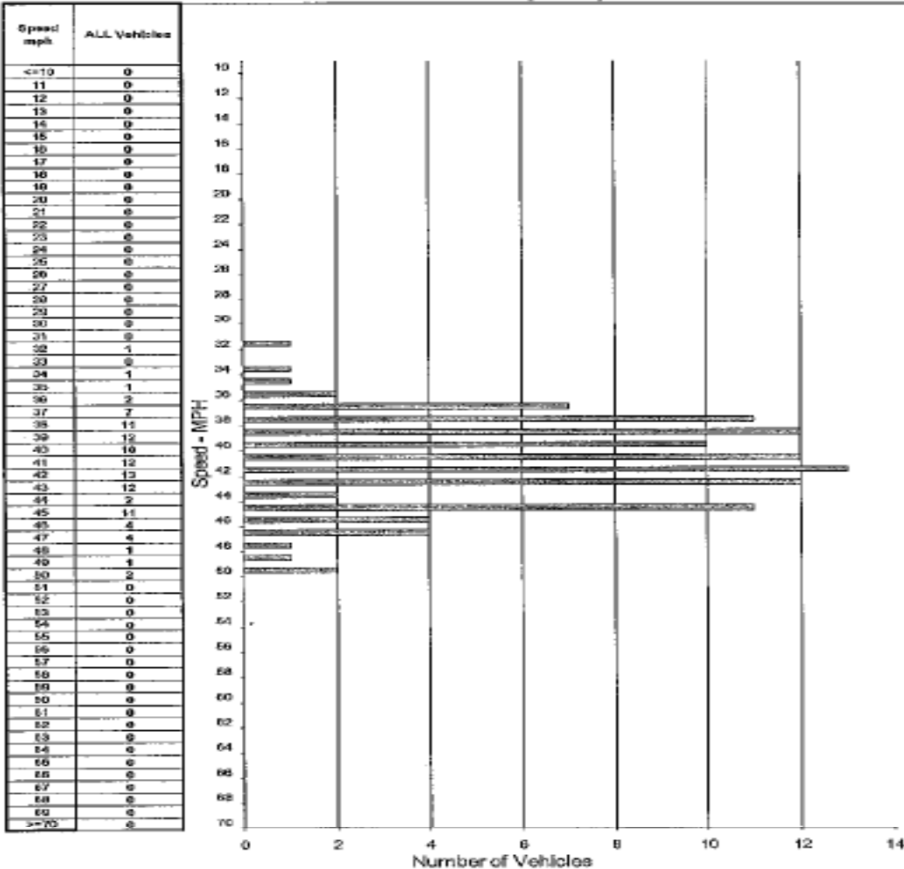
Location: Foothill - Starling to Stevens Creek, NB (M25)

DAY: Wednesday

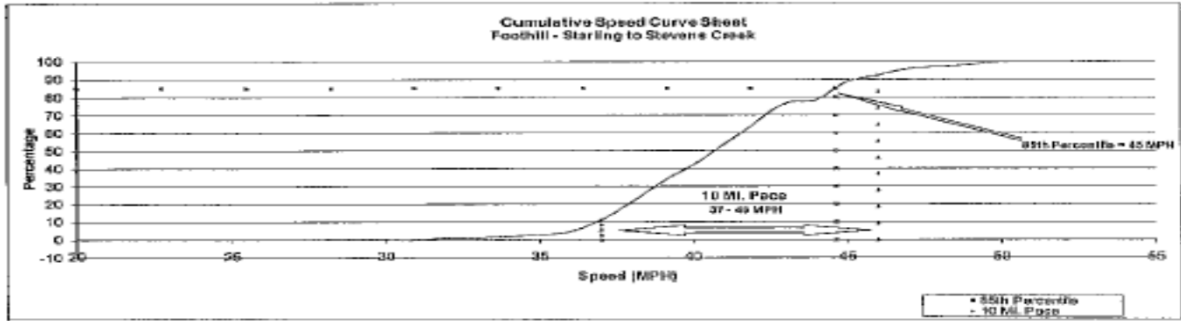
Posted Speed: 45 MPH

Project #: 86-7162

Northbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	307	31 - 38	41 mph	45 mph	37 - 49	94	30%	4% / 3	6% / 5



Supplement to Comment # 16 (46 of 47)
 Name: Pat Grant

WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Phone: (925) 706-9911 Fax: (925) 706-9914

CLIENT: KITTELSON ASSOCIATES
 PROJECT: 2014 SCVTA OPM MONITORING
 DATE: WEDNESDAY SEPT 10, 2014
 PERIOD: 4:00 PM TO 5:00 PM
 INTERSECTION: NIS HWY 55 NO RTHBOND RAMP
 CITY: CUPERTINO

VEHICLES

15MIN COUNTS												
4:00 PM TO 5:00 PM												
PERIOD	1	2	3	4	5	6	7a	8a	9a	10	11	12
	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	WBTL	WBTL	WBTL	WBTL	WBTL	WBTL
4:00-4:15	0	0	0	145	175	0	15	25	25	25	0	105
4:15-4:30	0	0	0	125	125	0	21	21	21	21	0	126
4:30-4:45	0	0	0	125	125	0	4	25	19	20	0	129
4:45-5:00	0	0	0	150	161	0	9	46	11	25	0	160
5:00-5:15	0	0	0	145	166	0	7	21	25	20	0	145
5:15-5:30	0	0	0	127	161	0	5	11	8	22	0	126
5:30-5:45	0	0	0	150	174	0	5	11	8	22	0	150
5:45-6:00	0	0	0	124	174	0	6	4	1	43	0	124
6:00-6:15	0	0	0	124	174	0	6	4	1	43	0	124
6:15-6:30	0	0	0	124	174	0	6	4	1	43	0	124
HOURLY TOTALS												
TIME	1	2	3	4	5	6	7a	8a	9a	10	11	12
	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	WBTL	WBTL	WBTL	WBTL	WBTL	WBTL
4:00-6:00	0	0	0	275	415	0	25	124	65	175	0	1261
4:00-6:15	0	0	0	275	415	0	45	124	76	169	0	1261
4:00-6:30	0	0	0	264	410	0	26	112	61	166	0	1226
4:00-6:45	0	0	0	262	404	0	21	87	26	201	0	1226
4:00-6:00	0	0	0	267	407	0	16	23	26	162	0	1226

