SECTION C: ENGINEERING AND TRAFFIC SURVEY SUMMARY SHEETS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Peninsula Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	El Camino Real	LENGTH:	0.24 Miles	MEDIAN:	N
TO:	San Mateo Dr	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	88%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	7%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,076	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	5			ACTUAL COLLISION RATE:	1.88

DESCRIPTION

This segment of Peninsula Avenue from El Camino Real to San Mateo Drive is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 uncontrolled crosswalks, 2 stop-controlled intersections, and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, retail, and services. Nearby facilities include Sterling Court (Assisted living facility). The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Nearby Senior Center/Assisted Living Facility 3. Dense on-street parking	The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Peninsula Ave	DIRECTION:	E-W	NO. LANES:	3
FROM:	San Mateo Dr	LENGTH:	0.85 Miles	MEDIAN:	N
TO:	Airport Blvd	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	37 MPH	10 MPH PACE:	28 - 37	PERCENT UNDER PACE:	21%
50TH PERCENTILE:	30 MPH			PERCENT IN PACE:	67%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	12%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	14,734	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.31
TOTAL NO.	21			ACTUAL COLLISION RATE:	0.92

DESCRIPTION

This segment of Peninsula Avenue from San Mateo Drive to Airport Boulevard is classified as a minor arterial with three lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present but discontinuous on both sides of the segment. The segment includes 3 uncontrolled crosswalks, 10 stop-controlled intersections, and 6 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, retail, services, and medical. Nearby facilities include Peninsula Ave Vet Clinic, Caltrain track, and the US 101 overcrossing. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists parallel and diagonal parking in the eastbound approach.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Includes land uses that generate high concentrations of bicyclists and/or pedestrians 2. Caltrain train track on western end 3. Residential area with many driveways.	The observed 85th-percentile speed is 37 mph, which rounds to 35 mph per CVC 22358.6(a). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 28–37 mph, and the existing/recommended 35 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Coyote Point Dr	DIRECTION:	E-W	NO. LANES:	2
FROM:	Airport Blvd	LENGTH:	0.68 Miles	MEDIAN:	Y
TO:	SF Bay Trail	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	25 MPH	10 MPH PACE:	14 - 23	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	19 MPH			PERCENT IN PACE:	68%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	28%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,346	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	8			ACTUAL COLLISION RATE:	2.75

DESCRIPTION

This segment of Coyote Point Drive from Airport Boulevard to San Francisco Bay Trail is classified as a minor arterial with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present within the segment and are continuous, with a shared-use path in southbound approach. The segment includes 1 uncontrolled crosswalk, 6 stop-controlled intersections, and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily recreational. Nearby facilities include the Magin Mountain Picnic Area, Coyote Park, Coyote Pistol Club, a golf course, and the Coyote Recreational Area. The roadway segment has few driveways and/or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Several recreational activity facilities nearby
3. Horizonal curve limits sight distance

RECOMMENDATIONS:

The observed 85th-percentile speed is 25 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing a reduction from the 35 mph ordinance speed limit. This recommendation is further supported by the higher-than-average collision rate, recreational land uses, Class I and Class III bicycle facilities, shared-use path activity, one uncontrolled crossing, and horizontal curves along the segment. The 10 mph pace is 14–23 mph. Although the recommended 25 mph speed limit is slightly above the observed pace, it is consistent with the observed 85th-percentile speed.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W Poplar Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Occidental Ave	LENGTH:	0.74 Miles	MEDIAN:	Y
TO:	El Camino Real	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	22 - 31	PERCENT UNDER PACE:	10%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	83%
DATE OF SURVEY:	14-Apr-26			PERCENT OVER PACE:	7%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,540	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	4			ACTUAL COLLISION RATE:	1.92

DESCRIPTION

This segment of West Poplar Avenue from Occidental Avenue to El Camino Real is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 6 stop-controlled intersections and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

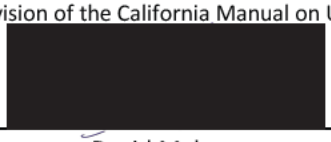
1. Higher accident rate than average
2. Dense on-street parking
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on the higher-than-average collision rate, residential neighborhood with many driveways, on-street parallel parking, and horizontal curves along the segment, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 22–31 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E Poplar Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	El Camino Real	LENGTH:	0.43 Miles	MEDIAN:	N
TO:	N Claremont St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	28 MPH			PERCENT IN PACE:	94%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	3%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	10,512	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	30			ACTUAL COLLISION RATE:	3.64

DESCRIPTION

This segment of East Poplar Avenue from El Camino Real to North Claremont Street is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks, 5 stop-controlled intersections, and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, and medical. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-statewide collision rate, susceptible to collision designation, pedestrian/bicyclist safety, Class II bicycle facilities, uncontrolled crossings, on-street parking, and driveway activity, the speed limit is further reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E Poplar Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	N Claremont St	LENGTH:	0.45 Miles	MEDIAN:	N
TO:	N Amphlett Blvd	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	93%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	10,929	DATES OF COUNTS:	10/26/2021 - 10/28/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	31			ACTUAL COLLISION RATE:	3.45

DESCRIPTION

This segment of East Poplar Avenue from North Claremont Street to North Amphlett Boulevard is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks, 4 stop-controlled intersections, and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities along the segment include the San Mateo High School and the Stanbridge Academy. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby schools

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-statewide collision rate, susceptible to collision designation, pedestrian/bicyclist safety, Class II bicycle facilities, nearby institutional land use, uncontrolled crossings, on-street parking, and driveway activity, the speed limit is further reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Baldwin Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	El Camino Real	LENGTH:	0.24 Miles	MEDIAN:	N
TO:	N B St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	28 MPH	10 MPH PACE:	20 - 29	PERCENT UNDER PACE:	9%
50TH PERCENTILE:	24 MPH			PERCENT IN PACE:	85%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,003	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	18			ACTUAL COLLISION RATE:	20.52

DESCRIPTION

This segment of Baldwin Avenue from El Camino Real to North B Street is classified as a major collector with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 1 stop-controlled intersection, and 3 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, medical, and services. The San Mateo Care Center is located along the segment. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment varies and includes a mix of parallel and diagonal parking.

FACTORS CONSIDERED:

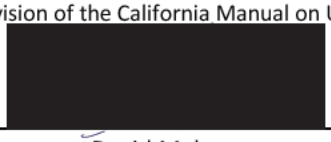
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby Retirement Community facility
4. Nearby Medical Center

RECOMMENDATIONS:

The observed 85th-percentile speed is 28 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 20–29 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	1st Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	S B St	LENGTH:	0.16 Miles	MEDIAN:	N
TO:	S Delaware St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	24 MPH	10 MPH PACE:	15 - 24	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	20 MPH			PERCENT IN PACE:	86%
DATE OF SURVEY:	14-Apr-26			PERCENT OVER PACE:	13%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	4,398	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	9			ACTUAL COLLISION RATE:	7.01

DESCRIPTION

This segment of 1st Avenue from South B Street to South Delaware Street is classified as a major collector with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 stop-controlled intersections and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily retail and services. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment varies and includes a mix of parallel and diagonal parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Dense on-street parking 4. Primarily retail and services land uses	The observed 85th-percentile speed is 24 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. Although the 25 mph limit is slightly above the observed 15–24 mph pace, it is consistent with the rounded 85th-percentile speed.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	2nd Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	El Camino Real	LENGTH:	0.41 Miles	MEDIAN:	N
TO:	S Delaware St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	20 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	22 MPH	10 MPH PACE:	15 - 24	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	19 MPH			PERCENT IN PACE:	90%
DATE OF SURVEY:	4-May-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,102	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	26			ACTUAL COLLISION RATE:	4.29

DESCRIPTION

This segment of 2nd Avenue from El Camino Real to South Delaware Street is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks, 2 stop-controlled intersections, and 5 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily retail, services, and medical. Neaby facilities along the segment include the San Mateo Quaker Worship Group, Quest Diagnostics, Dorothy Cancer Center, Davita, and the Mills Peninsula Medical Center. The roadway segment has few driveways and/or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Nearby medical center facilities 4. Dense on-street parking	The observed 85th-percentile speed is 22 mph, which rounds to 20 mph per CVC 22358.6(a). The recommended speed limit is 20 mph, representing a reduction from the existing posted speed limit. The 10 mph pace is 15–24 mph, and the existing 25 mph speed limit is slightly above the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	2nd Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Lindbergh St	LENGTH:	0.1 Miles	MEDIAN:	N
TO:	S Norfolk St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	26 MPH	10 MPH PACE:	20 - 29	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	23 MPH			PERCENT IN PACE:	96%
DATE OF SURVEY:	24-Apr-26			PERCENT OVER PACE:	4%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,672	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	5			ACTUAL COLLISION RATE:	10.25

DESCRIPTION

This segment of 2nd Avenue from Lindbergh Street to South Norfolk Street is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 26 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 20–29 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Crystal Springs Rd	DIRECTION:	E-W	NO. LANES:	2
FROM:	City Limit	LENGTH:	0.17 Miles	MEDIAN:	N
TO:	El Camino Real	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	22 - 31	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	90%
DATE OF SURVEY:	14-Jul-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	4,243	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	3			ACTUAL COLLISION RATE:	2.28

DESCRIPTION

This segment of Crystal Springs Road from the City limit to El Camino Real is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present within the segment and are continuous in the southbound direction but discontinous in the northbound direction. The segment includes 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, which includes the Versailles Senior Condominium Community. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

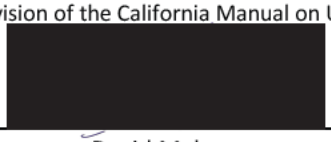
1. Higher accident rate than average
2. Nearby Senior Center/Assisted Living Facility
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, on-street parallel parking, many driveways and parking lot access points, horizontal curvature along the segment, and the presence of a senior center facility, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 22-31 mph, and the recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W 3rd Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Crystal Springs Rd	LENGTH:	0.4 Miles	MEDIAN:	N
TO:	El Camino Real	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	87%
DATE OF SURVEY:	12-Mar-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	4,653	DATES OF COUNTS:	5/16/2023 - 5/18/2023

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	10			ACTUAL COLLISION RATE:	2.94

DESCRIPTION

This segment of West 3rd Avenue from Crystal Springs Road to El Camino Real is classified as a minor arterial with 2 lanes in both directions. The corridor includes Class II & Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 3 stop-controlled intersections, and 2 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, institutional, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby public library and government office

RECOMMENDATIONS:

The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, and susceptible-to-collision designation, pedestrian/bicyclist safety, Class II and Class III bicycle facilities, one uncontrolled crosswalk, driveway activity, on-street parking, and horizontal curves, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E 3rd Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	El Camino Real	LENGTH:	0.41 Miles	MEDIAN:	N
TO:	S Delaware St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	24 MPH	10 MPH PACE:	15 - 24	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	21 MPH			PERCENT IN PACE:	85%
DATE OF SURVEY:	4-May-26			PERCENT OVER PACE:	15%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	5,799	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	32			ACTUAL COLLISION RATE:	7.37

DESCRIPTION

This segment of East 3rd Avenue from El Camino Real to South Delaware Street is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 1 stop-controlled intersection, and 6 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily office, services, and retail. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment varies and includes a mix of parallel and diagonal parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Includes land uses that generate high concentrations of bicyclists and/or pedestrians 4. Dense on-street parking	The observed 85th-percentile speed is 24 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 15–24 mph; although the recommended 25 mph speed limit is slightly above the observed pace, it is consistent with the rounded 85th-percentile speed.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 9/22/26 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E 3rd Ave	DIRECTION:	E-W	NO. LANES:	3
FROM:	S Delaware St	LENGTH:	0.25 Miles	MEDIAN:	N
TO:	S Humboldt St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	32 MPH	10 MPH PACE:	25 - 34	PERCENT UNDER PACE:	11%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	83%
DATE OF SURVEY:	12-Mar-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	11,826	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.31
TOTAL NO.	22			ACTUAL COLLISION RATE:	4.08

DESCRIPTION

This segment of East 3rd Avenue from South Delaware Street to South Humboldt Street is classified as a minor arterial with three lanes in the westbound approach (one-way). There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 stop-controlled intersections and 3 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, recreational, and services. The Gateway Park/Trail is located along the segment. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

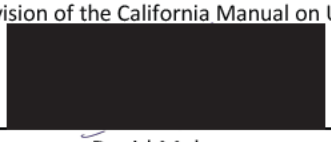
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby public park
4. Residential area with several driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 32 mph, which rounds to 30 mph per CVC 22358.6(a). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 25–34 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	J Hart Clinton Dr	DIRECTION:	E-W	NO. LANES:	4
FROM:	S Norfolk St	LENGTH:	0.28 Miles	MEDIAN:	Y
TO:	Ryder Park Crossing	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	42 MPH	10 MPH PACE:	33 - 42	PERCENT UNDER PACE:	9%
50TH PERCENTILE:	37 MPH			PERCENT IN PACE:	80%
DATE OF SURVEY:	14-Jul-26			PERCENT OVER PACE:	11%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	14,032	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	16			ACTUAL COLLISION RATE:	2.23

DESCRIPTION

This segment of J Hart Clinton Drive from South Norfolk Street to Ryder Park Crossing is classified as a minor arterial with four lanes in both directions. The corridor includes Class I bicycle facilities. Sidewalks are present annd continuous within the segment and includes a shared-use path in the westbound direction. The segment includes 3 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily recreational and institutional. The Ryder Park and the Timothy Catholic School and Church are located along the segment. The roadway segment has no driveways or parking lot access points. On-street parking within the segment consists of parallel parking in the eastbound direction.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby public park and school/church
4. Horizontal curve limits sight distance

RECOMMENDATIONS:

The observed 85th-percentile speed is 42 mph, which rounds to 40 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, on-street parallel parking, horizontal curvature along the segment, and nearby school/institutional/recreational activity, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 33–42 mph, and the recommended 35 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	J Hart Clinton Dr	DIRECTION:	E-W	NO. LANES:	4
FROM:	Ryder Park Crossing	LENGTH:	1.07 Miles	MEDIAN:	Y
TO:	City Limit	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	45 MPH	
			RECOMMENDED SPEED LIMIT:	50 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	54 MPH	10 MPH PACE:	45 - 54	PERCENT UNDER PACE:	14%
50TH PERCENTILE:	49 MPH			PERCENT IN PACE:	73%
DATE OF SURVEY:	14-Jul-26			PERCENT OVER PACE:	13%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	13,512	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	11			ACTUAL COLLISION RATE:	0.42

DESCRIPTION

This segment of J Hart Clinton Drive from Ryder Park Crossing to City Limit is classified as a minor arterial with four lanes in both directions. The corridor includes Class I bicycle facilities. Sidewalks are present within the segment, with a shared-use path in the westbound direction. The segment includes 3 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily recreational and institutional. Nearby facilities include the Seal Point Park. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the westbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby public park	The observed 85th-percentile speed is 54 mph, which rounds to 55 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 50 mph per CVC 22358.6(c). The recommended speed limit is 50 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 45-54 mph, and the recommended 50 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Parrot Dr	DIRECTION:	E-W	NO. LANES:	2
FROM:	Alameda de las Pulgas	LENGTH:	0.54 Miles	MEDIAN:	N
TO:	W 3rd Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	35 MPH	10 MPH PACE:	26 - 35	PERCENT UNDER PACE:	7%
50TH PERCENTILE:	31 MPH			PERCENT IN PACE:	83%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,524	DATES OF COUNTS:	6/25/2024 - 6/27/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	2			ACTUAL COLLISION RATE:	1.33

DESCRIPTION

This segment of Parrot Drive from Alameda de las Pulgas to West 3rd Avenue is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 stop-controlled intersections and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Residential area with many driveways
2. Horizontal curvature limits sight distance
3. 100% of the crashes within the 5-year period involved a pedestrian or bicyclist.

