City of Santa Clara
Pedestrian Master Plan 2019

Prepared by

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Prepared for

City of Santa Clara

The Center of What's Possible

Acknowledgments

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The development team would like to thank the members of the City Council and the Bicycle and Pedestrian Advisory Committee for their help and support for this plan. This report would not be possible without funds provided through the Caltrans Sustainable Transportation Planning Grant Program.

Table of Contents

ES Executive Summary i

1 Santa Clara Today 1

Chapter 1 provides an inventory of present-day walking facilities and issues in Santa Clara.

2 Vision, Goals, Objectives, and Policies 20

Chapter 2 lays out the vision and policy framework for Santa Clara's Pedestrian Master Plan 2019.

3 Outreach 26

Chapter 3 describes the variety of methods this planning process used to engage residents and solicit input on walking needs and barriers in Santa Clara.

4 Needs Analysis 34

Chapter 4 identifies walking access to local destinations, a pedestrian safety analysis, and the process for evaluating improvements in seven Pedestrian Priority Zones.

5 Recommendations 46

Chapter 5 describes and maps the specific projects and programs recommended to meet the walking needs of Santa Clara residents and visitors.

6 Implementation 78

Chapter 6 describes the process for evaluating project recommendations in order to help Santa Clara prioritize projects that generate the greatest value at the lowest cost.

Appendices 94

Appendix A. Prioritization Matrix

Appendix B. Spot Improvement Recommendations

Appendix C. Pedestrian Counts

Appendix D. Pedestrian Collisions

Executive Summary

Vision Statement:

Make Santa Clara a walkable community that provides a comprehensive network of safe, convenient, and comfortable pedestrian routes for people of all ages and abilities.

The City of Santa Clara has undertaken its first Pedestrian Master Plan process to create a blueprint for creating safe, comfortable and enjoyable walking for current and future Santa Clarans.

The Pedestrian Master Plan is a forward-looking plan to capture the benefits of walking as the City anticipates growth and redevelopment.

Current Challenges to Walkability

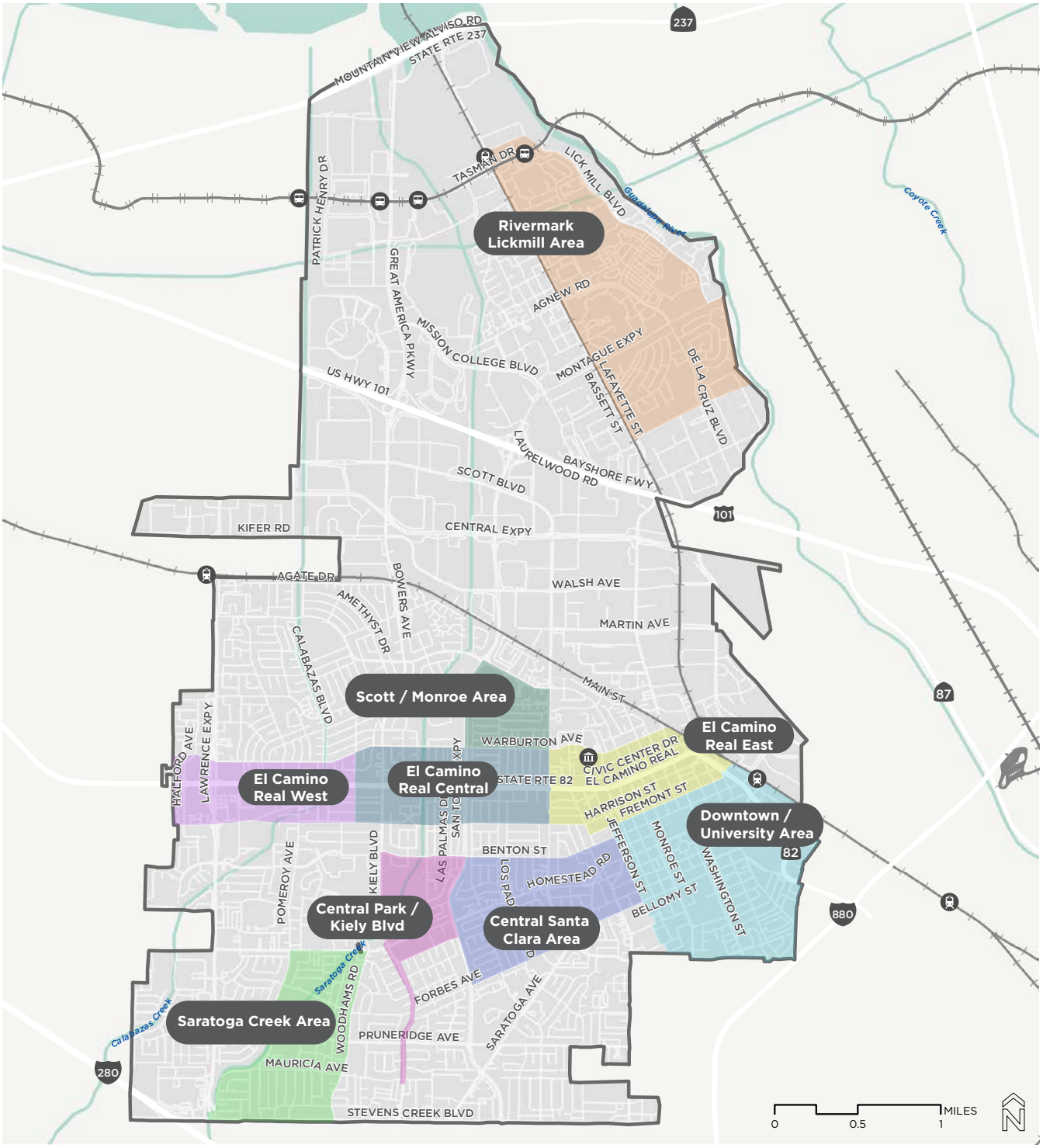
- People walking are disproportionately impacted in traffic collisions. Pedestrian crashes represent 7% of all collisions in Santa Clara, yet account for a third of all fatal crashes.
- Santa Clara's current land uses are separated and dispersed.
- A number of major roadways and transit lines with limited access and crossing opportunities create barriers for pedestrian movement.

Pedestrian Master Plan Goals

- **Safe:** Design pedestrian environments that are accessible and reduce the risk of pedestrian-involved collisions.
- **Comfortable:** Identify pedestrian improvements that create an easy-to-navigate and comfortable pedestrian environment.
- **Convenient:** Coordinate future land use efforts that will provide more mobility options for people in Santa Clara to include walking for their utilitarian trips.
- **Active:** Develop lively and unique pedestrian spaces that sustain healthy communities and generate economic activity.
- **Implementable:** Identify, develop, and maintain a complete and convenient pedestrian network.

Priority Pedestrian Zones

A central strategy for the Pedestrian Master Plan is the designation of nine Priority Pedestrian Zones (Map ES-1) across the city. These zones help the City focus on areas with the highest potential for increasing walkability. The areas were developed by culminating focus areas for each of the four components of walkability -safety, comfort, destination accessibility, and walkable land use.



Map ES-1. Priority Pedestrian Zones

DESTINATIONS

- City Hall
- Train Station
- Light Rail Station

High Priority Projects

The City prioritized projects based on six criteria (safety, pedestrian comfort, destination accessibility, public-identified need, consistency with other plans, and cost). The result ended up with 79 high priority projects broken down into three categories: Spot Improvements, Curb Ramps, and Sidewalks. See Map ES-2 for a map of high priority projects. For a complete list of projects and location details, see Chapter 6 and Appendix A.

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Spot Improvements							
El Camino Real / Flora Vista Ave	3	1	1	0	1	1	**7**
El Camino Real / Railroad Ave	3	1	1	1	1	0	**7**
El Camino Real / Campbell Ave	3	1	0	1	1	1	**7**
Tasman Dr / Lick Mill Blvd	3	1	1	0	1	1	**7**
Monroe St / Homestead Rd	2	1	1	0	1	1	**6**
El Camino Real / Benton St	3	1	1	0	1	0	**6**
El Camino Real / Halford Ave	3	1	1	0	1	0	**6**
Kiely Blvd / Homestead Rd	2	2	1	1	0	0	**6**
El Camino Real / Lawrence Expy SB Ramp	3	1	1	0	1	0	**6**
Lafayette St / Lexington St	3	1	1	0	0	1	**6**
Lafayette St / Homestead Rd	2	0	1	1	1	0	**5**
El Camino Real / San Tomas Expressway	2	1	0	1	1	0	**5**
Stevens Creek Blvd / Cronin Dr	2	1	0	0	1	1	**5**
Homestead Rd / Los Padres Blvd	2	1	1	1	0	0	**5**
Homestead Rd / Las Palmas Dr	2	2	0	0	0	1	**5**

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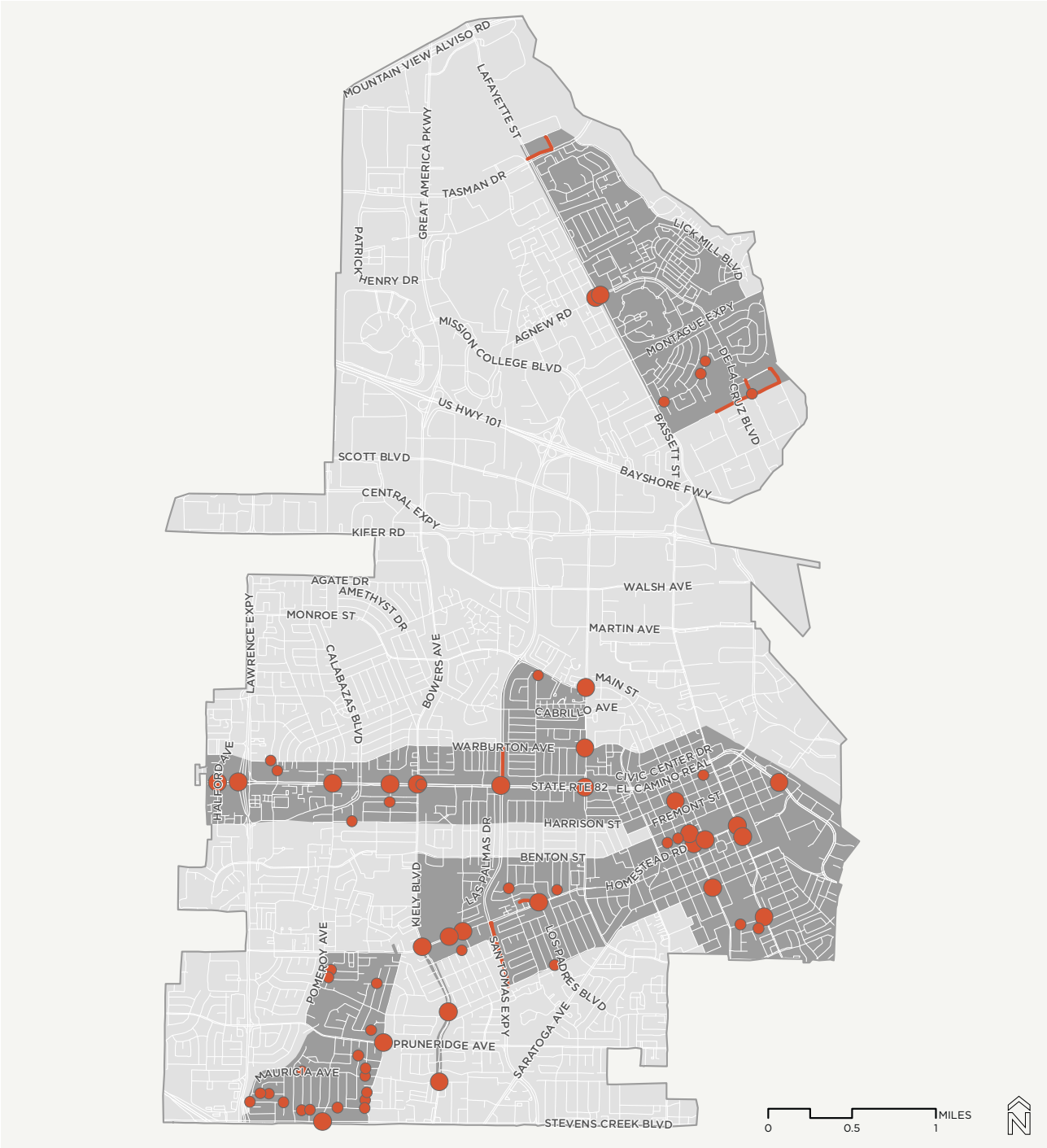

Map ES-2. High Priority Projects

- Curb Ramp
- Spot Improvement
- Sidewalk
- Priority Pedestrian Zone
- City Boundary

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Monroe St / Franklin St	2	0	1	1	1	0	**5**
El Camino Real / Alpine Ave	3	0	1	0	1	0	**5**
Agnew Rd/ Bassett St	3	0	1	0	0	1	**5**
Homestead Rd / Jackson St	2	1	1	0	1	0	**5**
Scott Blvd / Monroe St	3	1	0	0	0	1	**5**
El Camino Real / Kiely Blvd	0	1	1	1	1	0	**4**
El Camino Real / Pomeroy Ave	2	1	0	0	1	0	**4**
Scott Blvd / Warburton Ave	3	1	0	0	0	0	**4**
Pruneridge Ave / Woodhams Rd	2	0	1	0	0	1	**4**
Monroe St / Harrison St	3	1	0	0	0	0	**4**
Lafayette St / Manchester Dr	2	1	1	0	0	0	**4**
Kiely Blvd / Forbes Ave	2	1	1	0	0	0	**4**
Homestead Rd / Central Park Library Driveway	0	2	1	0	0	1	**4**
Lafayette St / Agnew Rd	3	0	1	0	0	0	**4**
El Camino Real / Scott Blvd	2	0	1	0	1	0	**4**
Monroe St / Bellomy St	2	0	1	0	0	1	**4**
Curb Ramps							
Mc Kinley Drive / Gilbert Avenue	3	2	0	0	1	1	**7**
Adams Way / Hayes Avenue	3	1	1	0	0	1	**6**
Madison Street / Franklin Street	2	1	1	0	1	1	**6**
El Sobrante Street / Via Dondera	3	1	1	0	0	1	**6**
Forbes Avenue / Clara Vista Avenue	2	1	1	0	0	1	**5**
Franklin Street / Jefferson Street	0	1	1	1	1	1	**5**
Los Padres Boulevard / El Capitan Avenue	3	1	0	0	0	1	**5**
Aldo Avenue / Edward Avenue	2	1	0	0	1	1	**5**
Mac Gregor Lane / Laurie Avenue	2	1	1	0	0	1	**5**
Kevin Way / Laurie Avenue	2	1	1	0	0	1	**5**

Continued

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Bennett Avenue / Claremont Avenue	0	2	1	0	0	1	**4**
Mauricia Avenue / Bennett Avenue	0	2	0	0	1	1	**4**
Woodhams Road / Jenkins Place	0	2	1	0	0	1	**4**
Michael Way / Mc Kinley Drive	0	2	0	0	1	1	**4**
Muir Avenue / Mc Kinley Drive	0	2	0	0	1	1	**4**
Woodhams Road / Mc Kinley Drive	0	2	0	0	1	1	**4**
Mc Kinley Drive / Brian Lane	0	2	0	0	1	1	**4**
Hayes Avenue / Mauricia Avenue	0	2	1	0	0	1	**4**
Kellogg Way / Atherton Drive	0	2	1	0	0	1	**4**
Mauricia Avenue / Michael Way	0	2	1	0	0	1	**4**
Woodhams Road / Cameron Way	0	2	1	0	0	1	**4**
Gibson Court / Gibson Avenue	0	2	1	0	0	1	**4**
Gibson Avenue / Elmhurst Avenue	0	2	1	0	0	1	**4**
Aspen Drive / Cottonwood Court	0	2	1	0	0	1	**4**
Stevenson Street / Flannery Street	0	2	1	0	0	1	**4**
Alexander Avenue / Cornell Drive	0	2	1	0	0	1	**4**
Cornell Drive / Ridge Road	0	2	1	0	0	1	**4**
Salberg Avenue / Barcells Avenue	0	2	1	0	0	1	**4**
Roxbury Street / Manchester Drive	0	2	1	0	0	1	**4**
Highland Avenue / Highland Court	0	2	1	0	0	1	**4**
Sunset Drive / Blossom Drive	0	2	1	0	0	1	**4**
Patricia Drive / Maryann Drive	0	2	1	0	0	1	**4**
Alpine Avenue / Pacheco Street	2	1	0	0	0	1	**4**
Washington Street / Lewis Street	2	1	0	0	0	1	**4**
El Camino Real / 130ft E of Bowers Ave	2	0	0	0	1	1	**4**
Warburton Avenue / Briarwood Drive	0	1	1	0	1	1	**4**
Laurie Avenue / Haig Street	2	1	0	0	0	1	**4**
Flora Vista Avenue / Devos Court	0	1	1	0	1	1	**4**

Continued

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Sidewalks							
West Tasman Dr from Lafayette to Calle del Sol	3	1	1	0	1	1	**7**
Calle del Sol from Calle de Luna to West Tasman Dr	3	1	1	0	1	1	**7**
Aldo Ave from De La Cruz Blvd to Edward Ave	2	2	0	0	1	1	**6**
Aldo Ave from Edward Ave to Victor St	2	2	0	0	1	1	**6**
Edward Ave from Neldo Ave to Aldo Ave	2	1	0	0	1	1	**5**
Aldo Ave from Woodward Ave to De La Cruz Blvd	0	1	1	0	1	1	**4**
Victor St from Neldo Ave to Aldo Ave	0	2	0	0	1	1	**4**
San Tomas Expy from Homestead Rd to San Tomas Expy	3	0	0	0	0	1	**4**
San Tomas Expy from Homestead Rd to Forbes Ave	2	0	1	0	0	1	**4**
San Tomas Expy from Warburton Ave to El Camino Real	2	0	0	0	1	1	**4**

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01.
Santa Clara Today

The City of Santa Clara has undertaken its first Pedestrian Master Plan process to create a blueprint for creating safe, comfortable and enjoyable walking for current and future Santa Clarans.

The City of Santa Clara has undertaken its first Pedestrian Master Plan process to create a blueprint for creating safe, comfortable and enjoyable walking for current and future Santa Clarans. This includes the 129,600 people that currently live in Santa Clara and the anticipated 23,300 new residents by 2035[1]. The Pedestrian Master Plan is a forward-looking plan to capture the benefits of walking as the City anticipates growth and redevelopment.

Nearly everyone at some point of their day is a pedestrian. Consider the family that walks to the Central Park library to pick up books every week. Or, consider the Santa Clara University student who drives to class and walks the last couple of blocks. Or, imagine the Santa Claran who walks to Lawrence Train Station to commute to work every day. The goal of the plan strives for mobility for all people in Santa Clara including people of all ages, people who use wheelchairs or other mobility devices, and people with other types of disabilities.

Striving towards a more walkable Santa Clara has many benefits. Building comfortable, safe, and active pedestrian spaces increases community members' access to local destinations, creates opportunities for physical activity, and builds connectedness in our community.

Walking is one component of active transportation within Santa Clara. The City is working on other planning efforts that complement this Plan, including the Bicycle Master Plan Update (adopted September 2019) and the Trails Master Plan.

http://santaclaraca.gov/government/bicycle-plan-update

What are the core ingredients of a walkable community?

- **Pedestrian Safety:** The presence of major roadways and fast-moving vehicles in Santa Clara can make it less safe for people walking. Pedestrian safety entails redesigning streets and policies that prioritize people walking.
- **Walking Comfort:** Even if a trip is possible on foot, pedestrian comfort looks at designing the built environment in a way that elevates and enhances the pedestrian experience.
- **Convenience:** To encourage walking in a community, key destinations should be as easy to reach by walking as by other modes.
- **Walkable Land Uses:** Neighborhoods with more compact design and mixed access to housing, retail, transit and jobs are more conducive to walking.

The analysis of each of these four components in the context of Santa Clara is examined within **Chapter 4**.

1 Santa Clara County is one of the fastest growing counties in the state, and the Metropolitan Transportation Commission (MTC) estimates that the county will grow by 27 percent in population by 2035. The City of Santa Clara will absorb six percent of that portion, amounting to roughly 23,300 new residents.

Walking in Santa Clara Today

Given how prevalent walking is in our daily lives, it can be hard to see the full picture of how Santa Clarans use walking to get around today. The US Census records how people get to work, and this can provide us with one snapshot of walking in Santa Clara. As of 2017, only four percent of residents use walking as the primary way of getting to work. This is compared to 73% who drive alone, 12% who carpool, 5% who take public transportation, and 2% who bike (Figure 1).

Select areas of the city have much higher walking mode share. Between 2012 and 2016, walking for commuting purposes averaged 15 percent around Santa Clara University, west of the Santa Clara Caltrain Station. The close proximity of Caltrain and Santa Clara University likely contribute to this.

Outside of walking to work, many employees walk in the afternoon to get lunch and for recreation, especially along the San Tomas Aquino Creek Trail. Walking is also an important activity in residential areas, as residents walk their dogs or walk for recreation around their neighborhood.

In addition, walking is often part of people's transit trips. The Santa Clara Valley Transportation Authority (VTA) found that Santa Clarans primarily walk to and from transit, with 82% of trips to transit conducted by walking. Considering that nearly 66% of residents travel less than ten miles to get to work (and 16% of whom work within the city limits), there are significant opportunities to increase walking and transit mode shares within the city.

Looking across the city, this Plan identifies a number of land use and planning obstacles and opportunities for creating more walkable environments.

Where do people want to walk?

Major activity centers have the potential to attract the greatest number of trips, including those made by walking. The location of these key destinations, and their proximity to transit, are used as a guide in predicting the important routes of travel for pedestrians. The major activity centers in Santa Clara are shown in Map 1.

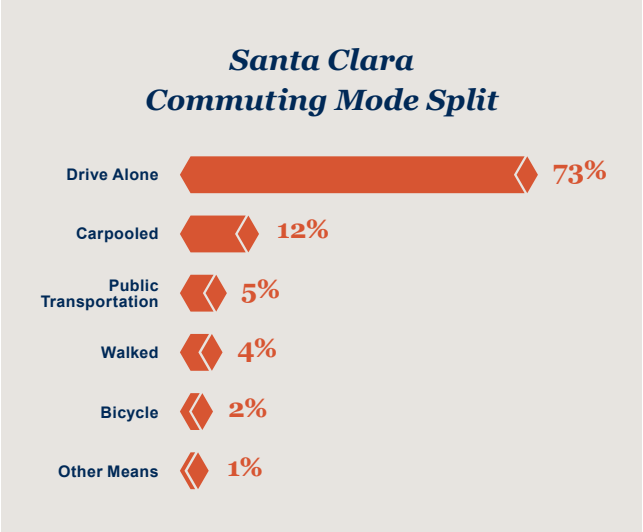
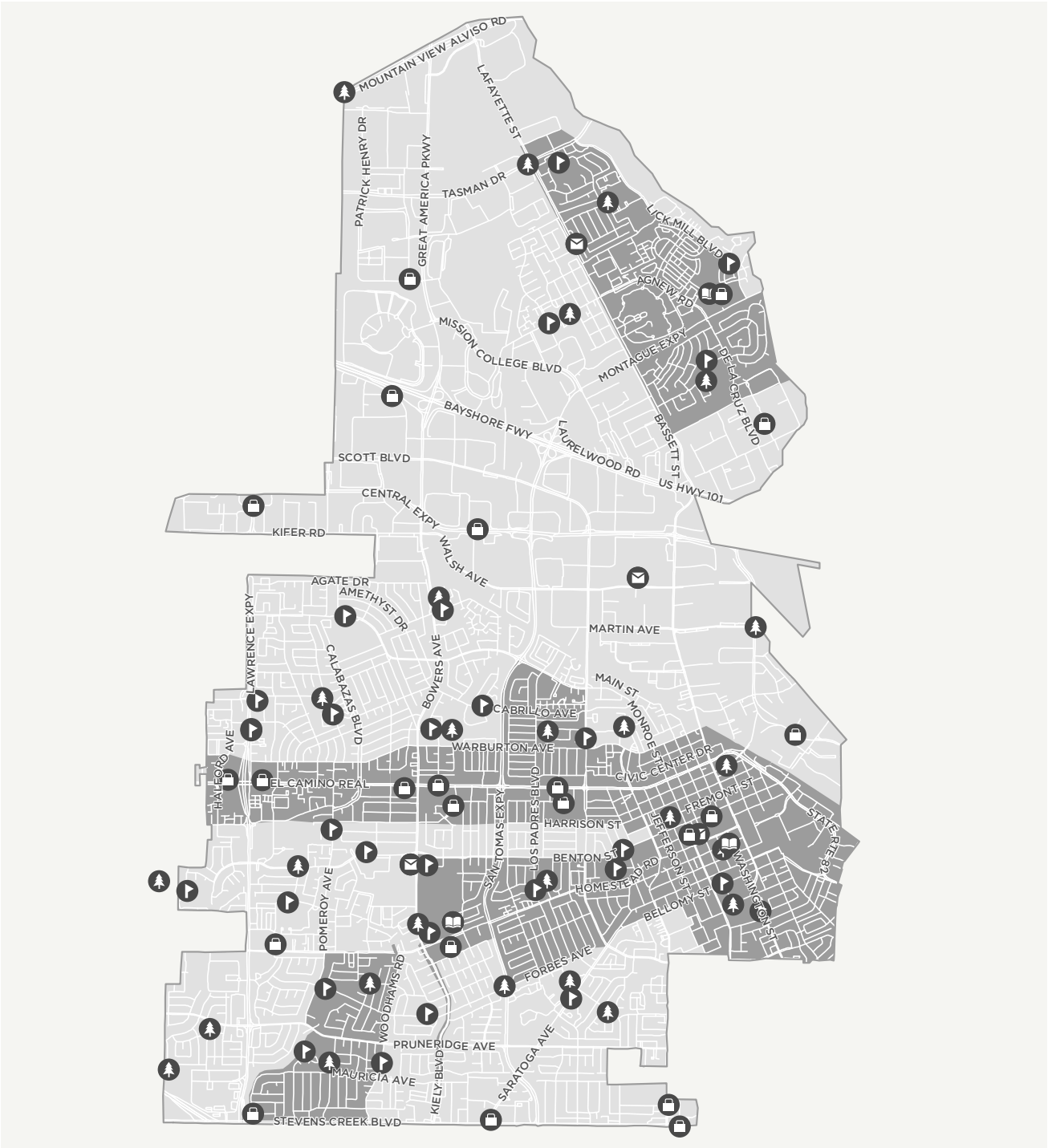


Figure 1. Commuting Mode Split

Source: American Community Survey



Map 1. Activity Generators

- Park
- School
- Library
- Post Office
- Commercial Area
- Priority Pedestrian Zone
- City Boundary

What obstacles does Santa Clara face?

- **Santa Clara's current land uses are separated and dispersed.** The city was founded as an agricultural community and, along with its neighbors, was heavily redeveloped post-World War II. Today, the city's predominant land use is low-density residential, with separated pockets of commercial, industrial and office land uses. The high employment areas are concentrated mostly in central and northern Santa Clara along El Camino Real, Lawrence Expressway, Central Expressway, and Highway 101. Research shows that neighborhoods that have a diversity of uses - housing, office, and retail - lead to more people walking. The City's specific planning efforts are addressing this issue by prescribing mixed-use redevelopment.
- **A number of major roadways and transit lines with limited pedestrian access and crossing opportunities create barriers for pedestrian movement.** There are few north-south pedestrian connections in the city, due primarily to east-west barriers such as the Caltrain rail corridor, Highway 101, Central Expressway, and the heavy industrial and "large lot" commercial development that lie in the middle of the city. The City is looking at how a connected network of trails, pedestrian overcrossings/undercrossings, and strategic redevelopment can create more permeable walking environments.

Existing Pedestrian Infrastructure

Sidewalks

Sidewalks form the backbone of the pedestrian transportation network. Street and sidewalk design can foster healthier communities by supporting daily physical activity, improving public safety, enhancing mobility, reducing environmental impacts, and building community character.

Santa Clara has an extensive network of over 550 miles of sidewalks, 45 percent of which are concentrated around the residential areas of the city. Within those residential areas, 92 percent of the sidewalks span both sides of the street. The rest of the residential network has sidewalks on only one side, or none at all. The office-use and industrialized parts of the city are more lacking in terms of a sidewalk network, especially on the eastern side of the city, north of the Caltrain tracks and spanning to Aldo Avenue. Overall, 18 percent of the city streets are lacking any kind of sidewalk (Figure 2).