SEE GRAPHIC BELOW



BICYCLES

15MIN COUNTS												
4:00 PM TO 5:00 PM												
PERIOD	1	2	3	4	5	6	7a	8a	9a	10	11	12
	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	WBTL	WBTL	WBTL	WBTL	WBTL	WBTL
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS												
TIME	1	2	3	4	5	6	7a	8a	9a	10	11	12
	SBRT	SBTH	SBTL	WBRT	WBTH	WBTL	WBTL	WBTL	WBTL	WBTL	WBTL	WBTL
4:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0
4:00-6:30	0	0	0	0	0	0	0	0	0	0	0	0
4:00-6:45	0	0	0	0	0	0	0	0	0	0	0	0
4:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0

SEE GRAPHIC BELOW



PEDESTRIANS

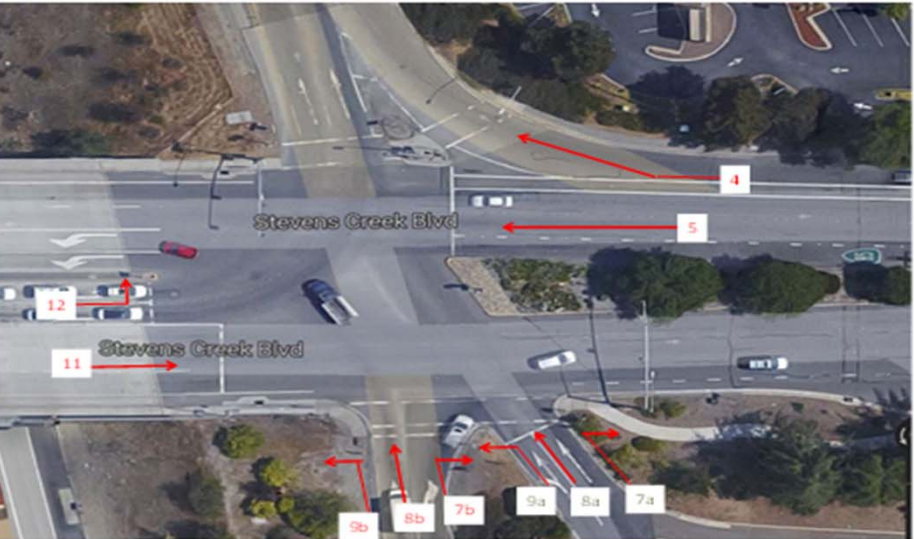
15MIN COUNTS												
4:00 PM TO 5:00 PM												
PERIOD	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL
4:00-4:15	0	0	0	0	0	0	0	0	0	0	0	0
4:15-4:30	0	0	0	0	0	0	0	0	0	0	0	0
4:30-4:45	0	0	0	0	0	0	0	0	0	0	0	0
4:45-5:00	0	0	0	0	0	0	0	0	0	0	0	0
5:00-5:15	0	0	0	0	0	0	0	0	0	0	0	0
5:15-5:30	0	0	0	0	0	0	0	0	0	0	0	0
5:30-5:45	0	0	0	0	0	0	0	0	0	0	0	0
5:45-6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:15-6:30	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS												
TIME	EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL	EB	WB	TOTAL
4:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0
4:00-6:15	0	0	0	0	0	0	0	0	0	0	0	0
4:00-6:30	0	0	0	0	0	0	0	0	0	0	0	0
4:00-6:45	0	0	0	0	0	0	0	0	0	0	0	0
4:00-6:00	0	0	0	0	0	0	0	0	0	0	0	0

NORTH LEG

WEST LEG

EAST LEG

SOUTH LEG



Supplement to Comment # 16 (47 of 47)

Name: Pat Grant

WILTEC

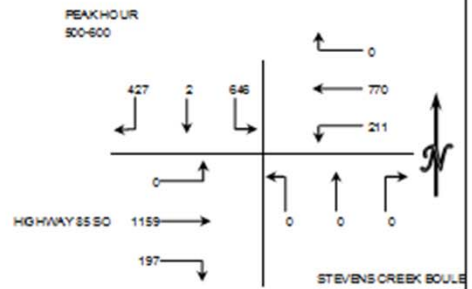
Phone: (925) 706-9911 Fax: (925) 706-9914

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
 PROJECT: 2014 SCVTA CMP MONITORING
 DATE: WEDNESDAY SEPT 10, 2014
 PERIOD: 4:00 PM TO 8:00 PM
 INTERSECTION: N/S STEVENS CREEK BOULEVARD
 E/W HIGHWAY 85 SOUTHBOUND RAMP
 CITY: CUPERTINO