RECOMMENDATIONS:

The observed 85th-percentile speed is 35 mph, which rounds to 35 mph per CVC 22358.6(a). Based on Residential density, pedestrian/bicyclist collision history, office land uses, many driveways and parking lot access points, horizontal curves along the segment, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 26–35 mph, and the existing/recommended 30 mph falls within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Dartmouth/W 4th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	W 5th Ave	LENGTH:	0.22 Miles	MEDIAN:	N
TO:	El Camino Real	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	27 MPH	10 MPH PACE:	20 - 29	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	24 MPH			PERCENT IN PACE:	93%
DATE OF SURVEY:	24-Apr-26			PERCENT OVER PACE:	7%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,002	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	11			ACTUAL COLLISION RATE:	13.68

DESCRIPTION

This segment of Dartmouth/West 4th Avenue from West 5th Avenue to El Camino Real is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 2 stop-controlled intersections, and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, office, and recreational. The Bay Tree Park is located along the segment. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways
4. Nearby public park

RECOMMENDATIONS:

The observed 85th-percentile speed is 27 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 20 - 29 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E 4th Ave	DIRECTION:	E-W	NO. LANES:	3
FROM:	El Camino Real	LENGTH:	0.41 Miles	MEDIAN:	N
TO:	S Delaware St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	20 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	23 MPH	10 MPH PACE:	14 - 23	PERCENT UNDER PACE:	2%
50TH PERCENTILE:	20 MPH			PERCENT IN PACE:	88%
DATE OF SURVEY:	4-May-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,622	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.31
TOTAL NO.	36			ACTUAL COLLISION RATE:	7.27

DESCRIPTION

This segment of East 4th Avenue from El Camino Real to South Delaware Street is classified as a minor arterial with three lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present within the segment and are continuous in the westbound direction but discontinous in the eastbound direction. The segment includes 1 uncontrolled crosswalk and 6 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, retail, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel and diagonal parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Dense on-street parking
4. Primarily retail and services land uses

RECOMMENDATIONS:

The observed 85th-percentile speed is 23 mph, which rounds to 25 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 20 mph per CVC 22358.6(c). The recommended speed limit is 20 mph, representing a reduction from the existing posted speed limit. The 10 mph pace is 14 - 23 mph, and the recommended 20 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 9/22/26 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E 4th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	S Delaware St	LENGTH:	0.32 Miles	MEDIAN:	N
TO:	S Idaho St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	9%
50TH PERCENTILE:	25 MPH			PERCENT IN PACE:	80%
DATE OF SURVEY:	26-Mar-26			PERCENT OVER PACE:	11%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	15,524	DATES OF COUNTS:	9/13/2022 - 9/19/2022

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	23			ACTUAL COLLISION RATE:	2.54

DESCRIPTION

This segment of East 4th Avenue from South Delaware Street to South Idaho Street is classified as a minor arterial with two lanes in the eastbound approach (one-way). There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 2 stop-controlled intersections, and 3 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, and institutional. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location	The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing a reduction from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W 5th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Parrot Dr	LENGTH:	0.34 Miles	MEDIAN:	N
TO:	El Camino Real	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	94%
DATE OF SURVEY:	24-Apr-26			PERCENT OVER PACE:	3%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,295	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	7			ACTUAL COLLISION RATE:	3.42

DESCRIPTION

This segment of West 5th Avenue from Parrot Drive to El Camino Real is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 stop-controlled intersections and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and recreational. Nearby facilities include the Bay Tree Park. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

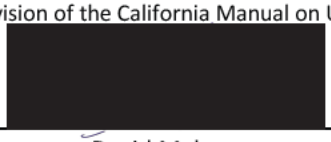
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby public park

RECOMMENDATIONS:

The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E 5th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	El Camino Real	LENGTH:	0.42 Miles	MEDIAN:	N
TO:	S Delaware St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	6%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	82%
DATE OF SURVEY:	16-Mar-26			PERCENT OVER PACE:	12%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	7,377	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	20			ACTUAL COLLISION RATE:	3.54

DESCRIPTION

This segment of East 5th Avenue from El Camino Real to South Delaware Street is classified as a minor arterial with two lanes in both directions. The corridor includes Class II & Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 uncontrolled crosswalks, 3 stop-controlled intersections, and 4 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, recreational, and services. Nearby facilities include the San Mateo Central Park and the Safari Kid San Mateo Preschool. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel and diagonal parking.

FACTORS CONSIDERED:

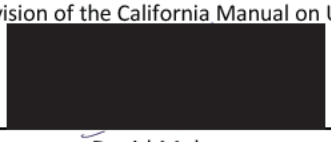
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby public park
4. Nearby preschool

RECOMMENDATIONS:

The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on the higher-than-average collision rate, susceptible-to-collision designation, pedestrian/bicyclist collision history, downtown context, retail, services, and medical land uses, on-street parallel and diagonal parking, and pedestrian/bicyclist activity, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21 - 30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E 5th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	S Delaware St	LENGTH:	0.38 Miles	MEDIAN:	N
TO:	S Amphlett Blvd	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	27 MPH	10 MPH PACE:	18 - 27	PERCENT UNDER PACE:	2%
50TH PERCENTILE:	23 MPH			PERCENT IN PACE:	87%
DATE OF SURVEY:	16-Mar-26			PERCENT OVER PACE:	11%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,251	DATES OF COUNTS:	11/1/2023 - 11/7/2023

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	6			ACTUAL COLLISION RATE:	3.84

DESCRIPTION

This segment of East 5th Avenue from South Delaware Street to South Amphlett Boulevard is classified as a minor arterial with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 5 stop-controlled intersections and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

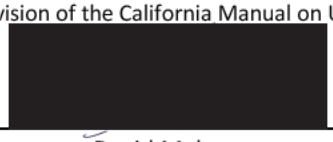
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 27 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 18 - 27 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	9th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	El Camino Real	LENGTH:	0.41 Miles	MEDIAN:	N
TO:	S Delaware St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	26 MPH	10 MPH PACE:	18 - 27	PERCENT UNDER PACE:	12%
50TH PERCENTILE:	22 MPH			PERCENT IN PACE:	82%
DATE OF SURVEY:	26-Mar-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	5,239	DATES OF COUNTS:	14-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	31			ACTUAL COLLISION RATE:	7.91

DESCRIPTION

This segment of 9th Avenue from El Camino Real to South Delaware Street is classified as a minor arterial with two lanes in both directions. The corridor includes Class II & Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks, 5 stop-controlled intersections, and 3 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, office, services, and medical. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Dense on-street parking

RECOMMENDATIONS:

The observed 85th-percentile speed is 26 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 18 - 27 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	9th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	S Delaware St	LENGTH:	0.39 Miles	MEDIAN:	N
TO:	S Amphlett Blvd	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	86%
DATE OF SURVEY:	16-Mar-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,925	DATES OF COUNTS:	11/1/2023 - 11/7/2023

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	6			ACTUAL COLLISION RATE:	2.88

DESCRIPTION

This segment of 9th Avenue from South Delaware Street to South Amphlett Boulevard is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 6 stop-controlled intersections and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher than average collision rate, susceptible to collision designation, residential density and many driveways, the speed limit is further reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the existing/recommended 25 mph falls within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Newbridge Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	S Norfolk St	LENGTH:	0.38 Miles	MEDIAN:	N
TO:	J Hart Clinton Dr	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	26 MPH	10 MPH PACE:	18 - 27	PERCENT UNDER PACE:	15%
50TH PERCENTILE:	22 MPH			PERCENT IN PACE:	78%
DATE OF SURVEY:	12-Mar-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	990	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	8			ACTUAL COLLISION RATE:	11.65

DESCRIPTION

This segment of Newbridge Avenue from South Norfolk Street to J Hart Clinton Drive is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 7 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential. Neaby facilities include the Buddies World Child Care (Day Care). The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby daycare

RECOMMENDATIONS:

The observed 85th-percentile speed is 26 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 18 - 27 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Kehoe Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Norton St	LENGTH:	0.13 Miles	MEDIAN:	N
TO:	S Norfolk St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	11%
50TH PERCENTILE:	28 MPH			PERCENT IN PACE:	78%
DATE OF SURVEY:	12-Mar-26			PERCENT OVER PACE:	11%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,881	DATES OF COUNTS:	8/23/2024 - 8/29/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	5			ACTUAL COLLISION RATE:	3.06

DESCRIPTION

This segment of Kehoe Avenue from Norton Street to South Norfolk Street is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24 - 33 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Kehoe Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	S Norfolk St	LENGTH:	0.23 Miles	MEDIAN:	N
TO:	Shoreview Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	28 MPH	10 MPH PACE:	18 - 27	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	25 MPH			PERCENT IN PACE:	83%
DATE OF SURVEY:	12-Mar-26			PERCENT OVER PACE:	17%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	4,153	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	5			ACTUAL COLLISION RATE:	2.87

DESCRIPTION

This segment of Kehoe Avenue from South Norfolk Street to Shoreview Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 28 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing a reduction from the existing posted speed limit. The 10 mph pace is 18 - 27 mph, and the recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Kehoe Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Shoreview Ave	LENGTH:	0.27 Miles	MEDIAN:	N
TO:	Roberta Dr	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	22 - 31	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	97%
DATE OF SURVEY:	6-Apr-26			PERCENT OVER PACE:	2%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,297	DATES OF COUNTS:	10/26/2021 - 10/28/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	1			ACTUAL COLLISION RATE:	0.88

DESCRIPTION

This segment of Kehoe Avenue from Shoreview Avenue to Roberta Drive is classified as a major collector with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk and 7 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities include the Bayside Academy Middle School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby school 2. Presence of bicycle facilities 3. Presence of uncontrolled crosswalk and intersections	The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on uncontrolled crosswalk, Class II bicycle facilities, residential and institutional land uses, on-street parallel parking, many driveways and parking lot access points, and nearby school/institutional activity, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 22 - 31 mph, and the recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Barneson Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Alameda de las Pulgas	LENGTH:	0.58 Miles	MEDIAN:	N
TO:	El Camino Real	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	92%
DATE OF SURVEY:	25-Mar-26			PERCENT OVER PACE:	3%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,763	DATES OF COUNTS:	1/23/2024 - 1/25/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	14			ACTUAL COLLISION RATE:	4.79

DESCRIPTION

This segment of Barneson Avenue from Alameda de las Pulgas to El Camino Real is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 5 uncontrolled crosswalks and 12 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, institutional, services, and office. Nearby facilities include the Borel Middle School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby school
4. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, five uncontrolled crosswalks, residential, services, institutional, and office land uses, on-street parallel parking, many driveways and parking lot access points, and nearby school/institutional activity, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23 - 32 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Borel Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Tilia St	LENGTH:	0.54 Miles	MEDIAN:	N
TO:	El Camino Real	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	82%
DATE OF SURVEY:	16-Apr-26			PERCENT OVER PACE:	13%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,504	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	3			ACTUAL COLLISION RATE:	1.22

DESCRIPTION

This segment of Borel Avenue from Tilia Street to El Camino Real is classified as a major collector with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present within the segment and are continuous in the eastbound direction but discontinuous in the westbound direction. The segment includes 10 stop-controlled intersections. The roadway segment a slight horizontal curve. Surrounding land uses are primarily residential, office, institutional, and serivces. The Mission Hospice and Home Care and the Borel Middle School are located along the segment. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby school 2. Residential area with many driveways	The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24 - 33 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Bovet Rd/17th Ave	DIRECTION:	E-W	NO. LANES:	4
FROM:	Borel Ave	LENGTH:	0.38 Miles	MEDIAN:	N
TO:	Palm Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	27 MPH	10 MPH PACE:	18 - 27	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	23 MPH			PERCENT IN PACE:	83%
DATE OF SURVEY:	26-Mar-26			PERCENT OVER PACE:	12%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,405	DATES OF COUNTS:	5/16/2023 - 5/18/2023

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.96
TOTAL NO.	18			ACTUAL COLLISION RATE:	4.05

DESCRIPTION

This segment of Bovet Road/17th Avenue from Borel Avenue to Palm Avenue is classified as a minor arterial with four lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks, 3 stop-controlled intersections, and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily office and services. Nearby facilities include the Mission Hospice and Home Care. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

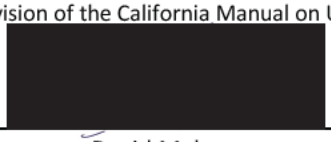
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby Senior Center/Assisted Living facility
4. Horizontal curvature limits sight distance

RECOMMENDATIONS:

The observed 85th-percentile speed is 27 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 18 - 27 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	South Blvd	DIRECTION:	E-W	NO. LANES:	2
FROM:	Palm Ave	LENGTH:	0.2 Miles	MEDIAN:	N
TO:	S B St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	81%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	14%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,177	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	4			ACTUAL COLLISION RATE:	3.45

DESCRIPTION

This segment of South Boulevard from Palm Avenue to South B Street is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, services, and retail. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel and diagonal parking.

