



ATTACHMENT 5

May 9, 2025

RE: Traffic Calming on Harold Avenue Between Forest Avenue and Stevens Creek Boulevard

Dear Property Owner or Current Occupant:

The purpose of this letter is to notify you about, and request your feedback on, the proposed traffic calming measures along Harold Avenue between Forest Avenue and Stevens Creek Boulevard. As property owners or occupants on Harold Avenue, it is important that we receive your feedback because the proposed traffic calming devices may affect frontage to your property and neighborhood.

The City of Santa Clara Department of Public Works held two Community meetings, on October 30, 2024 and February 27, 2025, to present a traffic safety study completed for the South of Forest Neighborhood. During these meetings, City staff shared traffic data, discussed existing conditions and prior improvements, presented sample illustrations of potential traffic calming measures, and received community feedback.

A project website URL and QR code are provided at the end of this letter, where you may view the presentations, recordings of the meetings, and supplemental information.

The City is planning on moving forward with the following improvements along Harold Avenue:

- **Pedestrian safety signage and markings** at Harold Avenue and Forest Avenue.
- **Curb extensions** on the northwest and northeast corners of Harold Avenue and Forest Avenue.
 - Note: These curb extensions will be constructed using pavement striping and plastic channelizers.
- **Intersection visibility analysis** at Harold Avenue and Forest Avenue

The City will not be moving forward with the following improvements along Harold Avenue:

- **All-way stop** at Harold Avenue and Forest Avenue, as the intersection does not meet the criteria for an all-way stop under State and Federal Standards.
- **Traffic Circle** at Harold Avenue and Forest Avenue, as the intersection cannot accommodate a traffic circle due to the existing curb extensions. These curb extensions will not be removed, as pedestrian safety was a key concern raised by the neighborhood, and curb extensions are generally considered to offer greater visibility and protection than a traffic circle for this intersection.

With the survey attached to this letter, the City is requesting your feedback on the following mid-block traffic calming measures:

- Chokers (Level 2) (*Recommended by City*)
- Speed humps (Level 3) (*Suggested by Community*)
- Vehicle speed feedback signs (Level 1) (*Recommended by City*)



Please note that the Neighborhood Traffic Calming Program requires 100 percent concurrence from residents within 100 feet of Level 2 or 3 devices. If 100 percent concurrence is not met for a device, the device will not be installed. If 100 percent concurrence is met for a Level 2 or 3 device, City staff will schedule a City Council meeting for discussion and approval. Residents will be notified in advance of the scheduled meeting.

Prior to completing the attached survey, please make sure you have read and fully understood both the positive and negative aspects of the traffic calming measures. Also, review the conceptual drawings, be aware that on-street parking may need to be removed, and take note of the visual characteristics of a vehicle speed feedback sign.

Please complete and return the attached survey to indicate your position by **May 30, 2025**. The survey may be mailed via the prepaid envelope included in this mailing or emailed to PWTrafficOperations@SantaClaraCA.gov

Sincerely,

p.p. 

Steve Chan, T.E.
Traffic Manager
Department of Public Works

ATTACHMENTS

- Positive and Negative Aspects of Chokers
- Positive and Negative Aspects of Speed Humps
- Conceptual Placement of Chokers or Speed Humps
- Speed Hump Detail Drawing
- Sample Vehicle Speed Feedback Sign Installation
- Survey Response Form
- Pre-addressed Pre-paid Return Envelope