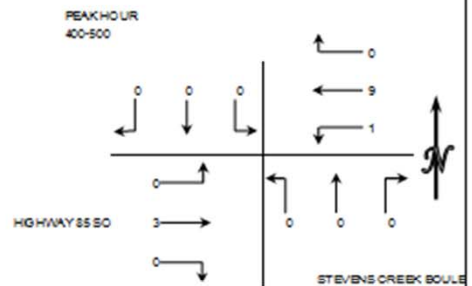
VEHICLES

15 MIN COUNT S													4:00 PM TO 8:00 PM	
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-415	103	1	131	0	139	38	0	0	0	39	230	0	744	
415-430	104	1	118	0	157	50	0	0	0	37	250	0	717	
430-445	99	0	153	0	155	54	0	0	0	57	275	0	823	
445-500	115	0	145	0	148	31	0	0	0	41	259	0	740	
500-515	101	0	154	0	163	43	0	0	0	48	297	0	805	
515-530	99	2	139	0	154	50	0	0	0	47	289	0	790	
530-545	100	0	133	0	208	59	0	0	0	56	236	0	904	
545-600	127	0	170	0	215	59	0	0	0	46	295	0	912	
HOUR TOTAL S														
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL	
400-600	422	2	547	0	629	173	0	0	0	174	1077	0	3024	
415-515	420	1	570	0	653	178	0	0	0	183	1081	0	3036	
430-530	415	2	591	0	630	178	0	0	0	193	1100	0	3159	
445-545	416	2	621	0	703	183	0	0	0	192	1123	0	3240	
500-600	427	2	646	0	770	211	0	0	0	197	1159	0	3412	



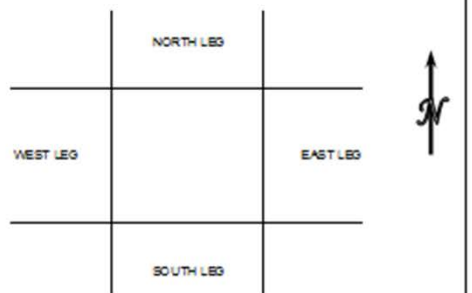
BICYCLES

15MIN COUNT S													4:00 PM TO 8:00 PM												
PERIOD	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL												
400-415	0	0	0	0	3	0	0	0	0	0	3	0	6												
415-430	0	0	0	0	5	0	0	0	0	0	0	0	5												
430-445	0	0	0	0	1	0	0	0	0	0	0	0	1												
445-500	0	0	0	0	0	1	0	0	0	0	0	0	1												
500-515	0	0	0	0	0	0	0	0	0	0	2	0	2												
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0												
530-545	0	0	0	0	0	0	0	0	0	0	1	0	1												
545-600	0	0	0	0	0	0	0	0	0	0	2	0	2												
HOUR TOTAL S																									
TIME	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL												
400-600	0	0	0	0	9	1	0	0	0	0	3	0	13												
415-515	0	0	0	0	6	1	0	0	0	0	2	0	9												
430-530	0	0	0	0	1	1	0	0	0	0	2	0	4												
445-545	0	0	0	0	0	1	0	0	0	0	3	0	4												
500-600	0	0	0	0	0	0	0	0	0	0	5	0	5												