FACTORS CONSIDERED:

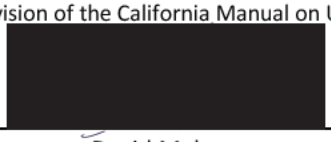
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Dense on-street parking
4. Horizontal curvature limits sight distance
5. Includes land uses that generate high concentrations of bicyclists and/or pedestrians

RECOMMENDATIONS:

The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, residential, retail, and services land uses, on-street parallel and diagonal parking, driveway activity, and horizontal curves along the segment, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21 - 30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Concar Dr	DIRECTION:	E-W	NO. LANES:	4
FROM:	Pacific Blvd	LENGTH:	0.41 Miles	MEDIAN:	N
TO:	S Grant St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	94%
DATE OF SURVEY:	17-Mar-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,881	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.96
TOTAL NO.	7			ACTUAL COLLISION RATE:	1.05

DESCRIPTION

This segment of Concar Drive from Pacific Boulevard to South Grant Street is classified as a minor arterial with four lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present within the segment and are continuous in the westbound direction but discontinous in the eastbound direction. The segment includes 2 uncontrolled crosswalks and 3 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, retail, and recreational. Nearby facilities include the Hayward Park Caltrain Station and the Concord Park. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the westbound direction.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Proximity to Caltrain station
3. Includes land uses/transit facilities that generate high concentrations of bicyclists and/or pedestrians

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on the higher-than-average collision rate, proximity to Hayward Park Caltrain Station, one uncontrolled crosswalk, office and residential land uses, and high pedestrian/bicyclist activity associated with transit access, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	19th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	S Delaware St	LENGTH:	0.38 Miles	MEDIAN:	N
TO:	Fashion Island Blvd	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	99%
DATE OF SURVEY:	17-Mar-26			PERCENT OVER PACE:	1%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	13,317	DATES OF COUNTS:	19-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	13			ACTUAL COLLISION RATE:	1.41

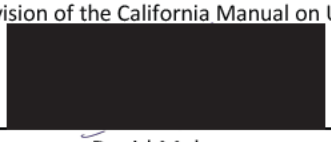
DESCRIPTION

This segment of 19th Avenue from South Delaware Street to Fashion Island Boulevard is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous only in the eastbound direction. The segment includes 4 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, institutional, and services. Nearby facilities include the Collage Park Elementary School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the eastbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby school	The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W 20th Ave/E 20th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Alameda de las Pulgas	LENGTH:	0.72 Miles	MEDIAN:	N
TO:	Palm Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	34 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	78%
DATE OF SURVEY:	26-Mar-26			PERCENT OVER PACE:	21%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	4,912	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	10			ACTUAL COLLISION RATE:	1.55

DESCRIPTION

This segment of West/East 20th Avenue from Alameda de las Pulgas to Palm Avenue is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 uncontrolled crosswalks, 9 stop-controlled intersections, and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, office, institutional, services, and retail. Nearby facilities include City Hall and the Junipero Serra High School. The roadway segment has any driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby school and office building (City Hall) 2. Presence of uncontrolled crosswalks and intersections	The observed 85th-percentile speed is 34 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). Based on the proximity of Junipero Sera High School, four uncontrolled crosswalks, services land uses (City Hall), and high pedestrian/bicyclist activity, the speed limit is further reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Campus Dr	DIRECTION:	N-S	NO. LANES:	4
FROM:	W Hillsdale Blvd	LENGTH:	0.62 Miles	MEDIAN:	N
TO:	26th Ave Wkwy	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	25 - 34	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	85%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	11%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,398	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.96
TOTAL NO.	5			ACTUAL COLLISION RATE:	3.16

DESCRIPTION

This segment of Campus Drive from West Hillsdale Boulevard to 26th Avenue Wkwy is classified as a minor arterial with four lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 stop-controlled intersections and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, retail, office, institutional, and services. Nearby facilities include the Pacific Rim International School. The roadway segment has many driveways and/or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:

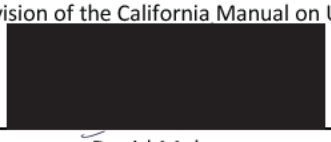
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby school
4. Horizontal curvature limits sight distance

RECOMMENDATIONS:

The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 25–34 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	CSM Dr	DIRECTION:	N-S	NO. LANES:	2
FROM:	City Limit	LENGTH:	0.1 Miles	MEDIAN:	N
TO:	Perimeter Rd	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	25 MPH			PERCENT IN PACE:	91%
DATE OF SURVEY:	8-Apr-26			PERCENT OVER PACE:	4%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,846	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	0			ACTUAL COLLISION RATE:	0.00

DESCRIPTION

This segment of CSM Drive from City Limit to Perimeter Road is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present but discontinous in the southbound direction. The segment includes 2 uncontrolled crosswalks and 2 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily institutional. Nearby facilities include the San Mateo County Community College. The roadway segment has few driveways and/or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby school	The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	De Anza Blvd	DIRECTION:	E-W	NO. LANES:	4
FROM:	Polhemus Rd	LENGTH:	0.37 Miles	MEDIAN:	N
TO:	92 Off-Ramp	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	35 MPH	10 MPH PACE:	28 - 37	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	32 MPH			PERCENT IN PACE:	97%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	3%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,406	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.96
TOTAL NO.	1			ACTUAL COLLISION RATE:	0.18

DESCRIPTION

This segment of De Anza Boulevard from Polhemus Road to 92 Off-Ramp is classified as a minor arterial with four lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present within the segment and are continuous in the westbound direction but discontinous in the eastbound direction. The segment includes 1 uncontrolled crosswalk and 6 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, services, retail, and institutional. Neaby facilities include the San Mateo Consolidated Fire Station #27. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Nearby Fire Station
2. Presence of uncontrolled crosswalk and interesctions
3. Includes land uses that generate high concentrations of bicyclists and/or pedestrians

RECOMMENDATIONS:

The observed 85th-percentile speed is 35 mph, which rounds to 35 mph per CVC 22358.6(a). Based on one uncontrolled crosswalk, residential, retail, services, and institutional land uses, on-street parallel parking, many driveways and parking lot access points, horizontal curves along the segment, discontinuous sidewalks, and high pedestrian/bicyclist generator flag, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 28–37 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	De Anza Blvd	DIRECTION:	E-W	NO. LANES:	2
FROM:	92 Off-Ramp	LENGTH:	0.61 Miles	MEDIAN:	N
TO:	Cherrywood Dr	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	22 - 31	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	100%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	0%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,268	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	2			ACTUAL COLLISION RATE:	0.55

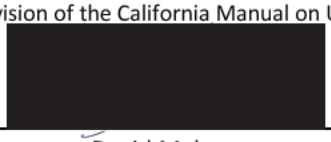
DESCRIPTION

This segment of De Anza Boulevard from 92 Off-Ramp to Cherrywood Drive is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk and 10 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the northbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways 2. Presence of uncontrolled crosswalk and intersections	The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a).Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 22–31 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Glendora Dr	DIRECTION:	N-S	NO. LANES:	2
FROM:	Cherrywood Dr	LENGTH:	0.53 Miles	MEDIAN:	N
TO:	W Hillsdale Blvd	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	34 MPH	10 MPH PACE:	26 - 35	PERCENT UNDER PACE:	8%
50TH PERCENTILE:	30 MPH			PERCENT IN PACE:	87%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,621	DATES OF COUNTS:	1/25/2022 - 1/27/2022

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	1			ACTUAL COLLISION RATE:	0.64

DESCRIPTION

This segment of Glendora Drive from Cherrywood Drive to West Hillsdale Boulevard is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 7 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways	The observed 85th-percentile speed is 34 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 26–35 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Yates Way	DIRECTION:	E-W	NO. LANES:	2
FROM:	Saratoga Dr	LENGTH:	0.2 Miles	MEDIAN:	N
TO:	Wayne Way	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	25 MPH	10 MPH PACE:	17 - 26	PERCENT UNDER PACE:	7%
50TH PERCENTILE:	22 MPH			PERCENT IN PACE:	85%
DATE OF SURVEY:	23-Apr-26			PERCENT OVER PACE:	8%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,979	DATES OF COUNTS:	29-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	0			ACTUAL COLLISION RATE:	0.00

DESCRIPTION

This segment of Yates Way from Saratoga Drive to Wayne Way is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 stop-controlled intersections and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, recreational, and office. The roadway segment has no driveways or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

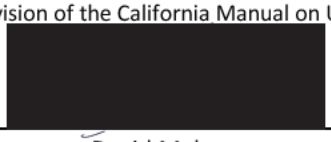
1. Presence of pedestrian facilities
2. Dense on-street parking
3. Residential area
4. Nearby park

RECOMMENDATIONS:

The observed 85th-percentile speed is 25 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 17–26 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Park Pl	DIRECTION:	E-W	NO. LANES:	2
FROM:	Saratoga Dr	LENGTH:	0.17 Miles	MEDIAN:	Y
TO:	Wayne Way	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	20 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	22 MPH	10 MPH PACE:	14 - 23	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	19 MPH			PERCENT IN PACE:	88%
DATE OF SURVEY:	16-Apr-26			PERCENT OVER PACE:	7%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,878	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	5			ACTUAL COLLISION RATE:	5.60

DESCRIPTION

This segment of Park Place from Saratoga Drive to Wayne Way is classified as a major collector with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 uncontrolled crosswalks, 2 stop-controlled intersections, and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, retail, and medical. Nearby facilities include the USCF Gynecology for Cancer Survirors Center. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Residential area with dense on-street parking	The observed 85th-percentile speed is 22 mph, which rounds to 20 mph per CVC 22358.6(a). The recommended speed limit is 20 mph, representing a reduction from the existing posted speed limit. The 10 mph pace is 14–23 mph, and the existing 25 mph speed limit is slightly above the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W Hillsdale Blvd	DIRECTION:	E-W	NO. LANES:	4
FROM:	CSM Dr	LENGTH:	0.44 Miles	MEDIAN:	Y
TO:	92 Off-Ramp	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	38 MPH	10 MPH PACE:	29 - 38	PERCENT UNDER PACE:	13%
50TH PERCENTILE:	32 MPH			PERCENT IN PACE:	79%
DATE OF SURVEY:	13-Mar-26			PERCENT OVER PACE:	8%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	14,702	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	1			ACTUAL COLLISION RATE:	0.08

DESCRIPTION

This segment of West Hillsdale Boulevard from CSM Drive to 92 Off-Ramp is classified as a minor arterial with four lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 stop-controlled intersection and 2 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily office, residential, and institutional. The roadway segment has no driveways or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Includes land uses that generate high concentrations of bicyclists and/or pedestrians 2. Presence of transit facilities	The observed 85th-percentile speed is 38 mph, which rounds to 40 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 35 mph per CVC 22358.6(c). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 29–38 mph, and the existing/recommended 35 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W Hillsdale Blvd	DIRECTION:	E-W	NO. LANES:	3
FROM:	92 Off-Ramp	LENGTH:	0.35 Miles	MEDIAN:	N
TO:	31st Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	95%
DATE OF SURVEY:	13-Mar-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	12,653	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.31
TOTAL NO.	5			ACTUAL COLLISION RATE:	0.62

DESCRIPTION

This segment of West Hillsdale Boulevard from 92 Off-Ramp to 31st Avenue is classified as a minor arterial with three lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present within the segment and are continuous in the westbound direction but discontinous in the eastbound direction. The segment includes 1 uncontrolled crosswalk, 3 stop-controlled intersections, and 2 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential and services. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

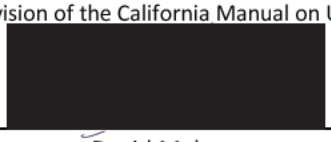
1. Includes land uses that generate high concentrations of bicyclists and/or pedestrians
2. Presence of uncontrolled crosswalks and intersections
3. Horizontal curvature on eastern end may limit sight distance
4. Presence of pedestrian facilities

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on one uncontrolled crosswalk, residential and services land uses, on-street parallel parking, driveway activity, horizontal curves along the segment, discontinuous sidewalks, and high pedestrian/bicyclist generator flag, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W Hillsdale Blvd	DIRECTION:	E-W	NO. LANES:	2
FROM:	31st Ave	LENGTH:	1.02 Miles	MEDIAN:	N
TO:	Alameda de las Pulgas	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	2%
50TH PERCENTILE:	28 MPH			PERCENT IN PACE:	95%
DATE OF SURVEY:	13-Mar-26			PERCENT OVER PACE:	3%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,675	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	11			ACTUAL COLLISION RATE:	0.89

DESCRIPTION

This segment of West Hillsdale Boulevard from 31st Avenue to Alameda de las Pulgas is classified as a minor arterial with two lanes in both directions. The corridor includes Class II & Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 12 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities include the Abbott Middle School and Hillsdale High School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Residential area with many driveways
2. Nearby schools
3. Horizontal curvature limits sight distance
4. Presence of stop-controlled intersections

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on documented collision history along the corridor, residential and services land uses, on-street parallel parking, driveway activity, and horizontal curves along the segment, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W Hillsdale Blvd	DIRECTION:	E-W	NO. LANES:	2
FROM:	Alameda de las Pulgas	LENGTH:	0.49 Miles	MEDIAN:	N
TO:	Edison St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	32 MPH	10 MPH PACE:	25 - 34	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	30 MPH			PERCENT IN PACE:	95%
DATE OF SURVEY:	13-Mar-26			PERCENT OVER PACE:	4%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,816	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	14			ACTUAL COLLISION RATE:	2.30

DESCRIPTION

This segment of West Hillsdale Boulevard from Alameda de las Pulgas to Edison Street is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk and 4 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential and retail. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Primarily residential and medical land uses and many driveways
3. Dense on-street parking

RECOMMENDATIONS:

The observed 85th-percentile speed is 32 mph, which rounds to 30 mph per CVC 22358.6(a). Based on the higher-than-average collision rate, documented pedestrian/bicyclist collision history, residential and medical land uses, many driveways and parking lot access points, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 25–34 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E Hillsdale Blvd	DIRECTION:	E-W	NO. LANES:	4
FROM:	Edison St	LENGTH:	0.67 Miles	MEDIAN:	Y
TO:	Saratoga Dr	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	38 MPH	10 MPH PACE:	31 - 40	PERCENT UNDER PACE:	9%
50TH PERCENTILE:	33 MPH			PERCENT IN PACE:	87%
DATE OF SURVEY:	13-Mar-26			PERCENT OVER PACE:	4%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	24,841	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	24			ACTUAL COLLISION RATE:	0.79