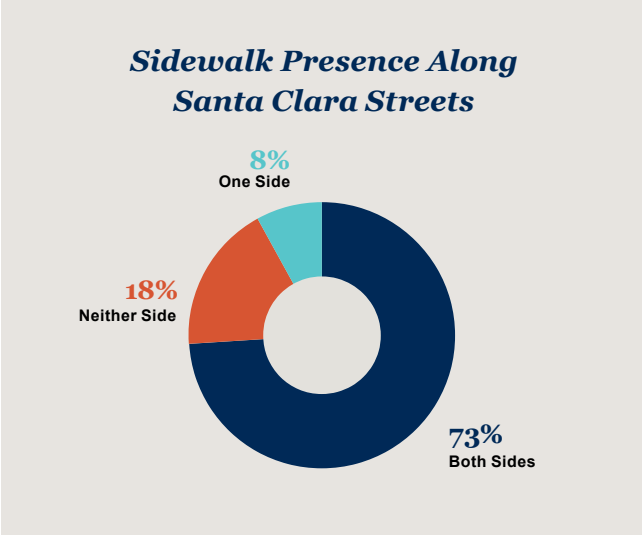


Figure 2. Sidewalk Presence in Santa Clara

Curb Ramps

Curb ramps are necessary for people who use wheelchairs to access sidewalks and crosswalks, and are helpful to people pushing strollers or who may have difficulty stepping onto a raised curb. The Americans with Disabilities Act (ADA) requires the installation of curb ramps with all new sidewalk installations and retrofits. A curb ramp is a solid ramp graded down from the top surface of a sidewalk to the surface of the adjoining street. Per federal standards, detectable warnings (truncated domes) must be used to assist sight-impaired pedestrians in locating the curb ramp.

Consistent with Santa Clara's sidewalk network, curb ramps are prevalent throughout the residential areas of the city, generally south of the Caltrain tracks. The densest concentration of curb ramps lies around Santa Clara University where they exist on the corners of almost every block. There are relatively few curb ramps in the southwestern portion (between Stevens Creek Boulevard and El Camino Real). North of the Caltrain tracks, curb ramps are sparser, especially around the more industrial and office-use areas. The exception is the northeastern portion of the city (east of California's Great America and south of Levi's Stadium) where there is a dense residential area. The residential area south of Montague Expressway is a dense residential area that is in need of curb ramps.

Overall, among of the city rights of way that could have a curb ramp, 31 percent are missing them (Figure 3).

Crosswalks ▼

Crosswalks are a legal extension of the sidewalk and provide guidance for pedestrians who are crossing roadways by defining and delineating their path-of-travel. Crosswalks are not required to be marked. However, marked crosswalks alert drivers of a pedestrian crossing point and increase yielding for pedestrians.

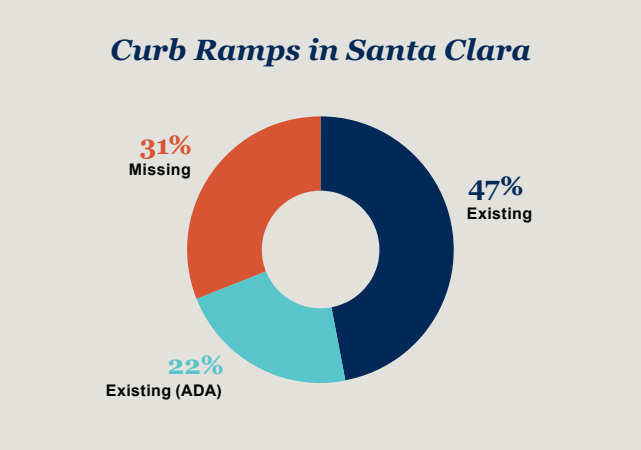


Figure 3. Curb Ramps in Santa Clara

Pedestrian Hybrid Beacons ▶

Pedestrian hybrid beacons, also known as HAWK (High-Intensity Activated Crosswalk) beacons are a pedestrian activated warning device used to facilitate crossings at locations with multiple lanes and high-speed limits that are not stop controlled or do not have a traffic signal. The beacon includes three signal sections: two red circular indications above one yellow circular indication. The signal is dark until activated. When activated, the signal flashes yellow to inform drivers that a stop phase is coming. The signal then becomes solid yellow followed by a dual solid red. It then flashes alternating red as a pedestrian signal head flashes an "upraised hand" with countdown times. These beacons can also be used to facilitate shared-use path crossings at uncontrolled locations.

As of September 2018, there are ten HAWK beacons located around Santa Clara, including four along El Camino Real, two on Lafayette Street, and two along Monroe Street.

For more information on the light sequence and driver and pedestrian responsibilities, please visit the City of Santa Clara website: *http://santaclaraca.gov/Home/Components/News/News/35048/50*

Rectangular Rapid Flashing Beacons ▶

RRFBs are pedestrian activated warning devices mounted adjacent to the roadway. The beacon lights are rectangular LED lights installed below a pedestrian crosswalk sign that flash in an alternating pattern when activated. The beacon is dark when not activated. RRFBs act as a supplement to pedestrian crossing signs and crosswalks, especially on roads with higher speed limits and mid-block crossings.

As of September 2018, there are five RRFBs located around Santa Clara, including two along Octavius Drive, two along Lick Mill Boulevard, and two along Cabrillo Avenue. Two others are being designed for locations along Octavius Drive.

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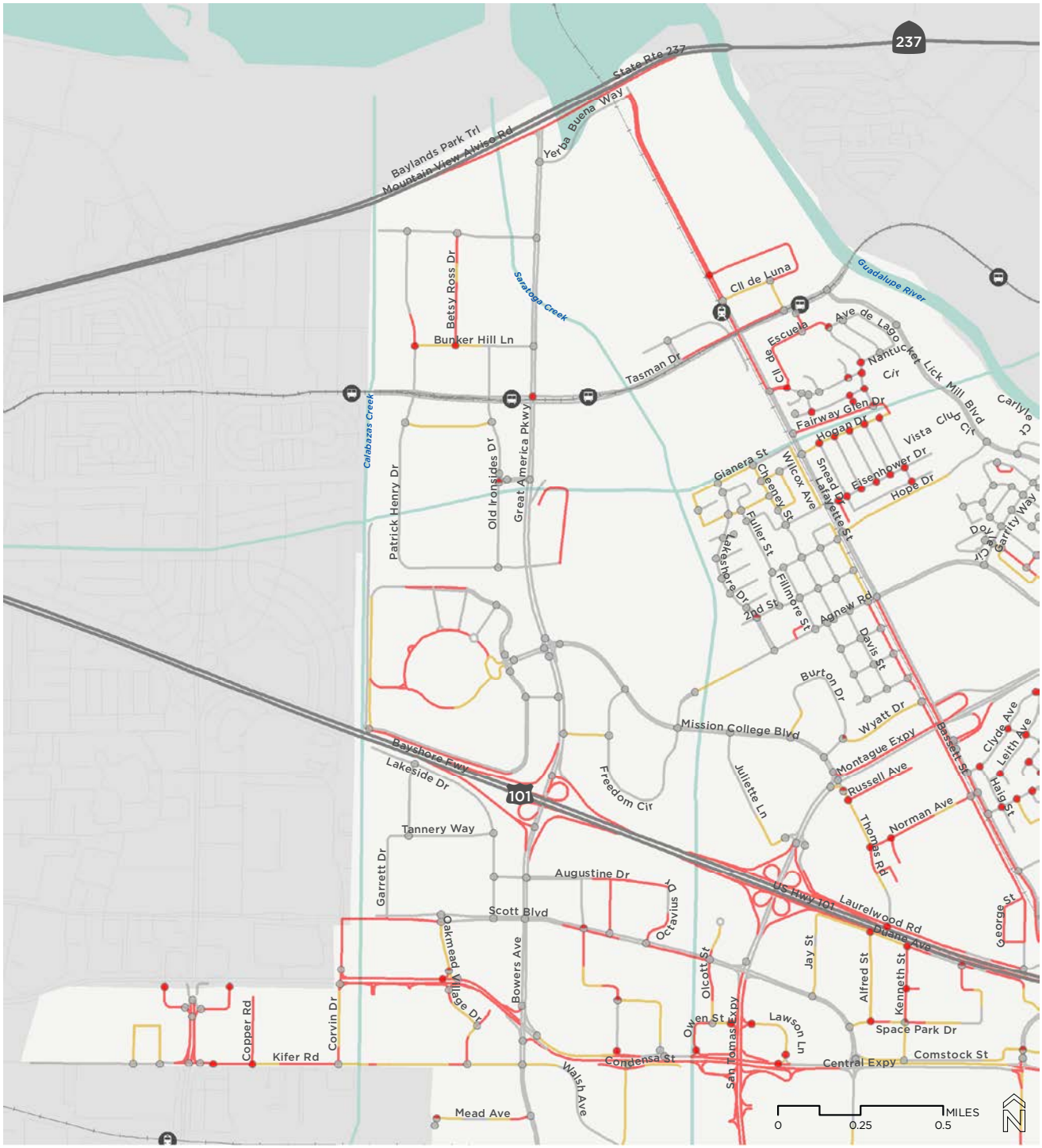


Map 2. Pedestrian Facilities Northwest Quadrant

SIDEWALK PRESENCE

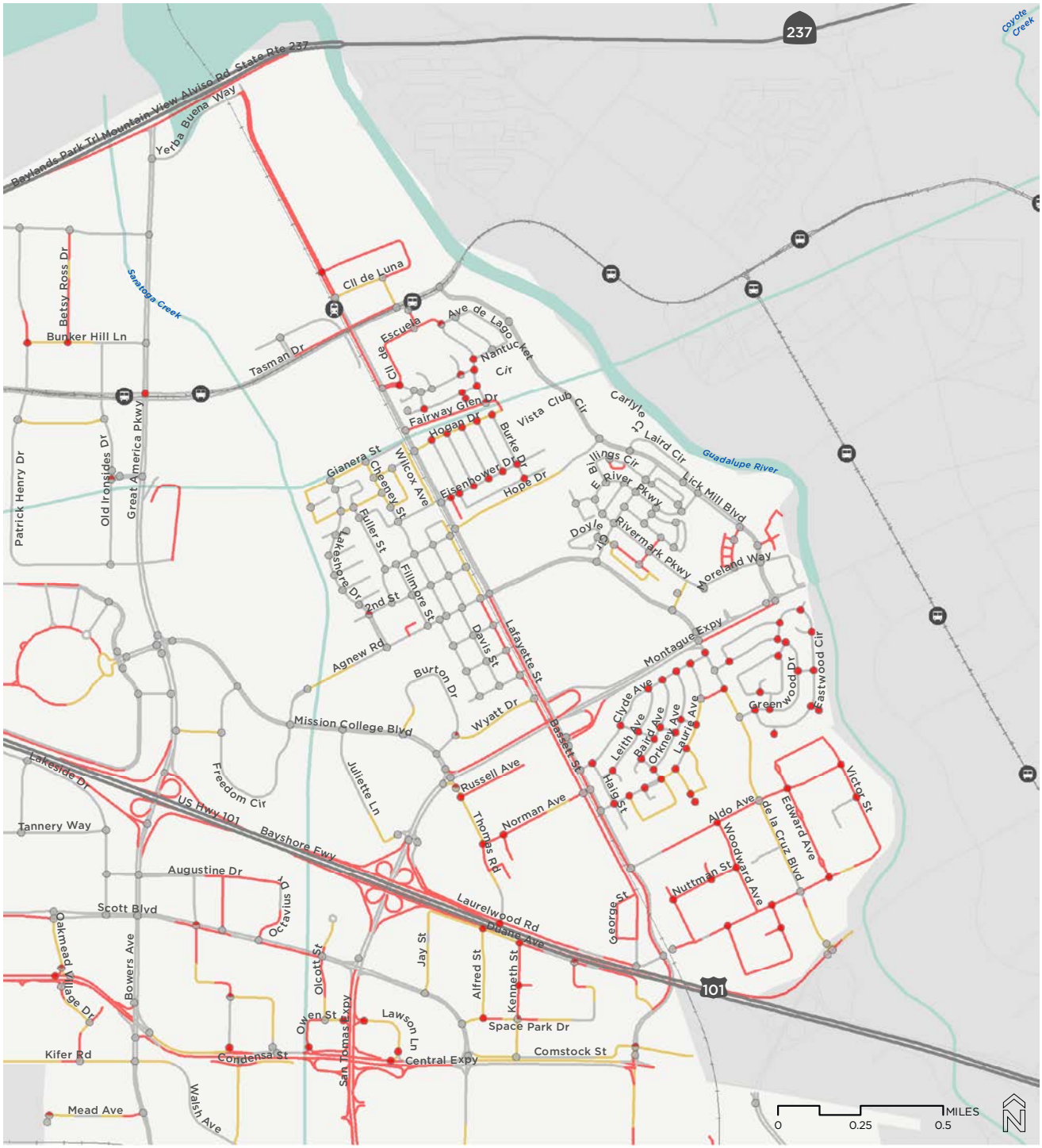
- Sidewalk
- No Sidewalk
- Sidewalk on One Side

INTERSECTION CURB RAMPS

- Curb Ramp Missing
- Curb Ramp

DESTINATIONS + BOUNDARIES

- Train Station
- Light Rail Station



Map 3. Pedestrian Facilities Northeast Quadrant

SIDEWALK PRESENCE

- Sidewalk
- No Sidewalk
- Sidewalk on One Side

INTERSECTION CURB RAMPS

- Curb Ramp Missing
- Curb Ramp

DESTINATIONS + BOUNDARIES

- Train Station
- Light Rail Station

Map 4. Pedestrian Facilities Southwest Quadrant

SIDEWALK PRESENCE

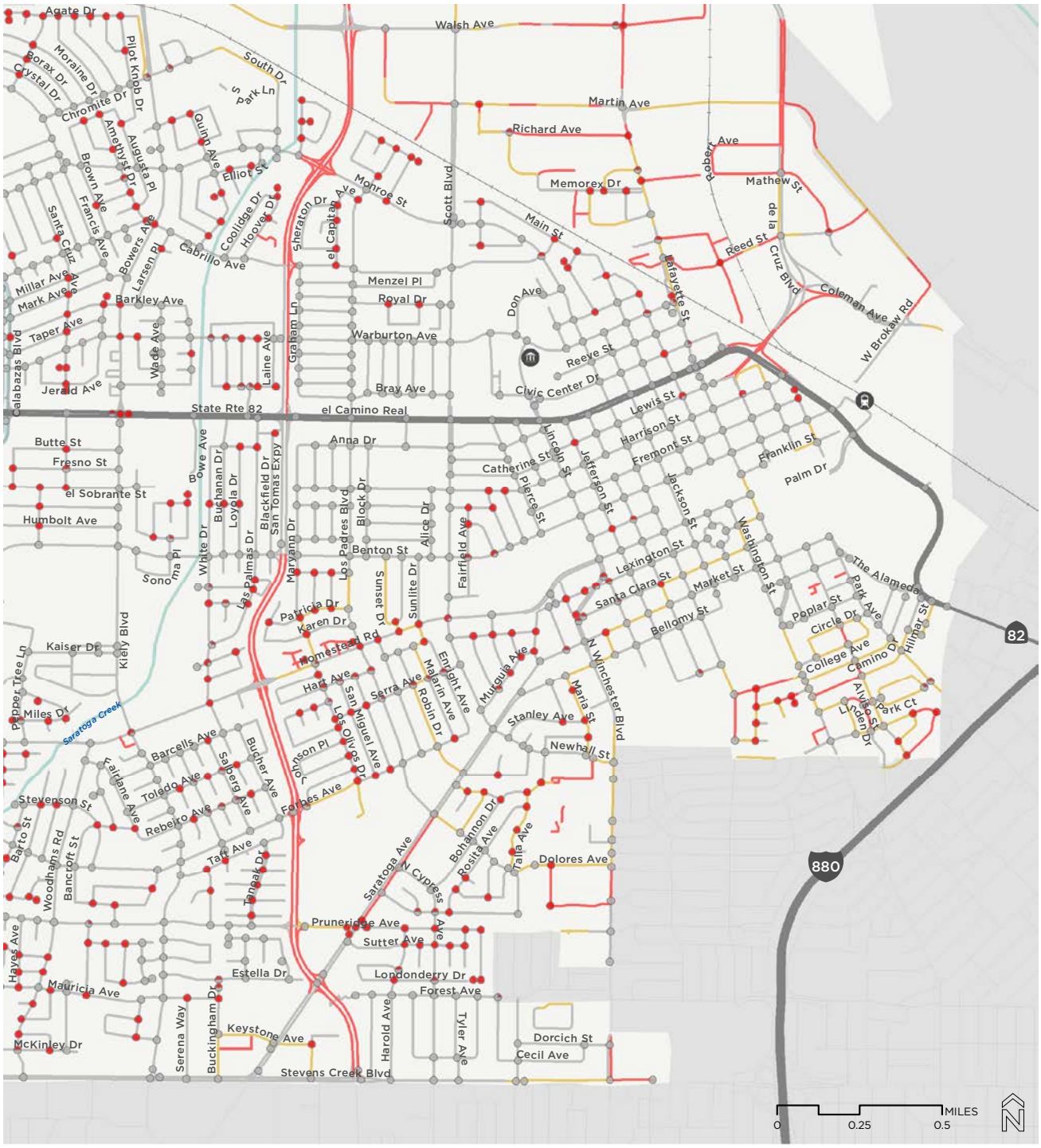
- Sidewalk
- No Sidewalk
- Sidewalk on One Side

INTERSECTION CURB RAMPS

- Curb Ramp Missing
- Curb Ramp

DESTINATIONS + BOUNDARIES

- City Hall
- Train Station



Map 5. Pedestrian Facilities Southeast Quadrant

SIDEWALK PRESENCE

- Sidewalk
- No Sidewalk
- Sidewalk on One Side

INTERSECTION CURB RAMPS

- Curb Ramp Missing
- Curb Ramp

DESTINATIONS + BOUNDARIES

- City Hall
- Train Station

Support Facilities

Support facilities include lighting on sidewalks and paths, bus stop amenities (e.g. shade structures and benches), enclosure and landscaping (e.g. trees and planters), street crossing additions, or barrier crossings that increase the comfort of walking. People are less likely to walk to destinations or use public transit without amenities that could provide needed comfort to the walking experience.

Benches and other public seating options are important to provide resting spots for people walking. This is especially important for seniors, people with disabilities, and people with children to provide a comfortable place to rest and socialize during a shopping errand or other trip.

Benches and Seating

Benches and other public seating options are important to provide resting spots for people walking. This is especially important for seniors, people with disabilities, and people with children to provide a comfortable place to rest and socialization during a shopping errand or other trip.

▲

Pedestrian-Scale Lighting

Pedestrian-scale lighting helps ensure that the pedestrian network is safe and accessible. This applies to sidewalks and especially off-road paths or trails where there may be limited light sources.

Santa Clara has prioritized pedestrian-scale lighting in areas with the high volumes of foot traffic and plazas, such as in front of the Santa Clara Caltrain Station.

Transit Stop Amenities

Transit stop amenities such as benches or shade structures (shelters) are vital for creating comfortable places of refuge for people waiting for a bus or light rail.

Benches are especially important for seniors and people with disabilities who may have trouble standing while waiting for the bus.

Shade Structures or shelters are important for all users to help block the rain and offer needed shade.

Transit stop amenities are provided by VTA. Examples can be found along Great America Parkway, where bus stops include small shelters with a bench. Not all stops offer these amenities, however, especially where the sidewalks are narrower and there is not enough right of way to accommodate them.

Enclosure and Landscaping

Enclosure (such as awnings or tree cover) and landscaping (such as planters or other decorative items) along the sidewalk help create comfortable and welcoming walking environments. People will be more willing to walk on a street that offers the shading and aesthetic properties of trees.

Existing Pedestrian Programs

Programs help support walking and bicycling by sharing information, promoting safety, and creating a vibrant active transportation culture. Communities that have the highest rates of walking and bicycling consistently use a "6Es" approach:

EDUCATION

Providing safety education for people walking, riding bicycles, and driving, as well as education about the environmental and health benefits of active transportation and the facilities available in the community

ENCOURAGEMENT

Promoting walking and bicycling as fun and efficient modes of transportation and recreation

ENFORCEMENT

Enforcing laws and good behavior for people walking, bicycling, and driving

EVALUATION

Monitoring the success of the effort through counts, surveys, and review of relevant data

EQUITY

Incorporating equity considerations to ensure overall efforts are reaching all populations by including communities of color, addressing needs of different genders, and reaching low-income communities

ENGINEERING

Street infrastructure improvements designed to improve the safety of people walking, biking, and driving on Santa Clara streets

The City and its partners have been carrying out the following programs in recent years to support bicycling and walking.

School Crossing Guards

Several schools around Santa Clara have crossing guards stationed nearby to assist with safe and visible roadway crossings for students and their families who walk or ride a bicycle to school. The Santa Clara Police Department funds this program.

Bicycle and Pedestrian Advisory Committee

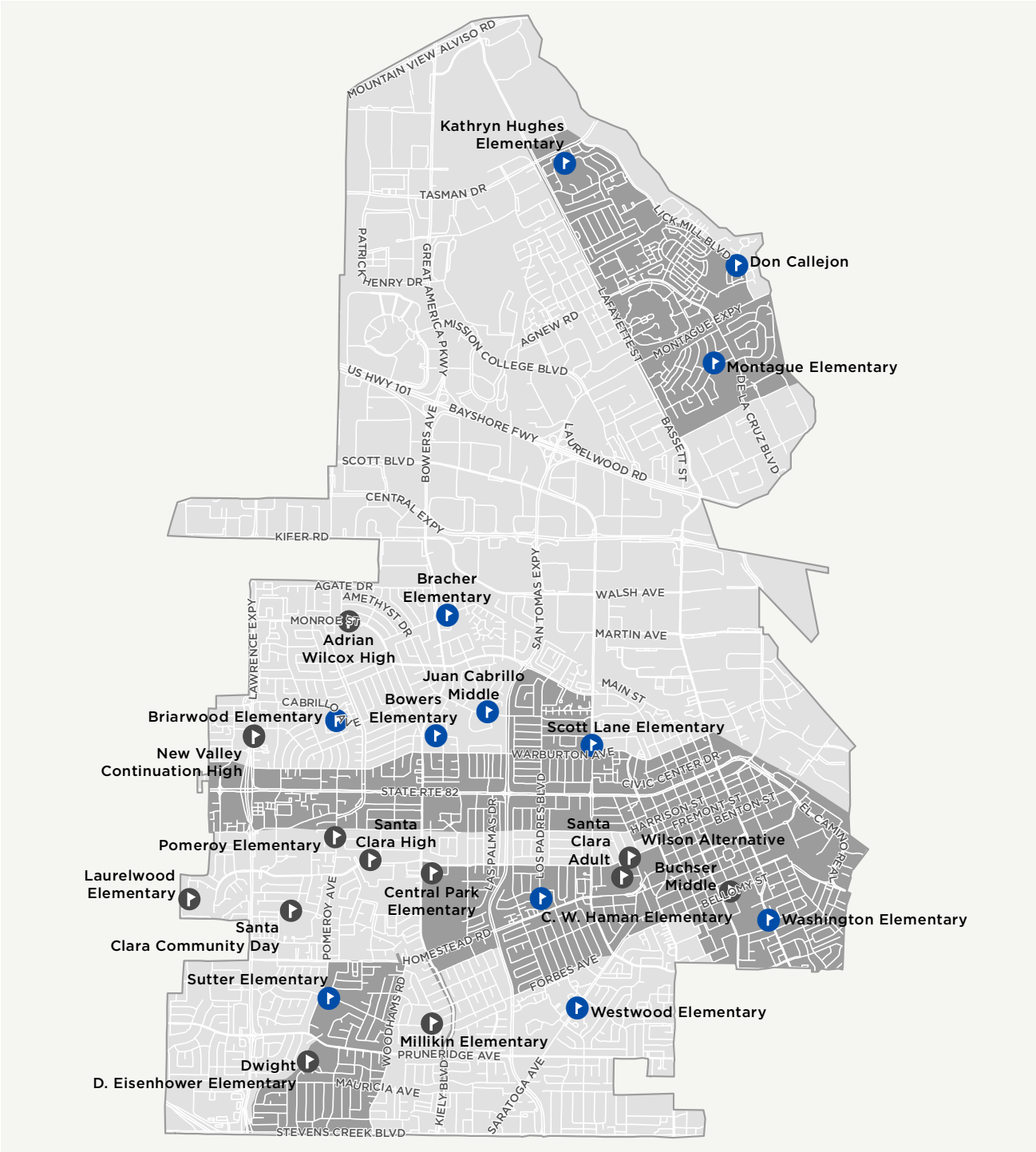
The Bicycle and Pedestrian Advisory Committee (BPAC) is an advisory body to the City Council on matters relative to modifying or expanding the City's public recreational and commuter bikeway and pedestrian walkway system. Its goal is to encourage recreational and commuter bicycling and walking by promoting safe, convenient, well-designed facilities and by evaluating local projects.

The BPAC meets five times a year with a City Council member serving as chair of the committee. One Santa Clara BPAC member also represents the city at VTA BPAC meetings. The Santa Clara Police Department sends an officer to meetings to report collision and safety information.

Safe Routes to School

The City recently recontinued its Safe Routes to School (SRTS) program at 12 Santa Clara schools. This is the second phase with funding through Vehicle Emissions Reduction Based at Schools (VERBS), a federally funded program. Funding from this grant is used for such items as developing or revising Safe Routes to School maps and developing more training and toolkits for parents, teachers, and community education. All of these items have the goal of encouraging children to walk or bicycle to school so they have a healthier lifestyle and safer, cleaner environment.

Map 6 shows the participating schools in the City's Safe Routes to School Program. As a part of this program, the City is continually re-evaluating components of the program which include project and programmatic recommendations for the 12 schools.



Map 6. Safe Routes to School Programs

- Participating SRTS Program School
- School
- Priority Pedestrian Zones
- City Boundary

Pedestrian Counts

Pedestrian counts were conducted from 5:00 AM to 10:00 PM on Tuesday, June 4, 2019 at intersections and along corridors where high demand was anticipated. Counts were conducted at the following 11 locations:

Intersections

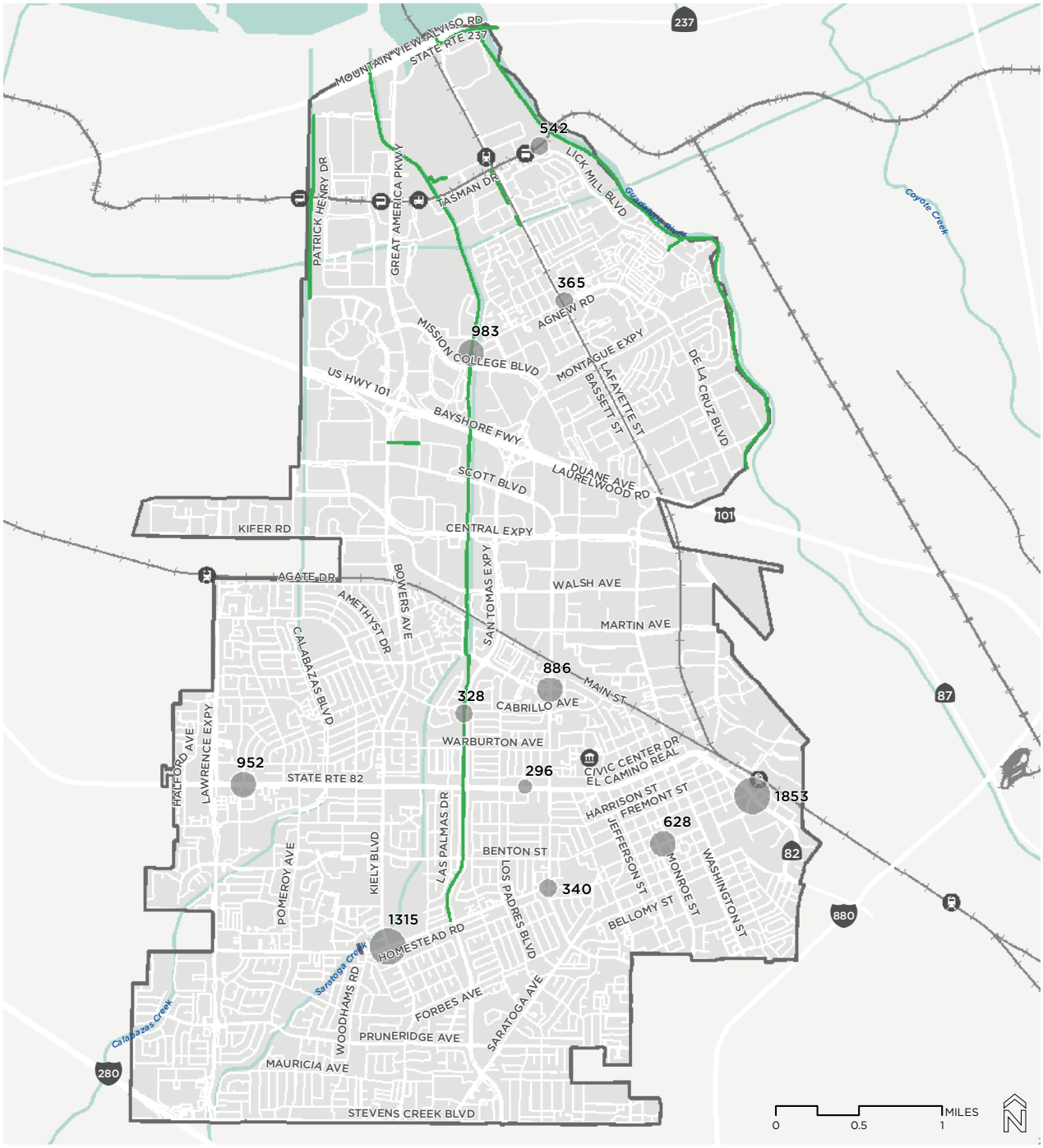
- Lick Mill Boulevard and Tasman Drive
- Lafayette Street and Agnew Road
- Scott Boulevard and Monroe Street
- El Camino Real and Flora Vista
- El Camino Real and Railroad Avenue
- Homestead Road and Kiely Boulevard
- Homestead Road and Scott Boulevard

Middle of the Block

- El Camino Real (between Los Padres Boulevard and Scott Boulevard)
- Homestead Road (between Monroe Street and Jackson Street)

Trail Counts

- San Tomas Aquino Creek Trail (Agnew Road crossing)
- San Tomas Aquino Creek Trail (Cabrillo Avenue crossing)



Map 7. Pedestrian Counts

COUNTS (5AM-10PM JUNE 2019)

- 296 - 300
- 301 - 600
- 601 - 1000
- 1001 - 2000

Class I Shared-Use Path

02.
Vision, Goals, Objectives, and Policies

The Pedestrian Master Plan is a blueprint for how the City and specifically Public Works Department can achieve its vision of being a walkable community. The goals, objectives and policies laid out in this Plan work towards this vision.