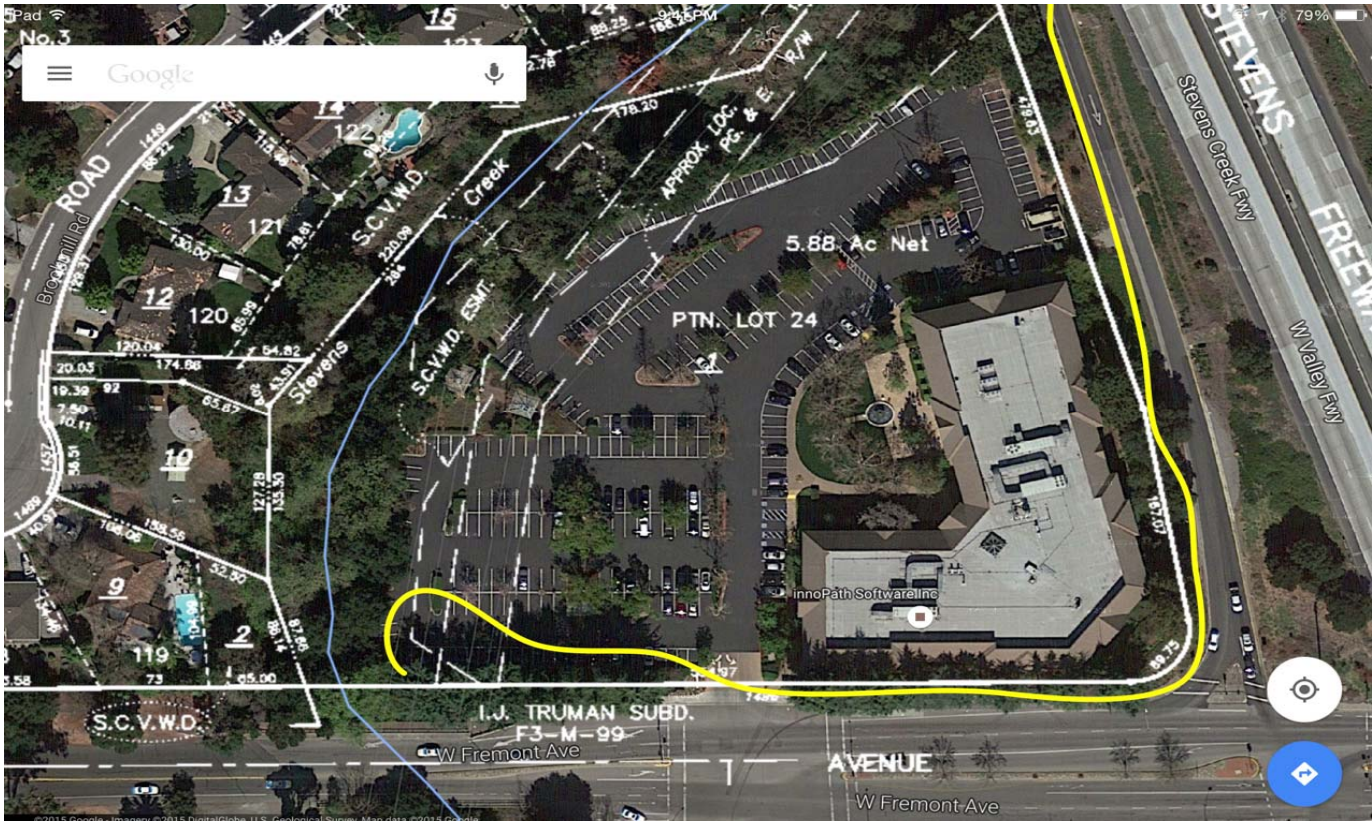
PEDESTRIANS

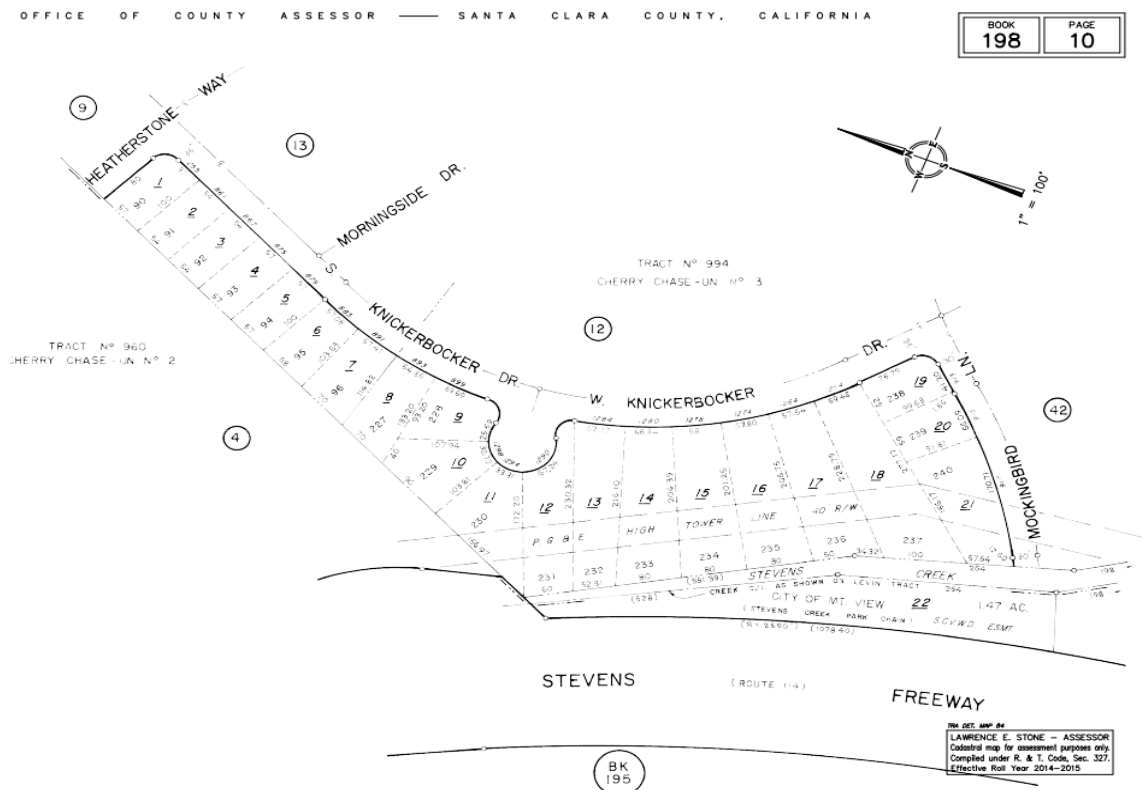
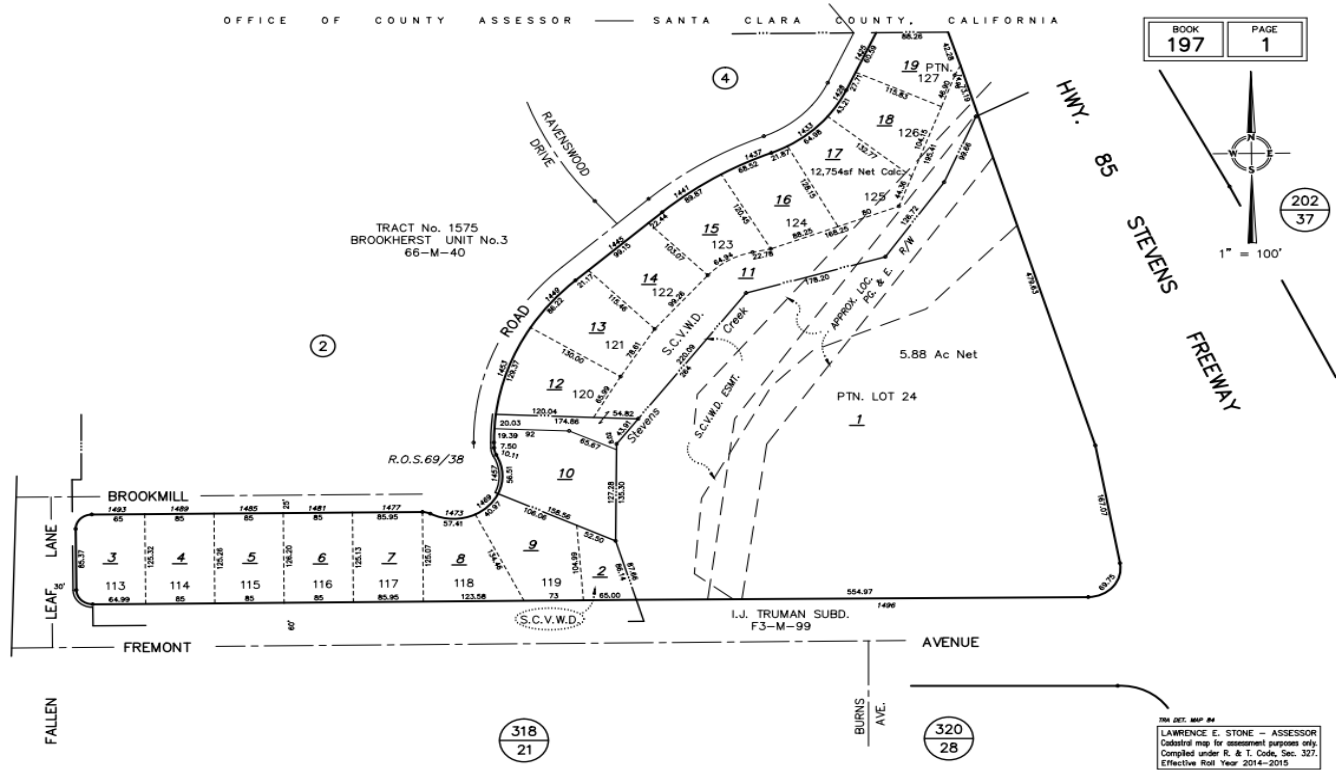
15MIN COUNTS 4:00 PM TO 8:00 PM												
PERIOD	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	EB	WB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	NB	SB	TOTAL
400-415	1	0	1	0	1	1	1	0	1	0	0	0
415-430	0	1	1	0	0	0	1	1	0	0	0	0
430-445	0	0	0	1	1	2	1	1	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	1	1	0	0	0	0	0	0
515-530	4	0	4	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	3	3	0	0	0	0
545-600	0	3	3	0	1	1	0	2	2	0	0	0
HOUR TOTALS												
TIME	EB	WB	TOTAL	NB	SB	TOTAL	EB	WB	TOTAL	NB	SB	TOTAL
400-600	1	1	2	1	2	3	1	2	3	0	0	0
415-515	0	1	1	1	2	3	0	2	2	0	0	0
430-530	4	0	4	1	2	3	0	1	1	0	0	0
445-545	4	0	4	0	1	1	0	3	3	0	0	0
500-600	4	3	7	0	2	2	0	5	5	0	0	0