DESCRIPTION

This segment of East Hillsdale Boulevard from Edison Street to Saratoga Drive is classified as a minor arterial with four lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 stop-controlled intersection and 5 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, retail, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Includes land uses that generate high concentrations of bicyclists and/or pedestrians (Hillsdale Shopping Center) 2. Western half of the segment is primarily residential with many driveways	The observed 85th-percentile speed is 38 mph, which rounds to 40 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 35 mph per CVC 22358.6(c). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 31–40 mph, and the existing/recommended 35 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	E Hillsdale Blvd	DIRECTION:	E-W	NO. LANES:	6
FROM:	Saratoga Dr	LENGTH:	0.53 Miles	MEDIAN:	Y
TO:	City Limit	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	37 MPH	10 MPH PACE:	29 - 38	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	32 MPH			PERCENT IN PACE:	85%
DATE OF SURVEY:	13-Mar-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	32,600	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.23
TOTAL NO.	34			ACTUAL COLLISION RATE:	1.08

DESCRIPTION

This segment of East Hillsdale Boulevard from Saratoga Drive to City Limit is classified as a minor arterial with six lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, medical, and services. Nearby facilities include the Harbor at Hillsdale (Senior Center) and the Kaise Permanente San Mateo. The roadway segment has many driveways and/or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby senior center/assisted living facility 2.. Nearby medical facility (Kaiser Permanente)	The observed 85th-percentile speed is 37 mph, which rounds to 35 mph per CVC 22358.6(a). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 29–38 mph, and the existing/recommended 35 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	36th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Fernwood St	LENGTH:	0.42 Miles	MEDIAN:	N
TO:	Hacienda St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	22 - 31	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	25 MPH			PERCENT IN PACE:	99%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	0%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,603	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	3			ACTUAL COLLISION RATE:	2.44

DESCRIPTION

This segment of 36th Avenue from Fernwood Street to Hacienda Street is classified as a major collector with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 5 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities include the Abbott Middle School and the Laurel Elementary School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

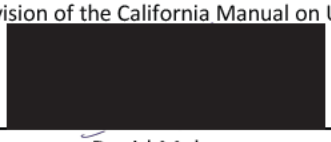
1. Higher accident rate than average
2. Nearby schools
3. Residential area with many dirveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 22–31 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	37th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Hacienda St	LENGTH:	0.5 Miles	MEDIAN:	N
TO:	El Camino Real	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	22 - 31	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	92%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,272	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	13			ACTUAL COLLISION RATE:	4.35

DESCRIPTION

This segment of 37th Avenue from Hacienda Street to El Camino Real is classified as a major collector with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks, 3 stop-controlled intersections, and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, medical, and services. Nearby facilities include the Serenity House and the San Mateo County Public Health Lab. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel and diagonal parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Dense on-street parking 4. Presence of uncontrolled crosswalks and intersections	The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, pedestrian/bicyclist collision history, two uncontrolled crosswalks, high residential density as defined by CVC 627(c)(1), services, and medical land uses, on-street parallel and diagonal parking, many driveways and parking lot access points, the speed limit is further reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 22–31 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W 39th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Edison St	LENGTH:	0.32 Miles	MEDIAN:	N
TO:	El Camino Real	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	27 MPH	10 MPH PACE:	20 - 29	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	24 MPH			PERCENT IN PACE:	97%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	3%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,063	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	7			ACTUAL COLLISION RATE:	3.91

DESCRIPTION

This segment of West 39th Avenue from Edison Street to El Camino Real is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and retail. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location	The observed 85th-percentile speed is 27 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 20–29 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	42nd Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	West of Bettina Ave	LENGTH:	1.21 Miles	MEDIAN:	Y
TO:	El Camino Real	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	32 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	94%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	2%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,743	DATES OF COUNTS:	5/16/2023 - 5/18/2023

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	15			ACTUAL COLLISION RATE:	1.81

DESCRIPTION

This segment of 42nd Avenue from West of Bettina Avenue to El Camino Real is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk and 4 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, institutional, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel, diagonal parking.

FACTORS CONSIDERED:

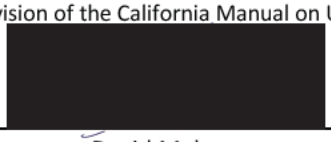
1. Higher accident rate than average
2. Residential area with many driveways
3. 1/3 of crashes within the 5-year period involved either a pedestrian or a bicyclist.

RECOMMENDATIONS:

The observed 85th-percentile speed is 32 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, pedestrian/bicyclist collision history, one uncontrolled crosswalk, residential, services, and institutional land uses, on-street parallel and diagonal parking, many driveways and parking lot access points, and horizontal curves along the segment, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 25 mph falls within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N San Mateo Dr	DIRECTION:	N-S	NO. LANES:	2
FROM:	Peninsula Ave	LENGTH:	0.29 Miles	MEDIAN:	N
TO:	Grand Blvd	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	22 - 31	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	87%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	12,375	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	4			ACTUAL COLLISION RATE:	0.61

DESCRIPTION

This segment of North San Mateo Drive from Peninsula Avenue to Grand Boulevard is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 uncontrolled crosswalks, 3 stop-controlled intersections, and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, office, institutional, and retail. Nearby facilities include the Avalon Academy. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Presence of uncontrolled crosswalks and intersections 2. Nearby school (special education)	The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 22–31 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N San Mateo Dr	DIRECTION:	N-S	NO. LANES:	2
FROM:	Grand Blvd	LENGTH:	0.31 Miles	MEDIAN:	N
TO:	Santa Inez Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	92%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	11,678	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	23			ACTUAL COLLISION RATE:	3.48

DESCRIPTION

This segment of North San Mateo Drive from Grand Boulevard to Santa Inez Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks, 3 stop-controlled intersections, and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, and medical. A nursing home is located along the segment. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Nearby nursing home 4. Residential area with many driveways	The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S San Mateo Dr	DIRECTION:	N-S	NO. LANES:	2
FROM:	Santa Inez Ave	LENGTH:	0.38 Miles	MEDIAN:	N
TO:	Baldwin Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	27 MPH	10 MPH PACE:	19 - 28	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	23 MPH			PERCENT IN PACE:	90%
DATE OF SURVEY:	26-Mar-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	9,341	DATES OF COUNTS:	6/11/2024 - 6/13/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	23			ACTUAL COLLISION RATE:	3.55

DESCRIPTION

This segment of South San Mateo Drive from Santa Inez Avenue to Baldwin Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 uncontrolled crosswalks, 4 stop-controlled intersections, and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily office, retail, services, medical, institutional, and residential. Nearby facilities include a few churches and several private clinics. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Presence of uncontrolled crosswalks and intersections	The observed 85th-percentile speed is 27 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 19–28 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S San Mateo Dr	DIRECTION:	N-S	NO. LANES:	2
FROM:	Baldwin Ave	LENGTH:	0.31 Miles	MEDIAN:	N
TO:	E 5th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	24 MPH	10 MPH PACE:	15 - 24	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	20 MPH			PERCENT IN PACE:	86%
DATE OF SURVEY:	4-May-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,993	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	14			ACTUAL COLLISION RATE:	2.75

DESCRIPTION

This segment of South San Mateo Drive from Baldwin Avenue to East 5th Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk and 5 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily medical, services, and office. Nearby facilities include the San Mateo Care Centr, Mills Peninsula Hospital, and Davita center. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Nearby medical facilities	The observed 85th-percentile speed is 24 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 15–24 mph; although the existing/recommended 25 mph speed limit is slightly above the observed pace, it is consistent with the rounded 85th-percentile speed.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N Delaware St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Peninsula Ave	LENGTH:	0.42 Miles	MEDIAN:	N
TO:	E Poplar Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	2%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	82%
DATE OF SURVEY:	10-Mar-26			PERCENT OVER PACE:	16%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,349	DATES OF COUNTS:	10/26/2021 - 10/28/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	12			ACTUAL COLLISION RATE:	1.88

DESCRIPTION

This segment of North Delaware Street from Peninsula Avenue to East Poplar Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 uncontrolled crosswalks, 11 stop-controlled intersections, and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, and institutional. Nearby facilities include the San Mateo High School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

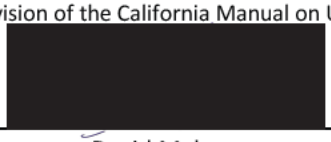
1. Higher accident rate than average
2. Presence of uncontrolled crosswalks and intersections
3. Residential area with many driveways
4. Nearby school

RECOMMENDATIONS:

The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the recommended 30 mph speed are within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N Delaware St	DIRECTION:	N-S	NO. LANES:	2
FROM:	E Poplar Ave	LENGTH:	0.52 Miles	MEDIAN:	N
TO:	Cypress Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	8%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	91%
DATE OF SURVEY:	10-Mar-26			PERCENT OVER PACE:	1%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,084	DATES OF COUNTS:	14-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	27			ACTUAL COLLISION RATE:	4.68

DESCRIPTION

This segment of North Delaware Street from East Poplar Avenue to Cypress Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 5 stop-controlled intersections and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, office, and recreational. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Delaware St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Cypress Ave	LENGTH:	0.36 Miles	MEDIAN:	N
TO:	E 5th Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	32 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	84%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	11%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	10,466	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	33			ACTUAL COLLISION RATE:	4.80

DESCRIPTION

This segment of South Delaware Street from Cypress Avenue to East 5th Avenue is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 stop-controlled intersection and 5 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, and retail. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Occurrence of pedestrian or bicyclist-involved crashes within the five-year period
4. Includes land uses that generate high concentrations of bicyclists and/or pedestrians

RECOMMENDATIONS:

The observed 85th-percentile speed is 32 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, pedestrian/bicyclist collision history, residential, retail, and services land uses, on-street parallel parking, many driveways and parking lot access points, and high pedestrian/bicyclist generator flag, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Delaware St	DIRECTION:	N-S	NO. LANES:	2
FROM:	E 5th Ave	LENGTH:	0.47 Miles	MEDIAN:	N
TO:	Birch Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	34 MPH	10 MPH PACE:	25 - 34	PERCENT UNDER PACE:	8%
50TH PERCENTILE:	30 MPH			PERCENT IN PACE:	83%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	9%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,848	DATES OF COUNTS:	10/26/2021 - 10/28/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	10			ACTUAL COLLISION RATE:	3.03

DESCRIPTION

This segment of South Delaware Street from East 5th Avenue to Birch Avenue is classified as a minor arterial withtwo lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 5 stop-controlled intersections, and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, retail, and institutional. Nearby facilities include the Sunnybrae Elementary School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

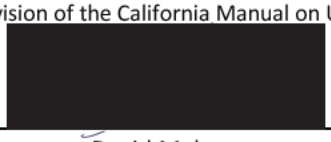
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many dirveways
4. Nearby school

RECOMMENDATIONS:

The observed 85th-percentile speed is 34 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 25–34 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Delaware St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Birch Ave	LENGTH:	0.54 Miles	MEDIAN:	N
TO:	Concar Dr	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	35 MPH	10 MPH PACE:	26 - 35	PERCENT UNDER PACE:	12%
50TH PERCENTILE:	30 MPH			PERCENT IN PACE:	77%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	11%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,614	DATES OF COUNTS:	10/10/2023 - 10/16/2023

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	16			ACTUAL COLLISION RATE:	1.88

DESCRIPTION

This segment of South Delaware Street from Birch Avenue to Concar Drive is classified as a Minor Arterial with 2 lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 6 stop-controlled intersections and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, office, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

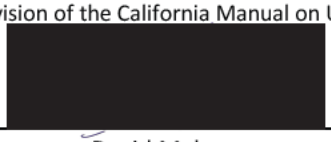
1. Higher accident rate than average
2. Residential area with many dirveways
3. Presence of Class II bicycle facilities
4. Includes land uses that generate high concentrations of bicyclists and/or pedestrians

RECOMMENDATIONS:

The observed 85th-percentile speed is 35 mph, which rounds to 35 mph per CVC 22358.6(a). Based on higher-than-average collision rate, pedestrian/bicyclist collision history, Class II bicycle facilities, residential, services, and office land uses, on-street parallel parking, many driveways and parking lot access points, and high pedestrian/bicyclist generator flag, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 26–35 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Delaware St	DIRECTION:	N-S	NO. LANES:	4
FROM:	Concar Dr	LENGTH:	0.86 Miles	MEDIAN:	N
TO:	E 28th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	38 MPH	10 MPH PACE:	29 - 38	PERCENT UNDER PACE:	11%
50TH PERCENTILE:	33 MPH			PERCENT IN PACE:	79%
DATE OF SURVEY:	17-Jul-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	13,084	DATES OF COUNTS:	2/23/2021 - 3/1/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.96
TOTAL NO.	25			ACTUAL COLLISION RATE:	1.22

DESCRIPTION

This segment of South Delaware Street from Concar Drive to East 28th Avenue is classified as a minor arterial with four lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present within the segment and are continuous in the northbound direction but discontinous in the southbound direction. The segment includes 1 uncontrolled crosswalk, 5 stop-controlled intersections, and 6 signalized intersections. The roadway segment includes a slight horizontal curve. Surrounding land uses are primarily residential, office, recreational, retail, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the northbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. 1/6 of crashes within the 5-year period involved either a pedestrian or a bicyclist. 3. Horizontal curvature may limit sight distance	The observed 85th-percentile speed is 38 mph, which rounds to 40 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 35 mph per CVC 22358.6(c). The recommended speed limit is 35 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 29-38 mph, and the recommended 35 mph speed limit is within the observed pace

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Delaware St	DIRECTION:	N-S	NO. LANES:	2
FROM:	E 28th Ave	LENGTH:	0.35 Miles	MEDIAN:	N
TO:	Pacific Blvd	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	27 MPH	10 MPH PACE:	19 - 28	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	25 MPH			PERCENT IN PACE:	90%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	7,153	DATES OF COUNTS:	6/4/2024 - 6/6/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	4			ACTUAL COLLISION RATE:	0.88