www.SantaClaraCA.gov/SOFN

Chokers

Level 2

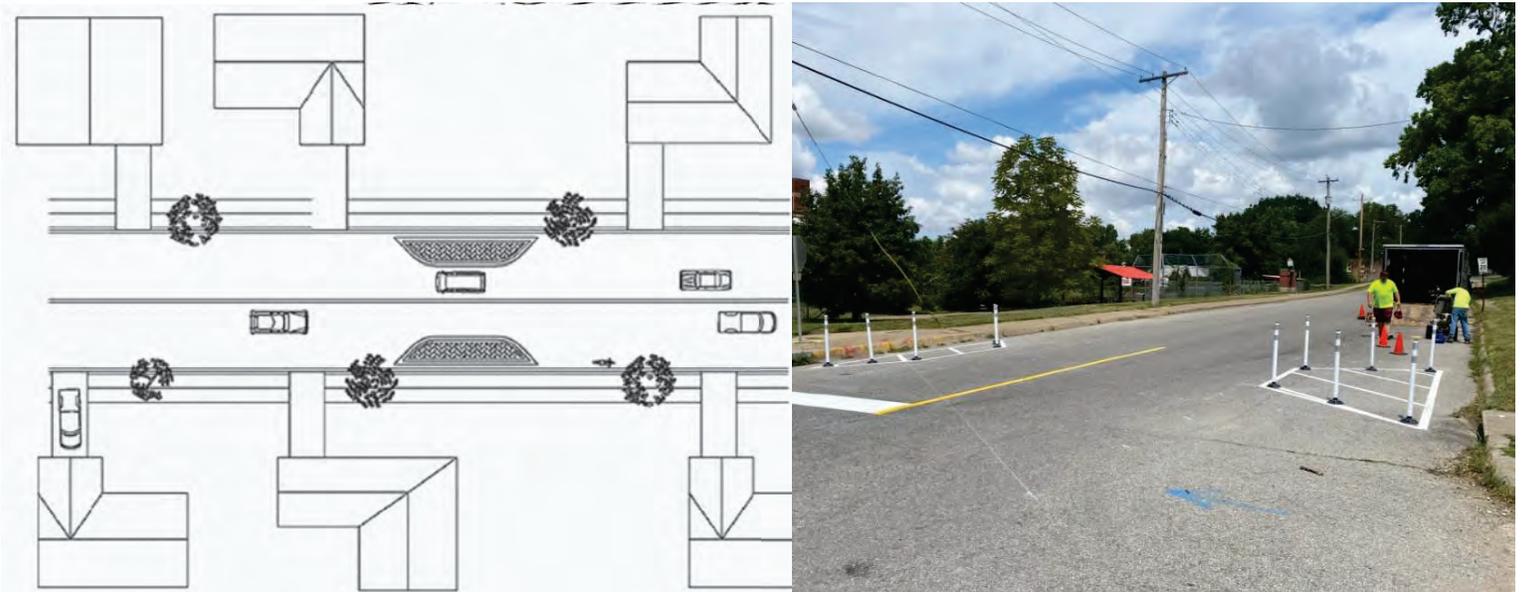
Description: Chokers physically narrow a street either at the intersection, at mid-block or a segment of a street by using curb extensions.

Positive Aspects:

- May reduce speeds by giving motorists the sense of limited space.
- Improves motorist-pedestrian visibility of each other.
- Intersection crossing distance for pedestrians is reduced.
- Allows signs to be located favorably within motorists line of sight.
- Creates space for landscaping.

Negative Aspects:

- Impedes emergency vehicle, truck and other service vehicle access.
- Bicyclists may feel “squeezed in” due to narrower roadway.
- May require modification or reconstruction of drainage features and other utilities.
- May become obstacles for motorists to crash into.
- May require part or all of on-street parking removal. *(On-street parking removal is required)*
- High installation cost.
- Increased maintenance.



Picture is for illustration purposes only

Speed Humps

Level 3

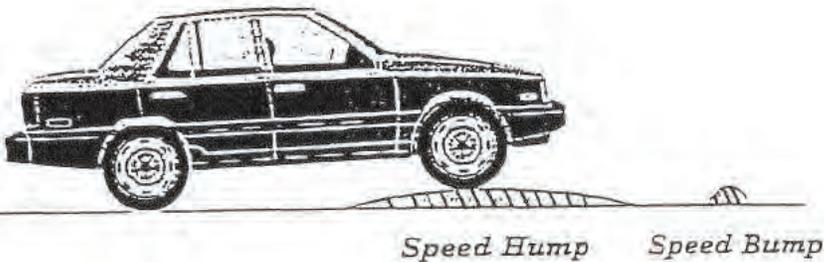
Description: Speed humps or undulations are mounds of paving material that extend across the roadway. They generally have a 12-foot base and a gradual rise and fall 2.5 inches to 3.75 inches.