Vision

Make Santa Clara a walkable community that provides a comprehensive network of safe, convenient, and comfortable pedestrian routes for people of all ages and abilities.

Goals

The Santa Clara pedestrian environment will be characterized by meeting the following five goals:

1. **Safe:** Design pedestrian environments that are accessible and reduce the risk of pedestrian-involved collisions.
2. **Comfortable:** Identify pedestrian improvements that create an easy-to-navigate and comfortable pedestrian environment.
3. **Convenient:** Coordinate future land use efforts that will provide more mobility options for people in Santa Clara to include walking for their utilitarian trips.
4. **Active:** Develop lively and unique pedestrian spaces that sustain healthy communities and generate economic activity.
5. **Implementable:** Identify, develop, and maintain a complete and convenient pedestrian network.

How Do We Measure Progress?

The following performance metric can help the City measure progress towards the stated goals.

Metric	2019	2027
Pedestrian Mode Share	4%	8%

Glossary of Terms

Vision
A strong statement that serves as an aspirational guide

Goals
Broad, long-range targets for making the vision a reality

Performance Measures
How we mark progress in meeting the goals and policies

Policies
What we want to achieve in terms of outcomes

Objectives and Policies

Safe

Design pedestrian environments that are accessible and reduce the risk of pedestrian-involved collisions.

- ***Objective 1.A:*** *Reduce the risk of pedestrian-involved collisions*
    - **Policy 1.A.1:** Study implementing a Vision Zero policy before 2024.
    - **Policy 1.A.2:** Annually review the number, locations, and contributing factors of pedestrian related collisions to identify and implement ongoing improvements and countermeasures at key locations throughout the transportation network.
    - **Policy 1.A.3:** Identify opportunities to reduce exposure for people walking by reducing crossing distances and enhancing pedestrian visibility.
    - **Policy 1.A.4:** Study the need for 15 mph School Zone speed limits and adopt in appropriate locations by 2022.
- ***Objective 1.B:*** *Improve accessibility of the pedestrian environment for people with disabilities*
    - **Policy 1.B.1:** Inventory sidewalks, curb ramps, and pedestrian actuation buttons within Santa Clara to determine whether ramps are missing and/or do not meet current standards.
    - **Policy 1.B.2:** Maintain the sidewalk repair program which assists residential property owners with sidewalk repair/replacement and repairs sidewalk damage caused by City-owned street trees.
    - **Policy 1.B.3:** Consider creating program to require sidewalk inspections, and repairs when necessary, at the point-of-sale or transfer of real estate property.
    - **Policy 1.B.4:** Update Santa Clara's ADA Transition Plan and prioritize the implementation of required improvements.
    - **Policy 1.B.5:** Continue and streamline the program where pedestrians with mobility impairments can request accessibility improvements at specific locations. These locations could be added to the capital improvements list or maintenance list and prioritized and implemented accordingly.
    - **Policy 1.B.6:** Work with accessibility groups and advocates to test and implement new, alternative technologies (as appropriate) that are focused on improving accessibility and mobility for those with mobility impairments.

Comfortable

Identify pedestrian improvements that create an easy-to-navigate and comfortable pedestrian environment.

- ***Objective 2.A:*** *Create pedestrian-friendly crossings*
    - **Policy 2.A.1:** Continue to optimize crossing times for pedestrians, including pedestrians with mobility impairments, at signalized crossings. Enhance existing signals with pedestrian countdown timers where not present.
    - **Policy 2.A.2:** Where feasible and practical, consolidate driveways.

- **Policy 2.A.3:** Improve pedestrian visibility at crossings using complete streets strategies. Specific treatments will vary by each location and should be determined with engineering and planning judgement/best practices.
- **Policy 2.A.4:** Where feasible, shorten crossing distances using complete streets strategies. Specific treatments will vary by each location and should be determined with engineering and planning judgement/best practices.
- **Policy 2.A.5:** Reduce conflicts between pedestrians and vehicle turning movements using complete streets strategies. Specific treatments will vary by each location and should be determined with engineering and planning judgement/best practices.
- **Policy 2.A.6:** Where sidewalk width allows, establish a "Furnishing Zone." The Furnishing Zone should be reserved for seating, bike racks, utility poles/cabinets, trash bins, and other fixed objects. In areas where a Furnishing Zone could not be established, strive to keep utilities and furniture objects placed along the side(s) of the Pedestrian Zone to maximize throughput in the middle of the area.
- **Policy 2.A.7:** In areas with sidewalks that have street furniture, transit amenities, utility cabinets, trees and bushes, and other items, clearly establish a "Pedestrian Zone" that is reserved for through movement and destination access and free of obstructions.
- **Policy 2.A.8:** Prioritize improvements that improve connectivity and remove physical barriers to walking at road crossings, creeks, freeway on/off ramps, railroad tracks, underpasses, and across jurisdictional boundaries.

- ***Objective 2.B:*** *Provide and maintain amenities along sidewalks, subject to funding, that provide opportunities for shade, rest, and visual interest to create an enjoyable and attractive walking environment*
  - **Policy 2.B.1:** Update Santa Clara's specific plans to encourage street trees, public seating options, landscaped buffers, pedestrian-scale lighting, and other pedestrian amenities appropriate for multiple street typologies, consistent with Policy 2.A.6 and Policy 2.A.7.
  - **Policy 2.B.2:** Inventory existing pedestrian amenities and street furniture.
  - **Policy 2.B.4:** Continue to partner with community organizations to plan and provide supplies for community/roadway/park cleanup days.
  - **Policy 2.B.5:** Review and update City sidewalk standards.
  - **Policy 2.B.6:** Develop a citywide pedestrian and bicycle wayfinding system, providing access to various City destinations such as government facilities, shopping centers, parks, and visitor-frequented locations.
- ***Objective 2.C:*** *Provide pedestrian-scale lighting to promote attractive, distinctive, and safe pedestrian environments*
  - **Policy 2.C.1:** Update City standards around form and placement of pedestrian-scale lighting to create attractive and safe pedestrian spaces.
  - **Policy 2.C.2:** Prioritize installing new pedestrian-scale lighting along routes to major evening destinations, as funding allows.
  - **Policy 2.C.3:** Continue to follow City lighting standard for roadways, sidewalks, and pedestrian crossings.

- ***Objective 2.D:*** *Promote the benefits of increased walking*
    - **Policy 2.D.1:** Use both traditional and new media (social media and other web tools) to connect with residents on pedestrian topics. Look for grant opportunities to fund this annually.
    - **Policy 2.D.2:** Support resident-led placemaking, beautification, and safety initiatives to improve comfort and get more people walking.
    - **Policy 2.D.3:** Continue to support Safe Routes to School Programs to promote active modes of travel to and from schools. Look for grant opportunities to fund this annually.
- ***Objective 2.E:*** *Implement vehicular traffic calming to increase pedestrian comfort*
    - **Policy 2.E.1:** Continue to implement the neighborhood traffic calming program with a toolkit of potential traffic calming techniques and implementation processes.
    - **Policy 2.E.2:** When resurfacing roadways, consider each street's design and opportunities to add/enhance active transportation facilities, using guidance from the City's Complete Streets Policy.

Convenient

Coordinate future land use efforts that will provide more mobility options for people in Santa Clara to include walking for their utilitarian trips

- ***Objective 3.A:*** *Integrate walkability concepts into comprehensive planning processes*
    - **Policy 3.A.1:** Work with the community to understand ways in which the zoning code can preserve or help encourage greater walkability through design and increased proximity to walkable destinations.
    - **Policy 3.A.2:** Provide for design guidelines citywide and within Specific or Precise Plans to address block size and configuration, building types, land-use mix, public open space and trails, and street types.
    - **Policy 3.A.3:** Consider developing form-based ordinances to build for physical form and relation to the pedestrian environment rather than conventional zoning and separation of uses to help private development implement the City's desired walkable environment.
    - **Policy 3.A.4:** When establishing Specific or Precise Plans, include a variety of high quality and widely distributed open spaces so that more people will have walkable access to the outdoors.

Active

Develop lively and attractive pedestrian spaces that sustain healthy communities and generate economic activity.

- ***Objective 4.A:*** *Integrate the outcomes of the Santa Clara Community Placemaking process with other City processes*
    - **Policy 4.A.1:** Hold inter-departmental meetings with the Community Development Department (leading this process) and other relevant departments to coordinate implementation efforts.
- ***Objective 4.B:*** *Develop and foster ground-floor land uses that benefit the pedestrian experience*
    - **Policy 4.B.1:** Incorporate active uses along streets in priority pedestrian corridors and in other areas of the city as opportunity arises.
- ***Objective 4.C:*** *Create opportunities to integrate public health outcomes into pedestrian projects, such as part of walking campaigns for larger events.*
    - **Policy 4.C.1:** Partner with Santa Clara County Public Health and health advocacy groups to create campaigns around the benefits of walking, inlcluding at city-wide events.

Implementable

Identify, develop, and maintain a complete and convenient pedestrian network.

- ***Objective 5.A:*** *Obtain funding for all high priority project recommendations from the Pedestrian Master Plan 2019 by 2027*
    - **Policy 5.A.1:** Submit dedicated pedestrian projects into the City's Capital Improvement Program Streets and Highways Fund during each budget cycle for future funding subject to City Council appropriation and adoption of the Pedestrian Plan.
    - **Policy 5.A.2:** Actively pursue external grant funding to supplement City resources.
    - **Policy 5.A.3:** At every BPAC meeting, the City shall present a "grant funding spreadsheet" to the BPAC that will explain upcoming grant opportunities. In addition, prior to submitting a grant application, the City shall discuss with BPAC the pedestrian projects that would be the most competitive for each respective grant source.
- ***Objective 5.B:*** *Conduct ongoing planning and evaluation for pedestrian facilities*
    - **Policy 5.B.1:** Regularly monitor implementation of the Plan, and initiate the review and update of the recommended pedestrian facilities and Plan, every 10 years or as funding allows.
    - **Policy 5.B.2:** Annually evaluate progress in reaching mode share targets by reviewing results of the American Community Survey administered by the U.S. Census Bureau.
    - **Policy 5.B.3:** Work with the Santa Clara Police Department to improve the reporting and analysis of pedestrian collisions.
    - **Policy 5.B.4:** Update the MySantaClara app and online service request website to permit additional types of requests for maintenance and improvements on pedestrian facilities.

03.
Outreach

To improve mobility for all people in Santa Clara, the Pedestrian Master Plan asked for input from diverse Santa Clara residents and community members.

The project team engaged stakeholders throughout the development of the Plan in order to:

- **Understand Walking Needs –** Santa Clarans weighed in on where there are currently barriers to walking, and what destinations people would like to walk to, or walk to more than they do today. This information helped the project team develop an understanding of the needs and gaps of the citywide pedestrian network.
- **Develop a Vision for Walking in the City –** Stakeholders across different groups weighed in on the vision, policies and objectives for the Pedestrian Master Plan, guiding the high-level direction of the Plan.
- **Refine Draft Recommendations –** The City presented the nine priority pedestrian zones and over 100 draft recommendations developed through the process. Stakeholders and the public helped the City clarify these recommendations, and identify additional locations for improvement.

The project kicked off in September 2018, with ongoing engagement opportunities during the development of five products: existing conditions, needs analysis, recommendations, draft plan, and plan.

Public Meetings

- Community Meetings
- Mobile Workshops
- Walking Tours

Commission and Committee Meetings

- Bicycle and Pedestrian Advisory Committee Meetings
- Youth Commission Meetings
- Senior Advisory Commission Meetings
- ADA Committee Meetings

Online

- Interactive Mapping Tool
- City Website and Social Media
- City Newsletter

Public Outreach

The City held three community meetings and four mobile workshops during the existing conditions and recommendation phases of the Plan development. Additionally, the City's commissions and committees were updated and consulted at key milestones throughout the development process.

SEPTEMBER 15, 2018

Art and Wine Festival Mobile Workshop ►

The project hosted a mobile workshop at the Art and Wine Festival at the onset of the process to announce the start of the Pedestrian Master Plan, and to listen to people's initial feedback on barriers to walking in Santa Clara.

OCTOBER 1, 2018

Safe Routes to School | Pomeroy Elementary Safety Audit

A school safety assessment was conducted at Pomeroy Elementary in Santa Clara during the morning arrival. The school is located on Pomeroy Avenue at El Sobrante. The assessment included representatives from the City of Santa Clara, Santa Clara Unified School District (SCUSD) and Pomeroy PTA.

OCTOBER 10, 2018

Safe Routes to School | Central Park Elementary Safety Audit

A school safety assessment was conducted at Central Park Elementary in Santa Clara during the morning arrival. The school is located on Sonoma Place, just south of Benton Street. The assessment included a representative from the City of Santa Clara, Santa Clara Police Department (SCPD), a representative from SCUSD, and a Central Park Elementary parent.

OCTOBER 22, 2018

BPAC Meeting # 1

The project team met with the Santa Clara Bicycle and Pedestrian Advisory Committee (BPAC) to introduce the Pedestrian Master Plan project. The team presented the project approach, schedule, and future outreach efforts. BPAC members provided feedback on potential Plan goals, and prioritized safety, connectivity, convenience, and comfort of the pedestrian network.

NOVEMBER 26, 2018 & DECEMBER 14, 2018

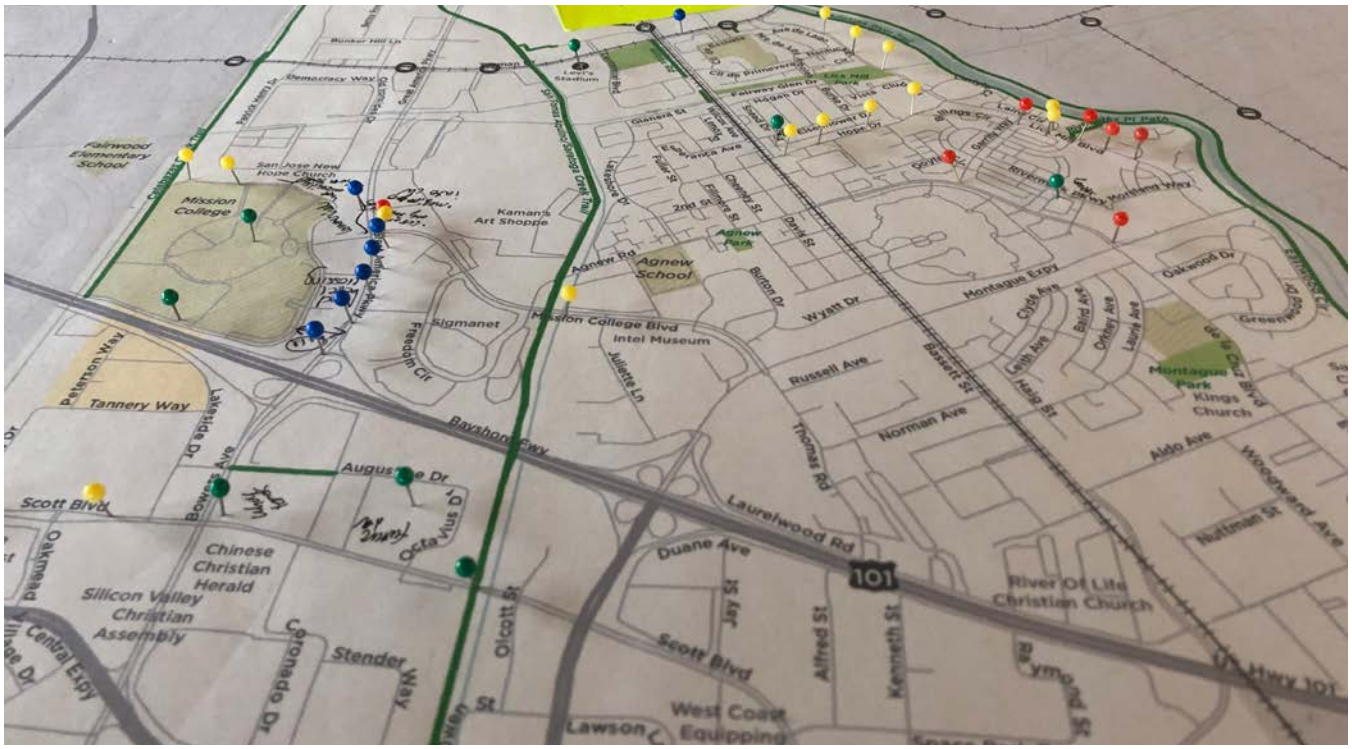
Senior Advisory Commission and ADA Committee Presentations

The project team presented to the Senior Advisory Commission and the ADA Committee in November 2018 and December 2018, respectively, to ask members where they walk now, where would they like to be able to walk, and where could the City make walking improvements. The feedback from these meetings helped the project team understand how the Pedestrian Master Plan could incorporate the mobility needs of seniors and persons with disabilities.

DECEMBER 7, 2018

Tree Lighting Ceremony Mobile Workshop

In December 2018, the project team attended the Tree Lighting Ceremony to further promote the kick-off of the Plan, and to let people know of upcoming opportunities to provide input.



DECEMBER 13, 2018

Community Meeting #1

The first community meeting was located at the Central Park Library and provided an overview of the Pedestrian Master Plan process. Attendees could view the types of pedestrian improvements that would be recommended as part of the Plan, and provide feedback on where they would like to walk in Santa Clara, and where there are currently barriers to walking in Santa Clara.

JANUARY 8, 2019

Youth Commission Presentation

The project team presented to the Youth Commission to inform the commission of the Pedestrian Master Plan process and to understand how youth needs for mobility and walking can be incorporated within the Plan. The youth commissioners provided overall feedback and location-specific concerns regarding barriers they experience walking to school and moving around the city.

JANUARY 10, 2019

Community Meeting # 2

The second community meeting was located at the Northside Branch Library. Similar to the first community meeting, the meeting started with an overview of the Pedestrian Master Plan process and schedule. Attendees could provide feedback on the the types of pedestrian features that would be recommended as part of the plan, and provide feedback on where they would like to walk in Santa Clara, and where there are currently barriers to walking in Santa Clara.

MARCH 25, 2019

BPAC Meeting #2

The members of the BPAC provided feedback on the draft vision, goals, objectives and policies for the Pedestrian Master Plan.

MARCH 19-21 2019

City Walking Tours

The project team hosted three walking tours in different areas across the city to collaboratively examine barriers to walking and explore how safety improvements and design can make Santa Clara a more walkable place. The walking tours took participants on an approximately 1.5-mile route with stops at existing walking barriers and intersections, opportunities for improvements, and other anticipated City projects. The tours explored three different areas: Kiely Boulevard / Central Park, Downtown / Mission Library, and the Agnew Neighborhood.

JUNE 24, 2019

Senior Advisory Commission Presentation

The City presented to the Senior Advisory Commission in June 2019 to ask for feedback on the Needs Analysis process and the priority pedestrian zones. Members provided initial feedback on the draft project recommendations.

JUNE 24, 2019

BPAC Meeting #3

The project team provided an update on the needs analysis process, and how that process resulted in the development of the nine priority pedestrian zones. BPAC members provided initial feedback on the draft project recommendations.

JULY 16, 2019

Caltrain Station Mobile Workshop

The project team presented the draft recommendations to the public during a mobile workshop at the Caltrain Station during the evening of July 16th. The team heard feedback on the draft recommendations and the pedestrian priority zones, focused on the Downtown/University Area. The project team handed out project business cards to let people provide feedback on the draft project recommendations through the online input tool.

JULY 16, 2019

Parks and Recreation Commission Presentation

The City presented to the Parks and Recreation Commission in July 2019 to ask for feedback on the Needs Analysis process and the priority pedestrian zones. Members provided initial feedback on the draft project recommendations.

JULY 20, 2019

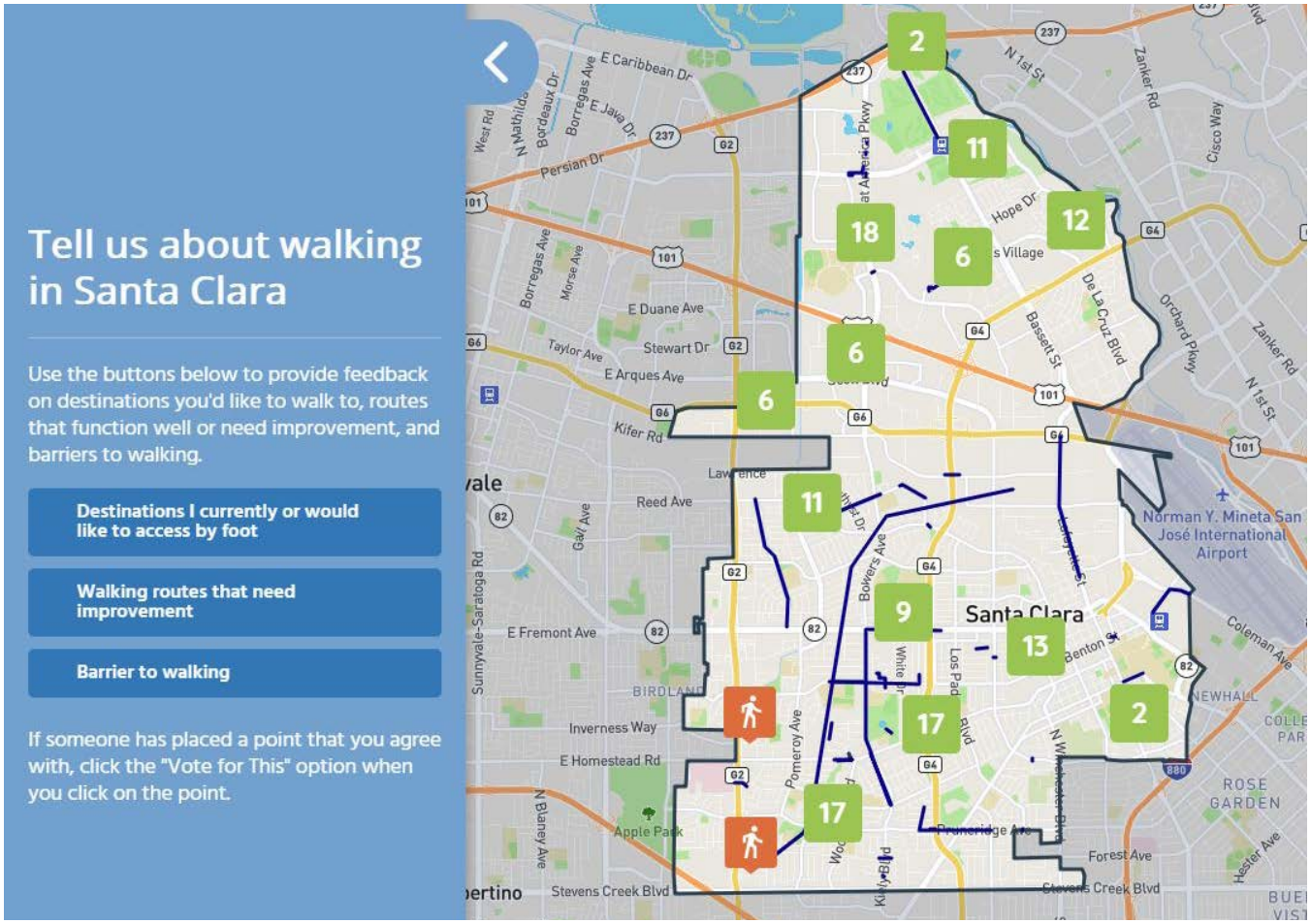
Santa Clara Northside Branch Library Mobile Workshop

On a Saturday morning, the project team set up at the Northside Branch Library to share and receive feedback on the draft recommendations. The team heard feedback on the intersection improvements within the Rivermark/Lickmill Area, as well as all of the nine pedestrian priority zones.

SEPTEMBER 2019

Community Meeting #3

The final workshop held as part of the Pedestrian Master Plan provided an opportunity for the public to provide feedback on the Draft Plan. The meeting started with an update on the Plan process, and a recap of the needs analysis and recommendations development process.



Online Interactive Mapping Tool

The City distributed an online tool where Santa Clarans could provide location-specific feedback. Between February and April 2019, users provided over 420 comments on walking barriers, walking destinations, and individual's walking routes. Other participants could "like", "dislike", or comment on people's input – creating an online conversation. In July 2019, the City distributed a new online tool displaying the over 100 draft project recommendations. Santa Clarans could "like", "dislike" or propose a new location or intersection for the City to consider.

City Website and Social Media

For all community outreach opportunities, including the online survey and interactive mapping tool, the City leveraged their existing website, social media accounts, City Manager's Blog, and newsletter mailing list to share information about the Plan process and encourage Santa Clara residents to engage with the project team.

What We Heard

Overall, Santa Clarans are interested in:

- **Improved connections to trails –** People identified that trails in Santa Clara are an important part of the pedestrian network, and help people avoid walking on busy streets. Santa Clarans want increased access points to the San Tomas Trail and Guadalupe River Trail, and are interested in creating a pathway along Saratoga Creek.
- **Greater protection at signalized intersections –** Residents shared "near miss" stories with the project team as they crossed signalized intersections. Pedestrians identified being wary of cars making permitted left turns through an intersection, and identified the protected left turn signal phasing as a potential countermeasure.
- **Increased access to shopping centers –** People want to do more shopping on foot. Many noted that the stores they want to access (at the Old Town Center or Mariposa Shopping Center, for example) do not have pedestrian-friendly entrances. Some stores have dividing walls where they adjoin residential areas, an opportunity to create neighborhood-facing entrances.
- **Enhanced wayfinding –** Residents wanted to share their favorite destinations in Santa Clara, but noted the absence of signage or wayfinding to let people know how to get there. These destinations included the farmers market, Mission Library, the Convention Center, and Levi Stadium.
- **Improved lighting –** We heard that the City needs to address walkability outside of daylight hours. Residents identified specific crossing locations across the City that do not have adequate lighting at dusk, dawn, or night.

Santa Clarans want to focus on:

- **Central Park and its surroundings –** Central Park is a citywide attractor, and residents walk longer distances to use Central Park and the community facilities hosted onsite. People identified Kiely Boulevard and Homestead Road functioning as entryways into the park, and needing walking environment enhancements.
- **El Camino Real –** Lack of shade and sidewalk amenities, along with fast moving vehicles, free right turn lanes, and long crossing distances make El Camino Real a challenging roadway to walk along or across. Almost everyone we talked to identified this road as a barrier to walking. Many noted that this roadway needs to be redeveloped with walking in mind, including widening sidewalks, providing places to rest, and redesigning shops to serve pedestrians.
- **Collector Streets –** Collector streets across the City, such as Bellomy Street, Homestead Road, Benton Street, and Cabrillo Avenue provide efficient walking connections, but are uncomfortable due to higher vehicle speeds. Many identified the need for pedestrian improvements on these collector streets in order to provide connections to parks, schools, and community centers.
- **Lick Mill Boulevard –** Lick Mill Boulevard runs from Montague Expressway to Tasman Drive in northern Santa Clara. People identified the need to calm traffic and provide better connections from the numerous multi-family and apartment developments to the Northside Branch Library, retail, and the natural areas and parks.

04.
Needs Analysis

The Santa Clara Pedestrian Plan identifies priority locations for pedestrian investment within the city using a data-based approach.