DESCRIPTION

This segment of South Delaware Street from East 28th Avenue to Pacific Boulevard is classified as a minor arterial with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 1 stop-controlled intersection, and 4 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily office, services, and recreational. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel and diagonal parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Dense on-street parking (diagonal) 2. Includes land uses that generate high concentrations of bicyclists and/or pedestrians	The observed 85th-percentile speed is 27 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 19–28 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Pacific Blvd	DIRECTION:	N-S	NO. LANES:	2
FROM:	Concar Dr	LENGTH:	0.37 Miles	MEDIAN:	N
TO:	S Delaware St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	92%
DATE OF SURVEY:	6-Apr-26			PERCENT OVER PACE:	8%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	5,322	DATES OF COUNTS:	1/17/2024 - 1/23/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	2			ACTUAL COLLISION RATE:	0.56

DESCRIPTION

This segment of Pacific Boulevard from Concar Drive to South Delaware Street is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present within the segment and are continuous in the northbound direction but discontinuous in the southbound direction. The segment includes 1 uncontrolled crosswalk and 2 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential and industrial. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Horizontal curvature limits sight distance	The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Pacific Blvd	DIRECTION:	N-S	NO. LANES:	2
FROM:	E Hillsdale Blvd	LENGTH:	0.9 Miles	MEDIAN:	N
TO:	City Limit	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	37 MPH	10 MPH PACE:	29 - 38	PERCENT UNDER PACE:	8%
50TH PERCENTILE:	33 MPH			PERCENT IN PACE:	84%
DATE OF SURVEY:	11-Mar-26			PERCENT OVER PACE:	8%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,686	DATES OF COUNTS:	11/5/2024 - 11/7/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	6			ACTUAL COLLISION RATE:	0.42

DESCRIPTION

This segment of Pacific Boulevard from East Hillsdale Boulevard to City Limits is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous along the northbound direction. The segment includes 1 uncontrolled crosswalk, 10 stop-controlled intersections, and 2 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, office, retail, services, and medical. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the northbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways	The observed 85th-percentile speed is 37 mph, which rounds to 35 mph per CVC 22358.6(a). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 29–38 mph, and the existing 35 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N Humboldt St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Peninsula Ave	LENGTH:	0.36 Miles	MEDIAN:	N
TO:	E Poplar Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	98%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	1%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	9,527	DATES OF COUNTS:	10/26/2021 - 10/28/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	22			ACTUAL COLLISION RATE:	3.51

DESCRIPTION

This segment of North Humboldt Street from Peninsula Avenue to East Poplar Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks, 2 stop-controlled intersections, and 2 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities include the San Mateo High School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby school
4. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, pedestrian/bicyclist collision history, two uncontrolled crosswalks, Class II bicycle facilities, residential and institutional land uses, on-street parallel parking, many driveways and parking lot access points, horizontal curves along the segment, high pedestrian/bicyclist generator flag, and access to San Mateo High School grounds, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N Humboldt St	DIRECTION:	N-S	NO. LANES:	2
FROM:	E Poplar Ave	LENGTH:	0.57 Miles	MEDIAN:	N
TO:	Cypress Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	32 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	94%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	4,095	DATES OF COUNTS:	11/13/2021 - 11/19/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	37			ACTUAL COLLISION RATE:	8.69

DESCRIPTION

This segment of North Humboldt Street from East Poplar Avenue to Cypress Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 uncontrolled crosswalks, 5 stop-controlled intersections, and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, institutional, and office. Nearby facilities include a few child care facilities. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the westbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Dense on-street parking 4. Residential area with many driveways 5. Nearby child care facilities	The observed 85th-percentile speed is 32 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, pedestrian/bicyclist collision history, four uncontrolled crosswalks, Class II bicycle facilities, residential, institutional, and office land uses, on-street parallel parking, many driveways and parking lot access points, and horizontal curves along the segment, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Humboldt St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Cypress Ave	LENGTH:	0.6 Miles	MEDIAN:	N
TO:	9th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	22 - 31	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	94%
DATE OF SURVEY:	27-Mar-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,078	DATES OF COUNTS:	11/13/2021 - 11/19/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	27			ACTUAL COLLISION RATE:	4.06

DESCRIPTION

This segment of South Humboldt Street from Cypress Avenue to 9th Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 6 stop-controlled intersections, and 2 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, institutional, and services. Nearby facilities include the Humboldt House Assisted Living, the San Mateo Fire Department Station #24, a few churches, and daycares. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby Senior Center/Assisted Living facility
4. Nearby Fire Station

RECOMMENDATIONS:

The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 22–31 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Occidental Ave	DIRECTION:	N-S	NO. LANES:	2
FROM:	Barroilhet Ave	LENGTH:	0.48 Miles	MEDIAN:	Y
TO:	W Poplar Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	90%
DATE OF SURVEY:	14-Apr-26			PERCENT OVER PACE:	7%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,628	DATES OF COUNTS:	6/25/2024 - 6/27/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	1			ACTUAL COLLISION RATE:	0.70

DESCRIPTION

This segment of Occidental Avenue from Barroilhet Avenue to West Poplar Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk and 5 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

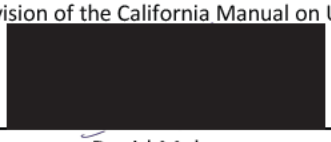
1. Residential area with many driveways
2. Horizontal curvature limits sight distance

RECOMMENDATIONS:

The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on residential density, uncontrolled crossing, many driveways and parking lot access points, and horizontal curves along the segment, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N Bayshore Blvd	DIRECTION:	N-S	NO. LANES:	2
FROM:	Coyote Pointe Dr	LENGTH:	0.57 Miles	MEDIAN:	N
TO:	Dore Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	99%
DATE OF SURVEY:	17-Mar-26			PERCENT OVER PACE:	1%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,470	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	6			ACTUAL COLLISION RATE:	0.68

DESCRIPTION

This segment of North Bayshore Boulevard from Coyote Pointe Drive to Dore Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class I bicycle facilities. Sidewalks are present and continuous along the northbound direction. The segment includes 3 stop-controlled intersections and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily lodging, office, residential, and recreational. Nearby facilities include the Poplar Creek Golf Course. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the northbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby recreational facility	The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). The recommended speed limit is 30 mph, representing a reduction from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N-S Bayshore Blvd/2nd Ave/Lindbergh St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Dore Ave	LENGTH:	0.67 Miles	MEDIAN:	N
TO:	E 3rd Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	30 MPH			PERCENT IN PACE:	87%
DATE OF SURVEY:	17-Mar-26			PERCENT OVER PACE:	13%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	4,305	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	8			ACTUAL COLLISION RATE:	1.52

DESCRIPTION

This segment of N-S Bayshore Boulevard/2nd Avenue/Lindbergh Street from Dore Avenue to East 3rd Avenue is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present within the segment and are continuous in the northbound direction but are discontinous in the southbound direction. The segment includes 7 stop-controlled intersections. The roadway segment includes a horizontal curve on the southern end. Surrounding land uses are primarily residential, services, office, and logding. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Mixed land uses with many driveways	The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current rev [redacted] Uniform Traffic Control Devices.

08/26/2026

CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N Kingston St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Monte Diablo Ave	LENGTH:	0.22 Miles	MEDIAN:	N
TO:	Cypress Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	98%
DATE OF SURVEY:	17-Apr-26			PERCENT OVER PACE:	2%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,659	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	3			ACTUAL COLLISION RATE:	4.50

DESCRIPTION

This segment of North Kingston Street from Monte Diablo Avenue to Cypress Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, institutional, and services. Nearby facilities include the North Shoreview Montessori Elementary School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

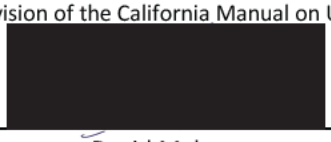
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby school

RECOMMENDATIONS:

The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Norfolk St	DIRECTION:	N-S	NO. LANES:	4
FROM:	2nd Ave	LENGTH:	0.5 Miles	MEDIAN:	Y
TO:	Newbridge Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	32 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	28 MPH			PERCENT IN PACE:	93%
DATE OF SURVEY:	25-Mar-26			PERCENT OVER PACE:	4%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	7,340	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	32			ACTUAL COLLISION RATE:	4.78

DESCRIPTION

This segment of South Norfolk Street from 2nd Avenue to Newbridge Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 6 stop-controlled intersections and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, and retail. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways
4. Nearby shopping center

RECOMMENDATIONS:

The observed 85th-percentile speed is 32 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, pedestrian/bicyclist collision history, Class II bicycle facilities, residential, retail, and services land uses, on-street parallel parking, many driveways and parking lot access points, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Norfolk St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Newbridge Ave	LENGTH:	0.58 Miles	MEDIAN:	N
TO:	Lodi Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	25 - 34	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	92%
DATE OF SURVEY:	25-Mar-26			PERCENT OVER PACE:	7%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	5,195	DATES OF COUNTS:	8/23/2024 - 8/25/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	14			ACTUAL COLLISION RATE:	2.55

DESCRIPTION

This segment of South Norfolk Street from Newbridge Avenue to Lodi Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks and 11 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

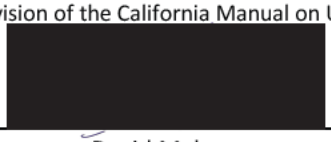
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 25-34 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Norfolk St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Lodi Ave	LENGTH:	0.48 Miles	MEDIAN:	N
TO:	Roberta Dr	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	25 - 34	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	92%
DATE OF SURVEY:	25-Mar-26			PERCENT OVER PACE:	8%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	5,814	DATES OF COUNTS:	1/17/2024 - 1/23/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	2			ACTUAL COLLISION RATE:	0.39

DESCRIPTION

This segment of South Norfolk Street from Lodi Avenue to Roberta Drive is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 6 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways	The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 25-34 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Norfolk St	DIRECTION:	N-S	NO. LANES:	3
FROM:	Roberta Dr	LENGTH:	0.44 Miles	MEDIAN:	N
TO:	Day Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	30 MPH			PERCENT IN PACE:	88%
DATE OF SURVEY:	25-Mar-26			PERCENT OVER PACE:	12%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	9,641	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.31
TOTAL NO.	20			ACTUAL COLLISION RATE:	2.58

DESCRIPTION

This segment of South Norfolk Street from Roberta Drive to Day Avenue is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 5 stop-controlled intersections, and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, institutional, and retail. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Includes land uses that generate high concentrations of bicyclists and/or pedestrians
4. Many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the recommended 30 mph speed limit is within the observed pace.

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[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Norfolk St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Day Ave	LENGTH:	0.54 Miles	MEDIAN:	Y
TO:	La Selva St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	34 MPH	10 MPH PACE:	26 - 35	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	88%
DATE OF SURVEY:	25-Mar-26			PERCENT OVER PACE:	9%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,488	DATES OF COUNTS:	23-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	27			ACTUAL COLLISION RATE:	3.23

DESCRIPTION

This segment of South Norfolk Street from Day Avenue to La Selva Street is classified as a minor arterial with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 stop-controlled intersections and 3 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, recreational, institutional, and services. Nearby facilities include the Lakeshore Park, Martens' Field, Les Ptits Copains Preschool, Harbor at Hillsdale (Senior Center), and the San Mateo Consolidated Fire Station #26. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

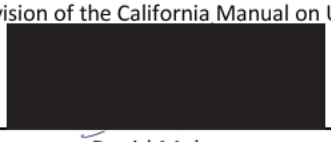
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby senior center/assisted living facility
4. Nearby public park
5. Nearby Fire Station
6. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 34 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 26-35 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N Ellsworth Ave	DIRECTION:	N-S	NO. LANES:	2
FROM:	Tilton Ave	LENGTH:	0.17 Miles	MEDIAN:	N
TO:	Baldwin Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	14%
50TH PERCENTILE:	25 MPH			PERCENT IN PACE:	79%
DATE OF SURVEY:	9-Apr-26			PERCENT OVER PACE:	7%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,986	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	7			ACTUAL COLLISION RATE:	7.56

DESCRIPTION

This segment of North Ellsworth Avenue from Tilton Avenue to Baldwin Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 stop-controlled intersection and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, medical, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Includes land uses that generate high concentrations of bicyclists and/or pedestrians

RECOMMENDATIONS:

The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Ellsworth Ave	DIRECTION:	N-S	NO. LANES:	2
FROM:	Baldwin Ave	LENGTH:	0.3 Miles	MEDIAN:	N
TO:	E 5th Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	25 MPH	10 MPH PACE:	16 - 25	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	22 MPH			PERCENT IN PACE:	88%
DATE OF SURVEY:	9-Apr-26			PERCENT OVER PACE:	11%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	5,701	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	15			ACTUAL COLLISION RATE:	4.81

DESCRIPTION

This segment of South Ellsworth Avenue from Baldwin Avenue to East 5th Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 1 stop-controlled intersection, and 5 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, retail, institutional, and office. Nearby facilities include the San Mateo Fire Department Station #21. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel and diagonal parking.

FACTORS CONSIDERED:

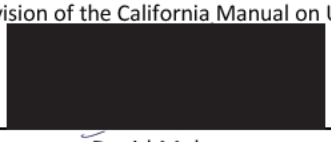
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Includes land uses that generate high concentrations of bicyclists and/or pedestrians
4. Dense on-street parking

RECOMMENDATIONS:

The observed 85th-percentile speed is 25 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 16–25 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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08/26/2026 — Date

CA PE C69964 — State Registration No.

David Mahama



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N B St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Tilton Ave	LENGTH:	0.17 Miles	MEDIAN:	N
TO:	Baldwin Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	20 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	22 MPH	10 MPH PACE:	15 - 24	PERCENT UNDER PACE:	2%
50TH PERCENTILE:	18 MPH			PERCENT IN PACE:	96%
DATE OF SURVEY:	9-Apr-26			PERCENT OVER PACE:	2%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,157	DATES OF COUNTS:	1/25/2022 - 1/27/2022

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	8			ACTUAL COLLISION RATE:	11.95

DESCRIPTION

This segment of North B Street from Tilton Avenue to Baldwin Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk and 3 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, and retail. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel and diagonal parking.