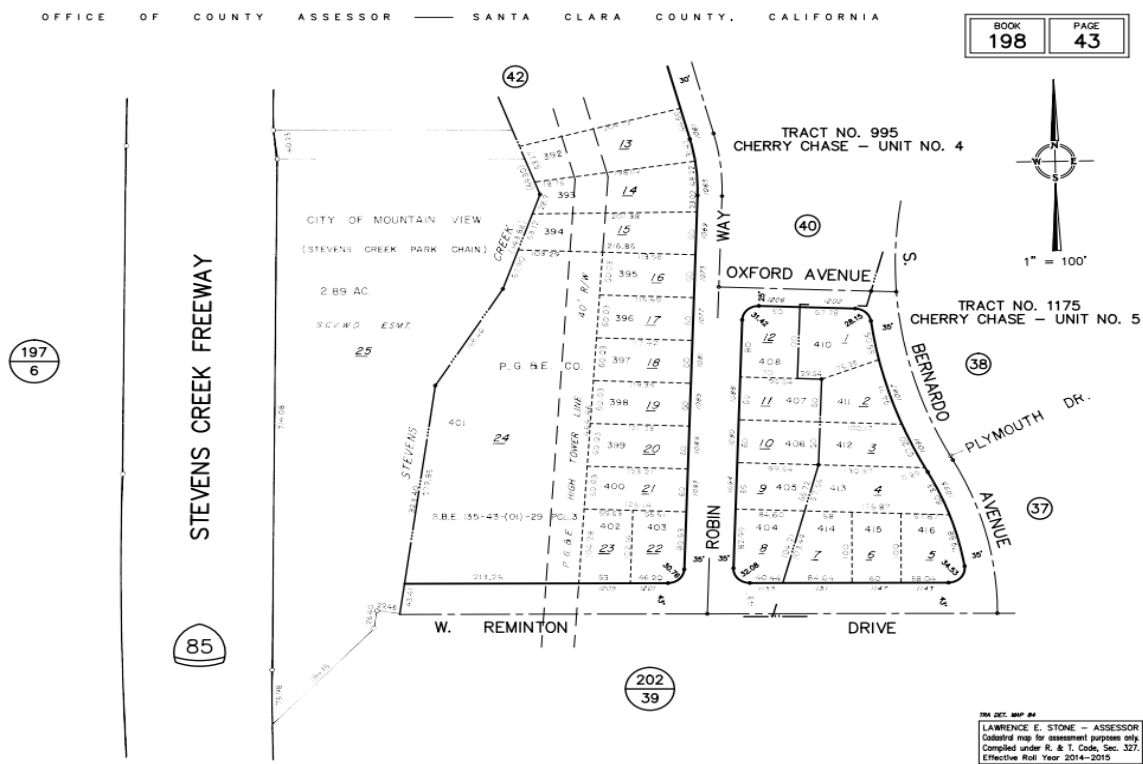
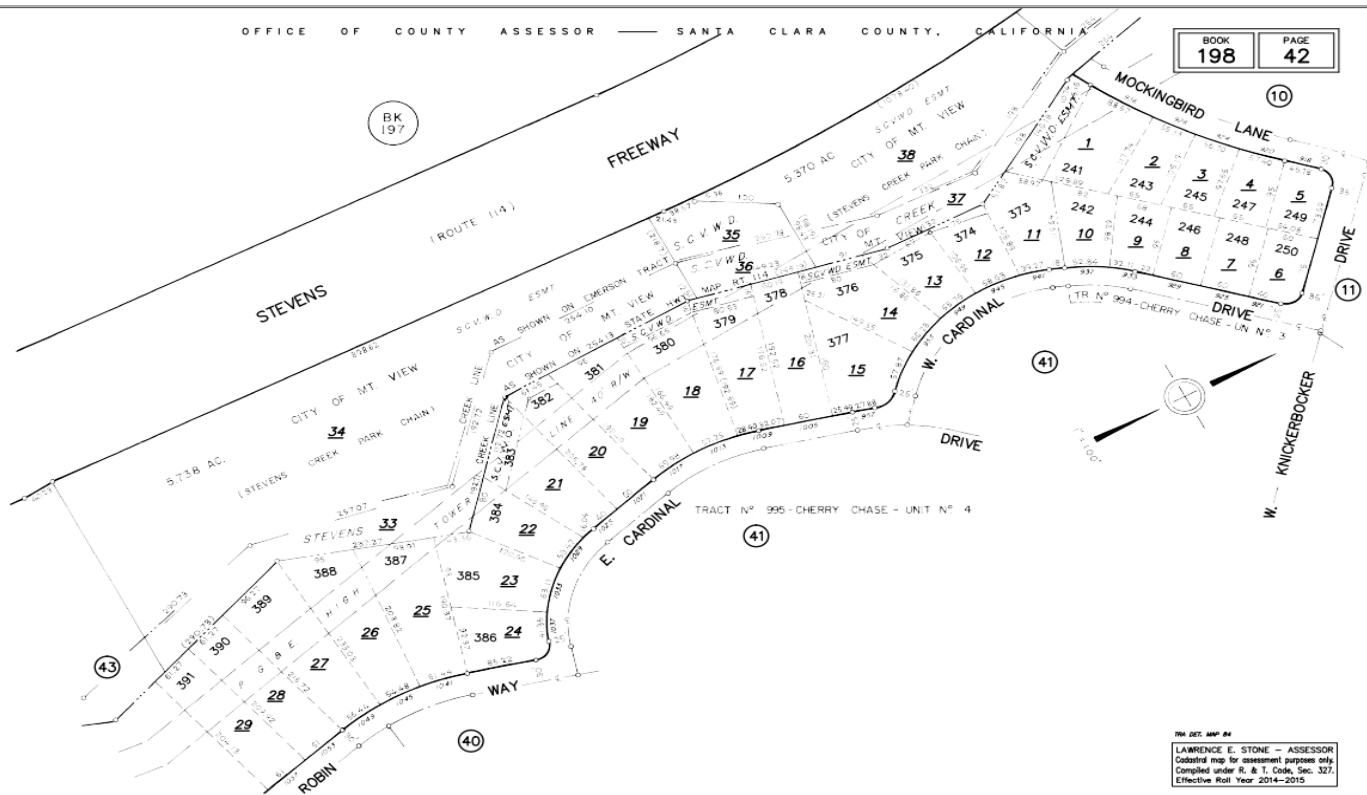