The needs analysis looks more closely at the pedestrian needs across the city using the four identified components of walkability: pedestrian safety, pedestrian comfort, convenience, and walkable land uses. We know that across the city there are numerous places that need to be improved to provide a safe, inviting, and connected pedestrian network. This needs analysis process helps the city direct resources to locations with the greatest need first.

Pedestrian Safety

Between 2012 and 2017, there were 167 pedestrian-involved collisions in Santa Clara, seven resulting in pedestrian fatalities. Looking at trends and patterns over this five-year period helps us understand how to design for safer complete streets.

In 2017, there were 29 collisions involving pedestrians, which represents a 21% decrease from the 5-year high of 37 pedestrian collisions in 2015. By comparison, there were 367 motor vehicle-only collisions in 2017, a 12% drop from the 5-year high of 418 in 2016. Although pedestrian collisions have decreased since 2012, there is more to be done to address pedestrian safety in Santa Clara.

The number of pedestrian-involved collisions increase around evening rush hour (5:00 pm), each representing roughly 13 percent of collisions at that time. Furthermore, while all modes decline in collisions as rush hour decreases (between 5:00 pm and 7:00 pm), pedestrian-involved collisions increase again during the hours of 8:00 pm and 9:00 pm. This suggests that the darker hours of the day are disproportionately affecting people walking. It could also suggest that these are the more popular times of day for pedestrians to be outdoors.

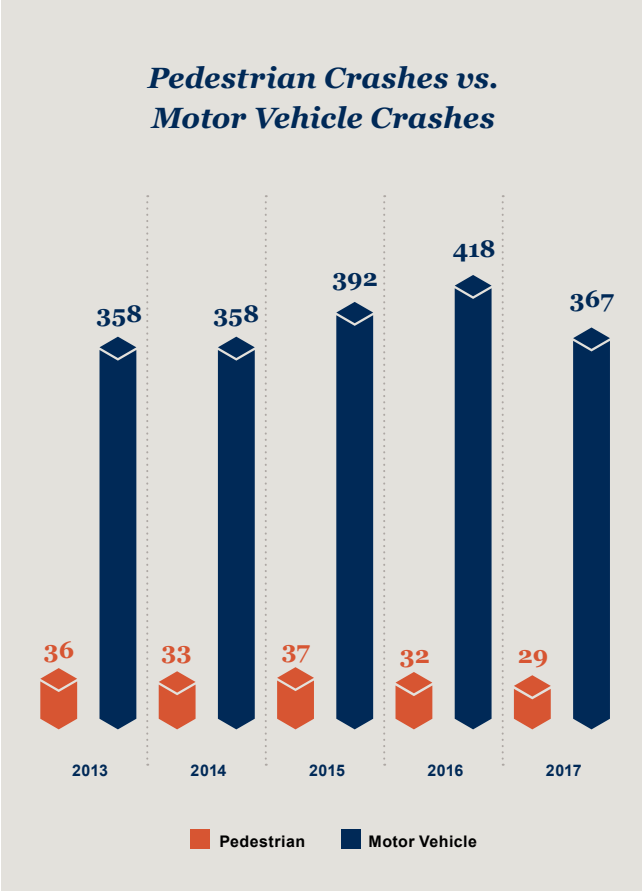


Figure 4. Annual Crashes by Mode

People walking are disproportionately impacted in traffic collisions. Pedestrian crashes represent 7% of all collisions in Santa Clara, yet account for a third of all fatal crashes. Collisions involving pedestrians are likely to have more severe outcomes than motor vehicle-only crashes.

Pedestrian crashes tend to occur in intersections, while motor vehicle-only crashes are more likely to be non-intersection crashes. The ratio of pedestrian and motor vehicle-only crashes that occur in intersection versus "not intersection" locations (i.e. midblock or on an approach to an intersection) are represented in Figure 6. Intersections are more dangerous for pedestrians than motorists, with 60 percent of all pedestrian crashes occurring in intersections, compared to 36 percent for motor vehicle-only crashes.

Over three quarters of all pedestrian crashes took place south of the Caltrain line. Many of the intersections with multiple pedestrian crashes are located along El Camino Real.

Other noteworthy corridors include:

- **Monroe Street:** multiple intersections with many pedestrian collisions
- **Lafayette Street:** multiple intersections with many pedestrian collisions, both in the downtown core as well as north of the Caltrain line
- **Kiely Boulevard:** a fatal pedestrian collision, and a number of single-crash intersections

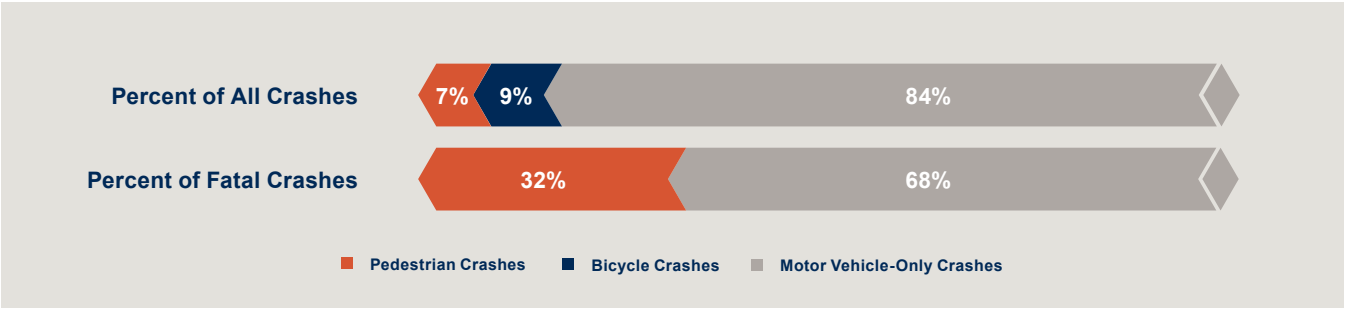


Figure 5. Pedestrian Crashes and Severity compared to All Crashes

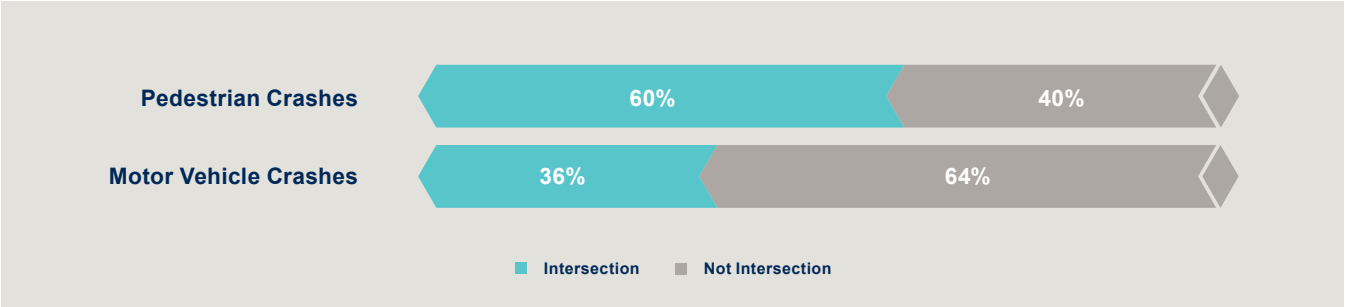
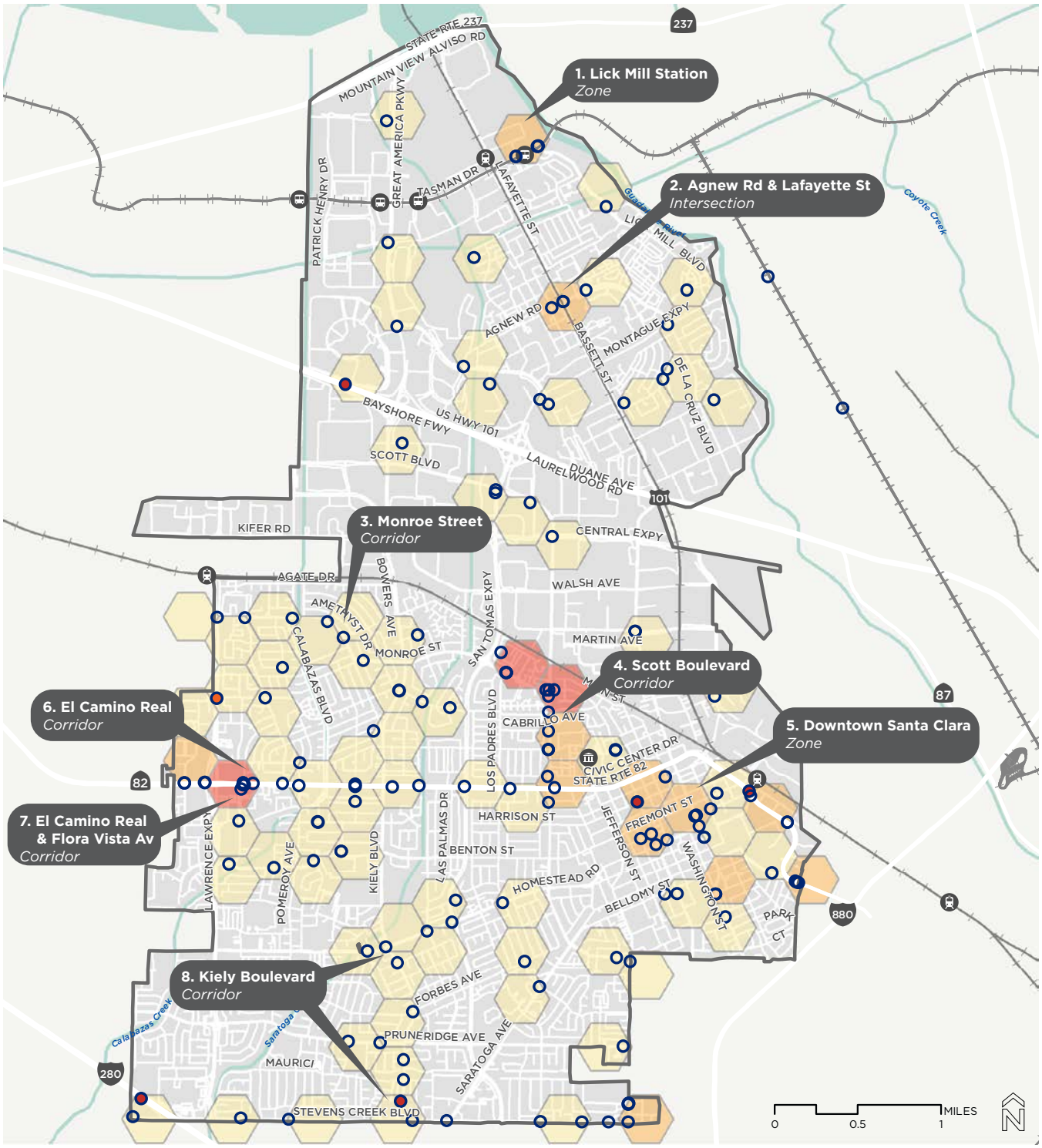


Figure 6. Pedestrian Crashes and Severity compared to All Crashes



Map 8. Pedestrian Collisions

COLLISION AREAS

- 1 - 2 Collisions
- 3 - 4
- 5 - 7 Collisions

COLLISION POINTS

- Pedestrian Collision
- Pedestrian Fatality

DESTINATIONS

- City Hall
- Train Station
- Light Rail Station

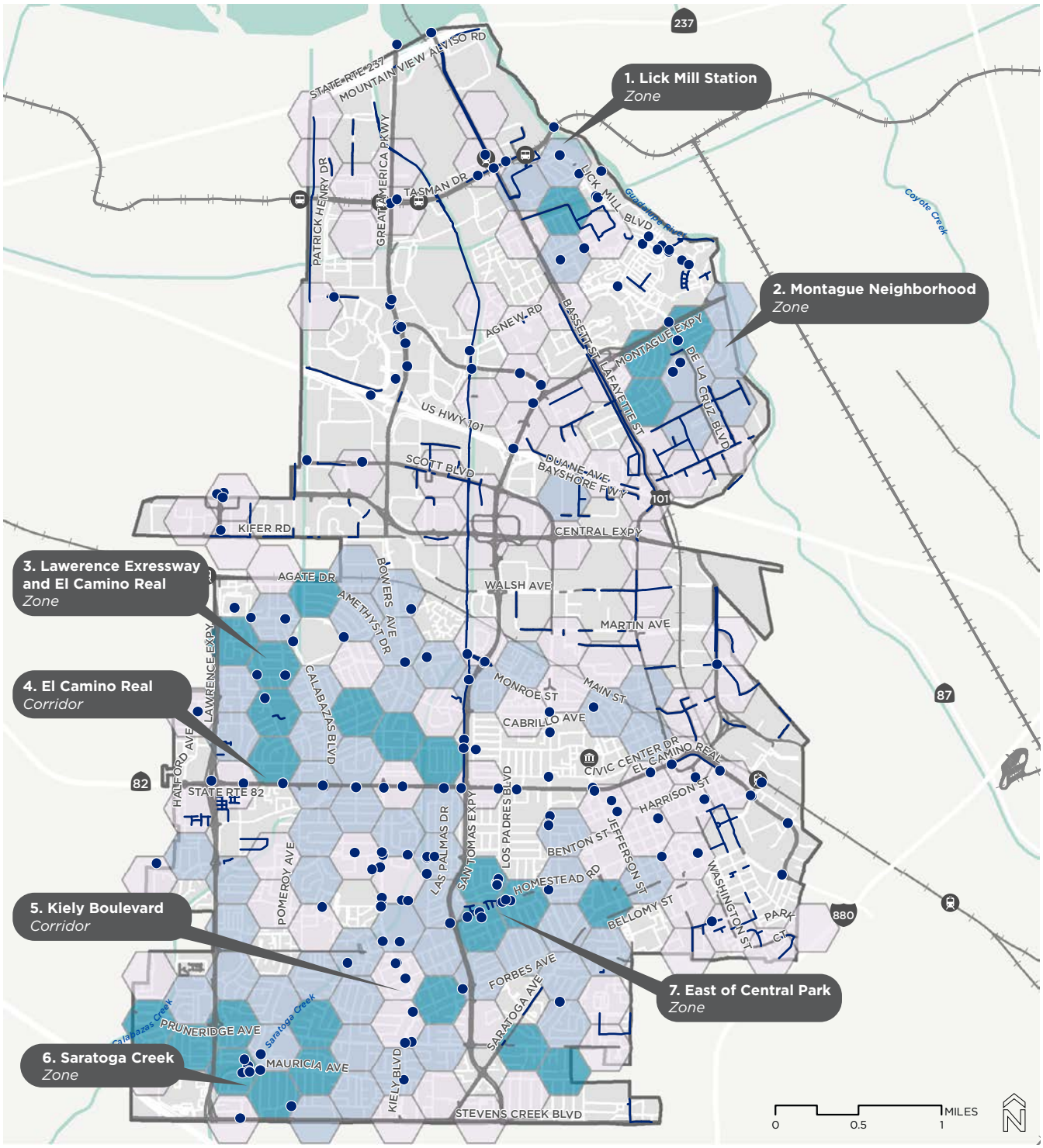
Pedestrian Comfort

Examining pedestrian comfort acknowledges that just because someone can physically walk from Point A to Point B, it helps when the environment provides a pleasant walking experience. This Plan uses the following factors as a proxy for the level of comfort experienced by a pedestrian along their route, including:

- The roadway's calculated Pedestrian Level of Traffic Stress (PLTS). Pedestrian Level of Traffic Stress (PLTS), is a score based on factors including the presence (or lack of) sidewalks, the type of roadway, and speed of traffic. Scores range from 1 to 4, with 1 being the least stressful and 4 being the most stressful to pedestrians.
- Intersections with missing curb ramps.
- Presence of other barriers, identified through public input. Barriers identified through community comments include items such as challenging crossings, poor lighting, unveven or obstructed sidewalks and restricted access to creeks and trails.

Map 9 illustrates the relationship between high-PLTS roadways, missing curb ramps, and publicly-collected barriers to walking trips. The following areas are identified as having low comfort for pedestrians:

- **Lick Mill Station:** The residential area south of the Lick Mill Station is identified as having a number of walking barriers along Tasman Drive and Lick Mill Boulevard and is bounded by the high stress Lafayette Street and Tasman Drive.
- **Montague Neighborhood:** The residential neighborhood south of Montague Expressway and east of Lafayette Street has a high density of missing curb ramps and barriers to accessing nearby schools.
- **Lawrence Expressway/El Camino:** This largely residential area bounded to the north by Agate Drive and to the south by El Camino Real has a high density of missing curb ramps.
- **El Camino Real:** The public identified El Camino Real as a high stress roadway with challenging pedestrian crossings, most notably on the extent between Lawrence Expressway and the San Tomas Expressway.
- **Kiely Boulevard:** The walking barriers highlight the public's desire for more frequent and comfortable crossings of Kiely Boulevard.
- **Saratoga Creek:** Public input from residents in this area in southwest Santa Clara shows a demand to reach the many schools and parks in the area, and nearby shopping centers on Stevens Creek Boulevard. The area has many low stress neighborhood streets for residents, but a high density of missing curb ramps which is an indicator of sidewalk discomfort.
- **East of Central Park:** Public outreach identified a number of crossing and walking barriers on Homestead Road and Los Padres Boulevard east of Central Park as the land use shifts to residential and the posted speed limit decreases, but people report that drivers do not yield to pedestrians.



Map 9. Pedestrian Comfort

MISSING CURB RAMPS

- 1 - 6 Missing
- 7 - 15
- 16 - 30 Missing

HIGH STRESS ROADWAYS

- High Stress Roadways
- Missing Sidewalk

PUBLIC INPUT

- Barrier

DESTINATIONS

- City Hall
- Train Station
- Light Rail Station

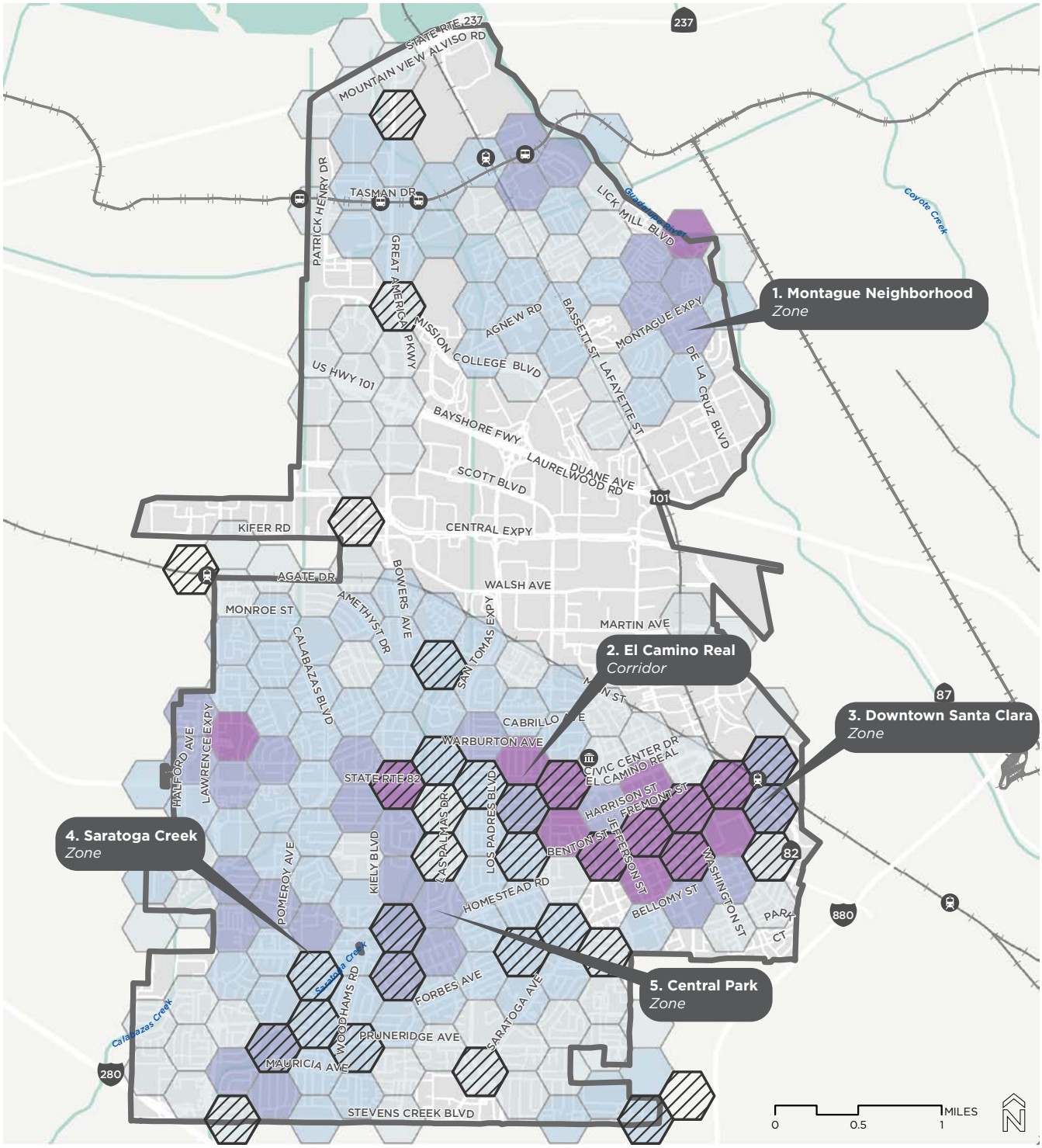
Convenient Access

While it may not be feasible to take all of your trips by walking, the Santa Clara Pedestrian Master Plan looks at how to improve people's walking access to key neighborhood-serving destinations. These major walking destinations include neighborhood shopping centers, schools, parks, libraries, high ridership bus stops, and transit centers.

The concept of a pedestrian shed or "ped shed" is the distance that can be covered in five minutes at a typical walking pace, displayed by a quarter mile distance around a destination. A five-minute walk is considered a reasonable distance for people before they consider other modes.

Map 10 identifies areas with overlapping pedsheds to the major walking destinations, denoting these areas as having a range of "some accessibility" to "high accessibility" depending on how many destinations can be reached within a quarter mile. Additionally, areas where at least two walking destinations have been identified through public participation are layered on the map in crosshatched areas. These crosshatched areas were identified independent from the designation of pedsheds and are shown to illustrate how public input correlates or diverges from technical analysis. The following areas are important for promoting walking-length trips:

- **Montague Neighborhood:** The Montague Neighborhood provides access to a high density of parks, schools, and the Northside Branch library.
- **El Camino Real:** El Camino Real, especially between Kiely Boulevard and Scott Boulevard had a high number of public-identified walking destinations.
- **Downtown Santa Clara:** The area surrounding Santa Clara University has the highest access to community-serving destinations and transit in the city.
- **Saratoga Creek:** Residential areas on either side of Saratoga Creek are able to use low stress routes to access parks and schools in the area. The pedestrian-only crossing of Saratoga Creek at Mauricia Avenue increased access to retail centers along Stevens Creek Boulevard.
- **Central Park:** The neighborhoods surrounding Central Park can access Central Park, Central Park Library, and nearby schools within a quarter mile walking distance.



Map 10. Destination Accessibility

1/4 MILE ACCESSIBILTY TO MAJOR DESTINATIONS

- Some Accessibility
- High Accessibility

PUBLIC INPUT

- Areas with 2 or more public identified walking destinations

DESTINATIONS

- City Hall
- Train Station
- Light Rail Station

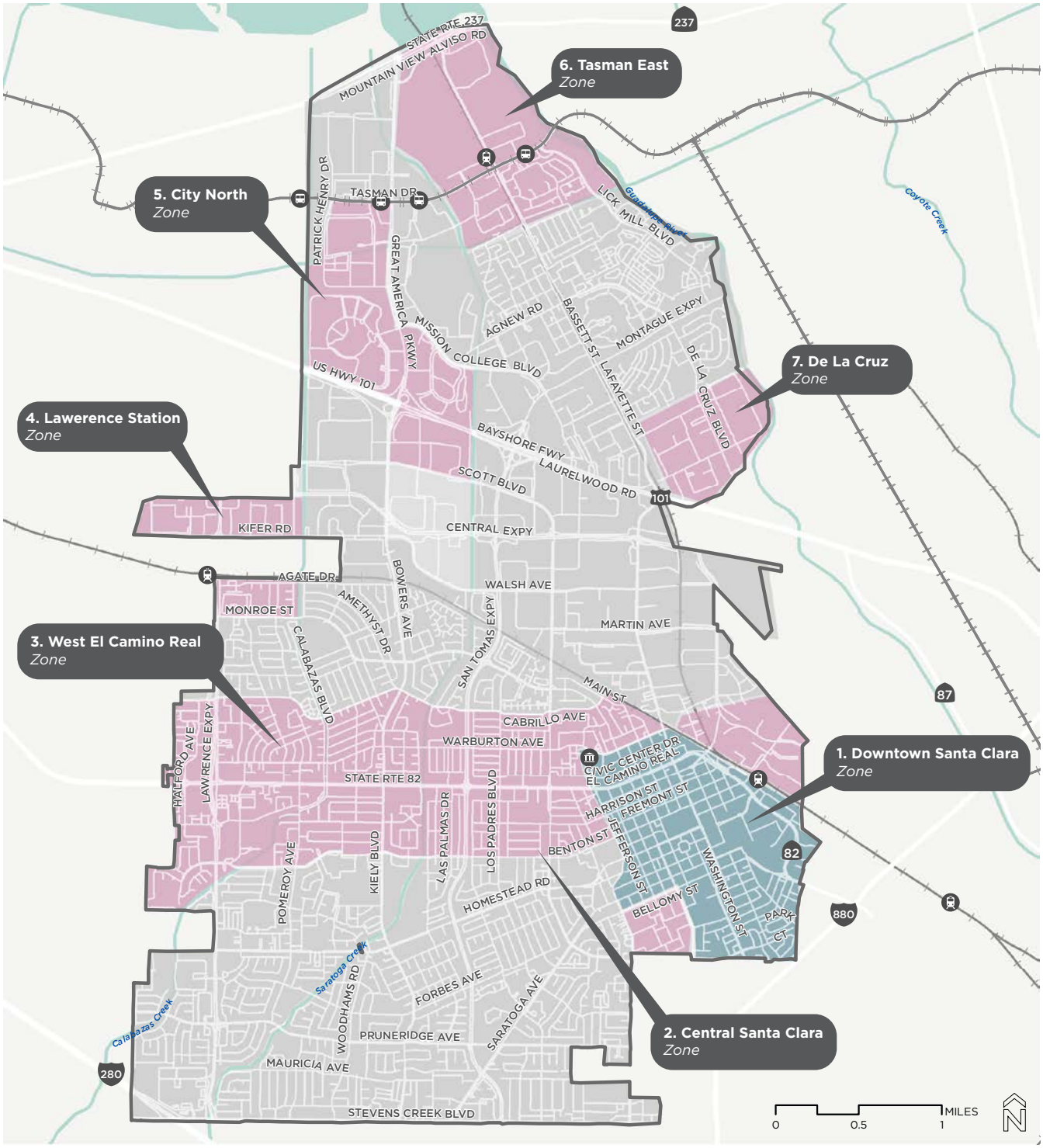
Walkable Land Uses

Santa Clara holds a mix of different land uses, and not every area is suited to become a denser walkable area with a mix of residential, retail, and services. In fact, many residents cherish Santa Clara for its quiet residential neighborhoods. Map 11 identifies the pedestrian-oriented land use areas within Santa Clara according to three categories:

- **Walkable Urban.** This pattern refers to areas within the City that are pedestrian-oriented in the built environment and that contain services, retail, or restaurants within a short walking distance.
- **Transitional.** This pattern has many of the characteristics of the Walkable Urban areas but is missing key elements such as services, jobs or retail within a short walking distance. These locations can either be transformed into Walkable Urban by adding missing characteristics or they can transform into Auto-Oriented Suburban. Transitional areas should be developed so that they connect with existing pedestrian facilities, such as existing creek trails.
- **Auto-Oriented/ Walkable Suburban.** This pattern refers to areas that are more auto-dependent in nature and layout where automobiles are usually required for day-to-day activities. Walking and cycling do occur in these areas, but generally for recreational rather than destination purposes.