Positive Aspects:

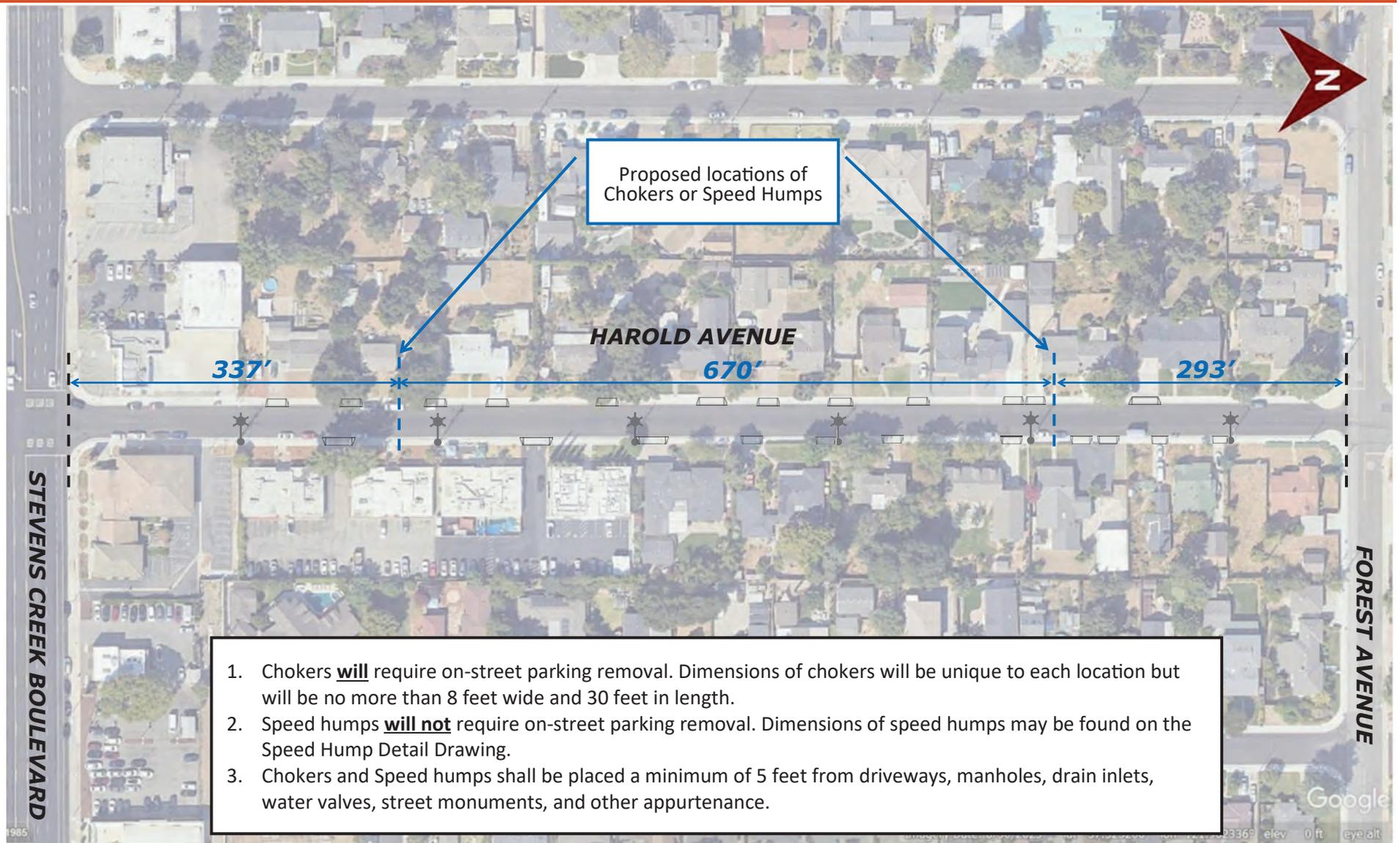
- May reduce speeds.
- May divert traffic to arterial streets.
On-street parking is not impacted.

