



# MEMORANDUM

Engineering Department

**DATE:** March 26, 2021

**TO:** Mayor and Councilmembers

**THROUGH:** Steve McHarris, City Manager *Steve McHarris*

**FROM:** Steve Erickson, Engineering Director/City Engineer *Steve Erickson*  
Steve Chan, Transportation and Traffic Manager

**SUBJECT:** City Speed Hump Policy and Requested Accident Data

Staff presented the City's existing speed hump policy to the Transportation Subcommittee on January 10, 2021. This informational memorandum summarizes that presented to the Transportation Subcommittee and includes traffic accident data requested by the Mayor. This item was also one of the Council referral items discussed on March 16<sup>th</sup>.

Speed humps are an example of a traffic calming measure used to reduce vehicle speeds to improve pedestrian and bicyclist safety on roadways.

On October 21, 1997, the City Council approved a policy for the installation of speed humps on local residential streets. The Milpitas policy conforms with best practices and is consistent with neighboring cities' traffic calming procedures.

The speed hump policy outlines the steps to be used by City staff to determine the appropriateness of speed hump installation on residential streets:

- The request for speed hump installation is supported by greater than 70% of residents on the street(s).
- The identified street(s) have demonstrated speeding problems that persists after non-structural means such as increased enforcement or use of radar speed feedback board have been tried.
- The identified street(s) are local residential street(s) with a 25-mph speed limit.
- The identified street(s) contain slopes less than 6%.
- The identified street(s) have traffic counts greater than 750 vehicles per day (vpd).

Once a request has been determined to meet the steps outlined in the policy, a staff report with recommendations is presented to the City Council for direction.

Following the January 10, 2021 Transportation Subcommittee speed hump policy presentation, the Mayor requested staff provide accident history for the past 12 months. Staff has complied the requested accident history data shown below:

From January 10th, 2020 through January 10th, 2021, there were a total of 367 recorded accidents in the City. There were 224 Non-Injury accidents and 143 Injury accidents. A total of 18 accidents involved bicyclists and 14 accidents involved pedestrians.

Maps showing locations of accident concentration, accident type and involved party are shown in Figures 1 through 3 attached.

Accident per capita for Milpitas and neighboring cities for 2019 are as follow:

	Milpitas	Santa Clara	Sunnyvale	San Jose	San Francisco
Accident per Capita	<b>0.0036</b>	0.0030	0.0039	0.0039	0.0045

Source: Statewide Integrated Traffic Records System and US Census Bureau

Accident by type in Milpitas from 2015 through 2020:

Year	Total Accidents	Injury Accident	Non-Injury Accident	Accident w/Pedestrian	Accident w/Bicyclist
2020	367	143	224	14	18
2019	339	162	177	17	14
2018	377	182	195	17	16
2017	460	210	250	20	22
2016	464	182	282	13	22
2015	483	210	273	20	23

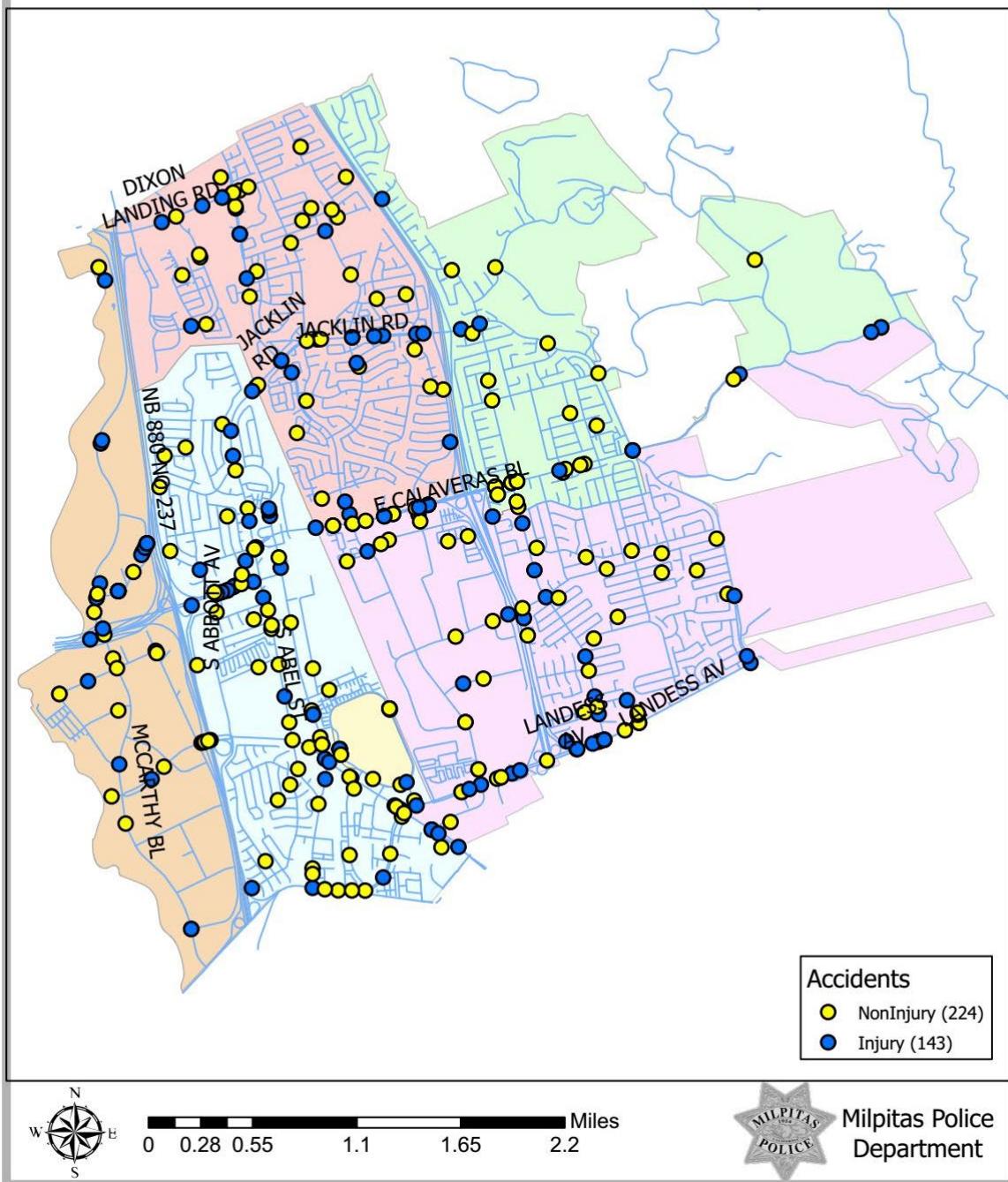
Source: Statewide Integrated Traffic Records System and Milpitas Police Department