Map 11 categorizes land use areas to identify locations where walking is currently supported or could be further enhanced through changes to the zoning code. These pedestrian supportive zones include the following:

- **Downtown Santa Clara:** The shorter street blocks in the area surrounding Santa Clara University creates a connected and permeable pedestrian environment. The City will soon kick off the Downtown Precise Plan effort.
- **Central Santa Clara:** Block lengths increase slightly west of the downtown area, but the mix of high density residential and commercial uses sets the stage for a fine grain mix of uses allowing people to access daily goods and services on foot.
- **West El Camino Real:** The City's El Camino Real Specific Plan will help identify the intensification of land uses along El Camino in this area, and look at how to increase permeability and walkability for the neighborhoods within walking distance to this corridor.
- **Lawrence Station Area:** The anticipated transit-oriented development around the Lawrence Station focuses on providing a pedestrian-friendly environment.
- **City North:** Two concurrent specific plan efforts will provide a focus on the pedestrian environment surrounding Mission College and along the Great American Parkway.
- **Tasman East/ City Place:** The area within and surrounding the Tasman East Specific Plan will have a pedestrian focus surrounding the Lick Mill Station. The proposed City Place development north of Tasman Drive will add approximately 1500 dwelling units and 5,000,000 square feet of office space.
- **De La Cruz:** Planning for the De La Cruz Focus Area will begin in 2023 and plan for higher density residential and mixed-use development.



Map 11. Walkable Land Use

LAND USE

- Auto Oriented / Walkable Suburban
- Transitional
- Walkable Urban

DESTINATIONS

- City Hall
- Train Station
- Light Rail Station

Priority Pedestrian Zones

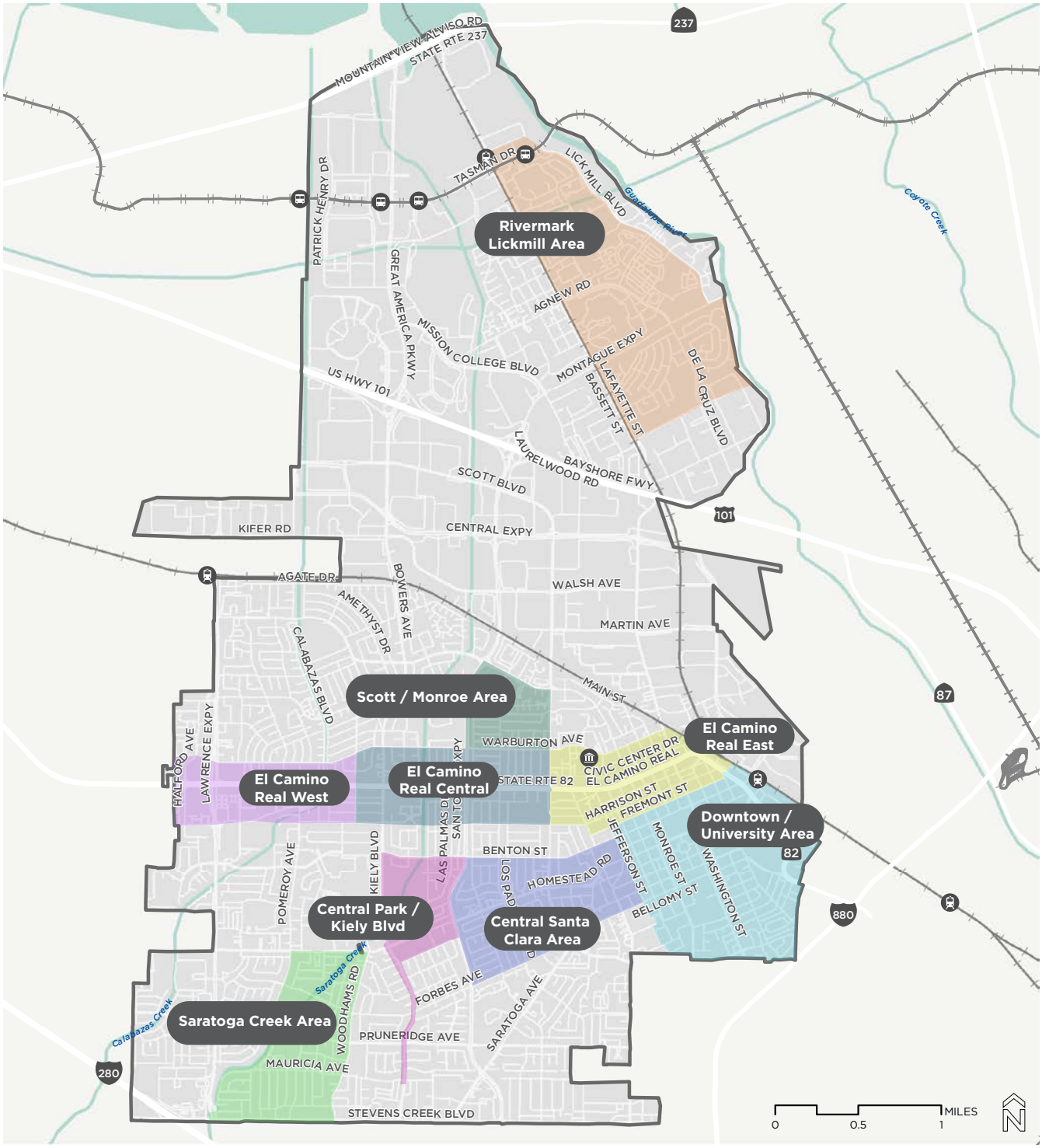
The experience of walking is fine grained – it includes each crack in the sidewalk you experience, the flowers you stop to admire, and the time you wait to cross at each intersection. This is a huge challenge for the City to improve, given the 264 miles of streets that people use to walk.

A central strategy for the Pedestrian Master Plan is the designation of Priority Pedestrian Zones across the city. These zones help the City focus on areas with the highest potential for increasing walkability. The areas were developed by culminating focus areas for each of the four components of walkability -safety, comfort, destination accessibility, and walkable land use. In other words, these are the areas identified as having the most need to improve pedestrian safety and comfort, and having the most potential to become denser walkable nodes close to community destinations. Based on the four components of walkability, and as seen in Map 12, the nine Priority Pedestrian Zones include:

- Rivermark Lickmill Area
- Downtown / University Area
- Central Santa Clara
- Central Park / Kiely Boulevard
- Saratoga Creek Area
- El Camino Real West
- El Camino Real Central
- El Camino Real East
- Scott / Monroe Area

The Priority Pedestrian Zones are the backbone of the recommendations of this plan, laid out in **Chapter 5**. They provide a way for the City to strategically and smartly invest in walkable places.

While this plan prioritizes investment in these zones, the City will continue to invest opportunistically and respond as needs arise outside of the Priority Pedestrian Zones. The key strategies and policies that guide city-wide pedestrian investments are laid out in the following chapter.



Map 12. Priority Pedestrian Zones

DESTINATIONS

- City Hall
- Train Station
- Light Rail Station

05.
Recommendations

Built on the needs and opportunities identified through the evaluation of existing conditions and robust community input, this chapter presents the projects and plans for the City of Santa Clara to implement.

Improvements identified during previous planning efforts and studies were also reviewed for this Plan, including numerous Safe Routes to School assessment reports, Uncontrolled Crosswalk Study, and specific plans. Recommendations are considered planning-level, meaning they should be used as a guide when implementing projects. In some cases, traffic analysis and more detailed engineering analysis will be required to evaluate specific site conditions and develop designs that reflect conditions and constraints.

This chapter includes the following sections:

- **Citywide Recommendations** describes larger cross-department initiatives that should be pursued throughout Santa Clara to support the specific recommendations included in this Master Plan.
- **Pedestrian Recommendation Toolbox** describes and illustrates the types of infrastructure best suited to helping the City meet its goals of developing a safe, comfortable, convenient, active, and implementable pedestrian network.
- **Recommendations by Priority Zone** identifies specific locations where infrastructure described in the Pedestrian Recommendation Toolbox should be applied.

Citywide Recommendations

Vision Zero

Recommendation:

1. Adopt a Vision Zero policy by 2024.

Pedestrians are involved in only 7% of collisions on Santa Clara's streets, but they account for 32% of road fatalities over the past five years. Vision Zero is a framework that evaluates roadway design, speeds, behaviors, technology, and policies and sets an action plan to achieve the shared goal of zero fatalities and severe injuries. Vision Zero requires collaboration across city departments and sustained political leadership. Santa Clara's first step is to develop its own policy commitment and follow that up with an action plan.

Resources:

Santa Clara's neighbor Sunnyvale recently completed a Vision Zero Plan: *https://sunnyvale.ca.gov/news/topics/visionzero/default.htm.*

Additional resources can be found by visiting the Vision Zero Network homepage: *https://visionzeronetwork.org/*

Safe Routes to School

Recommendations:

1. Develop a City Safe Routes to School Plan that creates a vision and outlines infrastructure and programmatic recommendations.
2. Expand number of schools enrolled in the City's Safe Routes to School program.
3. Expand the number of Safe Routes to School site assessments so that every school receives a traffic safety assessment at least once every five years.
4. Partner with local organizations such as Silicon Valley Bicycle Coalition or the Santa Clara County Department of Public Health to deliver education and encouragement programs at Santa Clara schools.
5. Partner with school districts in Santa Clara to fund encouragement events like International Walk and Roll to School day.
6. Reduce the speed limit to 15mph, where warranted, in school zones that experience high speeds.
7. Use targeted traffic enforcement to ensure safe driving behaviors in school zones.
8. Continue to implement pedestrian recommendations developed from school site assessments.
9. Publish and publicize Walk and Roll to School route maps for parents and students to know the easiest and most comfortable way to get to school without driving.

Safe Routes to School promotes walking and bicycling to school in a safe and supportive environment through education and encouragement activities. To facilitate increased safety near schools, Safe Routes to School programs evaluate and upgrade street infrastructure and enforce safe behaviors in partnership with the local police department. Districts that have robust Safe Routes to School programs report their students benefit from increased physical activity, fewer collisions, improved air quality, and greater student academic achievement. The City has undertaken school site assessments and has already funded improvements near Scott Lane Elementary, Bowers Elementary, Briarwood Elementary, and Montague Elementary.

Resources:

Santa Clara County Department of Public Health coordinates and helps fund Safe Routes Programs: *https://www.sccgov.org/sites/phd/hi/trafsafe/Pages/saferoutes.aspx*

Additional resources can be found on the Safe Routes Partnership website: *https://www.saferoutespartnership.org/*

Placemaking and Land Use Planning

Recommendations:

1. Follow Santa Clara's Community Placemaking Process when developing Specific Plans and updating the General Plan.
2. Create denser, mixed-use neighborhoods and streetscapes that encourage walkable trips.
3. Specific Plans should be developed to include connectivity to existing pedestrian facilities and have future developments share financial responsibility of off-site connectivity improvements which lie along their property frontages.

Placemaking is a process where the community has a larger role in the design and development of their public spaces. Starting in 2017, the City embarked on a community engagement process in partnership with the Project for Public Spaces. The majority of beloved community spaces have one thing in common – they are pedestrian friendly. Santa Clara's Farmers Market is often cited by residents as one of Santa Clara's great public events. Lessons from the placemaking initiative have informed specific plans and should carry forward into the next update of the City's General Plan.

Resources:

To review Santa Clara's Placemaking journey, visit: *http://santaclaraca.gov/government/departments/community-development/community-placemaking*

Specific Plans adopted and underway are located on the City's website: *http://santaclaraca.gov/government/departments/community-development/planning-division/general-plan-and-specific-plans*

Additional resources can be found by visiting the Project for Public Spaces website: *https://www.pps.org/*

Wayfinding

Recommendation:

1. Develop a wayfinding plan for priority pedestrian zones.

Well-crafted wayfinding systems encourage people walking to go that extra mile, explore new areas, and foster a sense of place. Wayfinding systems should encourage increased rates of active transportation by creating a clear and attractive network that is easy to understand and navigate. The City should develop a wayfinding plan in order to involve the community in the creation of a uniquely Santa Clara design and decide appropriate placement of signs, landscaping, and public art that supports the wayfinding system.

Resources:

Alta Planning + Design has developed six core principles to consider in the development of wayfinding systems: *https://altaplanning.com/wayfinding-design/*

Lighting

Recommendations:

1. Develop street light guidelines and light level goals that meet or exceed American National Standard Institute (ANSI)/Illuminating Engineering Society (IES) recommended best practices for roadway lighting.
2. Work with Silicon Valley Power to expand LED Streetlight Retrofit Program to priority pedestrian zones and other areas outside of these zones, as opportunity arises.

Silicon Valley Power (SVP) is the City agency responsible for the installation and maintenance of Santa Clara's streetlights. In 2015, Silicon Valley Power completed the retrofit of existing high pressure sodium and mercury vapor streetlights in the southern part of the City with more efficient LED streetlights. In December 2017, SVP began the retrofit of the traffic safety lights at major intersections in this same area with more efficient LED lights. This area is covered under Section 1 in Map 12. Following this, SVP retrofitted both the streetlights and traffic safety lights in Section 2 and Section 3 with more efficient LED streetlights. The work was complete in Spring 2018.

Future plans for retrofitting the streetlights in the remaining part of the City are currently under development. Silicon Valley Power currently uses ANSI/IESNA RP-8-00 as its standard for the design and installation of roadway lighting. To assess the performance of current roadway lighting and identify future placement, the City should develop a Public Streetlight Design Guide in partnership with Silicon Valley Power that sets light level goals to meet or exceed ANSI/IES RP-8-18. that sets light level goals.

Resources:

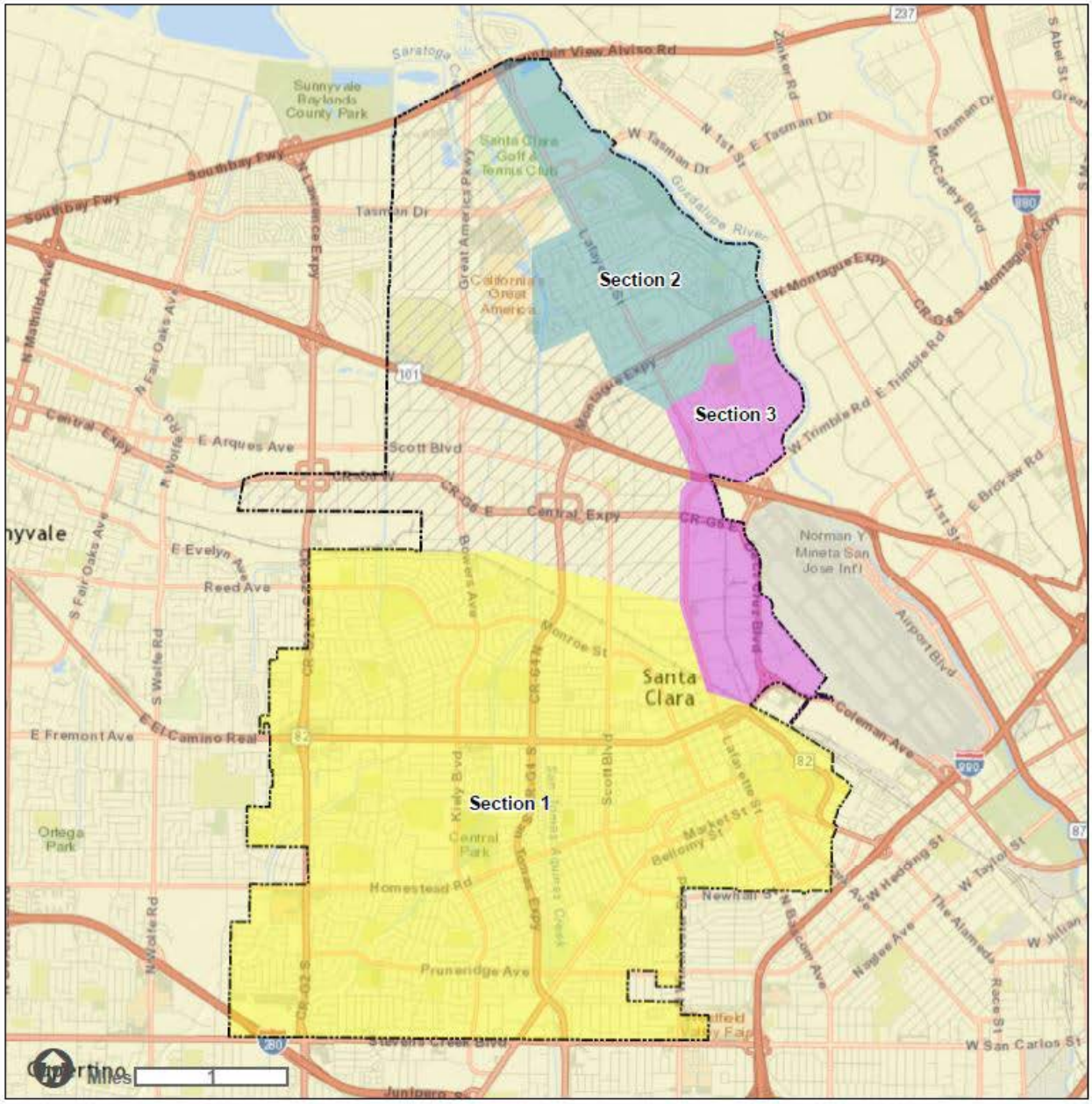
In 2016, the City of San Jose adopted their Public Streetlight Design Guide: *https://www.sanjoseca.gov/DocumentCenter/Home/View/242*

ANSI/IES RP-8-18: Recommended Practice For Design And Maintenance Of Roadway And Parking Facility Lighting: *https://blog.ansi.org/2019/03/ansi-ies-rp-8-18-design-roadway-lighting/#gref*

Silicon Valley Power community projects page: *http://www.siliconvalleypower.com/svp-and-community/projects*

Map 13. Streetlight Retrofit Program

Source: Silicon Valley Power



City of

Santa Clara

LED Cobra Head Install Phase 2 - Phase Index

- Section 1 (Traffic safety lights)
- Section 2
- Section 3
- No Install Fixtures
- City Boundary

Pedestrian Recommendation Toolbox

This toolbox summarizes the crossing, traffic signal, transit stop, and walking environment enhancements that should be considered and incorporated into roadway and development plans and designs. Implementing these improvements will make walking in Santa Clara feel safer and more comfortable for pedestrians.

Crossing Improvement

Curb Extension

Curb extensions, or bulbouts, are extensions of the sidewalk and curb at the corners of intersections. They normally extend out the width of the parking lane, 7' to 8'. Curb extensions shorten the roadway crossing distance and make pedestrians more visible to motorists. They can also help calm traffic by narrowing the travel lane, and provide additional space for plantings and street furnishings.

Curb Radius Reduction

Shorter turn radii at intersections shorten the crossing distance for pedestrians and require vehicles to turn more slowly.

Improved Right-Turn Slip Lane Design

Right-turn slip lanes can be improved for pedestrian safety by either shortening the turn radius, requiring vehicles to turn more slowly, or removing slip lane entirely. Other improvements include installing pedestrian refuge islands and marked pedestrian crossings that are perpendicular to the slip lane (or as close to perpendicular as possible) so that people are clearly visible to oncoming drivers.

Continued

Crossing Improvement

High-Visibility Crosswalk Marking

High visibility crosswalks use marking patterns that are more visible to motorists than the standard parallel 'transverse" markings, and help increase yielding behavior and deter encroachment. Ladder, zebra, and the continental markings (shown here) are commonly used patterns.

Advance Yield/ Stop Lines

Advance yield and stop lines inform motorists of the correct position to wait for pedestrians at marked crossings. Advanced yield lines are triangular pavement markings ("sharks teeth") placed in advance of uncontrolled crossing locations. These markings are especially important at multi-lane uncontrolled crossings to ensure vehicles in one lane stop sufficiently far back so that approaching vehicles in the other lane can see the pedestrian and also yield. Advanced stop lines are used in advance of stop signs or signalized crossings.

Curb Ramp

Curb ramps provide a transition between the sidewalk and roadway crossings. Curb ramps are essential for pedestrians using wheeled mobility devices and provide universal access for all users including small children, adults pushing strollers, people with luggage, etc. Each corner should have two "perpendicular" ramps, one leading directly into each crosswalk. Ramps should include a tactile warning surface to inform users with visual impairments that they are transitioning between the sidewalk and the roadway.

Continued

Crossing Improvement

Crossing Island

Crossing islands, or pedestrian refuge islands, are typically areas at the mid-point of a marked crossing that prove a safe waiting space for pedestrians. They minimize pedestrian exposure by allowing pedestrian to cross the roadway in two separate stages.

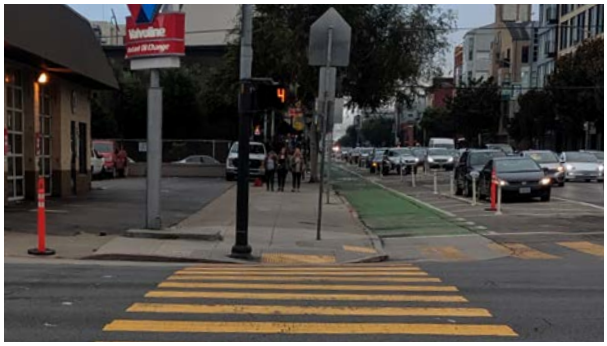
Pedestrian-Scale Lighting

Pedestrian-scale lighting can improve walking accessibility at night time by illuminating sidewalks, crosswalks, curbs, and signs as well as barriers and potential hazards. Pedestrian-scale lighting should be employed in areas of high pedestrian activity.

Pedestrian Motion Sensors

Pedestrian motion sensors will detect whether pedestrians are still within a crosswalk at the end of a crossing phase. If pedestrians are still crossing, the sensor will extend the green time of the accompanying vehicle phase before the traffic signal phase turns red, giving pedestrians additional time to safely exit the crosswalk.

Signal Improvement



Pedestrian Signal/Countdown Signal

A pedestrian signal communicates when a pedestrian may cross an intersection. Countdown signals notify the pedestrian of how much time remains in the crossing phase. They can help prevent people from getting stuck in the middle of the intersection when the signal changes.

Traffic Control Study

A traffic control study designates an area where the city is considering adding a signal, sign, or beacon to improve pedestrians' crossing experience. A warrant must be met before the City can consider installing one of these traffic control devices. The MUTCD defines a warrant as a threshold condition based upon average or normal conditions that, if found to be satisfied as part of an engineering study, shall result in analysis of other traffic conditions or factors to determine whether a traffic control device or other improvement is justified.

Pedestrian Hybrid Beacon (PHB)

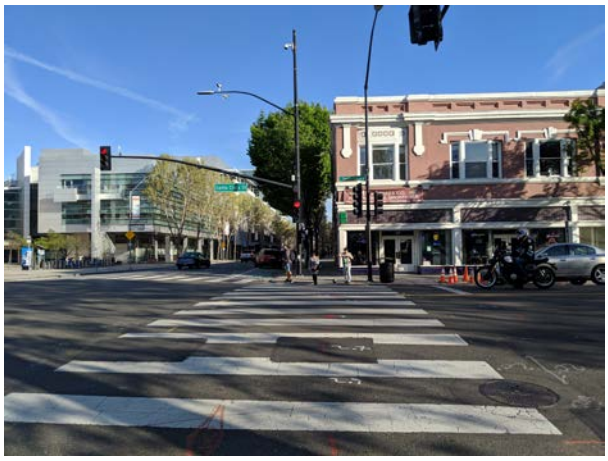
Pedestrian Hybrid Beacons, also known as High-Intensity Activated Crosswalk Beacons (HAWKs), are user-activated traffic control devices that cycle through a flashing yellow, flashing red, and then steady red light to stop vehicles and allow pedestrians to cross a road safely. They can be installed at any uncontrolled crossing location. A traffic control study must be completed and warranted before the installation of this traffic control device.

Continued

Signal Improvement

Rectangular Rapid Flash Beacon (RRFB)

Rectangular Rapid Flash Beacons (RRFBs) are user-activated pedestrian beacons that use flashing high intensity LED lights to alert motorists to the presence of pedestrians in the crosswalk. They can be installed at any uncontrolled crossing location. A traffic control study must be completed and warranted before the installation of this traffic control device.



Leading Pedestrian Interval

A Leading Pedestrian Interval (LPI) typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel.

Stop Sign/Signal

Stop sign or signal warrant studies evaluates traffic conditions, pedestrian characteristics, and physical characteristics of the location to determine whether installation of a traffic control device is justified at a particular location. A traffic control study must be completed and warranted before the installation of this traffic control device.

Continued

Signal Improvement

Pedestrian Crossing Sign

Pedestrian crossing signs alert motorists to the presence of a marked crosswalk. They can be placed parallel to or in advance of a crosswalk, and are particularly useful in locations where a crosswalk may not be expected by motorists.

Transit Stop Improvement

Transit Waiting Area Improvements

Transit stop amenities such as benches, bike racks, shade structures, and shelters enhance pedestrian comfort. The addition of real time transit information can provide real-time bus departure times for that stop.

Walking Environment Improvement

Public Space Activation

Public space activation refers to urban design and programming with the goal of enhancing a space to make it more inviting to people and encouraging them to linger. Examples of public space activation include art installations, parklets, outdoor seating and tables, farmers markets, and festivals.

Recommendations by Priority Pedestrian Zone

Proposed improvements in Santa Clara include building new sidewalks to close gaps in the pedestrian network, installing and upgrading curb ramps, and enhancing crossing conditions at intersections. Recommendations were evaluated and are mapped within Pedestrian Priority Zones. These zones are directly shaped by the streets and paths that provide important walking connections to the highest number of neighborhood destinations such as schools, parks, libraries, and major transit stops. Pedestrian Priority Zones also include streets and intersections in Santa Clara where the most number of people walking have been the victim of an automobile collision.

Spot Improvements

Typically located at intersections, spot improvements include one or more pedestrian infrastructure enhancements (see Pedestrian Recommendation Toolbox) that fall within the following categories:

- Crossing Improvement
- Signal Improvement
- Transit Stop Improvement
- Walking Environment Improvement

Spot Improvements are mapped by Pedestrian Priority Zone on the following pages and a more detailed list of the improvements at each spot is included within Appendix B. Additional engineering analysis and design may be needed to select the specific configuration of improvements.

Recommended Curb Ramps

Accessible curb ramps facilitate those with mobility challenges to access their destinations safely and conveniently. Curb ramps that are missing or deficient may require out of direction travel or fail to alert people with visual impairments of the roadway. Where curb ramps are missing or deficient and they overlap with a spot improvement location, replacement or upgrade to that curb is included as part of that combined project recommendation. Where there is not an additional recommendation, curb ramps should be addressed in accordance with the City's ADA Transition Plan and should prioritize ramps in Pedestrian Priority Zones. Missing curb ramp locations within priority pedestrian zones are shown on the following page.

Recommended Sidewalks

This Plan calls for the installation of sidewalks across the City to fill in the gaps and complete the pedestrian network. A comprehensive and connected network assists people in getting all the way from their front door to their intended destination. Sidewalks should be at least 5 feet wide in residential areas and 10 feet wide in commercial areas. As per the Americans with Disabilities Act (ADA), sidewalks must maintain an accessible pedestrian route with the appropriate width, slope, and surface. Sidewalks that connect to parks, schools, and libraries in residential areas may need to be wider to accommodate and encourage greater demand. Sidewalks should also accommodate 4 feet of clear path around obstructions such as telephone poles and utility boxes. Missing sidewalks recommended for installation are shown on the following page.