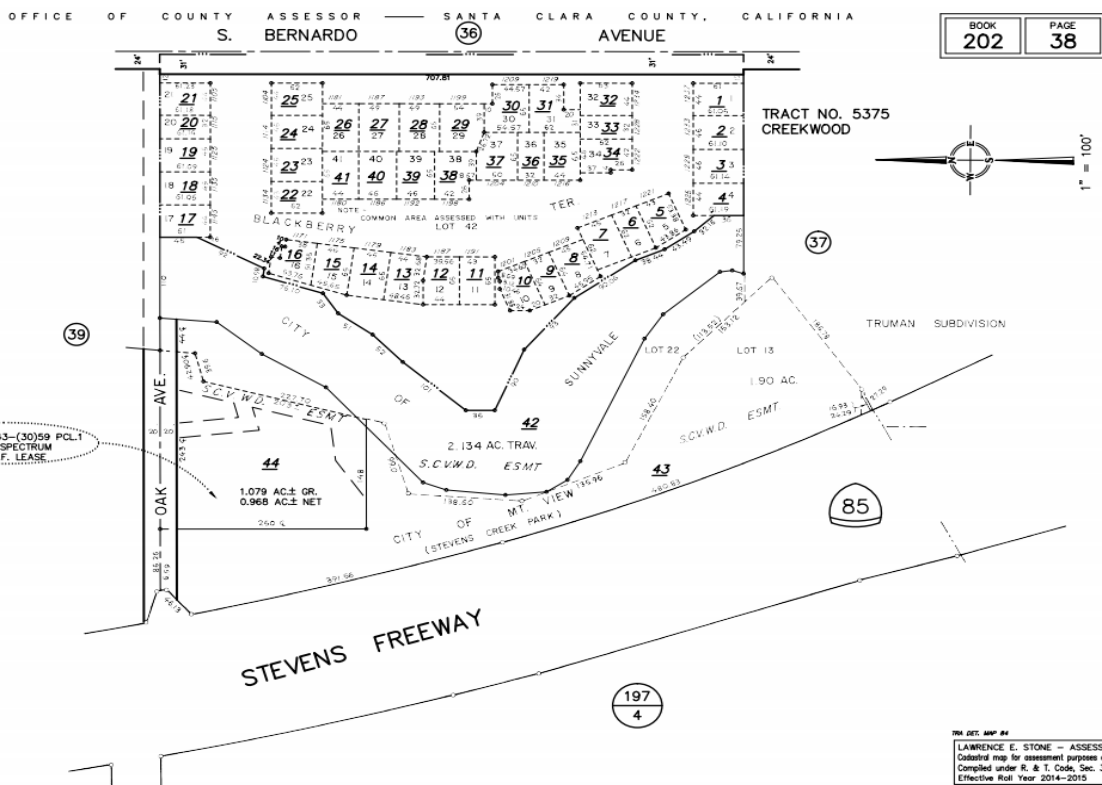
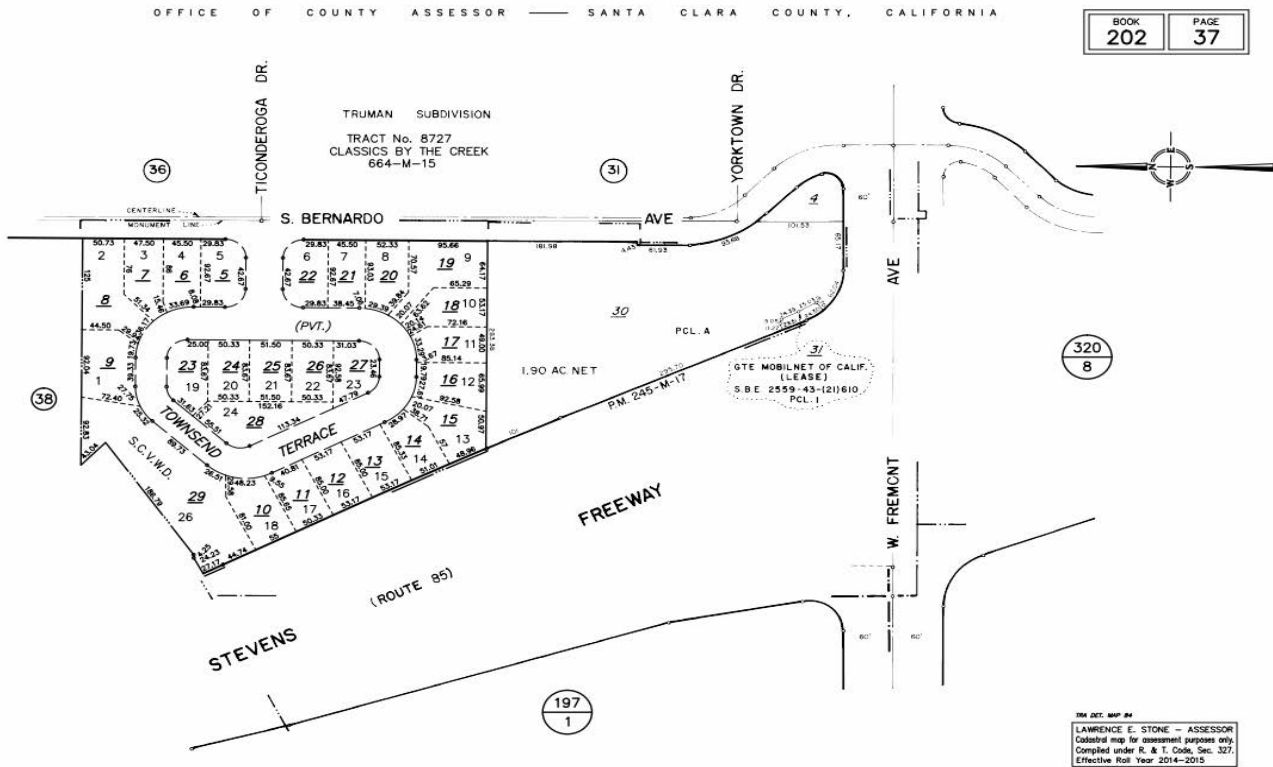
Supplement to Comment # 36