The total number of accidents in general trended down from 2016 through 2019. In 2020 with COVID-19 pandemic, there was an increase in total number of accidents compared to 2019. Despite there being less people driving on the road during the pandemic, unsafe driving behaviors, such as speeding, aggressive driving, drug or alcohol use and distracted driving were likely contributors to increased accidents.

The 2020 year is an anomaly for travel data because of the stay-at-home orders and reductions in traffic volume and roadway congestion. It is anticipated that accidents should decrease as the pandemic subsides and roadway travel resumes.

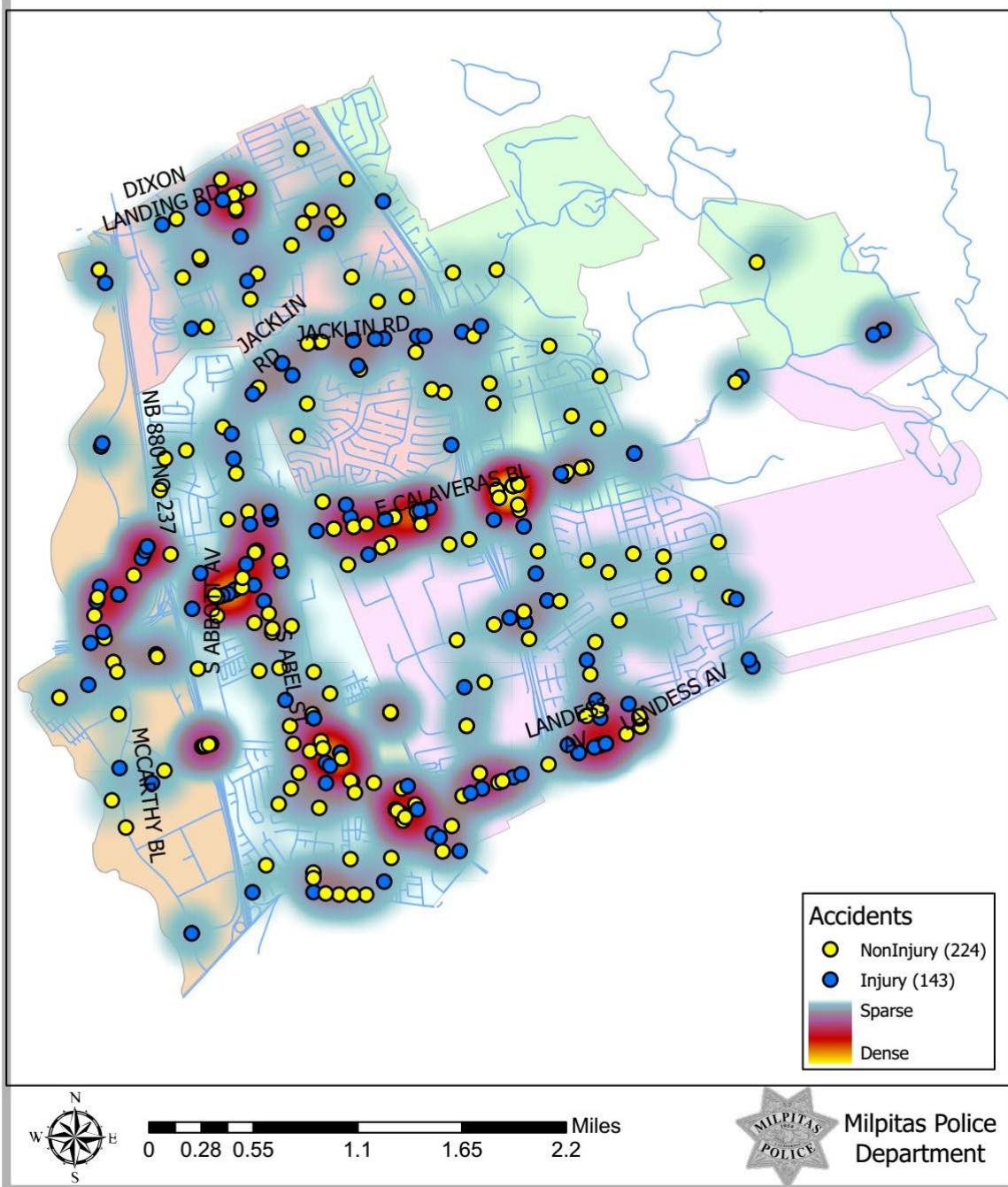
## FIGURE 1: ACCIDENTS

01/10/2020- 01/10/2021



## FIGURE 2: ACCIDENT HEAT MAP

01/10/2020- 01/10/2021



## FIGURE 3: BIKEPED ACCIDENTS

01/10/2020- 01/10/2021