Rivermark Lickmill Area Recommendations

Project ID	Location
1	Tasman Drive / Lick Mill Station
2	Tasman Drive / Lick Mill Blvd
3	Calle de Primavera / Calle de Escuela
4	Lick Mill Blvd/ Ulistac Natural Area
5	Hetch Hetchy Trail / Fairway Glen Dr
6	Agnew Rd/ Bassett St
7	Lafayette St / Agnew Rd
8	Agnew / Avina Circle
9	Agnew Rd / Oracle Entrance
10	Lick Mill Blvd / E River Pkwy
11	Lick Mill Blvd / Fitzpatrick Way
12	Moreland Way / Fitzpatrick Way
13	Montague Expy / Agnew Rd
14	De La Cruz Blvd / Greenwood Dr
15	Lafayette St / Clyde Ave
16	Lafayette St / Laurie Ave
17	Lafayette St / Aldo Ave

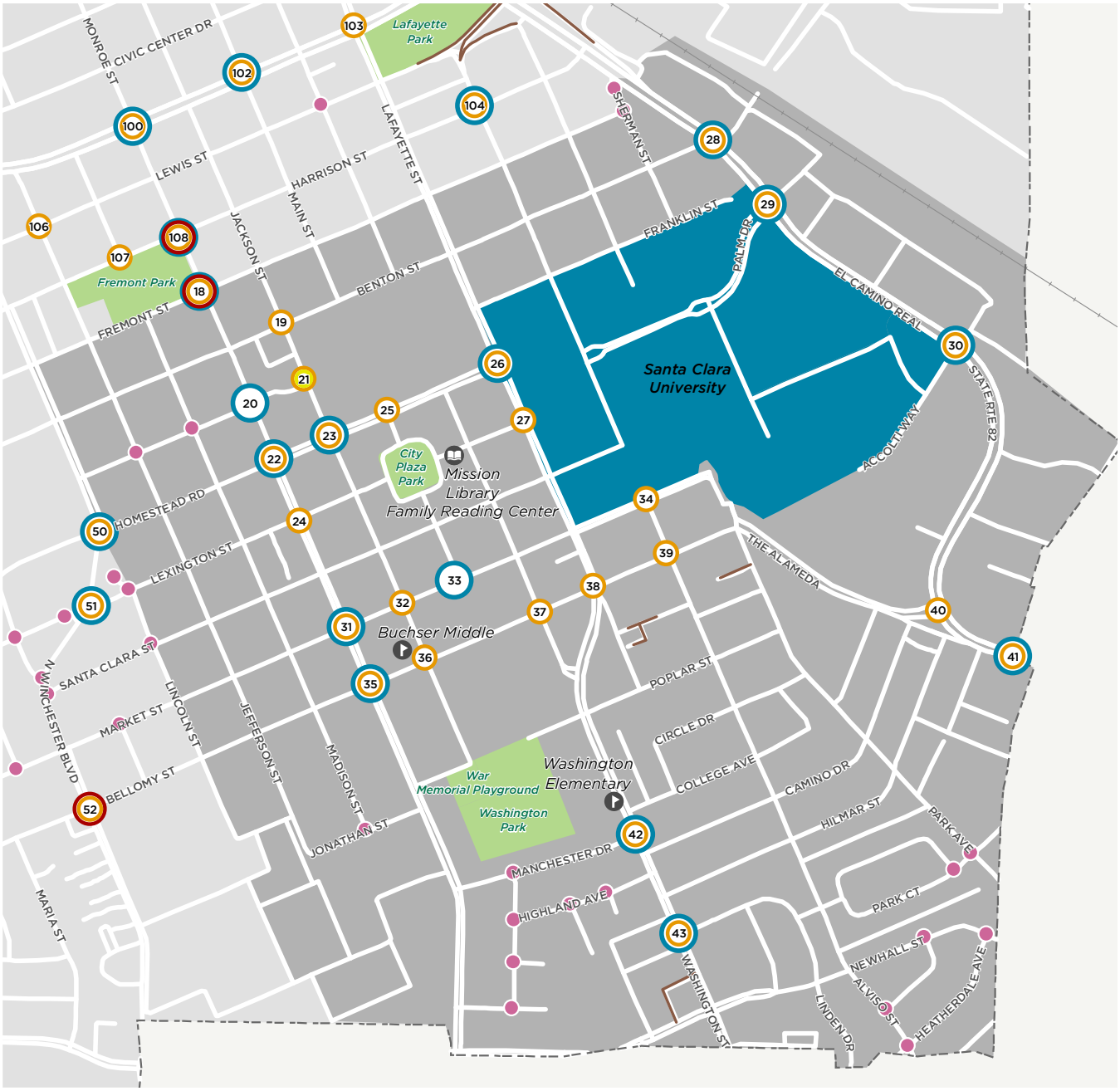
Map 14. Rivermark Lickmill Area Recommendations

Pedestrian Improvement

# Project ID Number	Priority Pedstrian Zone
Crossing Improvement	Library
Transit Stop Improvement	School
Signal Improvement	Park
Curb Ramps	City Boundary
Sidewalk	

Downtown / University Area Recommendations

Project ID	Location
18	Monroe St / Fremont St
19	Benton St / Jackson St
20	Monroe St / Franklin St
21	Jackson St / Franklin St
22	Monroe St / Homestead Rd
23	Homestead Rd / Jackson St
24	Monroe St / Lexington St
25	Homestead Rd/ Main St
26	Lafayette St / Homestead Rd
27	Lafayette St / Lexington St
28	El Camino Real / Benton St
29	El Camino Real / Railroad Ave
30	El Camino Real / Campbell Ave
31	Market St / Monroe St
32	Market St / Jackson St
33	Market St / Main St
34	The Alameda / Alviso St
35	Monroe St / Bellomy St
36	Bellomy St / Jackson St
37	Washington St / Bellomy St
38	Lafayette St / Bellomy St
39	Bellomy St/ Alviso St
40	El Camino Real / The Alameda
41	El Camino Real / Portola Ave
42	Lafayette St / Manchester Dr
43	Washington St / Linden Dr



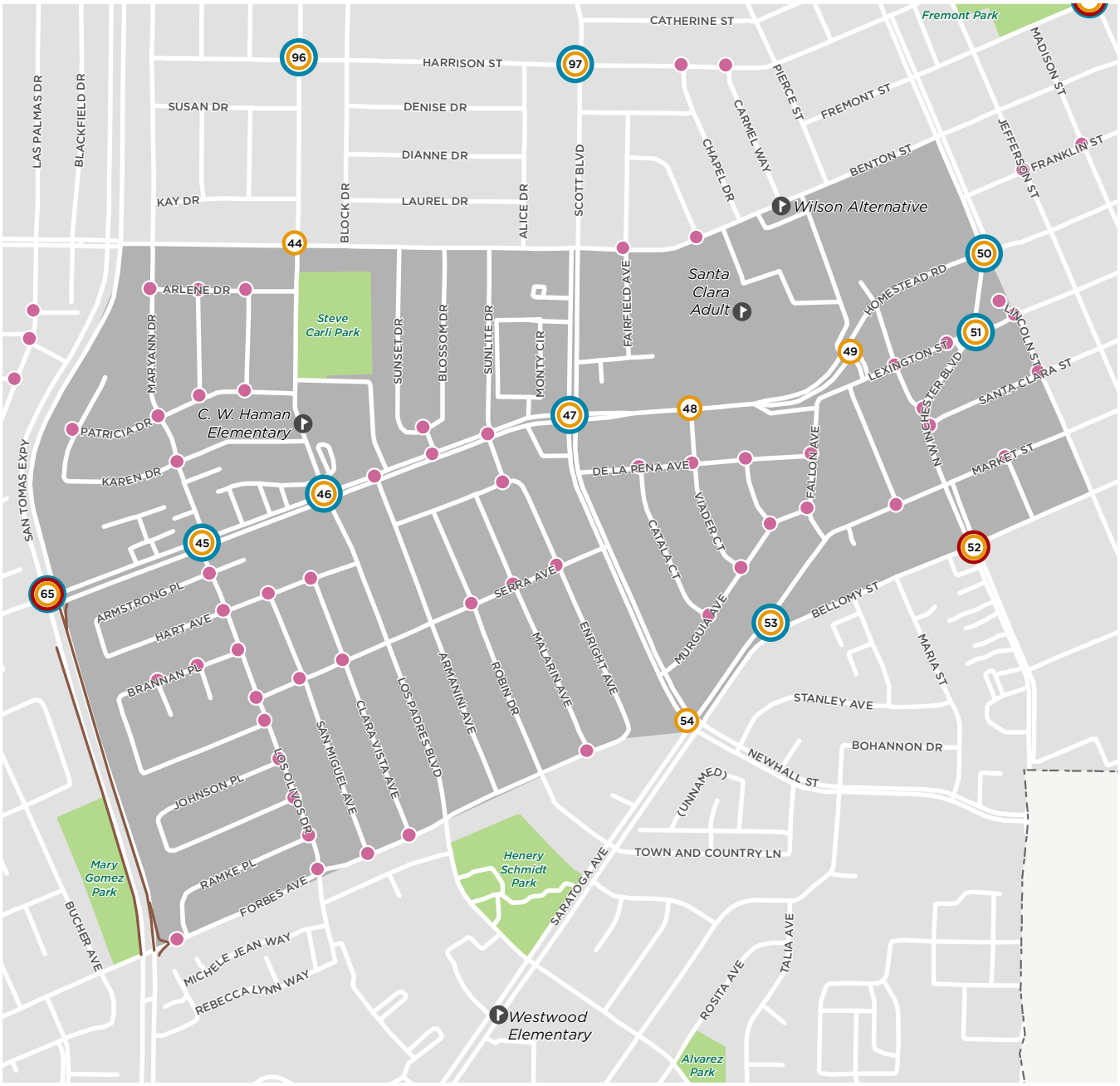
Map 15. Downtown / University Area Recommendations

Pedestrian Improvement

- # Project ID Number
- Walking Environment Enhancement
- Crossing Improvement
- Transit Stop Improvement
- Signal Improvement
- Priority Pedestrian Zone
- Curb Ramps
- Sidewalk
- Library
- School
- Park
- City Boundary

Central Santa Clara Area Recommendations

Project ID	Location
44	Los Padres Blvd / Benton St
45	Homestead Rd / Los Olivos Dr
46	Homestead Rd / Los Padres Blvd
47	Homestead Rd / Scott Blvd
48	Homestead Rd / Viadar Ct
49	Homestead Rd / University St
50	Homestead Rd / Lincoln St
51	Lexington St / Winchester Blvd
52	Bellomy St / Winchester Blvd
53	Saratoga Ave / Bellomy St
54	Saratoga Ave / Newhall St



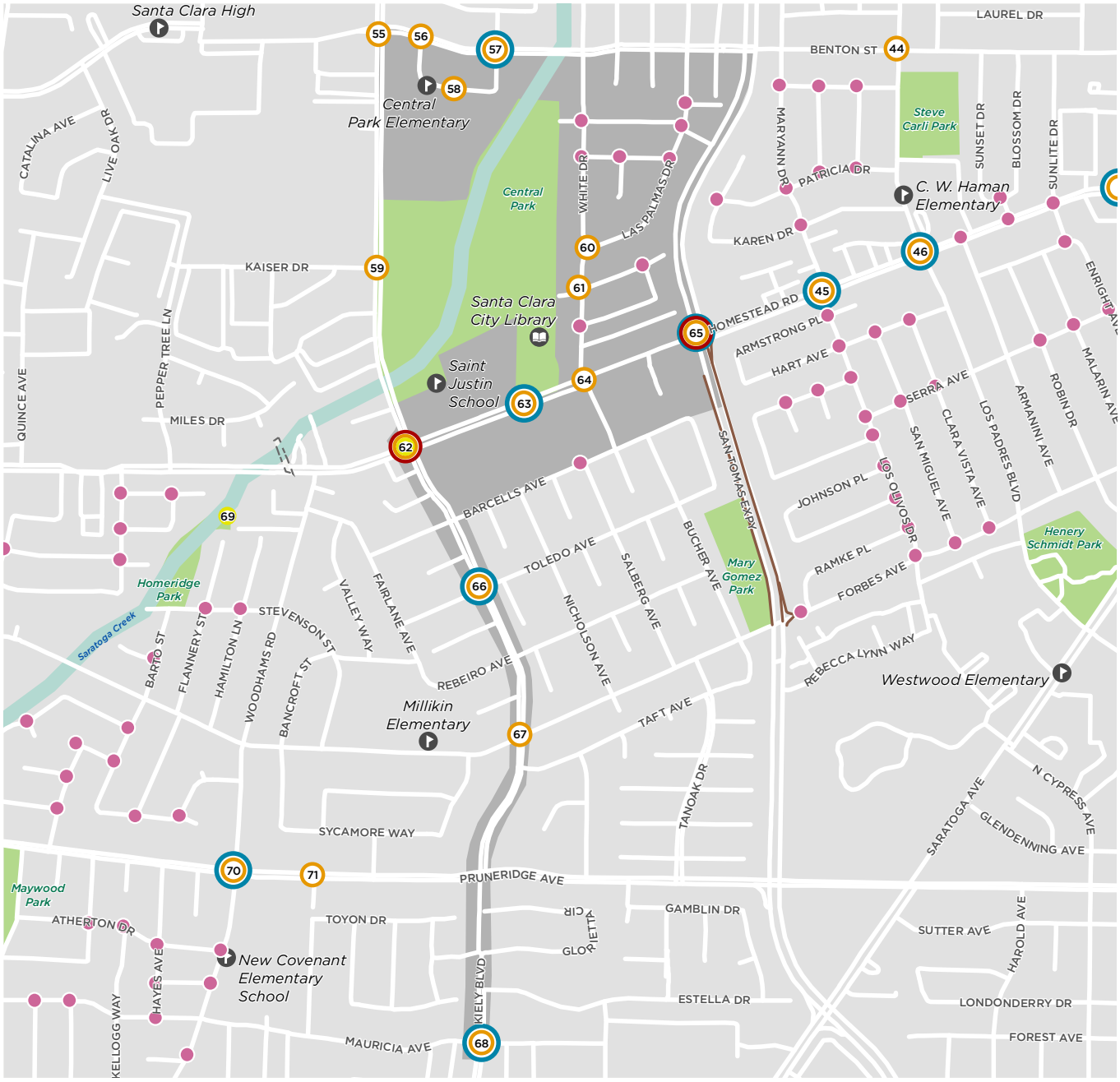
Map 16. Central Santa Clara Area Recommendations

Pedestrian Improvement

- # Project ID Number
- Crossing Improvement
- Transit Stop Improvement
- Signal Improvement
- Priority Pedstrian Zone
- Curb Ramps
- Sidewalk
- School
- Park
- City Boundary

Central Park / Kiely Blvd. Area Recommendations

Project ID	Location
55	Kiely Blvd / Benton St
56	Benton St / Sonoma Pl (west)
57	Benton St / Sonoma Pl (east)
58	Sonoma Pl (mid-block)
59	Kiely Dr / Kaiser Dr
60	Las Palmas Dr / White Dr
61	Las Palmas Dr / Patricia Dr
62	Kiely Blvd / Homestead Rd
63	Homestead Rd / Central Park Library Entrance
64	Homestead Rd / Las Palmas Dr
65	San Tomas Expy / Homestead Rd
66	Kiely Blvd / Toledo Ave
67	Kiely Blvd / Forbes Ave
68	Kiely Blvd / Mauricia Ave



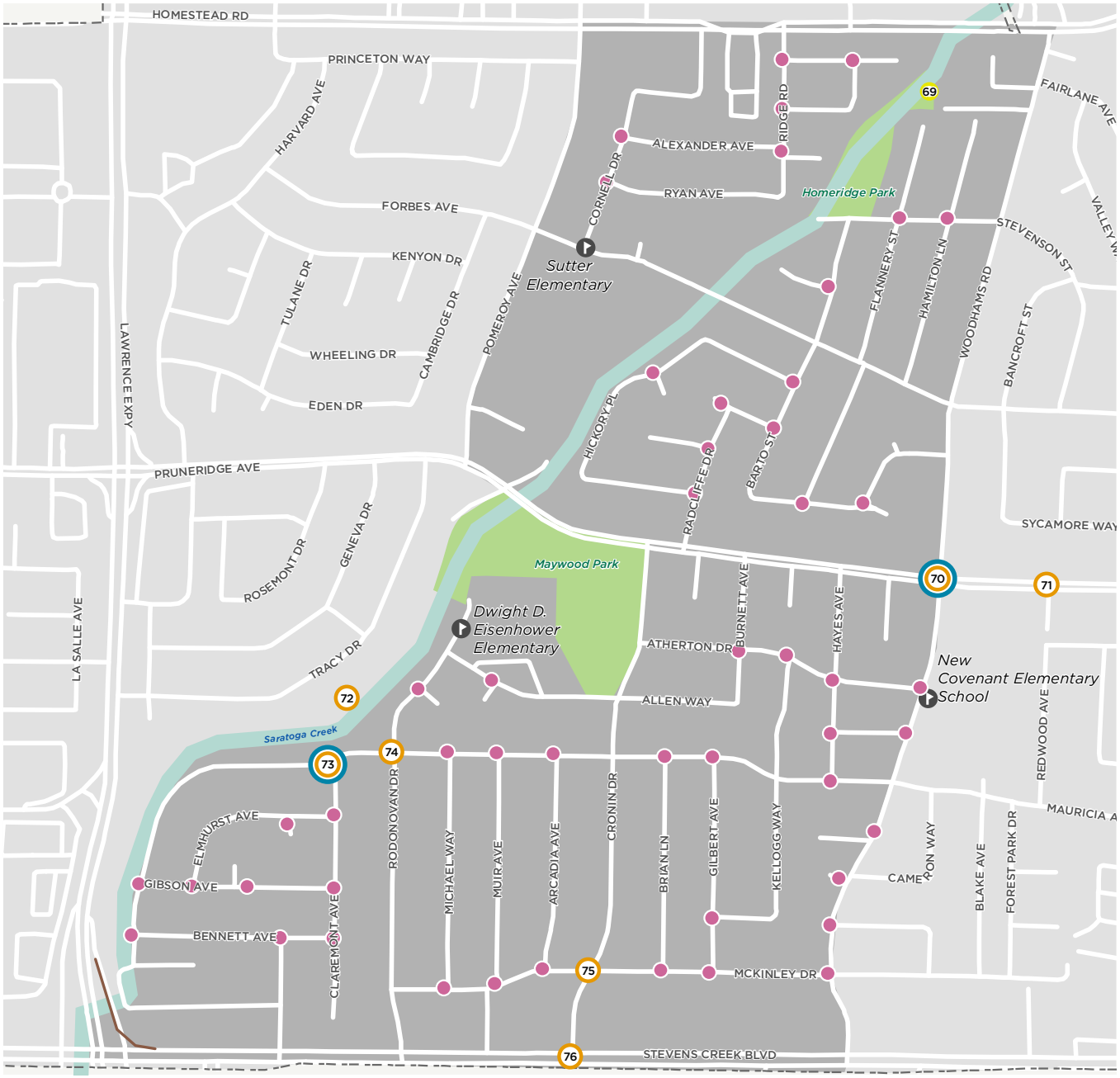
Map 17. Central Park / Kiely Blvd. Area Recommendations

Pedestrian Improvement

- Walking Environment Enhancement
- Crossing Improvement
- Transit Stop Improvement
- Signal Improvement
- Priority Pedestrian Zone
- Curb Ramps
- Sidewalk
- # Project ID Number
- Library
- School
- Park
- City Boundary

Saratoga Creek Area Recommendations

Project ID	Location
69	Homeridge Park
70	Pruneridge Ave / Woodhams Rd
71	Pruneride Ave/ Redwood Ave
72	Saratoga Creek Bridge/ Mauricia Ave
73	Mauricia Ave / Claremont Ave
74	Rodonovan Dr / Mauricia Ave
75	Cronin Dr / McKinley Dr
76	Stevens Creek Blvd / Cronin Dr



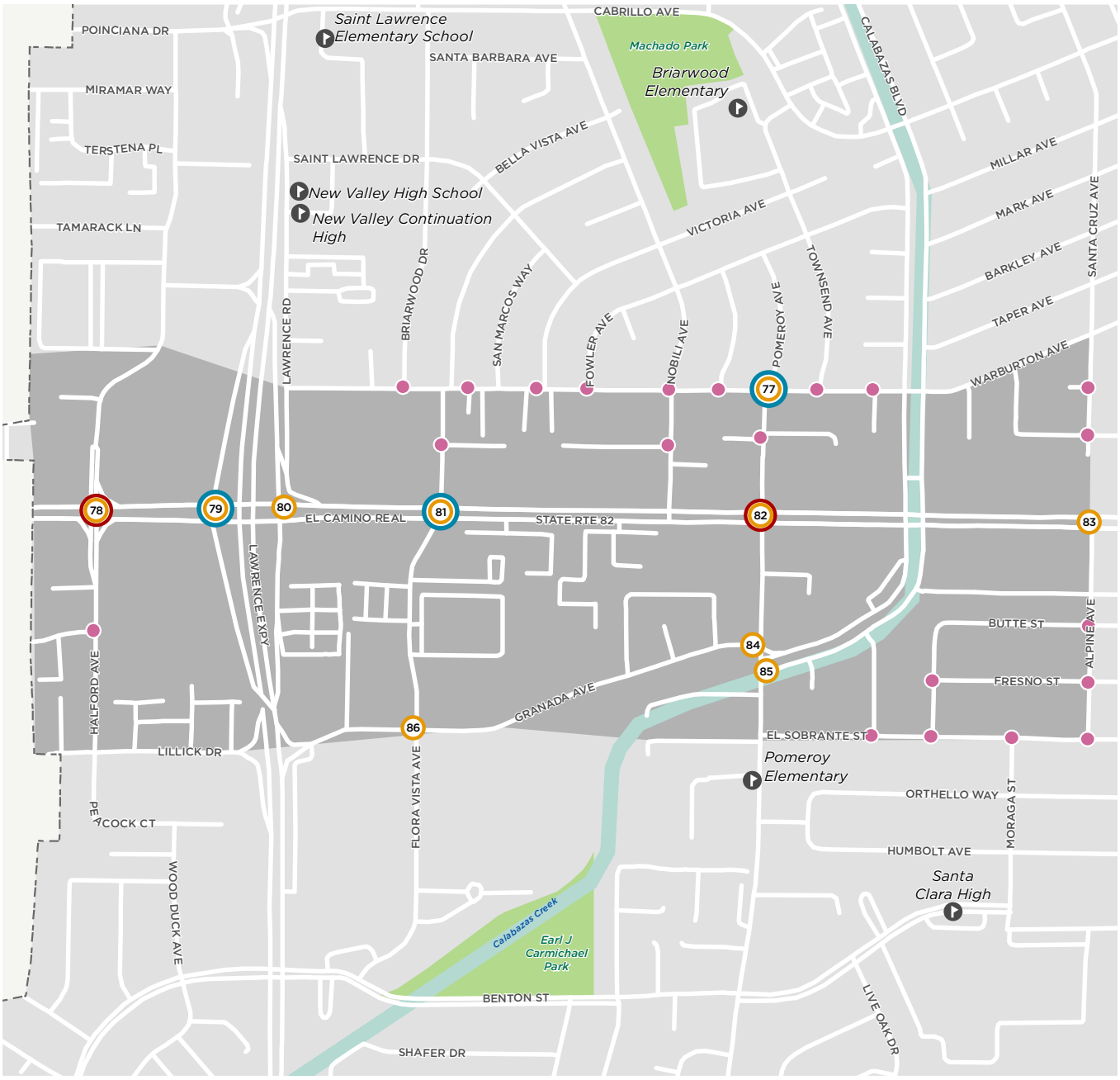
Map 18. Saratoga Creek Area Recommendations

Pedestrian Improvement

- # Project ID Number
- Walking Environment Enhancement
- Crossing Improvement
- Signal Improvement
- Priority Pedstrian Zone
- Curb Ramps
- Sidewalk
- School
- Park
- City Boundary

El Camino Real West Area Recommendations

Project ID	Location
77	Warburton Ave / Pomeroy Ave
78	El Camino Real / Halford Ave
79	El Camino Real / Lawrence SB Ramps
80	El Camino Real / Lawrence NB Ramps
81	El Camino Real / Flora Vista Ave
82	El Camino Real / Pomeroy Ave
83	El Camino Real / Alpine Ave
84	Granada Ave / Pomeroy Ave
85	Calabazas Blvd / Pomeroy Ave
86	Granada Ave / Flora Vista Ave



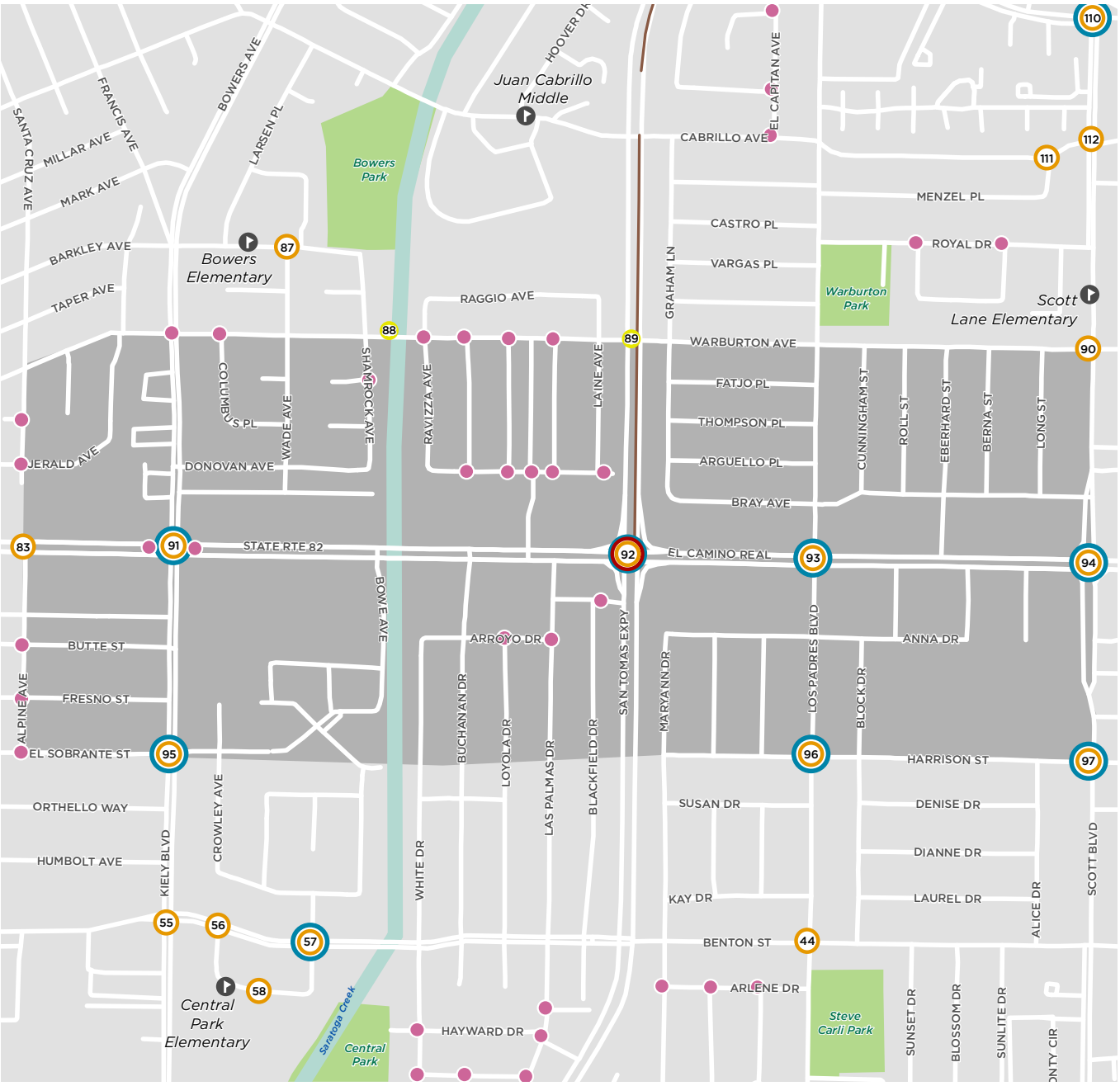
Map 19. El Camino Real West Area Recommendations

Pedestrian Improvement

- # Project ID Number
- Crossing Improvement
- Transit Stop Improvement
- Signal Improvement
- Priority Pedstrian Zone
- Curb Ramps
- School
- Park
- City Boundary

El Camino Real Central Area Recommendations

Project ID	Location
87	Barkeley Ave / Wade Ave
88	Warburton Ave / Saratoga Creek
89	Warburton Ave / San Tomas Aquino Creek Trail
90	Scott Blvd / Warburton Ave
91	El Camino Real / Kiely Blvd
92	El Camino Real / San Tomas Expressway
93	El Camino Real / Los Padres Blvd
94	El Camino Real / Scott Blvd
95	Kiely Blvd / El Sobrante St
96	Los Padres Blvd / Harrison St
97	Scott Blvd / Harrison St



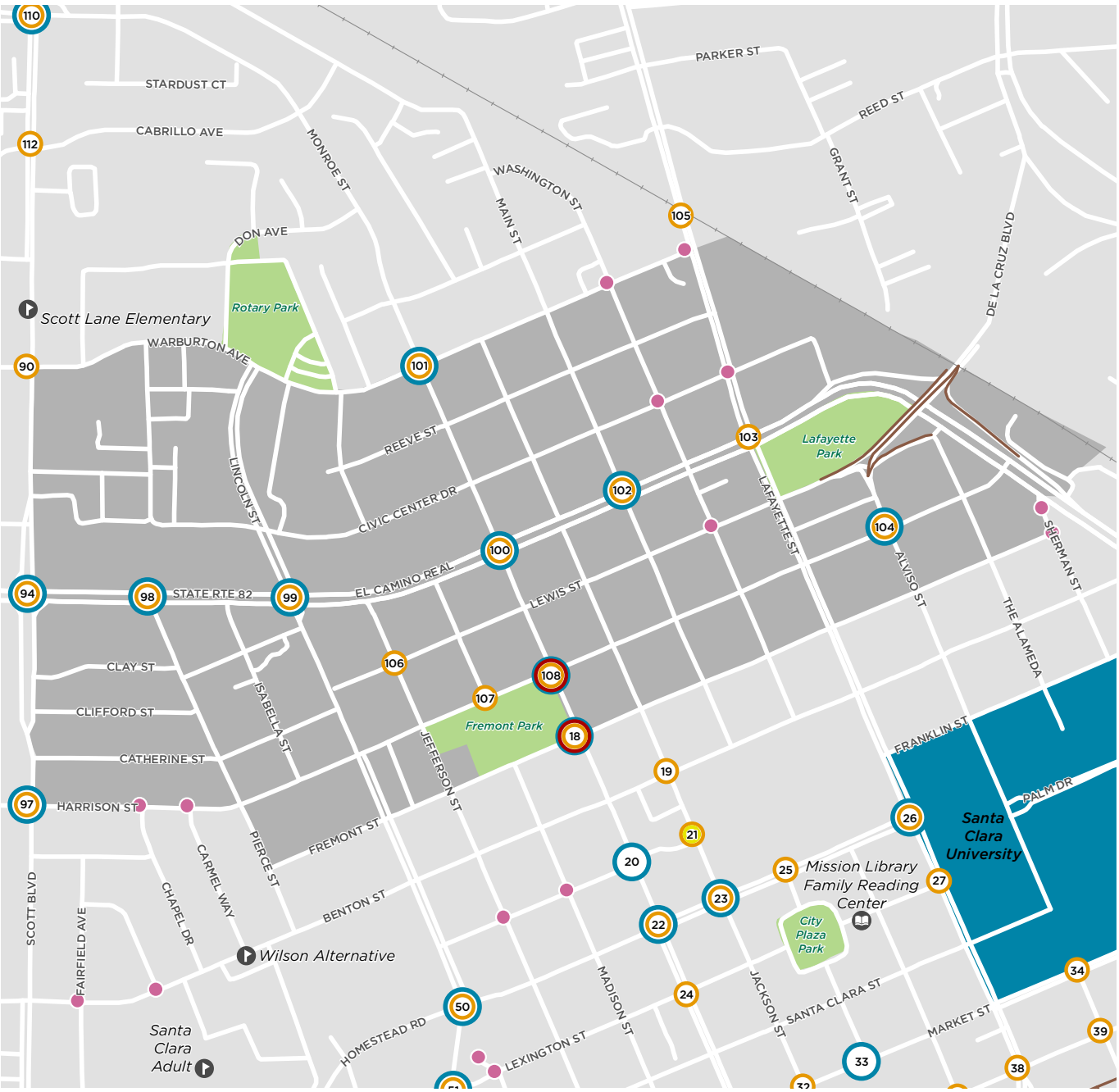
Map 20. El Camino Real Central Area Recommendations

Pedestrian Improvement

- Walking Environment Enhancement
- Crossing Improvement
- Transit Stop Improvement
- Signal Improvement
- Priority Pedstrian Zone
- Curb Ramps
- Sidewalk
- # Project ID Number
- School
- Park
- City Boundary

El Camino Real East Area Recommendations

Project ID	Location
98	El Camino Real / Pierce St
99	El Camino Real / Lincoln St
100	El Camino Real / Monroe St
101	Monroe St / Warburton Ave
102	El Camino Real / Main St
103	El Camino Real / Lafayette St
104	Alviso St / Harrison St
105	Lafayette St / ACE/Amtrak Tracks
106	Jefferson St / Lewis St
107	Harrison St/ Madison St
108	Monroe St / Harrison St



Map 21. El Camino Real East Area Recommendations

Pedestrian Improvement

- Walking Environment Enhancement
- Crossing Improvement
- Transit Stop Improvement
- Signal Improvement
- Priority Pedstrian Zone
- Curb Ramps
- Sidewalk
- # Project ID Number
- Library
- School
- Park
- City Boundary

Scott / Monroe Area Recommendations

Project ID	Location
109	San Tomas Expwy / Monroe St
110	Scott Blvd / Monroe St
111	Cabrillo Ave / Menzel Pl
112	Scott Blvd / Cabrillo Ave

Map 22. Scott / Monroe Area Recommendations

Pedestrian Improvement

- # Project ID Number
- Walking Environment Enhancement
- Crossing Improvement
- Signal Improvement
- Priority Pedstrian Zone
- Curb Ramps
- Sidewalk
- School
- Park
- City Boundary

06. Implementation

The Pedestrian Master Plan helps lay the framework for where and what kinds of improvements need to be completed to improve the pedestrian network. This chapter describes the process for evaluating project recommendations in order to help Santa Clara prioritize projects that generate the greatest value at the lowest cost.