Negative Aspects:

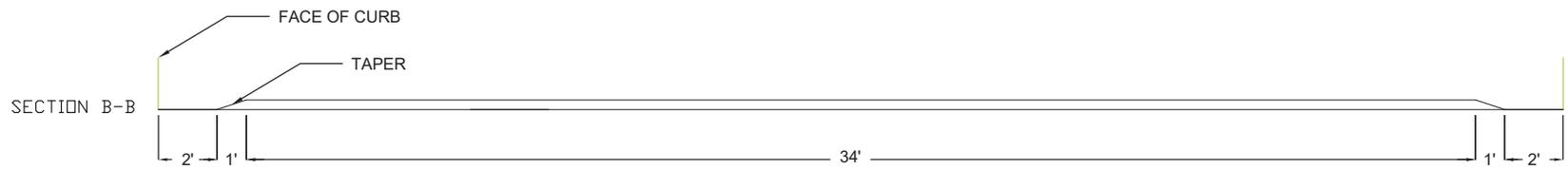
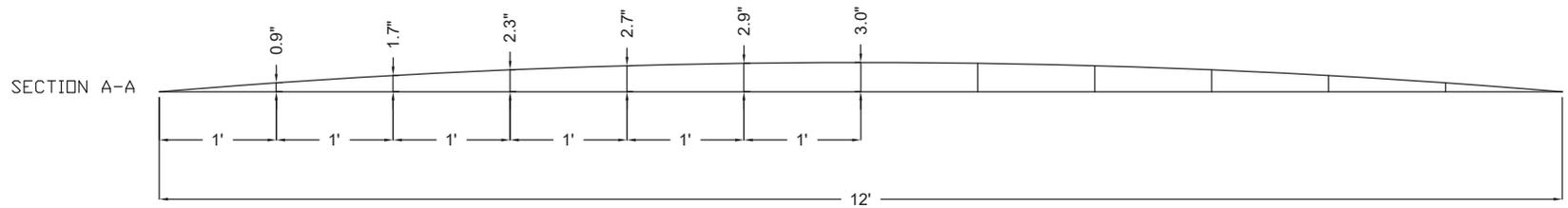
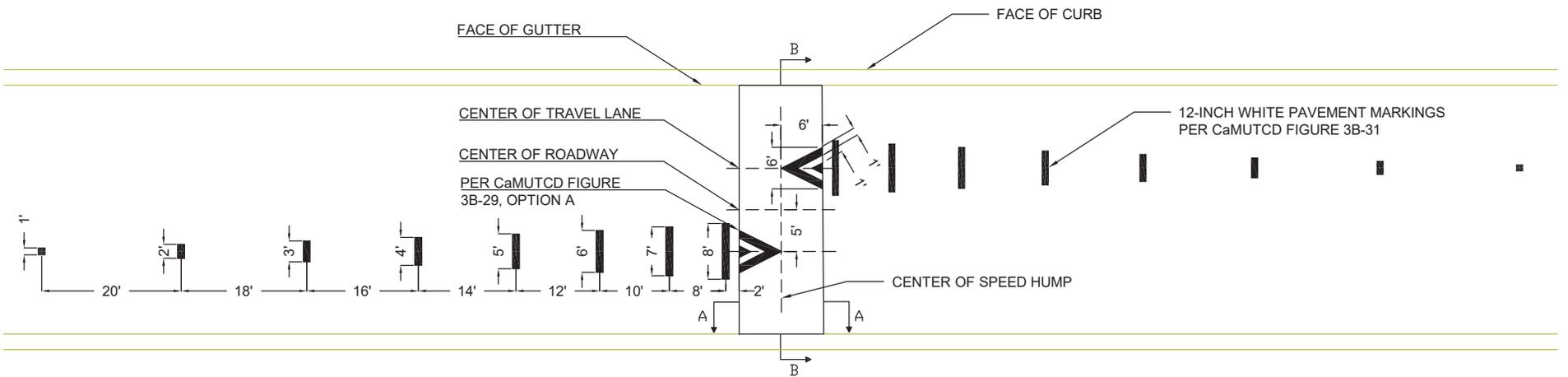
- May divert traffic to adjacent neighborhood streets.
- May be hazardous to an injured patient being transported in an ambulance.
- Contents of vehicles can be jarred.
- May encourage speeding between humps.
- Increase in noise adjacent to speed hump.
- Speed humps have to be reinstalled each time street is resurfaced.
- Increased liability to City.
- High installation cost.
- Significantly impedes police and fire 911 emergency response to fires, emergency medical calls, rescues, acts of violence, civil unrest and any calls for public safety service.