FACTORS CONSIDERED:

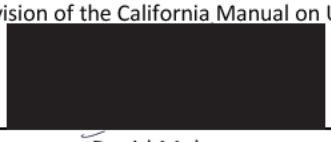
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Includes land uses that generate high concentrations of bicyclists and/or pedestrians
4. Dense on-street parking

RECOMMENDATIONS:

The observed 85th-percentile speed is 22 mph, which rounds to 20 mph per CVC 22358.6(a). The recommended speed limit is 20 mph, representing a reduction from the existing posted speed limit. The 10 mph pace is 15–24 mph, and the recommended 20 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S B St	DIRECTION:	N-S	NO. LANES:	2
FROM:	9th Ave	LENGTH:	0.53 Miles	MEDIAN:	N
TO:	South Blvd	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	35 MPH	10 MPH PACE:	25 - 34	PERCENT UNDER PACE:	8%
50TH PERCENTILE:	30 MPH			PERCENT IN PACE:	75%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	17%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,925	DATES OF COUNTS:	11/5/2024 - 11/7/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	9			ACTUAL COLLISION RATE:	3.18

DESCRIPTION

This segment of South B Street from 9th Avenue to South Boulevard is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 uncontrolled crosswalks, 7 stop-controlled intersections, and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, institutional, and recreational. Nearby facilities include the Hayward Square. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 35 mph, which rounds to 35 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, three uncontrolled crosswalks, residential, institutional, and recreational land uses, on-street parallel parking, many driveways and parking lot access points, and high pedestrian/bicyclist generator flag, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 25–34 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Grant St	DIRECTION:	N-S	NO. LANES:	2
FROM:	10th Ave	LENGTH:	0.48 Miles	MEDIAN:	Y
TO:	Haddon Dr	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	26 MPH	10 MPH PACE:	17 - 26	PERCENT UNDER PACE:	8%
50TH PERCENTILE:	23 MPH			PERCENT IN PACE:	82%
DATE OF SURVEY:	9-Apr-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,183	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	6			ACTUAL COLLISION RATE:	3.14

DESCRIPTION

This segment of South Grant Street from 10th Avenue to Haddon Drive is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 uncontrolled crosswalks and 10 stop-controlled intersections. The roadway segment includes a slight horizontal curve. Surrounding land uses are primarily residential and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 26 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 17–26 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Grant St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Haddon Dr	LENGTH:	0.35 Miles	MEDIAN:	N
TO:	Concar Dr	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	26 MPH	10 MPH PACE:	19 - 28	PERCENT UNDER PACE:	9%
50TH PERCENTILE:	23 MPH			PERCENT IN PACE:	87%
DATE OF SURVEY:	9-Apr-26			PERCENT OVER PACE:	4%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,521	DATES OF COUNTS:	9/12/2023 - 9/18/2023

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	3			ACTUAL COLLISION RATE:	1.33

DESCRIPTION

This segment of South Grant Street from Haddon Drive to Concar Drive is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 stop-controlled intersections and 1 signalized intersection. The roadway segment includes a slight horizontal curve. Surrounding land uses are primarily residential, office, and lodging. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential/Lodging Area	The observed 85th-percentile speed is 26 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 19–28 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Grant St	DIRECTION:	N-S	NO. LANES:	4
FROM:	Concar Dr	LENGTH:	0.26 Miles	MEDIAN:	N
TO:	Ginnever St/Bermuda Dr	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	5%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	87%
DATE OF SURVEY:	9-Apr-26			PERCENT OVER PACE:	8%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	7,208	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.96
TOTAL NO.	6			ACTUAL COLLISION RATE:	1.75

DESCRIPTION

This segment of South Grant Street from Concar Drive to Ginnever Street/Bermuda Drive is classified as a major collector with four lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 stop-controlled intersection and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily retail, office, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

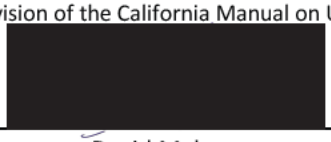
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. 1/3 of the crashes within the 5-year period involved a pedestrian or bicyclist.
4. Nearby shopping strip

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, pedestrian/bicyclist collision history, Class II bicycle facilities, retail, services, and office land uses, on-street parallel parking, many driveways and parking lot access points, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the existing/recommended 25 mph speed limit is within the observed pace

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Bermuda Dr	DIRECTION:	E-W	NO. LANES:	2
FROM:	S Delaware St	LENGTH:	0.73 Miles	MEDIAN:	N
TO:	Kent St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	12%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	86%
DATE OF SURVEY:	14-Apr-26			PERCENT OVER PACE:	2%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,852	DATES OF COUNTS:	10/26/2021 - 10/28/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	6			ACTUAL COLLISION RATE:	1.58

DESCRIPTION

This segment of Bermuda Drive from South Delaware Street to Kent Street is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 10 stop-controlled intersections and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, office, services, institutional, and recreational. Nearby facilities include the Fiesta Meadows Park and College Park Elementary School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Residential area with many driveways
2. Nearby public park
3. Nearby school

RECOMMENDATIONS:

The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on residential density, pedestrian/bicyclist collision history, services, institutional, office, and recreational land uses, on-street parallel parking, many driveways and parking lot access points, horizontal curves along the segment, and College Park Elementary School within the segment, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Saratoga Dr	DIRECTION:	N-S	NO. LANES:	4
FROM:	S Delaware St	LENGTH:	0.93 Miles	MEDIAN:	Y
TO:	E Hillsdale Blvd	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	39 MPH	10 MPH PACE:	31 - 40	PERCENT UNDER PACE:	7%
50TH PERCENTILE:	36 MPH			PERCENT IN PACE:	88%
DATE OF SURVEY:	17-Mar-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	7,854	DATES OF COUNTS:	29-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	18			ACTUAL COLLISION RATE:	1.35

DESCRIPTION

This segment of Saratoga Drive from South Delaware Street to East Hillsdale Boulevard is classified as a minor arterial with four lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 stop-controlled intersection and 7 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, office, and recreational. Nearby facilities include the Bay Meadows Park. The roadway segment has many driveways and/or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Nearby public park	The observed 85th-percentile speed is 39 mph, which rounds to 40 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 35 mph per CVC 22358.6(c). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 31–40 mph, and the existing/recommended 35 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	David St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Wayne Way	LENGTH:	0.2 Miles	MEDIAN:	N
TO:	Park Pl	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	25 MPH	10 MPH PACE:	16 - 25	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	21 MPH			PERCENT IN PACE:	83%
DATE OF SURVEY:	21-Apr-26			PERCENT OVER PACE:	14%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,198	DATES OF COUNTS:	29-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	2			ACTUAL COLLISION RATE:	4.57

DESCRIPTION

This segment of David Street from Wayne Way to Park Place is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, recreational, and services. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment varies and includes parallel and diagonal parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Residential area with dense on-street parking	The observed 85th-percentile speed is 25 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 16–25 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Wayne Way	DIRECTION:	N-S	NO. LANES:	2
FROM:	Wayne Way	LENGTH:	0.16 Miles	MEDIAN:	N
TO:	Park Pl	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	24 MPH	10 MPH PACE:	14 - 23	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	20 MPH			PERCENT IN PACE:	80%
DATE OF SURVEY:	16-Apr-26			PERCENT OVER PACE:	20%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	614	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	1			ACTUAL COLLISION RATE:	5.58

DESCRIPTION

This segment of Wayne Way from Wayne Way to Park Place is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, recreational, and office. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment varies and includes parallel and diagonal parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Residential area with dense on-street parking	The observed 85th-percentile speed is 24 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 14–23 mph; although the recommended 25 mph speed limit is slightly above the observed pace, it is consistent with the rounded 85th-percentile speed.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Roberta Dr	DIRECTION:	N-S	NO. LANES:	2
FROM:	Kehoe Ave	LENGTH:	0.71 Miles	MEDIAN:	N
TO:	S Norfolk St	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	91%
DATE OF SURVEY:	6-Apr-26			PERCENT OVER PACE:	8%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,003	DATES OF COUNTS:	28-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	1			ACTUAL COLLISION RATE:	0.39

DESCRIPTION

This segment of Roberta Drive from Kehoe Avenue to South Norfolk Street is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 10 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways 2. Horizontal curvature limits sight distance	The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on residential density, many driveways and parking lot access points, and horizontal curves along the segment, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Mariners Island Blvd	DIRECTION:	N-S	NO. LANES:	4
FROM:	E 3rd Ave	LENGTH:	0.69 Miles	MEDIAN:	Y
TO:	Armada Way	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	40 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	43 MPH	10 MPH PACE:	35 - 44	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	39 MPH			PERCENT IN PACE:	90%
DATE OF SURVEY:	10-Mar-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,289	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	2			ACTUAL COLLISION RATE:	0.25

DESCRIPTION

This segment of Mariners Island Boulevard from East 3rd Avenue to Armada Way is classified as a minor arterial with four lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 2 stop-controlled intersections, and 3 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, institutional, office, and recreational. Nearby facilities include the Mariners Island Park. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment includes parallel parking in the southbound direction.

FACTORS CONSIDERED:

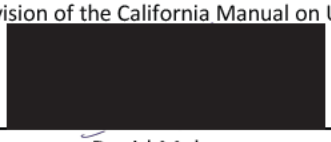
1. Nearby public park
2. Presence of uncontrolled crosswalk and intersections
3. Many driveways/parking lot access points

RECOMMENDATIONS:

The observed 85th-percentile speed is 43 mph, which rounds to 45 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 40 mph per CVC 22358.6(c). The recommended speed limit is 40 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 35–44 mph, and the recommended 40 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Mariners Island Blvd	DIRECTION:	N-S	NO. LANES:	4
FROM:	Armada Way	LENGTH:	0.58 Miles	MEDIAN:	Y
TO:	City Limit	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	41 MPH	10 MPH PACE:	34 - 43	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	37 MPH			PERCENT IN PACE:	91%
DATE OF SURVEY:	10-Mar-26			PERCENT OVER PACE:	8%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	17,435	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	7			ACTUAL COLLISION RATE:	0.38

DESCRIPTION

This segment of Mariners Island Boulevard from Armada Way to City Limits is classified as a minor arterial with four lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 stop-controlled intersections and 2 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, recreational, and office. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists parallel parking in the southbound direction.

FACTORS CONSIDERED:

1. Horizontal curvature limits sight distance
2. Includes land uses that generate high concentrations of bicyclists and/or pedestrians
3. Presence of Class II bicycle facilities

RECOMMENDATIONS:

The observed 85th-percentile speed is 41 mph, which rounds to 40 mph per CVC 22358.6(a). Based on Class II bicycle facilities, residential, recreational and office land uses, parking lot access points, and horizontal curves, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 34–43 mph, and the existing/recommended 35 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Alameda de las Pulgas	DIRECTION:	N-S	NO. LANES:	4
FROM:	Crystal Springs Rd	LENGTH:	0.6 Miles	MEDIAN:	N
TO:	Seville Way	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	36 MPH	10 MPH PACE:	27 - 36	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	32 MPH			PERCENT IN PACE:	93%
DATE OF SURVEY:	17-Jul-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	11,072	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.96
TOTAL NO.	8			ACTUAL COLLISION RATE:	0.66

DESCRIPTION

This segment of Alameda de las Pulgas from Crystal Springs Road to Seville Way is classified as a minor arterial with four lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 12 stop-controlled intersections, and 3 signalized intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential, institutional, and church. Nearby facilities include the Aragon High School and the Baywood Elementary School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways 2. Nearby schools 3. Horizontal curvature limits sight distance 4. Presence of uncontrolled crosswalks and intersections	The observed 85th-percentile speed is 36 mph, which rounds to 35 mph per CVC 22358.6(a). Based on on-street parallel parking, many driveways and parking lot access points, residential and institutional land uses, the speed limit is further reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 27-36 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 9/22/26 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Alameda de las Pulgas	DIRECTION:	N-S	NO. LANES:	4
FROM:	Seville Way	LENGTH:	0.52 Miles	MEDIAN:	Y
TO:	W 20th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	37 MPH	10 MPH PACE:	31 - 40	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	35 MPH			PERCENT IN PACE:	97%
DATE OF SURVEY:	10-Mar-26			PERCENT OVER PACE:	3%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	13,299	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	6			ACTUAL COLLISION RATE:	0.48

DESCRIPTION

This segment of Alameda de las Pulgas from Seville Way to West 20th Avenue is classified as a minor arterial with four lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 8 stop-controlled intersections, and 3 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, medical, office, and institutional. Nearby facilities include the Aragon High School and the Behavioral Health and Recovery Center. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area 2. Nearby school 3. Nearby medical center	The observed 85th-percentile speed is 37 mph, which rounds to 35 mph per CVC 22358.6(a). Based on the presence of one uncontrolled crosswalk, Class III bicycle facilties, and presence of a high school (Aragon High School) and Behavioral Health and Recovery center facility, the speed limit is further reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 31–40 mph, although the recommended 30 mph speed limit is slightly below the observed pace, the recommendation is consistent with the rounded 85th percentile speed and reduction due to adjacent facilities and land uses.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 9/22/26 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Alameda de las Pulgas	DIRECTION:	N-S	NO. LANES:	4
FROM:	W 20th Ave	LENGTH:	0.7 Miles	MEDIAN:	Y
TO:	28th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	38 MPH	10 MPH PACE:	32 - 41	PERCENT UNDER PACE:	2%
50TH PERCENTILE:	35 MPH			PERCENT IN PACE:	96%
DATE OF SURVEY:	10-Mar-26			PERCENT OVER PACE:	2%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	12,160	DATES OF COUNTS:	8/23/2024 - 8/29/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	10			ACTUAL COLLISION RATE:	0.64

DESCRIPTION

This segment of Alameda de las Pulgas from West 20th Avenue to 28th Avenue is classified as a Minor Arterial with 4 lanes in both directions. The corridor includes Class II & Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 12 stop-controlled intersections and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and recreational. Nearby facilities include the Carey School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Presence of Class II and III bicycle facilities 2. Nearby school	The observed 85th-percentile speed is 38 mph, which rounds to 40 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 35 mph per CVC 22358.6(c). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 32–41 mph, and the existing/recommended 35 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Alameda de las Pulgas	DIRECTION:	N-S	NO. LANES:	4
FROM:	28th Ave	LENGTH:	0.58 Miles	MEDIAN:	Y
TO:	36th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	37 MPH	10 MPH PACE:	29 - 38	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	34 MPH			PERCENT IN PACE:	94%
DATE OF SURVEY:	10-Mar-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	9,770	DATES OF COUNTS:	29-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	12			ACTUAL COLLISION RATE:	1.16