Prioritization Framework

The prioritization framework helps the City understand where to start when implementing this plan. A higher ranked project indicates a higher pedestrian need, and also prioritizes projects that may be easier to implement based on lower cost and the ability to be completed as part of other existing Santa Clara projects. The framework scores recommended projects using the following six criteria:

- Safety
- Pedestrian Comfort
- Destination Accessibility
- Public-Identified
- Consistency with other Plans
- Cost

The prioritization process assigns a number value to all spot recommendations, curb ramp recommendations and sidewalk recommendations between 0 and 6 based on the criteria outlined in Table 1.

Table 1. Criteria for Recommendation Prioritization

Criteria	Measure	Points
Safety	Within 250 feet of 1 pedestrian-involved collision	**2**
	Within 250 feet of 2+ pedestrian-involved collisions or 1 pedestrian fatality	**3**
Pedestrian Comfort	Missing curb ramp	**1**
	Along a high stress roadway (Level of Traffic Stress 4 or 5)	**1**
Destination Accessibility	Within 500 feet of a park, school, library, neighborhood retail, high ridership bus stop, or transit stop	**1**
Public-Identified	Public identified walking destination or barrier to walking	**1**
Consistency with Other Plans	Within City's specific or precise planning or focus areas	**1**
Cost	The recommendations are lower cost	**1**

Priority Projects

From this score, projects are sorted into high, medium, and lower priority project categories. Projects that score between 4 and 7 are categorized as **high priority**. Project receiving a score of 3 are categorized as **medium priority**. Projects receiving a score of 2 or less are categorized as **lower priority**.

Based on the prioritization framework, 79 projects score as high priority, 117 projects score as medium priority, and 185 score as lower priority. Table 2 shows the breakdown of the number of projects by priority and by type.

High, medium, and lower priority projects can be viewed on Map 23, Map 24 and Map 25, and a full list of project prioritization can be found in Appendix A. Projects will be completed by the City based on funding availability and may not be built in the order shown in Appendix A.

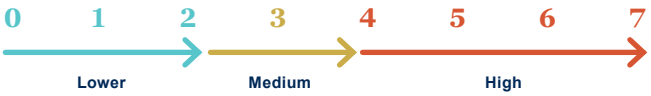


Table 2. Project Prioritization

High Priority	79 projects
Spot	31 projects
Curb Ramp	38 projects
Sidewalk	10 projects
Medium Priority	**117 projects**
Spot	23 projects
Curb Ramp	83 projects
Sidewalk	11 projects
Lower Priority	**185 projects**
Spot	57 projects
Curb Ramp	122 projects
Sidewalk	6 projects

Table 3. High Priority Projects

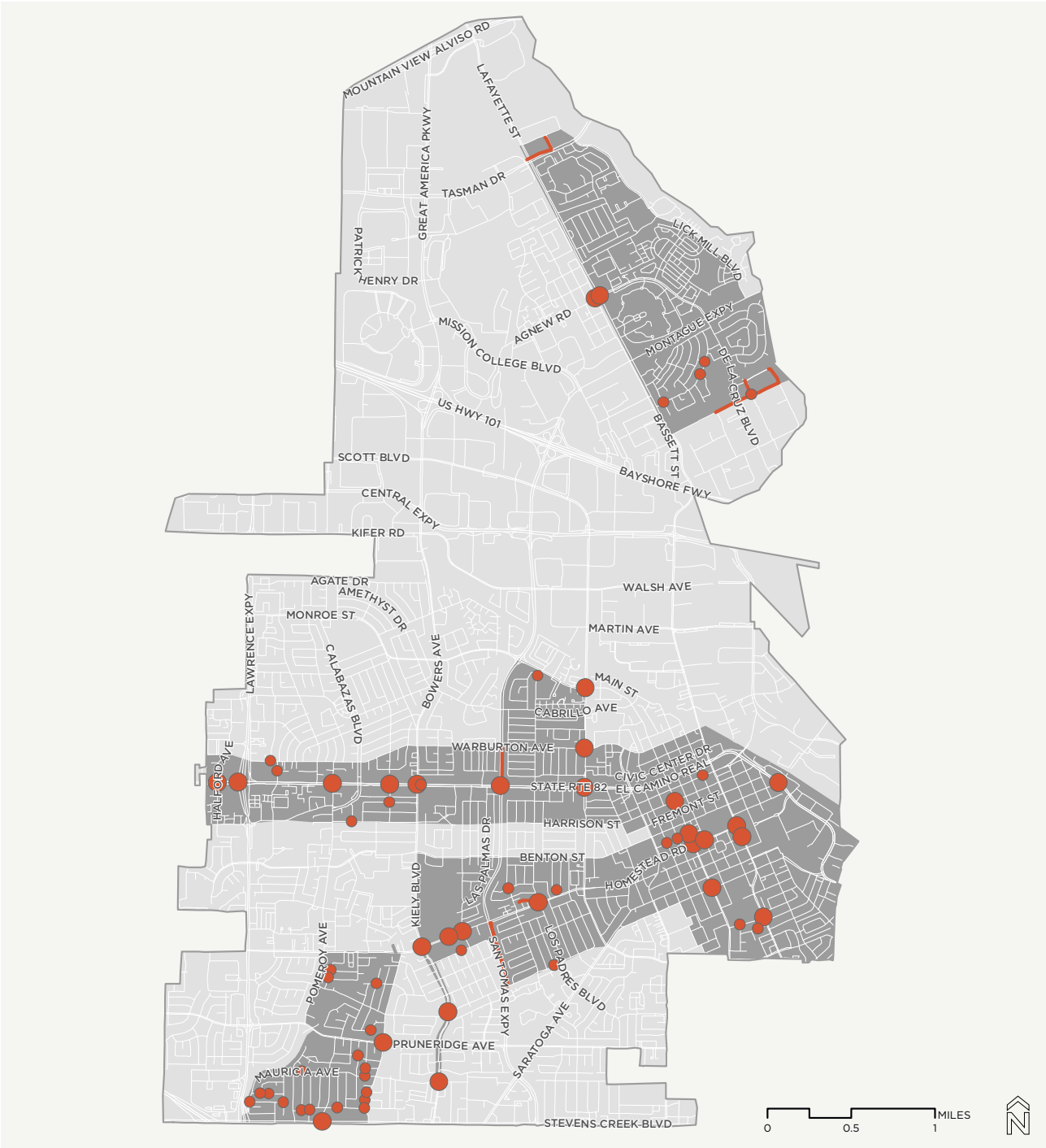
Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Spot Improvements							
El Camino Real / Flora Vista Ave	3	1	1	0	1	1	**7**
El Camino Real / Railroad Ave	3	1	1	1	1	0	**7**
El Camino Real / Campbell Ave	3	1	0	1	1	1	**7**
Tasman Dr / Lick Mill Blvd	3	1	1	0	1	1	**7**
Monroe St / Homestead Rd	2	1	1	0	1	1	**6**
El Camino Real / Benton St	3	1	1	0	1	0	**6**
El Camino Real / Halford Ave	3	1	1	0	1	0	**6**
Kiely Blvd / Homestead Rd	2	2	1	1	0	0	**6**
El Camino Real / Lawrence Expy SB Ramp	3	1	1	0	1	0	**6**
Lafayette St / Lexington St	3	1	1	0	0	1	**6**
Lafayette St / Homestead Rd	2	0	1	1	1	0	**5**
El Camino Real / San Tomas Expressway	2	1	0	1	1	0	**5**
Stevens Creek Blvd / Cronin Dr	2	1	0	0	1	1	**5**
Homestead Rd / Los Padres Blvd	2	1	1	1	0	0	**5**
Homestead Rd / Las Palmas Dr	2	2	0	0	0	1	**5**
Monroe St / Franklin St	2	0	1	1	1	0	**5**
El Camino Real / Alpine Ave	3	0	1	0	1	0	**5**
Agnew Rd/ Bassett St	3	0	1	0	0	1	**5**
Homestead Rd / Jackson St	2	1	1	0	1	0	**5**
Scott Blvd / Monroe St	3	1	0	0	0	1	**5**
El Camino Real / Kiely Blvd	0	1	1	1	1	0	**4**
El Camino Real / Pomeroy Ave	2	1	0	0	1	0	**4**
Scott Blvd / Warburton Ave	3	1	0	0	0	0	**4**
Pruneridge Ave / Woodhams Rd	2	0	1	0	0	1	**4**
Monroe St / Harrison St	3	1	0	0	0	0	**4**
Lafayette St / Manchester Dr	2	1	1	0	0	0	**4**

Continued

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Kiely Blvd / Forbes Ave	2	1	1	0	0	0	**4**
Homestead Rd / Central Park Library Driveway	0	2	1	0	0	1	**4**
Lafayette St / Agnew Rd	3	0	1	0	0	0	**4**
El Camino Real / Scott Blvd	2	0	1	0	1	0	**4**
Monroe St / Bellomy St	2	0	1	0	0	1	**4**
Curb Ramps							
Mc Kinley Drive / Gilbert Avenue	3	2	0	0	1	1	**7**
Adams Way / Hayes Avenue	3	1	1	0	0	1	**6**
Madison Street / Franklin Street	2	1	1	0	1	1	**6**
El Sobrante Street / Via Dondera	3	1	1	0	0	1	**6**
Forbes Avenue / Clara Vista Avenue	2	1	1	0	0	1	**5**
Franklin Street / Jefferson Street	0	1	1	1	1	1	**5**
Los Padres Boulevard / El Capitan Avenue	3	1	0	0	0	1	**5**
Aldo Avenue / Edward Avenue	2	1	0	0	1	1	**5**
Mac Gregor Lane / Laurie Avenue	2	1	1	0	0	1	**5**
Kevin Way / Laurie Avenue	2	1	1	0	0	1	**5**
Bennett Avenue / Claremont Avenue	0	2	1	0	0	1	**4**
Mauricia Avenue / Bennett Avenue	0	2	0	0	1	1	**4**
Woodhams Road / Jenkins Place	0	2	1	0	0	1	**4**
Michael Way / Mc Kinley Drive	0	2	0	0	1	1	**4**
Muir Avenue / Mc Kinley Drive	0	2	0	0	1	1	**4**
Woodhams Road / Mc Kinley Drive	0	2	0	0	1	1	**4**
Mc Kinley Drive / Brian Lane	0	2	0	0	1	1	**4**
Hayes Avenue / Mauricia Avenue	0	2	1	0	0	1	**4**
Kellogg Way / Atherton Drive	0	2	1	0	0	1	**4**
Mauricia Avenue / Michael Way	0	2	1	0	0	1	**4**
Woodhams Road / Cameron Way	0	2	1	0	0	1	**4**
Gibson Court / Gibson Avenue	0	2	1	0	0	1	**4**
Gibson Avenue / Elmhurst Avenue	0	2	1	0	0	1	**4**

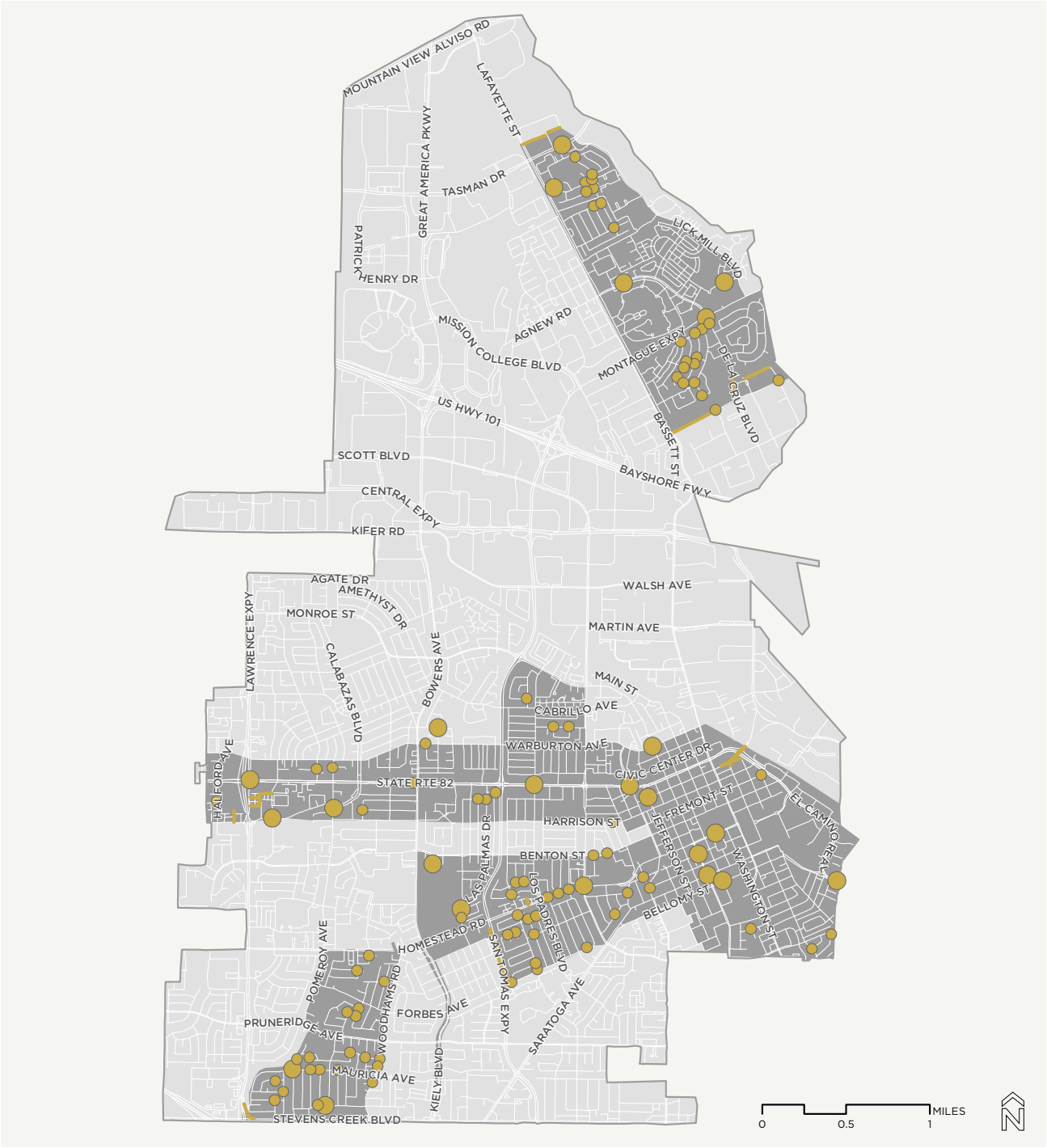
Continued

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Aspen Drive / Cottonwood Court	0	2	1	0	0	1	**4**
Stevenson Street / Flannery Street	0	2	1	0	0	1	**4**
Alexander Avenue / Cornell Drive	0	2	1	0	0	1	**4**
Cornell Drive / Ridge Road	0	2	1	0	0	1	**4**
Salberg Avenue / Barcells Avenue	0	2	1	0	0	1	**4**
Roxbury Street / Manchester Drive	0	2	1	0	0	1	**4**
Highland Avenue / Highland Court	0	2	1	0	0	1	**4**
Sunset Drive / Blossom Drive	0	2	1	0	0	1	**4**
Patricia Drive / Maryann Drive	0	2	1	0	0	1	**4**
Alpine Avenue / Pacheco Street	2	1	0	0	0	1	**4**
Washington Street / Lewis Street	2	1	0	0	0	1	**4**
El Camino Real / 130ft E of Bowers Ave	2	0	0	0	1	1	**4**
Warburton Avenue / Briarwood Drive	0	1	1	0	1	1	**4**
Laurie Avenue / Haig Street	2	1	0	0	0	1	**4**
Flora Vista Avenue / Devos Court	0	1	1	0	1	1	**4**
Sidewalks							
West Tasman Dr from Lafayette to Calle del Sol	3	1	1	0	1	1	**7**
Calle del Sol from Calle de Luna to West Tasman Dr	3	1	1	0	1	1	**7**
Aldo Ave from De La Cruz Blvd to Edward Ave	2	2	0	0	1	1	**6**
Aldo Ave from Edward Ave to Victor St	2	2	0	0	1	1	**6**
Edward Ave from Neldo Ave to Aldo Ave	2	1	0	0	1	1	**5**
Aldo Ave from Woodward Ave to De La Cruz Blvd	0	1	1	0	1	1	**4**
Victor St from Neldo Ave to Aldo Ave	0	2	0	0	1	1	**4**
San Tomas Expy from Homestead Rd to San Tomas Expy	3	0	0	0	0	1	**4**
San Tomas Expy from Homestead Rd to Forbes Ave	2	0	1	0	0	1	**4**
San Tomas Expy from Warburton Ave to El Camino Real	2	0	0	0	1	1	**4**



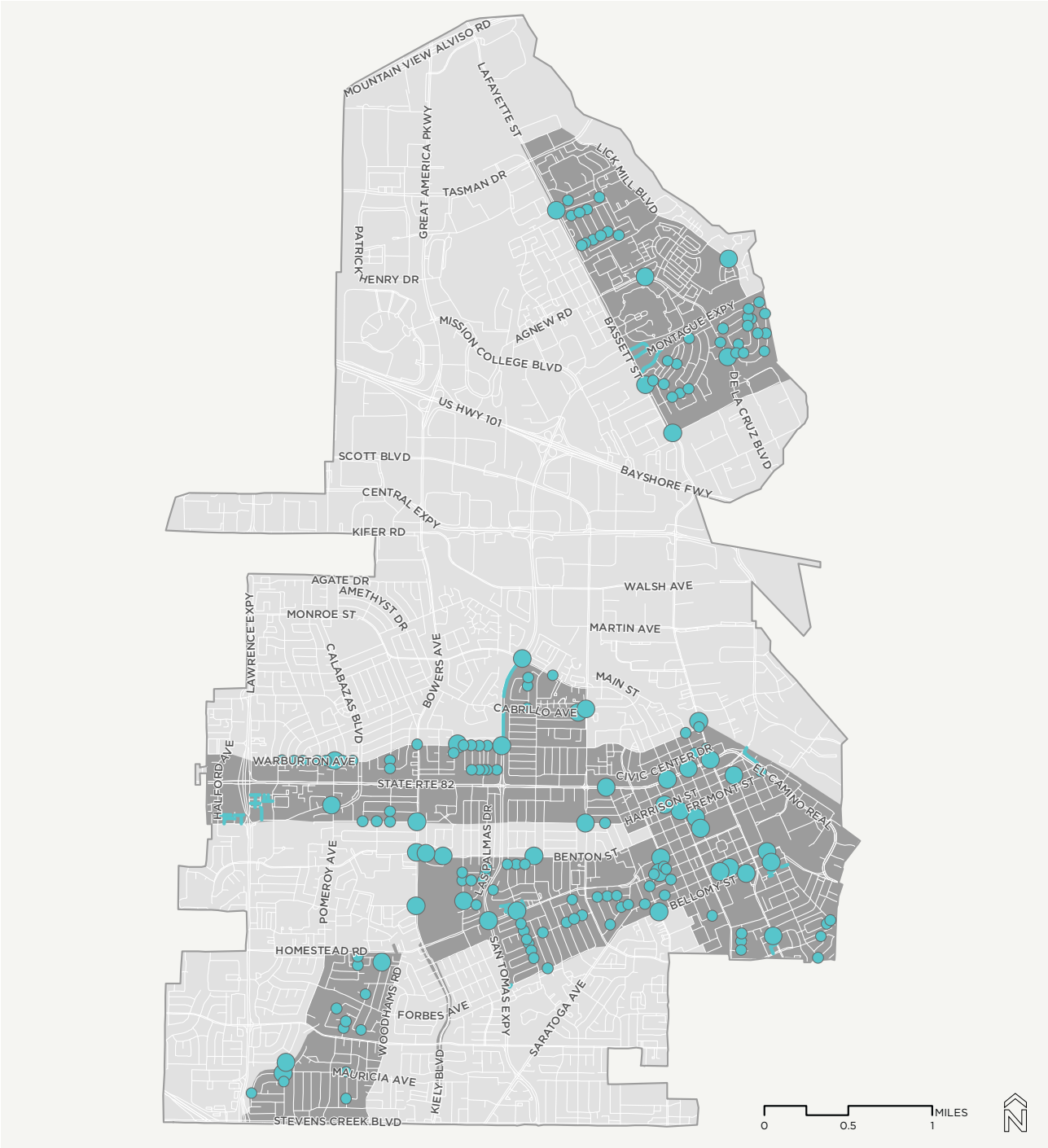
Map 23. High Priority

- Curb Ramp
- Spot Improvement
- Sidewalk
- Priority Pedestrian Zone
- City Boundary



Map 24. Medium Priority

- Curb Ramp
- Spot Improvement
- Sidewalk
- Priority Pedestrian Zone
- City Boundary



Map 25. Lower Priority

- Curb Ramp
- Spot Improvement
- Sidewalk
- Priority Pedestrian Zone
- City Boundary

Funding

A variety of sources exist to fund pedestrian infrastructure projects, programs, and studies. Local and regional funding sources that can be used for construction of pedestrian improvements, along with competitive grant programs, are described below.

Local and Regional Funding Sources

Transportation Funds for Clean Air

Money in the Transportation Funds for Clean Air program, established by Assembly Bill 434, is generated by a $4 vehicle registration surcharge in the nine Bay Area counties. The funds may be used on projects that reduce vehicle emissions, including bicycle and pedestrian projects, and can also be used as a match for competitive state or federal programs.

Funds are programmed by the Bay Area Air Quality Management District (BAAQMD) and Santa Clara Valley Transportation Authority (VTA).

One Bay Area Grant

The program emphasizes funding for projects within Priority Development Areas in the region that are in-line with housing and land-use goals.

Funds are programmed by the Metropolitan Transportation Commission (MTC) and VTA.

Transportation Development Act Article 3

Transportation Development Act Article 3 (TDA 3) provides funding annually for bicycle and pedestrian projects. Two percent of TDA funds collected within the county are used for TDA 3 projects. Metropolitan Transportation Commission policies require that all projects be reviewed by a BPAC or similar body before approval.

Funds are programmed by VTA.

Measure B

Measure B is a one-half cent sales tax in Santa Clara County to fund transportation projects including maintenance transit, and, traffic safety improvement projects. Measure B is expected to raise $6.3 billion (2017 dollars) over 30 years; $250 million of that has been allocated for bicycle and pedestrian improvements.

Funds are programmed by VTA.

Traffic Impact Fees

A traffic impact fee is a one-time city fee intended to ensure new development and redevelopment projects pay a fair share to mitigate traffic impacts. The fees are used for transportation infrastructure needed to accommodate new growth in the city. Santa Clara collects traffic impact fees on seven types of land uses. The fees can be used for projects identified through the Traffic Mitigation Program, such as pedestrian and bicycle projects.

Funds are programmed by City of Santa Clara.

Multimodal Improvement Plan

VTA administers the state enabled Congestion Management Program (CMP) for Santa Clara County. It requires that cities prepare a deficiency plan for CMP system facilities (e.g., key arterial roadway or Expressway intersections) located within their jurisdictions that exceed the CMP traffic Level-of-Service (LOS) standard E.

Since the 2013 update of the CMP, VTA has referred to deficiency plans as Multimodal Improvement Plans (MIPs). MIPs should improve system-wide traffic congestion, contribute to a significant improvement in air quality, and demonstrate innovative, coordinated and comprehensive transportation strategies that reinforce community goals. These plans "trade off" making traditional roadway changes, such as widening an intersection or roadway, with offsetting improvements at other locations to improve transportation conditions for walking, bicycling, and using transit, while still serving autos on the CMP transportation network.

Funds are programmed by City of Santa Clara.

Regional Measure 3

Regional Measure 3 uses toll revenue from the Bay Area's seven state-owned toll bridges. The money from Regional Measure 3 funds a variety of highway and transit projects throughout the region.

Funds are programmed by MTC.

Vehicle Emissions Reduction Based at Schools Program

The Vehicle Emissions Reduction Based at Schools (VERBS) program receives funds from MTC's Climate Initiative Safe Routes to School Program. The goal of this include reducing greenhouse gases by promoting walking, biking, transit, and carpooling to school. These federal CMAQ funds are allocated to each county based on school enrollment. The VERBS Program places an additional focus on improving safety and reducing collisions.

Funds are programmed by VTA.

Community Design for Transportation Planning Grants

The planning grants are intended to help agencies fund efforts to write new, or modify existing city codes and ordinances to help create compact mixed-use communities and pedestrian friendly streets - particularly around transit corridors and at ongoing transportation hubs.

Funds are programmed by Caltrans.

Lifeline Transportation Program

Uses both state and federal funds to provide Lifeline grants for projects that meet mobility and accessibility needs in low-income communities across the Bay Area. MTC establishes new guidelines for each cycle of Lifeline grants. But the goal is the same: fund community-based transportation projects developed through a collaborative and inclusive process. Lifeline projects must address transportation gaps or barriers identified in community-based transportation plans or other local planning efforts in low-income neighborhoods

Funds programmed by MTC

Transportation for Livable Communities

Designed to support community-based transportation projects that bring "new vibrancy" to downtown areas, commercial cores, neighborhoods, and transit corridors. The projects resulting from the TLC grants are intended to provide for a range of transportation choices, including walking, support connections between transportation and land use, and should be developed through inclusive community planning.