*Picture is for illustration purposes only.
Photo taken at Briarwood Drive, Santa Clara, CA*



CONCEPTUAL PLACEMENT OF CHOKERS OR SPEED HUMPS



STRIPING LEGEND

STATE DETAIL 1	STATE DETAIL 25	STATE DETAIL 38B	12" WHITE
STATE DETAIL 2	STATE DETAIL 27B	STATE DETAIL 39	12" YELLOW
STATE DETAIL 3	STATE DETAIL 31	STATE DETAIL 38A	24" WHITE
STATE DETAIL 12	STATE DETAIL 32	STATE DETAIL 40	YIELD LINE
STATE DETAIL 21	STATE DETAIL 37	STATE DETAIL 40A	BIKE LANE ARROW AND SYMBOL WITH PERSON
STATE DETAIL 22	STATE DETAIL 38	STATE DETAIL 41	PAVEMENT MARKING PER CALTRANS A24A TO A24E

PROJECT No. CE			
ACCOUNT No.			
DATE	No.	REVISION	BY

CITY OF SANTA CLARA
ENGINEERING DEPARTMENT

SPEED HUMP DESIGN

TYPICAL SPEED HUMP DETAIL

SCALE: N. T. S.

APPROVED BY			
TITLE			
DATE	INITIAL	DATE	R.C.E. No.
DESIGNED BY			Survey No.
DRAWN BY	CL	JUL 2020	TRACING No.
CHECKED BY	NC	JUL 2020	
AS BUILT BY			



- Install:**
- Foundation for Type 1B pole (2.5 ft wide, 6 ft deep)
 - Housekeeping pad on top of foundation (2 ft x 2 ft)
 - Type 1B pole (16 ft tall)
 - Solar powered speed feedback sign and solar panel
 - R2-1 (25) sign

Monroe Street & Machado Avenue

Please note a 6-foot-deep foundation is required for the pole and a 2-foot by 2-foot concrete pad behind the sidewalk is required.

SAMPLE VEHICLE SPEED FEEDBACK SIGN INSTALLATION

SURVEY RESPONSE FORM

For City's Intent to Install Traffic Calming Measures Along Harold Avenue Between Forest and Stevens Creek Boulevard

By completing and signing this form, you are confirming that you have read and fully understand the potential positive and negative impacts for the traffic calming measures you are voting for. Please select one choice for each section below:

A. Installation of **chokers (Level 2)** and necessary on-street parking removal along Harold Avenue at the proposed locations.

- Yes, I support the proposed installation above.
- No, I do not support the proposed installation above.

B. Installation of **speed humps (Level 3)** along Harold Avenue at the proposed locations.

- Yes, I support the proposed installation above.
- No, I do not support the proposed installation above.

C. Installation of **permanent vehicle speed feedback sign (Level 1)** which may abut to my property line.

- Yes, I support the proposed installation above.
- No, I do not support the proposed installation above.

Note: Additional details and information on potential positive and negative aspects of traffic calming measures proposed are provided in the letter this survey was delivered with.

ADDRESS NUMBER AND STREET NAME

SIGNATURE

DATE

PRINTED NAME

PHONE NUMBER OR EMAIL

If you have any comments, please provide them here (Use additional pages as needed):

Please return the survey response by Friday, May 30, 2025 in the prepaid envelope or by email to PWTrafficOperations@SantaClaraCA.gov



July 21, 2025

RE: Traffic Calming on Harold Avenue Between Forest Avenue and Stevens Creek Boulevard

Dear Property Owner or Current Occupant:

The City of Santa Clara's Department of Public Works issued letters and surveys in May and June of 2025 to obtain your position on three proposed traffic calming alternatives on Harold Avenue. The result of this survey indicates that the Community does not support chokers, and instead supports speed humps. However, staff found that the proposed location for the speed hump nearest to Forest Avenue did not receive 100% support from property owners within 100 feet of the device.