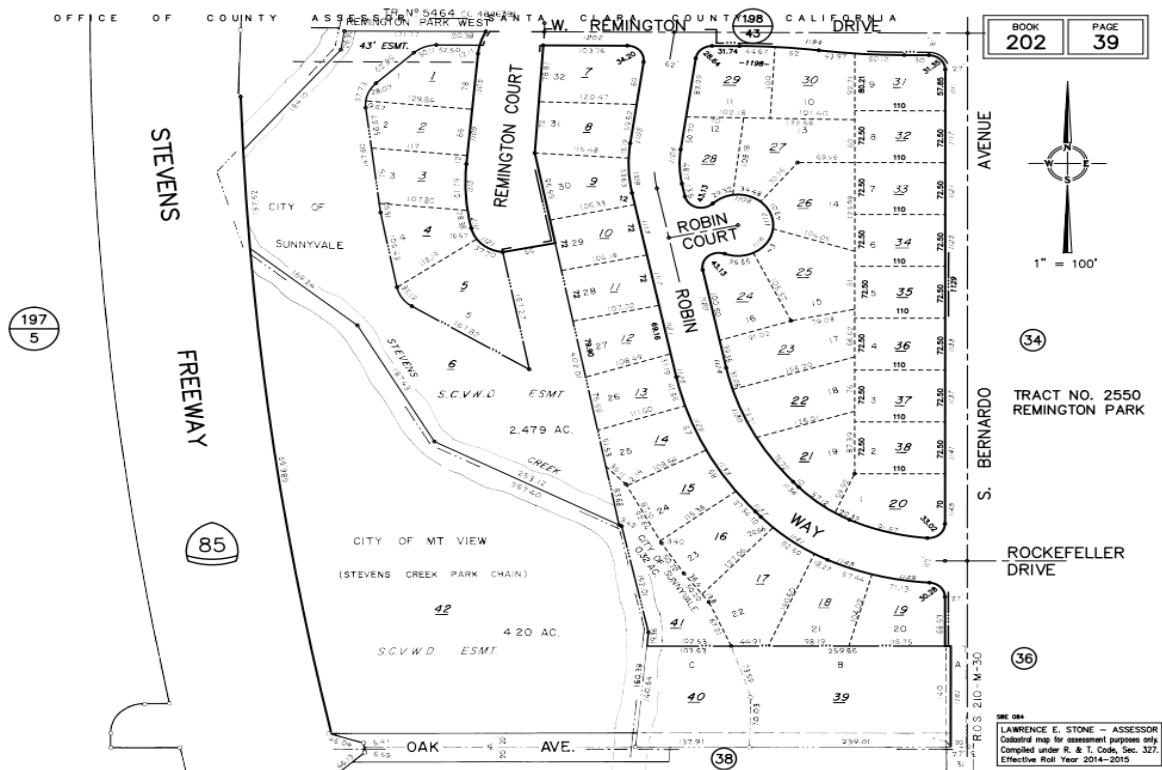
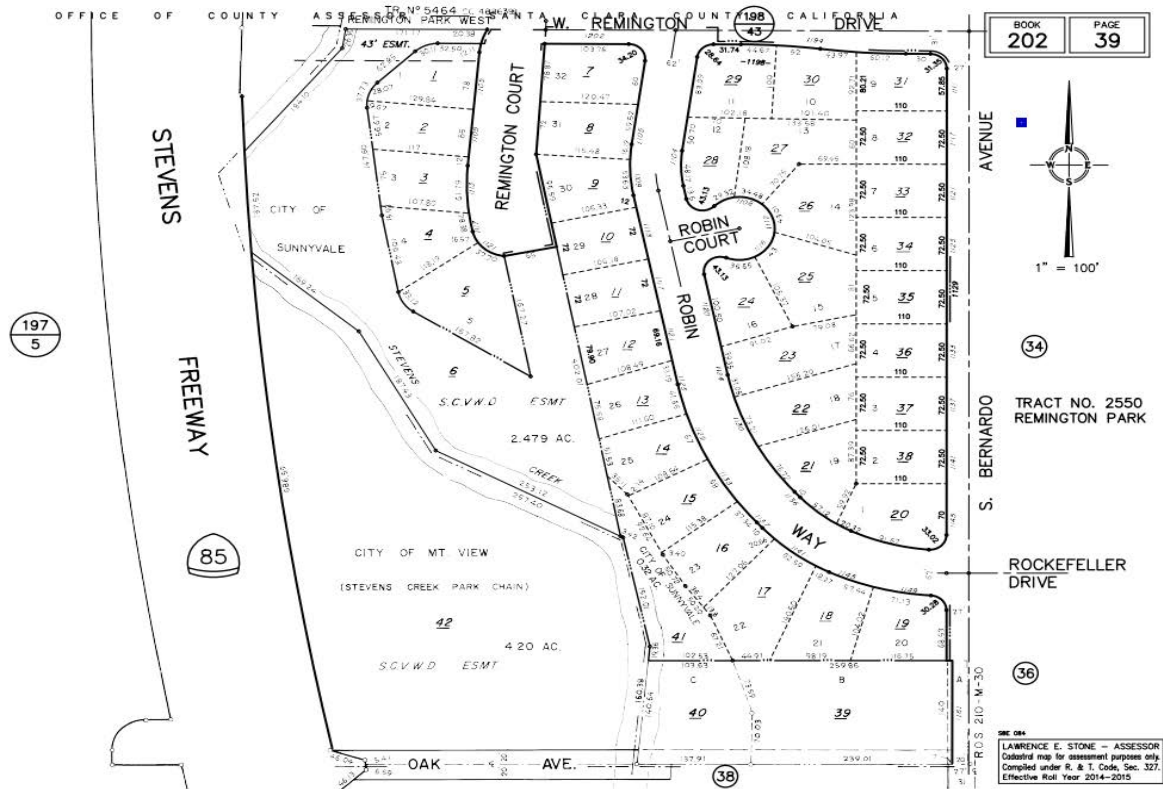
Name: Patrick Grant



