

**From:** [Hill, Shannon](#)  
**To:** [Ryan Bavetta](#)  
**Cc:** [Keyon, David](#)  
**Subject:** RE: Max traffic limits for traffic calming  
**Date:** Friday, October 9, 2020 5:02:06 PM

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Dear Ryan Bavetta,

Thank you for your comments on the Draft EIR for the Downtown West Mixed-Use Plan (Google Project). You will be added to the public notification list for future notices for the project, and your comments will be included as part of the public record forwarded to the Planning Commission and City Council. The website for the project is located at the following link:  
[www.sanjosca.gov/googleproject](http://www.sanjosca.gov/googleproject).

The tentative schedule for the project is to go to Planning Commission and City Council in late Spring/early Summer 2020.

Best regards,

Shannon Hill, Planner  
Planning, Building & Code Enforcement | Environmental Review Section  
City of San José | 200 East Santa Clara Street  
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**From:** Ryan Bavetta [REDACTED]  
**Sent:** Wednesday, October 7, 2020 10:26 PM  
**To:** Hill, Shannon <[Shannon.Hill@sanjosca.gov](mailto:Shannon.Hill@sanjosca.gov)>  
**Subject:** Max traffic limits for traffic calming

[External Email]

Hello, I read through some of the Google draft EIR paying particular attention to traffic since I live in nearby Sunol St.

I noticed that there is criteria spelled out for when traffic calming measures would be appropriate (11.2.4.3 Cut-Through Traffic Thresholds), and these included a range of vehicles per day (1k-3k, or 1k-6k). Does this mean there are maximum limits beyond which traffic calming would not take place? It seems like there should be no maximum limits - if it gets super fast and busy we'd still want to calm. Any idea why a range is given instead of just a minimum bar?

Thanks,  
Ryan Bavetta  
[REDACTED]

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