The purpose of this letter is to propose an alternative location for the speed hump and have the Community vote on the two proposed locations. Staff completed a detailed analysis of Harold Avenue and the two proposed locations in this survey are the only two locations that can accommodate a speed hump nearest to Forest Avenue. To assist with this vote and provide a visual for residents, staff will identify the locations of the speed humps along Harold Avenue.

As property owners or occupants on Harold Avenue, it is important that we receive your feedback because the proposed traffic calming devices may affect frontage to your property and neighborhood. If 100% consensus is not obtained for either of the two locations, Staff will present the findings to City Council for discussion and approval. Residents will be notified in advance of the City Council meeting.

Prior to completing the attached survey, please make sure you have read and fully understood the proposed locations of the speed humps, and both the positive and negative aspects of the traffic calming measures.

Please complete and return the attached survey to indicate your position by **August 8, 2025**. The survey may be mailed via the prepaid envelope included in this mailing or emailed to PWTrafficOperations@SantaClaraCA.gov

Sincerely,

p.p. 

Steve Chan, T.E.
Traffic Manager
Department of Public Works

Enclosures



www.SantaClaraCA.gov/SOFN

Speed Humps

Level 3

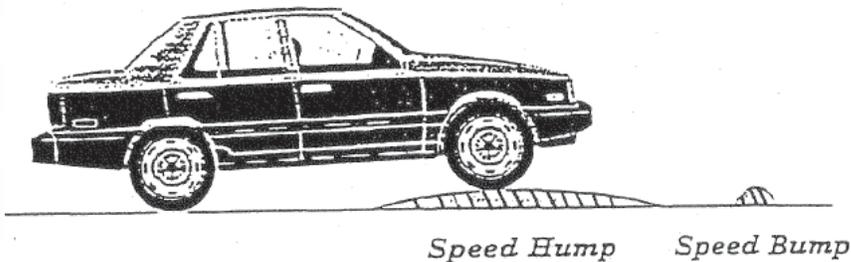
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Positive Aspects:

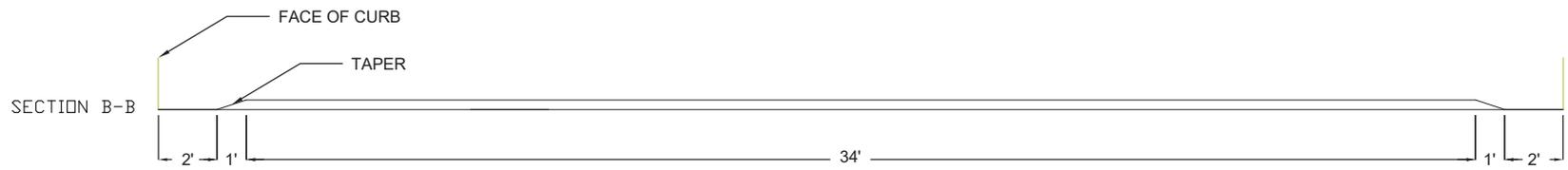
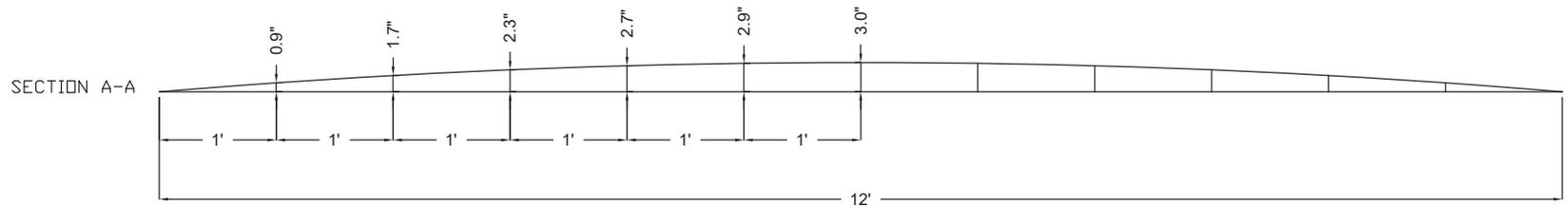
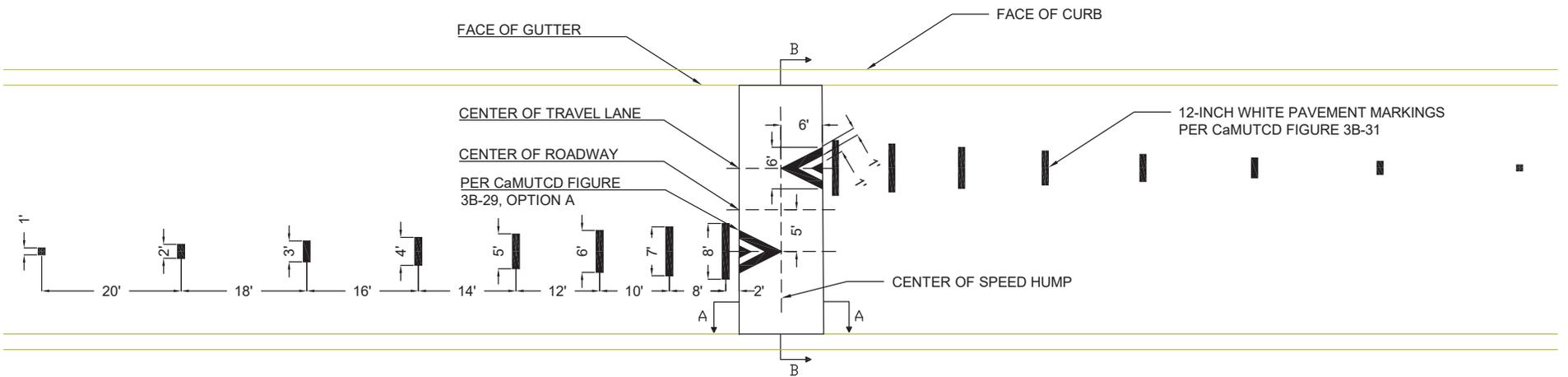
- May reduce speeds.
 - May divert traffic to arterial streets.
- On-street parking is not impacted.*

Negative Aspects:

- Impedes emergency vehicle, truck and other service vehicle access.
- May divert traffic to adjacent neighborhood streets.
- May be hazardous to an injured patient being transported in an ambulance.
- Contents of vehicles can be jarred.
- May encourage speeding between humps.
- Increase in noise adjacent to speed hump.
- Speed humps have to be reinstalled each time street is resurfaced.
- Increased liability to City.
- High installation cost.



*Picture is for illustration purposes only.
Photo taken at Briarwood Drive, Santa Clara, CA*