DESCRIPTION

This segment of Alameda de las Pulgas from 28th Avenue to 36th Avenue is classified as a minor arterial with four lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk and 13 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities include the Abbott Middle School and the Hillsdale High School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Presence of Class II and III bicycle facilities
3. Residential area with many driveways
4. Nearby schools

RECOMMENDATIONS:

The observed 85th-percentile speed is 37 mph, which rounds to 35 mph per CVC 22358.6(a). Based on higher-than-average collision rate, one uncontrolled crosswalk, Class II and Class III bicycle facilities, residential and institutional land uses, on-street parallel parking, many driveways and parking lot access points, and nearby school/institutional activity, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 29–38 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 9/22/26 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Alameda de las Pulgas	DIRECTION:	N-S	NO. LANES:	4
FROM:	36th Ave	LENGTH:	0.52 Miles	MEDIAN:	Y
TO:	City Limit	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	36 MPH	10 MPH PACE:	29 - 38	PERCENT UNDER PACE:	12%
50TH PERCENTILE:	32 MPH			PERCENT IN PACE:	86%
DATE OF SURVEY:	10-Mar-26			PERCENT OVER PACE:	2%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	8,088	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	2			ACTUAL COLLISION RATE:	0.26

DESCRIPTION

This segment of Alameda de las Pulgas from 36th Avenue to City Limits is classified as a minor arterial with four lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 10 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities include The Little Carey School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Residential area with many driveways.
2. Nearby preschool
3. Presence of Class II and III bicycle facilities

RECOMMENDATIONS:

The observed 85th-percentile speed is 36 mph, which rounds to 35 mph per CVC 22358.6(a). Based on Class III bicycle facilities, residential and institutional land uses, on-street parallel parking, many driveways and parking lot access points, and nearby school/institutional activity, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 29–38 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Hacienda St	DIRECTION:	N-S	NO. LANES:	2
FROM:	22nd Ave	LENGTH:	0.43 Miles	MEDIAN:	N
TO:	28th Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	27 MPH	10 MPH PACE:	16 - 25	PERCENT UNDER PACE:	2%
50TH PERCENTILE:	22 MPH			PERCENT IN PACE:	79%
DATE OF SURVEY:	16-Apr-26			PERCENT OVER PACE:	19%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,169	DATES OF COUNTS:	6/25/2024 - 6/27/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	9			ACTUAL COLLISION RATE:	5.29

DESCRIPTION

This segment of Hacienda Street from 22nd Avenue to 28th Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 12 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, institutional, and services. Nearby facilities include the St Gregorys Catholic School and the Rotary Haciendas Senior Apartments. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

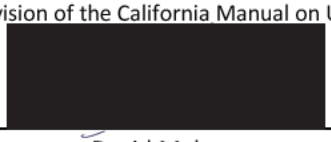
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby senior center/assisted living facility
4. Nearby Catholic school

RECOMMENDATIONS:

The observed 85th-percentile speed is 27 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 16–25 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Hacienda St	DIRECTION:	N-S	NO. LANES:	2
FROM:	28th Ave	LENGTH:	0.65 Miles	MEDIAN:	N
TO:	37th Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	24%
50TH PERCENTILE:	23 MPH			PERCENT IN PACE:	71%
DATE OF SURVEY:	16-Apr-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,231	DATES OF COUNTS:	8/27/2024 - 8/29/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	7			ACTUAL COLLISION RATE:	2.64

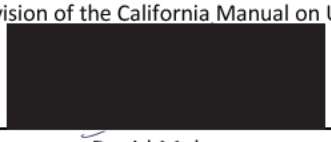
DESCRIPTION

This segment of Hacienda Street from 28th Avenue to 37th Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 uncontrolled crosswalks and 12 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, institutional, and services. Nearby facilities include the Laurel Elementary School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Nearby school	The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026	CA PE C69964
David Mahama	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Edison St	DIRECTION:	N-S	NO. LANES:	2
FROM:	31st Ave	LENGTH:	0.35 Miles	MEDIAN:	N
TO:	36th Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	27 MPH	10 MPH PACE:	20 - 29	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	24 MPH			PERCENT IN PACE:	92%
DATE OF SURVEY:	17-Apr-26			PERCENT OVER PACE:	8%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,909	DATES OF COUNTS:	29-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	8			ACTUAL COLLISION RATE:	4.31

DESCRIPTION

This segment of Edison Street from 31st Avenue to 36th Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk and 7 stop-controlled intersections. The roadway segment includes a slight horizontal curve. Surrounding land uses are primarily residential, retail, services, and office. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment varies and includes diagonal and parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Nearby Hillsdale Shopping Center	The observed 85th-percentile speed is 27 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 20–29 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Edison St	DIRECTION:	N-S	NO. LANES:	2
FROM:	36th Ave	LENGTH:	0.44 Miles	MEDIAN:	N
TO:	42nd Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	26 MPH	10 MPH PACE:	16 - 25	PERCENT UNDER PACE:	7%
50TH PERCENTILE:	22 MPH			PERCENT IN PACE:	77%
DATE OF SURVEY:	26-Apr-26			PERCENT OVER PACE:	16%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,830	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	6			ACTUAL COLLISION RATE:	2.64

DESCRIPTION

This segment of Edison Street from 36th Avenue to 42nd Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 8 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential and medical. Nearby facilities include the San Mateo Medical Center Emergency Room. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Residential area with many driveways 3. Nearby medical facility	The observed 85th-percentile speed is 26 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 16–25 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Palm Ave	DIRECTION:	N-S	NO. LANES:	2
FROM:	9th Ave	LENGTH:	0.63 Miles	MEDIAN:	N
TO:	E 17th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	2%
50TH PERCENTILE:	28 MPH			PERCENT IN PACE:	95%
DATE OF SURVEY:	14-Jul-26			PERCENT OVER PACE:	3%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,299	DATES OF COUNTS:	2/16/2021 - 2/22/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	15			ACTUAL COLLISION RATE:	5.67

DESCRIPTION

This segment of Palm Avenue from 9th Avenue to East 17th Avenue is classified as a major collector with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 uncontrolled crosswalks and 11 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, retail, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

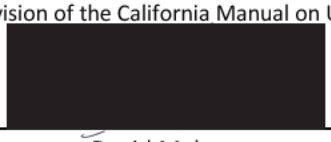
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Residential area
4. Presence of uncontrolled crosswalks and stop-controlled intersections

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on on-street parallel parking, presence of Class II bike lanes, three uncontrolled crosswalks, many driveways and parking lot access points, and residential, retail, and services land uses, the speed limit is further reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24-33 mph, and the recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Palm Ave	DIRECTION:	N-S	NO. LANES:	2
FROM:	E 17th Ave	LENGTH:	0.35 Miles	MEDIAN:	N
TO:	E 20th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	7%
50TH PERCENTILE:	28 MPH			PERCENT IN PACE:	83%
DATE OF SURVEY:	16-Apr-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	5,550	DATES OF COUNTS:	11/19/2019 - 11/21/2019

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	6			ACTUAL COLLISION RATE:	1.69

DESCRIPTION

This segment of Palm Avenue from East 17th Avenue to East 20th Avenue is classified as a major collector with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, institutional, and recreational. Nearby facilities include the Trinta Park. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Nearby public park	The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Palm Ave	DIRECTION:	N-S	NO. LANES:	2
FROM:	E 20th Ave	LENGTH:	0.33 Miles	MEDIAN:	N
TO:	E 25th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	27 MPH			PERCENT IN PACE:	86%
DATE OF SURVEY:	5-May-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	4,382	DATES OF COUNTS:	29-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	2			ACTUAL COLLISION RATE:	0.76

DESCRIPTION

This segment of Palm Avenue from East 20th Avenue to East 25th Avenue is classified as a major collector with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily services, medical, and institutional. Nearby facilities include the Bunkard School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby school	The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Curtiss St	DIRECTION:	N-S	NO. LANES:	2
FROM:	North of McLellan Ave	LENGTH:	0.44 Miles	MEDIAN:	N
TO:	E 39th Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	30 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	90%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	7%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,034	DATES OF COUNTS:	10/26/2021 - 10/28/2021

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	13			ACTUAL COLLISION RATE:	15.66

DESCRIPTION

This segment of Curtiss Street from North of McLellan Avenue to East 39th Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 6 stop-controlled intersections and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities include the George Hall Elementary School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

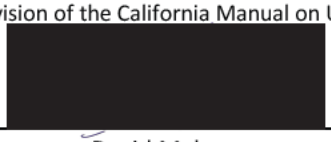
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby school

RECOMMENDATIONS:

The observed 85th-percentile speed is 30 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, residential and institutional land uses, on-street parallel parking, many driveways and parking lot access points, and nearby school/institutional activity, the speed limit is reduced by 5 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	La Selva St	DIRECTION:	N-S	NO. LANES:	2
FROM:	La Selva St	LENGTH:	0.36 Miles	MEDIAN:	N
TO:	Los Prados St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	37 MPH	10 MPH PACE:	28 - 37	PERCENT UNDER PACE:	17%
50TH PERCENTILE:	32 MPH			PERCENT IN PACE:	68%
DATE OF SURVEY:	5-May-26			PERCENT OVER PACE:	15%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,114	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	3			ACTUAL COLLISION RATE:	1.47

DESCRIPTION

This segment of La Selva Street from La Selva Street to Los Prados Street is classified as a major collector with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous along the northbound direction. The segment includes 3 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Many driveways/parking lot access points	The observed 85th-percentile speed is 37 mph, which rounds to 35 mph per CVC 22358.6(a). Based on the residential land use and many driveways, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 28–37 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Los Prados Street	DIRECTION:	N-S	NO. LANES:	2
FROM:	La Selva St	LENGTH:	0.71 Miles	MEDIAN:	N
TO:	S Norfolk St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	35 MPH	10 MPH PACE:	27 - 36	PERCENT UNDER PACE:	18%
50TH PERCENTILE:	30 MPH			PERCENT IN PACE:	73%
DATE OF SURVEY:	5-May-26			PERCENT OVER PACE:	9%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,320	DATES OF COUNTS:	9/13/2022 - 9/15/2022

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	2			ACTUAL COLLISION RATE:	1.17

DESCRIPTION

This segment of Los Prados Street from La Selva Street to Norfolk Street is classified as a major collector with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 7 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways	The observed 85th-percentile speed is 35 mph, which rounds to 35 mph per CVC 22358.6(a). Based on the residential land use and many driveways, the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 27–36 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N Amphlett Blvd	DIRECTION:	N-S	NO. LANES:	2
FROM:	N Humboldt St	LENGTH:	0.72 Miles	MEDIAN:	N
TO:	E Poplar Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	95%
DATE OF SURVEY:	17-Apr-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,694	DATES OF COUNTS:	23-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	10			ACTUAL COLLISION RATE:	4.49

DESCRIPTION

This segment of North Amphlett Boulevard from North Humboldt Street to East Poplar Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous in the southbound direction. The segment includes 7 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the southbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Residential area with many driveways	The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 24–33 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 9/22/26 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	N Amphlett Blvd	DIRECTION:	N-S	NO. LANES:	2
FROM:	E Poplar Ave	LENGTH:	0.73 Miles	MEDIAN:	N
TO:	2nd Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	37 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	4%
50TH PERCENTILE:	28 MPH			PERCENT IN PACE:	66%
DATE OF SURVEY:	23-Apr-26			PERCENT OVER PACE:	30%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,520	DATES OF COUNTS:	5/19/2023 - 5/25/2023

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	17			ACTUAL COLLISION RATE:	5.06

DESCRIPTION

This segment of North Amphlett Boulevard from East Poplar Avenue to 2nd Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous in the southbound direction. The segment includes 6 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily industrial, medical, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the southbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location 3. Many driveways 4. Presence of diagonal on-street parking	The observed 85th-percentile speed is 37 mph, which rounds to 35 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, and driveway activity the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 9/22/26 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S Amphlett Blvd	DIRECTION:	N-S	NO. LANES:	2
FROM:	E 5th Ave	LENGTH:	0.67 Miles	MEDIAN:	N
TO:	Folkstone Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	39 MPH	10 MPH PACE:	28 - 37	PERCENT UNDER PACE:	25%
50TH PERCENTILE:	32 MPH			PERCENT IN PACE:	58%
DATE OF SURVEY:	21-May-26			PERCENT OVER PACE:	18%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,255	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	4			ACTUAL COLLISION RATE:	2.61

DESCRIPTION

This segment of South Amphlett Boulevard from East 5th Avenue to Folkstone Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous in the southbound direction. The segment includes 6 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking in the sotuhbound direction.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average	The observed 85th-percentile speed is 39 mph, which rounds to 40 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 35 mph per CVC 22358.6(c). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 28–37 mph, and the existing 35 mph speed limit is within the observed pace.

CERTIFICATION:

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[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	S B St	DIRECTION:	N-S	NO. LANES:	2
FROM:	Baldwin Ave	LENGTH:	0.52 Miles	MEDIAN:	N
TO:	9th Ave	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	13%
50TH PERCENTILE:	24 MPH			PERCENT IN PACE:	80%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	7%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	3,367	DATES OF COUNTS:	8/20/2024 - 8/26/2024

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	20			ACTUAL COLLISION RATE:	6.26

DESCRIPTION

This segment of South B Street from Baldwin Avenue to 9th Avenue is classified as a major collector with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 7 uncontrolled crosswalks, 4 stop-controlled intersections, and 6 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily medical, retail, and services. The roadway segment has no driveways or parking lot access points. On-street parking within the segment consists of parallel and diagonal parking.