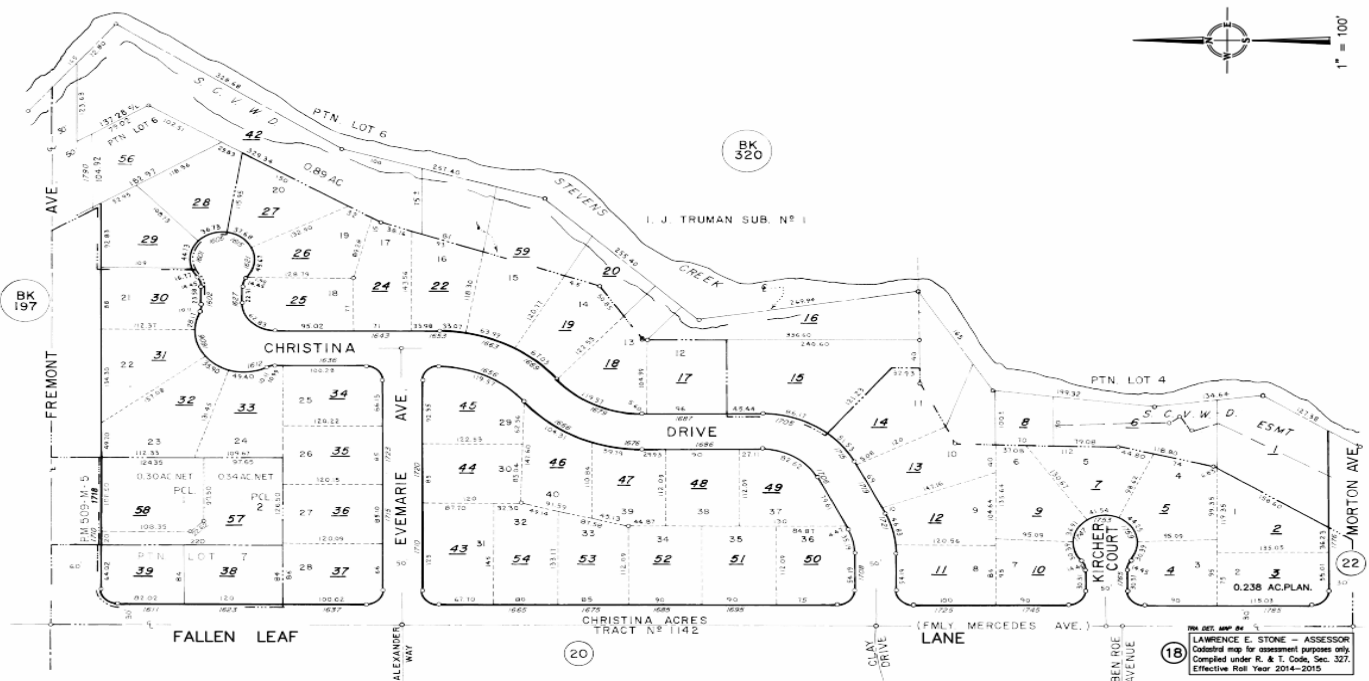








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