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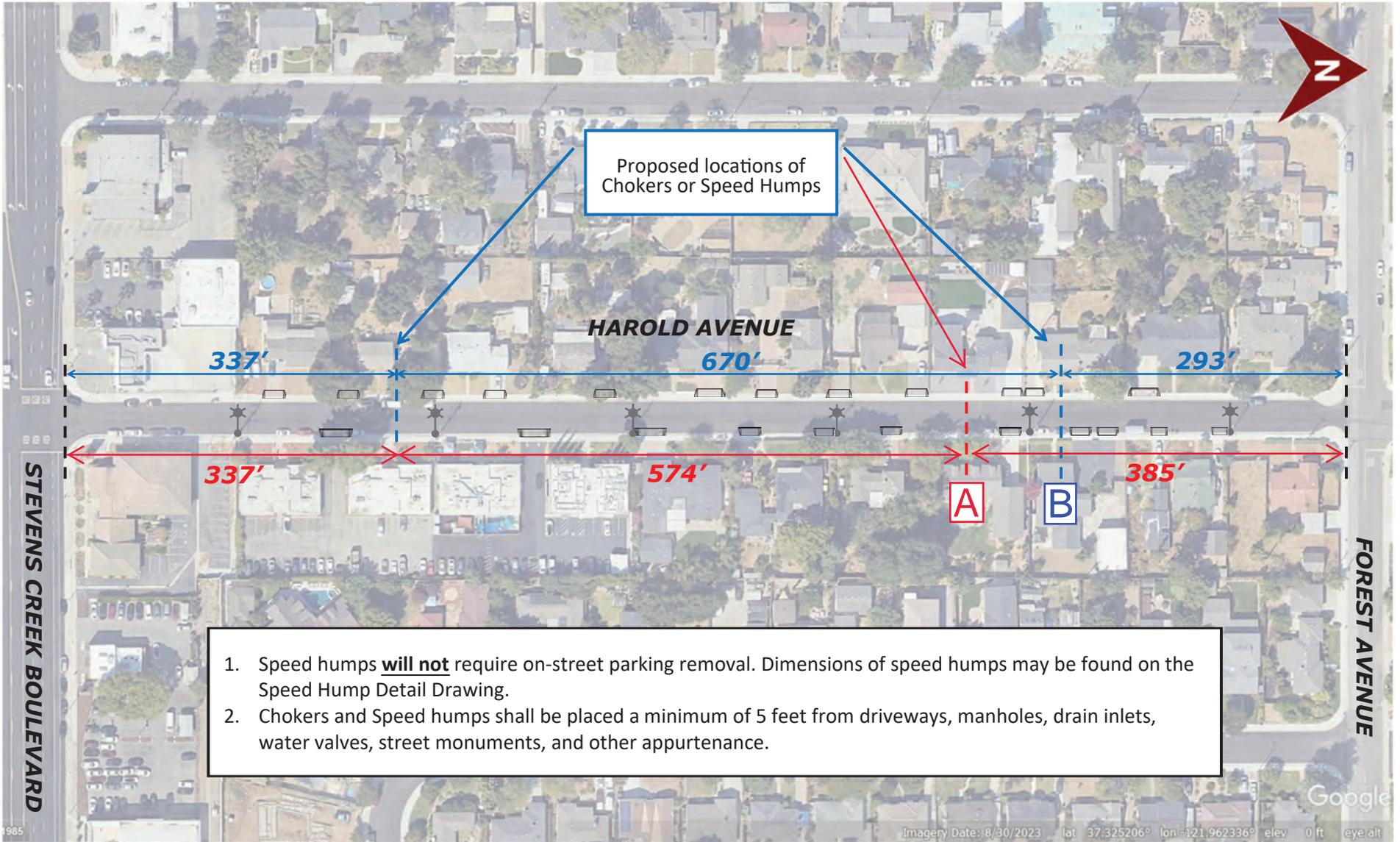
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ENGINEERING DEPARTMENT

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APPROVED BY			
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DESIGNED BY			Survey No.
DRAWN BY	CL	JUL 2020	TRACING No.
CHECKED BY	NC	JUL 2020	
AS BUILT BY			SHEET 3 OF 3



CONCEPTUAL PLACEMENT OF SPEED HUMPS

SURVEY RESPONSE FORM

For City's Intent to Install Traffic Calming Measures Along Harold Avenue Between Forest and Stevens Creek Boulevard

By completing and signing this form, you are confirming that you have read and fully understand the potential positive and negative impacts for the traffic calming measures you are voting for. Please select one choice for each section below:

A. Installation of speed humps (Level 3) along Harold Avenue at **LOCATION A**.

- Yes, I support the proposed installation above.
- No, I do not support the proposed installation above.

B. Installation of speed humps (Level 3) along Harold Avenue at **LOCATION B**.

- Yes, I support the proposed installation above.
- No, I do not support the proposed installation above.

Note: Additional details and information on potential positive and negative aspects of traffic calming measures proposed are provided in the letter this survey was delivered with.

ADDRESS NUMBER AND STREET NAME

SIGNATURE

DATE

PRINTED NAME

PHONE NUMBER OR EMAIL

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