FACTORS CONSIDERED:

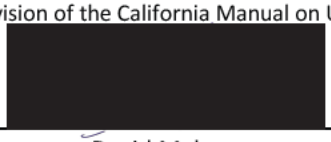
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Dense on-street parking
4. Includes land uses that generate high concentrations of bicyclists and/or pedestrians

RECOMMENDATIONS:

The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	28th Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Alameda de las Pulgas	LENGTH:	0.55 Miles	MEDIAN:	N
TO:	S El Camino Real	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	26 MPH	10 MPH PACE:	18 - 27	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	23 MPH			PERCENT IN PACE:	92%
DATE OF SURVEY:	16-Apr-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	4,798	DATES OF COUNTS:	29-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	18			ACTUAL COLLISION RATE:	3.74

DESCRIPTION

This segment of 28th Avenue from Alameda de las Pulgas to South El Camino Real is classified as a major collector with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 uncontrolled crosswalks, 8 stop-controlled intersections, and 1 signalized intersection. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, institutional, and medical. Nearby facilities include the Beresford Elementary School and the Rotary Haciendas Senior Apartments. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

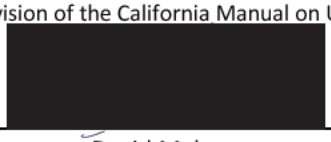
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Nearby senior center/assisted living facility
4. Nearby school
5. Residential area with many driveways

RECOMMENDATIONS:

The observed 85th-percentile speed is 26 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 18–27 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Fernwood St	DIRECTION:	N-S	NO. LANES:	2
FROM:	W Hillsdale Blvd	LENGTH:	0.12 Miles	MEDIAN:	N
TO:	36th Ave	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	27 MPH	10 MPH PACE:	20 - 29	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	24 MPH			PERCENT IN PACE:	94%
DATE OF SURVEY:	17-Apr-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,635	DATES OF COUNTS:	5-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	0			ACTUAL COLLISION RATE:	0.00

DESCRIPTION

This segment of Fernwood Street from West Hillsdale Boulevard to 36th Avenue is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 3 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities include the Abbott Middle School. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Nearby school	The observed 85th-percentile speed is 27 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 20–29 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Clearview Way	DIRECTION:	N-S	NO. LANES:	2
FROM:	W Hillsdale Blvd	LENGTH:	0.35 Miles	MEDIAN:	N
TO:	City Limit	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	33 MPH	10 MPH PACE:	24 - 33	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	29 MPH			PERCENT IN PACE:	86%
DATE OF SURVEY:	15-Jul-26			PERCENT OVER PACE:	11%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,351	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	1			ACTUAL COLLISION RATE:	1.16

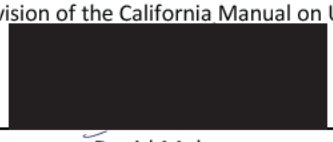
DESCRIPTION

This segment of Clearview Way from West Hillsdale Boulevard to city limit is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 7 stop-controlled intersections, and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Horizontal and vertical curvature limit sight distance 2. Residential area with many driveways	The observed 85th-percentile speed is 33 mph, which rounds to 35 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 30 mph per CVC 22358.6(c). The recommended speed limit is 30 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 24-33 mph, and the recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



David Mahama	08/26/2026	CA PE C69964
	Date	State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Parrott Dr	DIRECTION:	N-S	NO. LANES:	2
FROM:	City Limit	LENGTH:	0.13 Miles	MEDIAN:	N
TO:	De Anza Blvd	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	30 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	22 - 31	PERCENT UNDER PACE:	9%
50TH PERCENTILE:	25 MPH			PERCENT IN PACE:	85%
DATE OF SURVEY:	14-Apr-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	1,447	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	0			ACTUAL COLLISION RATE:	0.00

DESCRIPTION

This segment of Parrott Drive from city limit to De Anza Boulevard is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, services, retail, and medical. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Includes land uses that generate high concentrations of bicyclists and/or pedestrians	The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). The recommended speed limit is 30 mph, representing no change from the existing posted speed limit. The 10 mph pace is 22–31 mph, and the existing/recommended 30 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Camden Ave	DIRECTION:	N-S	NO. LANES:	2
FROM:	42nd Ave	LENGTH:	0.11 Miles	MEDIAN:	Y
TO:	Mills Ave/city limit	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	23 MPH	10 MPH PACE:	13 - 22	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	20 MPH			PERCENT IN PACE:	82%
DATE OF SURVEY:	23-Apr-26			PERCENT OVER PACE:	18%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	386	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	0			ACTUAL COLLISION RATE:	0.00

DESCRIPTION

This segment of Camden Avenue from 42nd Avenue to Mills Avenue/city limit is classified as a major collector with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 stop-controlled intersections. The roadway segment includes horizontal curves. Surrounding land uses are primarily residential. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways	The observed 85th-percentile speed is 23 mph, which rounds to 25 mph per CVC 22358.6(a). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 13–22 mph; although the existing/recommended 25 mph speed limit is above the observed pace, it is consistent with the rounded 85th-percentile speed.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	La Selva St	DIRECTION:	N-S	NO. LANES:	2
FROM:	S Norfolk St	LENGTH:	0.18 Miles	MEDIAN:	N
TO:	La Selva St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	31 MPH	10 MPH PACE:	23 - 32	PERCENT UNDER PACE:	11%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	86%
DATE OF SURVEY:	10-Apr-26			PERCENT OVER PACE:	3%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,095	DATES OF COUNTS:	19-May-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	6			ACTUAL COLLISION RATE:	3.00

DESCRIPTION

This segment of La Selva Street from S Norfolk Street to La Selva Street is classified as a major collector with two lanes in both directions. The corridor includes Class II bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily lodging, services, retail, and residential. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:

1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Includes land uses that generate high concentrations of bicyclists and/or pedestrians

RECOMMENDATIONS:

The observed 85th-percentile speed is 31 mph, which rounds to 30 mph per CVC 22358.6(a). Based on higher-than-average collision rate, susceptible-to-collision designation, Class II bicycle facilities, residential, retail, services, and lodging land uses, on-street parallel parking, and driveway activity the speed limit is reduced by 5 mph per CVC 22358.6(b). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 23–32 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama | Date | State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	W 25th Ave	DIRECTION:	E-W	NO. LANES:	4
FROM:	Hacienda St	LENGTH:	0.36 Miles	MEDIAN:	N
TO:	Delaware St	BIKE LANES:	Y		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	1%
50TH PERCENTILE:	25 MPH			PERCENT IN PACE:	95%
DATE OF SURVEY:	24-Apr-26			PERCENT OVER PACE:	4%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	5,440	DATES OF COUNTS:	6/7/2022 - 6/13/2022

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.96
TOTAL NO.	13			ACTUAL COLLISION RATE:	3.64

DESCRIPTION

This segment of West 25th Avenue from Hacienda Street to Delaware Street is classified as a minor arterial with two lanes in both directions. The corridor includes Class III bicycle facilities. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 uncontrolled crosswalk, 4 stop-controlled intersections, and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily retail, services, and medical. The roadway segment has few driveways and/or parking lot access points. On-street parking within the segment consists of parallel and diagonal parking.

FACTORS CONSIDERED:

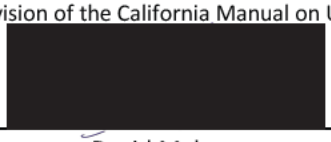
1. Higher accident rate than average
2. Identified as a susceptible to collision location
3. Includes land uses that generate high concentrations of bicyclists and/or pedestrians
4. Dense on-street parking

RECOMMENDATIONS:

The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	31st Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	W Hillsdale Blvd	LENGTH:	0.85 Miles	MEDIAN:	N
TO:	Alameda de las Pulgas	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	21 - 30	PERCENT UNDER PACE:	0%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	94%
DATE OF SURVEY:	24-Apr-26			PERCENT OVER PACE:	6%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	2,875	DATES OF COUNTS:	9/13/2022-9/15/2022

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	5			ACTUAL COLLISION RATE:	1.12

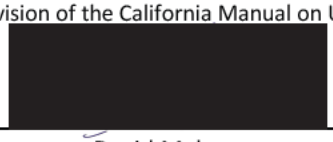
DESCRIPTION

This segment of 31st Avenue from West Hillsdale Boulevard to Alameda de las Pulgas is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 2 uncontrolled crosswalks and 16 stop-controlled intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential and institutional. Nearby facilities include the Hillsdale High School. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways 2. Nearby school	The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 21–30 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

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08/26/2026 CA PE C69964

David Mahama Date State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	31st Ave	DIRECTION:	E-W	NO. LANES:	2
FROM:	Alameda de las Pulgas	LENGTH:	0.61 Miles	MEDIAN:	N
TO:	El Camino Real	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	25 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	28 MPH	10 MPH PACE:	19 - 28	PERCENT UNDER PACE:	6%
50TH PERCENTILE:	23 MPH			PERCENT IN PACE:	84%
DATE OF SURVEY:	23-Apr-26			PERCENT OVER PACE:	10%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	5,695	DATES OF COUNTS:	29-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	4			ACTUAL COLLISION RATE:	0.63

DESCRIPTION

This segment of 31st Avenue from Alameda de las Pulgas to El Camino Real is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 4 uncontrolled crosswalks, 4 stop-controlled intersections, and 2 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, retail, and services. The roadway segment has many driveways and/or parking lot access points. On-street parking within the segment consists of parallel parking.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Residential area with many driveways 2. Nearby Hillsdale Shopping Center	The observed 85th-percentile speed is 28 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing no change from the existing posted speed limit. The 10 mph pace is 19–28 mph, and the existing/recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.

[redacted] 08/26/2026 CA PE C69964

David Mahama — Date — State Registration No.



* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Fashion Island Blvd	DIRECTION:	E-W	NO. LANES:	4
FROM:	S Norfolk St	LENGTH:	0.46 Miles	MEDIAN:	Y
TO:	Baker Wy	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	35 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	39 MPH	10 MPH PACE:	32 - 41	PERCENT UNDER PACE:	6%
50TH PERCENTILE:	35 MPH			PERCENT IN PACE:	89%
DATE OF SURVEY:	24-Apr-26			PERCENT OVER PACE:	5%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	15,113	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	20			ACTUAL COLLISION RATE:	1.58

DESCRIPTION

This segment of Fashion Island Boulevard from South Norfolk Street to Baker Wy is classified as a minor arterial with four lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present within the segment and are continuous in the westbound direction but discontinuous in the eastbound direction. The segment includes 1 stop-controlled intersection and 3 signalized intersections. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily residential, office, and services. The roadway segment has few driveways and/or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Identified as a susceptible to collision location	The observed 85th-percentile speed is 39 mph, which rounds to 40 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 35 mph per CVC 22358.6(c). The recommended speed limit is 35 mph, representing no change from the existing posted speed limit. The 10 mph pace is 32–41 mph, and the existing/recommended 35 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS

CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Chess Dr	DIRECTION:	E-W	NO. LANES:	4
FROM:	Bridgepointe Pkwy	LENGTH:	0.12 Miles	MEDIAN:	Y
TO:	City Limit	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	30 MPH	
			RECOMMENDED SPEED LIMIT:	25 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	29 MPH	10 MPH PACE:	20 - 29	PERCENT UNDER PACE:	3%
50TH PERCENTILE:	26 MPH			PERCENT IN PACE:	84%
DATE OF SURVEY:	4-May-26			PERCENT OVER PACE:	13%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,580	DATES OF COUNTS:	22-Apr-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	0.94
TOTAL NO.	2			ACTUAL COLLISION RATE:	1.39

DESCRIPTION

This segment of Chess Drive from Bridgepointe Parkway to city limit is classified as a minor arterial with four lanes in both directions. There are no designated bicycle facilities along the segment. Sidewalks are present and continuous on both sides of the segment. The segment includes 1 stop-controlled intersection and 1 signalized intersection. The roadway segment includes horizontal curves. Surrounding land uses are primarily recreational, retail, and services. The roadway segment has no driveways or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average 2. Includes land uses that generate high concentrations of bicyclists and/or pedestrians	The observed 85th-percentile speed is 29 mph, which rounds to 30 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 25 mph per CVC 22358.6(c). The recommended speed limit is 25 mph, representing a reduction from the existing posted speed limit. The 10 mph pace is 20–29 mph, and the recommended 25 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



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David Mahama Date State Registration No.

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CITY OF SAN MATEO

Engineering and Traffic Survey

STREET NAME:	Airport Blvd	DIRECTION:	E-W	NO. LANES:	2
FROM:	Lang Rd	LENGTH:	0.4 Miles	MEDIAN:	N
TO:	Coyote Point Dr	BIKE LANES:	N		
			EXISTING SPEED LIMIT:	35 MPH	
			RECOMMENDED SPEED LIMIT:	40 MPH	

PREVAILING SPEED DATA:

85TH PERCENTILE:	43 MPH	10 MPH PACE:	34 - 43	PERCENT UNDER PACE:	12%
50TH PERCENTILE:	39 MPH			PERCENT IN PACE:	73%
DATE OF SURVEY:	14-Jul-26			PERCENT OVER PACE:	15%

TRAFFIC COUNTS:

AVG DAILY VOLUME:	6,604	DATES OF COUNTS:	14-Jul-26

COLLISION HISTORY:

PERIOD:	1-Jan-21	TO	31-Dec-25	STATEWIDE AVERAGE COLLISION RATE*:	1.68
TOTAL NO.	10			ACTUAL COLLISION RATE:	2.07

DESCRIPTION

This segment of Airport Boulevard from Lang Road to Coyote Point Drive is classified as a minor arterial with two lanes in both directions. There are no designated bicycle facilities and sidewalks along the segment. The roadway segment does not include any notable horizontal curves. Surrounding land uses are primarily medical (Peninsula Humane Society & SPCA Facility). The roadway segment has few driveways and/or parking lot access points. On-street parking is not provided along the segment.

FACTORS CONSIDERED:	RECOMMENDATIONS:
1. Higher accident rate than average	The observed 85th-percentile speed is 43 mph, which rounds to 45 mph per CVC 22358.6(a). Since rounding to the nearest 5 mph increment requires rounding up, the speed limit may instead be rounded down to 40 mph per CVC 22358.6(c). The recommended speed limit is 40 mph, representing an increase from the existing posted speed limit. The 10 mph pace is 34-43 mph, and the recommended 40 mph speed limit is within the observed pace.

CERTIFICATION:

I, David Mahama, do hereby certify that this Engineering and Traffic Survey within the City of San Mateo was performed under my supervision and is accurate and complete. I certify that this document is consistent with the current procedures according to the California Vehicle Code Section 627 (as amended by AB 43, Stats. 2021, Ch. 690), the California Manual for Setting Speed Limits, and the current revision of the California Manual on Uniform Traffic Control Devices.



[redacted] 08/26/2026 CA PE C69964

David Mahama Date State Registration No.

* SOURCE: DEPARTMENT OF CALIFORNIA, 2023 COLLISION DATA ON CALIFORNIA STATE HIGHWAYS