Funds programmed by MTC

Climate Initiatives Innovative Grants Fund

MTC's Climate Initiatives Program promotes innovative ways to reduce greenhouse gas emissions in the Bay Area; and taps federal funding for a pair of competitive grant programs. Innovative Grants of $1 million and up are used to support high-impact projects that can be replicated around the region.

Funds Programmed by MTC

Competitive Grant Programs

California Active Transportation Program

California's Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in the spring or early summer. Eligible projects include construction of bicycling and walking facilities, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, no local match is required, though extra points are awarded to applicants who do identify matching funds.

Funds are programed by the California Transportation Commission (CTC).

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47 percent local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are programed by Caltrans.

Highway Safety Improvement Program

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are programmed by Caltrans.

Solutions for Congested Corridors Program

Funded by SB1, the Congested Corridors Program strives to reduce congestion in highly traveled and congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of improvements including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right of way for bikes and transit, and reduce vehicle miles traveled.

Funds are programed by the CTC.

Office of Traffic Safety

Under the Fixing America's Surface Transportation (FAST) Act, five percent of Section 405 funds are dedicated to addressing nonmotorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety.

Urban Greening Grants

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles travels by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for traveled between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

Funds are programmed by the CA NRA.

Other State Funds

Senate Bill 1: Local Partnership Program

This program provides local and regional agencies that have passed sales tax measures, developer fees or other transportation-imposed fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are then eligible for a formulaic annual distribution of no less than $100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by CTC.

Senate Bill 1: Road Maintenance and Rehabilitation Program

Senate Bill 1 created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.

Table 4.

Funding Source	Pedestrian Infrastructure	Trails	Safe Routes to School	Safe Routes to Transit	Pedestrian Programs	Studies
Local and Regional Programs						
Transportation Funds for Clean Air (VTA & BAAQMD)	●	●	●	●		
One Bay Area (MTC & VTA)	●	●	●	●		
Transportation Development Act, Article 3 (VTA)	●	●	●	●		
Measure B (VTA)	●	●	●	●	●	●
Traffic Impact Fees	●	●	●	●		
Multimodal Improvement Plan (MIP)	●	●	●	●		●
Regional Measure 3 (MTC)				●		
Vehicle Emissions Reductions Based at Schools Program (VTA)	●	●	●	●		
Community Design for Transportation planning Grants	●	●	●	●		
Lifeline Transportation Program					●	
Transportation for Livable Communities	●	●	●	●		
Climate Initiatives Innovative Grants Fund.	●	●	●	●		
Competitive Grant Programs						
Active Transportation Program (CTC)	●	●	●	●	●	
Sustainable Transportation Planning Grants (Caltrans)						●
Highway Safety Improvement Program (Caltrans)	●		●	●		
Solutions for Congested Corridors (CTC)	●	●				
Office of Traffic Safety (CA OTS)					●	
Urban Greening Grants (CA NRA)	●	●	●	●		
Other State Funds						
Local Partnership Program (CTC)	●		●	●		
Road Maintenance and Rehabilitation Program (Controller's Office)	●		●	●		

Cost Estimates

Planning-level cost estimates were developed for the project recommendations based on the construction costs for comparable projects in nearby jurisdictions. All costs are for construction only, and are shown in 2019 dollars. A list of cost estimates by improvement type is shown in Table 5.

Acronyms

EA Each
LF Linear Foot
SF Square Foot
LS Lump Sum

Table 5. Cost Estimates

Improvement	Notes	Unit	Low	High
Roadway Design				
Curb Extension / Modify Skewed Intersection	Per corner. No utility or storm drain relocations. Cost depends on size of intersection, whether regrading of intersection required.	EA	$100,000	$750,000
Curb Radius Reduction	Per corner. No utility or storm drain relocations. Cost depends on size of intersection, whether regrading of intersection required.	EA	$100,000	$750,000
Parking Restrictions	Red thermoplastic paint at curb	LF	$25	$50
Realign Crosswalk	Varies by intersection	EA	$10,000	$50,000
Right-Turn Slip Lane Removal(s)	No utility or storm drain relocations	EA	$400,000	$600,000
Crossing Improvement				
High Visibility Crosswalk Marking(s)	One leg, cost varies by length of crosswalk and color	LF	$15	$25
Standard Crosswalk(s)	One leg, cost varies by length of crosswalk and color	LF	$8	$20
Decorative Crosswalk(s)	One leg, cost varies by length of crosswalk, material and color	LF	$30	$50
Advance Yield/Stop Line(s)	Thermoplastic paint	LF	$8	$20

Continued

Improvement	Notes	Unit	Low	High
Curb Ramp(s)	No utility or storm drain relocations		$5,000	$10,000
Pedestrian Refuge Island(s)	Modify existing island with no utility or storm drain relocations. Cost varies with size of crossing.	EA	$1,000	$2,000
Overhead Crosswalk Lighting (Safety Lights)	Varies by type and location	LS	$500,000	$1,000,000
Pedestrian Crosswalk Motion Sensor(s)	Per leg of crosswalk.	EA	$20,000	$30,000
Pedestrian Undercrossing/ Overcrossing	Varies by location	EA	$5,000,000	$20,000,000
Signs, Signals, and Signal Timing				
Rectangular Rapid Flashing Beacon		EA	$60,000	$100,000
Hawk Beacon		EA	$500,000	$800,000
Traffic and Pedestrian Signal Changes	Per intersection. Costs vary by type of change and can include a pedestrian countdown timer, accessible pedestrian signal, leading pedestrian interval , and/ or protected left-turn phasing.	LS	$50,000	$1,000,000
Signage	New sign with foundation and pole	EA	$375	$500
Transit				
Transit Waiting Area Improvements/Bus Shelter	Varies by type	EA	$50,000	$400,000
Public Space				
Public Space Activations		-	Varies	Varies
Trail Access		-	Varies	Varies

Appendices

Table of Contents

A Prioritization Matrix A-1

B Spot Improvement Recommendations B-1

C Pedestrian Counts C-1

D Pedestrian Collisions D-1

A.
Prioritization Matrix

A. Prioritization Matrix

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Spot Improvements							
El Camino Real / Flora Vista Ave	3	1	1	0	1	1	**7**
El Camino Real / Railroad Ave	3	1	1	1	1	0	**7**
El Camino Real / Campbell Ave	3	1	0	1	1	1	**7**
Tasman Dr / Lick Mill Blvd	3	1	1	0	1	1	**7**
Monroe St / Homestead Rd	2	1	1	0	1	1	**6**
El Camino Real / Benton St	3	1	1	0	1	0	**6**
El Camino Real / Halford Ave	3	1	1	0	1	0	**6**
Kiely Blvd / Homestead Rd	2	2	1	1	0	0	**6**
El Camino Real / Lawrence Expy SB Ramp	3	1	1	0	1	0	**6**
Lafayette St / Lexington St	3	1	1	0	0	1	**6**
Lafayette St / Homestead Rd	2	0	1	1	1	0	**5**
El Camino Real / San Tomas Expressway	2	1	0	1	1	0	**5**
Stevens Creek Blvd / Cronin Dr	2	1	0	0	1	1	**5**
Homestead Rd / Los Padres Blvd	2	1	1	1	0	0	**5**
Homestead Rd / Las Palmas Dr	2	2	0	0	0	1	**5**
Monroe St / Franklin St	2	0	1	1	1	0	**5**
El Camino Real / Alpine Ave	3	0	1	0	1	0	**5**
Agnew Rd/ Bassett St	3	0	1	0	0	1	**5**
Homestead Rd / Jackson St	2	1	1	0	1	0	**5**
Scott Blvd / Monroe St	3	1	0	0	0	1	**5**
El Camino Real / Kiely Blvd	0	1	1	1	1	0	**4**
El Camino Real / Pomeroy Ave	2	1	0	0	1	0	**4**
Scott Blvd / Warburton Ave	3	1	0	0	0	0	**4**
Pruneridge Ave / Woodhams Rd	2	0	1	0	0	1	**4**
Monroe St / Harrison St	3	1	0	0	0	0	**4**
Lafayette St / Manchester Dr	2	1	1	0	0	0	**4**
Kiely Blvd / Forbes Ave	2	1	1	0	0	0	**4**
Homestead Rd / Central Park Library Driveway	0	2	1	0	0	1	**4**
Lafayette St / Agnew Rd	3	0	1	0	0	0	**4**
El Camino Real / Scott Blvd	2	0	1	0	1	0	**4**
Monroe St / Bellomy St	2	0	1	0	0	1	**4**

A. Prioritization Matrix

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Curb Ramps							
Mc Kinley Drive / Gilbert Avenue	3	2	0	0	1	1	**7**
Adams Way / Hayes Avenue	3	1	1	0	0	1	**6**
Madison Street / Franklin Street	2	1	1	0	1	1	**6**
El Sobrante Street / Via Dondera	3	1	1	0	0	1	**6**
Forbes Avenue / Clara Vista Avenue	2	1	1	0	0	1	**5**
Franklin Street / Jefferson Street	0	1	1	1	1	1	**5**
Los Padres Boulevard / El Capitan Avenue	3	1	0	0	0	1	**5**
Aldo Avenue / Edward Avenue	2	1	0	0	1	1	**5**
Mac Gregor Lane / Laurie Avenue	2	1	1	0	0	1	**5**
Kevin Way / Laurie Avenue	2	1	1	0	0	1	**5**
Bennett Avenue / Claremont Avenue	0	2	1	0	0	1	**4**
Mauricia Avenue / Bennett Avenue	0	2	0	0	1	1	**4**
Woodhams Road / Jenkins Place	0	2	1	0	0	1	**4**
Michael Way / Mc Kinley Drive	0	2	0	0	1	1	**4**
Muir Avenue / Mc Kinley Drive	0	2	0	0	1	1	**4**
Woodhams Road / Mc Kinley Drive	0	2	0	0	1	1	**4**
Mc Kinley Drive / Brian Lane	0	2	0	0	1	1	**4**
Hayes Avenue / Mauricia Avenue	0	2	1	0	0	1	**4**
Kellogg Way / Atherton Drive	0	2	1	0	0	1	**4**
Mauricia Avenue / Michael Way	0	2	1	0	0	1	**4**
Woodhams Road / Cameron Way	0	2	1	0	0	1	**4**
Gibson Court / Gibson Avenue	0	2	1	0	0	1	**4**
Gibson Avenue / Elmhurst Avenue	0	2	1	0	0	1	**4**
Aspen Drive / Cottonwood Court	0	2	1	0	0	1	**4**
Stevenson Street / Flannery Street	0	2	1	0	0	1	**4**
Alexander Avenue / Cornell Drive	0	2	1	0	0	1	**4**
Cornell Drive / Ridge Road	0	2	1	0	0	1	**4**
Salberg Avenue / Barcells Avenue	0	2	1	0	0	1	**4**
Roxbury Street / Manchester Drive	0	2	1	0	0	1	**4**
Highland Avenue / Highland Court	0	2	1	0	0	1	**4**
Sunset Drive / Blossom Drive	0	2	1	0	0	1	**4**

A. Prioritization Matrix

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
High Priority Projects							
Patricia Drive / Maryann Drive	0	2	1	0	0	1	**4**
Alpine Avenue / Pacheco Street	2	1	0	0	0	1	**4**
Washington Street / Lewis Street	2	1	0	0	0	1	**4**
El Camino Real / 130ft E of Bowers Ave	2	0	0	0	1	1	**4**
Warburton Avenue / Briarwood Drive	0	1	1	0	1	1	**4**
Laurie Avenue / Haig Street	2	1	0	0	0	1	**4**
Flora Vista Avenue / Devos Court	0	1	1	0	1	1	**4**
Sidewalks							
West Tasman Dr from Lafayette to Calle del Sol	3	1	1	0	1	1	**7**
Calle del Sol from Calle de Luna to West Tasman Dr	3	1	1	0	1	1	**7**
Aldo Ave from De La Cruz Blvd to Edward Ave	2	2	0	0	1	1	**6**
Aldo Ave from Edward Ave to Victor St	2	2	0	0	1	1	**6**
Edward Ave from Neldo Ave to Aldo Ave	2	1	0	0	1	1	**5**
Aldo Ave from Woodward Ave to De La Cruz Blvd	0	1	1	0	1	1	**4**
Victor St from Neldo Ave to Aldo Ave	0	2	0	0	1	1	**4**
San Tomas Expy from Homestead Rd to San Tomas Expy	3	0	0	0	0	1	**4**
San Tomas Expy from Homestead Rd to Forbes Ave	2	0	1	0	0	1	**4**
San Tomas Expy from Warburton Ave to El Camino Real	2	0	0	0	1	1	**4**

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Medium Priority Projects							
Spot Improvements							
El Camino Real / Los Padres Blvd	0	1	0	0	1	1	**3**
Montague Expy / Agnew Rd	2	0	1	0	0	0	**3**
Calle de Primavera / Calle de Escuela	0	1	1	0	0	1	**3**
Monroe St / Warburton Ave	3	0	0	0	0	0	**3**
Granada Ave / Flora Vista Ave	2	1	0	0	0	0	**3**
El Camino Real / Lawrence Expy NB Ramp	0	0	1	0	1	1	**3**
Cronin Dr / McKinley Dr	0	2	0	0	1	0	**3**
Rodonovan Dr / Mauricia Ave	0	1	1	0	0	1	**3**
Moreland Way / Fitzpatrick Way	2	0	1	0	0	0	**3**
El Camino Real / Lincoln St	0	1	1	0	1	0	**3**
El Camino Real / Portola Ave	3	0	0	0	0	0	**3**
Homestead Rd / Scott Blvd	0	2	0	0	0	1	**3**
Market St / Monroe St	0	1	1	0	0	1	**3**
Bellomy St / Jackson St	0	1	1	0	0	1	**3**
Calabazas Blvd / Pomeroy Ave	0	1	1	0	0	1	**3**
Jefferson St / Lewis St	0	1	1	0	0	1	**3**
Sonoma Pl (mid-block)	0	1	1	0	0	1	**3**
Barkeley Ave / Wade Ave	0	1	1	0	0	1	**3**
Las Palmas Dr / Patricia Dr	0	1	1	0	0	1	**3**
Lick Mill Station	0	1	1	0	1	0	**3**
Agnew Rd / Avina Circle	2	1	0	0	0	0	**3**
Homestead Rd / Main St	0	0	1	0	1	1	**3**
Monroe St / Lexington St	0	1	1	0	0	1	**3**

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Medium Priority Projects							
Curb Ramps							
Cabot Avenue / Bennett Avenue	0	1	1	0	0	1	**3**
Mc Kinley Drive / Arcadia Avenue	0	1	0	0	1	1	**3**
Arthur Court / Woodhams Road	0	1	1	0	0	1	**3**
Elmhurst Avenue / Elmhurst Court	0	2	0	0	0	1	**3**
Mauricia Avenue / Arcadia Avenue	0	1	1	0	0	1	**3**
Mauricia Avenue / Brian Lane	0	1	1	0	0	1	**3**
Mauricia Avenue / Muir Avenue	0	1	1	0	0	1	**3**
Rodonovan Court / Rodonovan Drive	0	1	1	0	0	1	**3**
Woodhams Road / Atherton Drive	0	1	1	0	0	1	**3**
Hayes Avenue / Atherton Drive	0	1	1	0	0	1	**3**
Allen Way / Allen Court	0	1	1	0	0	1	**3**
Burnett Avenue / Allen Way	0	1	1	0	0	1	**3**
Adams Way / Woodhams Road	0	1	1	0	0	1	**3**
Gibson Avenue / Claremont Avenue	0	2	0	0	0	1	**3**
Barto Street / Hazelwood Avenue	0	1	1	0	0	1	**3**
Carleton Place / Barto Street	0	2	0	0	0	1	**3**
Carleton Place / Radcliffe Drive	0	1	1	0	0	1	**3**
Forbes Avenue / Ramke Place	0	1	1	0	0	1	**3**
Stevenson Street / Hamilton Lane	0	1	1	0	0	1	**3**
Los Olivos Drive / Forbes Avenue	0	2	0	0	0	1	**3**
Los Olivos Drive / Ramke Place	0	2	0	0	0	1	**3**
Ridge Road / Alexander Avenue	0	1	1	0	0	1	**3**
Alviso Street / Shady Glen Avenue	0	2	0	0	0	1	**3**
Forbes Avenue / Malarin Avenue	0	2	0	0	0	1	**3**
Newhall Street / Heatherdale Avenue	0	2	0	0	0	1	**3**
Brannan Place / Garner Court	0	2	0	0	0	1	**3**
Highland Avenue / Garden Way	0	1	1	0	0	1	**3**

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Medium Priority Projects							
Raney Court / Brannan Place	0	2	0	0	0	1	**3**
San Miguel Avenue / Serra Avenue	0	2	0	0	0	1	**3**
Withrow Place / Howell Avenue	0	1	1	0	0	1	**3**
Murguia Avenue / Viader Court	0	2	0	0	0	1	**3**
Fallon Avenue / De la Pena Avenue	0	2	0	0	0	1	**3**
Sunset Drive / Homestead Road	0	1	1	0	0	1	**3**
Enright Avenue / Sunlite Drive	0	2	0	0	0	1	**3**
North Winchester Boulevard / Santa Clara Street	0	2	0	0	0	1	**3**
Monastery Way / Lexington Street	0	2	0	0	0	1	**3**
Patricia Drive / Elizabeth Drive	0	1	1	0	0	1	**3**
Madeline Lane / Patricia Drive	0	1	1	0	0	1	**3**
Armanini Avenue / Homestead Road	0	1	1	0	0	1	**3**
Maryann Drive / Karen Drive	0	1	1	0	0	1	**3**
Las Palmas Drive / Dixon Drive	0	1	1	0	0	1	**3**
Hart Avenue / San Miguel Avenue	0	1	1	0	0	1	**3**
Clara Vista Avenue / Hart Avenue	0	1	1	0	0	1	**3**
Hart Avenue / Armstrong Place	0	1	1	0	0	1	**3**
Benton Street / Fairfield Avenue	0	1	1	0	0	1	**3**
Benton Street / Inverness Avenue	0	1	1	0	0	1	**3**
Harrison Street / Carmel Way	0	1	1	0	0	1	**3**
Halford Avenue / Burnley Way	0	1	0	0	1	1	**3**
Madera Drive / Blackfield Drive	0	1	0	0	1	1	**3**
Las Palmas Drive / Arroyo Drive	0	1	0	0	1	1	**3**
Arroyo Drive / Loyola Drive	0	1	0	0	1	1	**3**
Sherman Street / Fremont Street	0	1	0	0	1	1	**3**
El Camino Real / 130ft W of Bowers Ave	0	0	1	0	1	1	**3**
Pacheco Street / Fresno Street	0	1	1	0	0	1	**3**
Warburton Avenue / Columbus Place	0	1	1	0	0	1	**3**

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Medium Priority Projects							
El Capitan Avenue / Sheraton Drive	0	1	1	0	0	1	**3**
Royal Drive / Joan Way	0	1	1	0	0	1	**3**
Royal Drive / Joan Way	0	1	1	0	0	1	**3**
Aberdeen Street / Mac Gregor Lane	0	1	1	0	0	1	**3**
Victor Street / Edward Avenue	0	1	0	0	1	1	**3**
Baird Avenue / Mac Intosh Street	0	1	1	0	0	1	**3**
Aberdeen Street / Laurie Avenue	0	1	1	0	0	1	**3**
Orkney Avenue / Mac Intosh Street	0	1	1	0	0	1	**3**
Aldo Avenue / Woodward Avenue	0	1	1	0	0	1	**3**
Orkney Avenue / Kevin Way	0	1	1	0	0	1	**3**
Tyne Way / Orkney Avenue	0	1	1	0	0	1	**3**
Baird Avenue / Tyne Way	0	1	1	0	0	1	**3**
Clyde Avenue / Leith Avenue	0	1	1	0	0	1	**3**
Clyde Avenue / Laurie Avenue	0	1	1	0	0	1	**3**
Clyde Avenue / Orkney Avenue	0	1	1	0	0	1	**3**
De La Cruz Boulevard / Clyde Avenue	0	1	1	0	0	1	**3**
Eisenhower Drive / Burke Drive	0	1	1	0	0	1	**3**
Avenida de Los Arboles / Avenida de Las Flores	0	1	1	0	0	1	**3**
Calle de Primavera / Avenida de Angelina	0	1	1	0	0	1	**3**
Avenida de Los Arboles / Calle de Primavera	0	1	1	0	0	1	**3**
Corte de Flores / Avenida de Las Flores	0	1	1	0	0	1	**3**
Mangrum Drive / Hogan Drive	0	1	1	0	0	1	**3**
Burke Drive / Hogan Drive	0	1	1	0	0	1	**3**
Avenida de Los Arboles / Avenida de Lago	0	1	1	0	0	1	**3**
Avenida de Los Arboles / Avenida de las Rosas	0	1	1	0	0	1	**3**
Baird Avenue / Loch Lomond Street	0	1	1	0	0	1	**3**
Nobili Avenue / Rayanna Avenue	0	1	0	0	1	1	**3**
Clair Court / Pomeroy Avenue	0	1	0	0	1	1	**3**

Location Name	Safety	Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Medium Priority Projects							
Sidewalks							
Aldo Ave from Lafayette St to Woodward Ave	0	2	0	0	0	1	**3**
Neldo Ave from Edward Ave to Victor St	0	1	0	0	1	1	**3**
Calle de Luna from Lafayette St to Calle del Sol	0	1	0	0	1	1	**3**
Calle de Luna from Calle del Sol to Calle de Luna	0	0	1	0	1	1	**3**
De la Cruz Blvd from Aldo Ave to Montague Park	0	1	0	0	1	1	**3**
De la Cruz Blvd from El Camino Real to Lafayette St	0	0	1	0	1	1	**3**
De la Cruz Blvd from El Camino Real to Alviso St	0	0	1	0	1	1	**3**
Lewis St from De la Cruz Blvd to The Alameda	0	0	1	0	1	1	**3**
San Tomas Expy from Homestead Rd to Forbes Ave	0	1	1	0	0	1	**3**
Forbes Ave from San Tomas Expy to Forbes Ave	0	1	1	0	0	1	**3**
Stevens Creek Blvd from Lawrence Expy to Stevens Creek Blvd	0	1	0	0	1	1	**3**

Location Name		Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Low Priority Projects							
Spot Improvements							
Cabrillo Ave / Menzel Pl	0	1	0	0	0	1	**2**
Scott Blvd / Cabrillo Ave	2	0	0	0	0	0	**2**
Homestead Rd / Lincoln St	0	0	1	0	1	0	**2**
Homeridge Park	0	1	1	0	0	0	**2**
Warburton Ave / Pomeroy Ave	2	0	0	0	0	0	**2**
Homestead Rd / Los Olivos Dr	0	1	1	0	0	0	**2**
Lexington St / Winchester Blvd	0	2	0	0	0	0	**2**
Benton St / Sonoma Pl (east)	0	0	1	1	0	0	**2**
De La Cruz Blvd / Greenwood Dr	0	1	0	0	0	1	**2**
San Tomas Expy / Homestead Rd	2	0	0	0	0	0	**2**
Kiely Blvd / Benton St	0	1	0	1	0	0	**2**
Market St / Main St	0	1	1	0	0	0	**2**
Granada Ave / Pomeroy Ave	0	0	1	0	0	1	**2**
Bellomy St/ Alviso St	0	1	0	0	0	1	**2**
Benton St / Sonoma Pl (west)	0	0	1	0	0	1	**2**
Monroe St / Fremont St	0	1	1	0	0	0	**2**
Lafayette St / ACE/Amtrak Tracks	0	1	0	1	0	0	**2**
Saratoga Creek Bridge / Mauricia Ave	0	0	1	0	0	1	**2**
El Camino Real / Monroe St	0	0	1	0	0	1	**2**
Scott Blvd / Harrison St	0	0	0	0	1	0	**1**
El Camino Real / Lafayette St	0	0	0	0	1	0	**1**
Los Padres Blvd / Benton St	0	0	0	0	0	1	**1**
Benton St / Jackson St	0	0	0	0	1	0	**1**
Agnew Rd / Unnamed Rd	0	1	0	0	0	0	**1**
San Toman Expwy / Monroe St	0	0	1	0	0	0	**1**
Warburton Ave / San Toman Aquino Creek Trail	0	1	0	0	0	0	**1**
Lick Mill Blvd / Fitzpatrick Way	0	0	1	0	0	0	**1**
El Camino Real / Main St	0	0	0	0	1	0	**1**

Location Name		Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Low Priority Projects							
Mauricia Ave / Claremont Ave	0	0	1	0	0	0	**1**
Kiely Dr / Kaiser Dr	0	0	0	0	0	1	**1**
Kiely Blvd / El Sobrante St	0	1	0	0	0	0	**1**
Jackson St / Franklin St	0	0	0	0	1	0	**1**
Washington St / Linden Dr	0	0	1	0	0	0	**1**
Bellomy St / Winchester Blvd	0	1	0	0	0	0	**1**
The Alameda / Alviso St	0	0	0	1	0	0	**1**
Market St / Jackson St	0	0	1	0	0	0	**1**
Lafayette St / Aldo Ave	0	1	0	0	0	0	**1**
Warburton Ave / Saratoga Creek	0	0	0	1	0	0	**1**
Alviso St / Harrison St	0	1	0	0	0	0	**1**
Washington St / Bellomy St	0	0	0	0	0	1	**1**
El Camino Real / Pierce St	0	0	0	0	1	0	**1**
Las Palmas Dr / White Dr	0	0	0	0	0	1	**1**
Lafayette St / Clyde Ave	0	1	0	0	0	0	**1**
Hetch Hetchy Trail	0	1	0	0	0	0	**1**
Harrison St / Madison St	0	0	0	0	0	1	**1**
Homestead Rd / Viadar Ct	0	0	0	0	0	0	**0**
Saratoga Ave / Newhall St	0	0	0	0	0	0	**0**
Kiely Blvd / Toledo Ave	0	0	0	0	0	0	**0**
Pruneride Ave/ Redwood Ave	0	0	0	0	0	0	**0**
Lick Mill Pkwy / E River Pkwy	0	0	0	0	0	0	**0**
Saratoga Ave / Bellomy St	0	0	0	0	0	0	**0**
Lafayette St / Bellomy St	0	0	0	0	0	0	**0**
Homestead Rd / University St	0	0	0	0	0	0	**0**
Los Padres Blvd / Harrison St	0	0	0	0	0	0	**0**
Lafayette St / Laurie Ave	0	0	0	0	0	0	**0**
Lick Mill Blvd / Ulistac Natural Area	0	0	0	0	0	0	**0**
El Camino Real / The Alameda	0	0	0	0	0	0	**0**

Location Name		Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Low Priority Projects							
Curb Ramps							
Gilbert Avenue / Kellogg Way	0	1	0	0	0	1	**2**
Elmhurst Avenue / Claremont Avenue	0	1	0	0	0	1	**2**
Gilbert Avenue / Mauricia Avenue	0	0	1	0	0	1	**2**
Gibson Avenue / Mauricia Avenue	0	1	0	0	0	1	**2**
Barto Street / Aspen Drive	0	1	0	0	0	1	**2**
Radcliffe Drive / Hickory Place	0	1	0	0	0	1	**2**
Radcliffe Drive / Temple Court	0	1	0	0	0	1	**2**
Hazelwood Avenue / Hickory Place	0	1	0	0	0	1	**2**
Forbes Avenue / San Miguel Avenue	0	1	0	0	0	1	**2**
Ridge Road / Howell Avenue	0	1	0	0	0	1	**2**
Scanlan Place / Malone Place	0	1	0	0	0	1	**2**
Roxbury Street / Roxbury Court	0	1	0	0	0	1	**2**
Austin Place / Johnson Place	0	1	0	0	0	1	**2**
Roxbury Street / Normandy Way	0	1	0	0	0	1	**2**
Newhall Street / Shady Glen Avenue	0	1	0	0	0	1	**2**
Roxbury Street / Highland Avenue	0	1	0	0	0	1	**2**
Clara Vista Avenue / Serra Avenue	0	1	0	0	0	1	**2**
Brannan Place / Los Olivos Drive	0	1	0	0	0	1	**2**
Park Court / Park Court	0	1	0	0	0	1	**2**
Murguia Avenue / Catala Court	0	1	0	0	0	1	**2**
Los Olivos Drive / Hart Avenue	0	1	0	0	0	1	**2**
Robin Drive / Serra Avenue	0	1	0	0	0	1	**2**
Los Olivos Drive / Serra Avenue	0	1	0	0	0	1	**2**
Heatherdale Avenue / Alviso Street	0	1	0	0	0	1	**2**
Withrow Place / Ridge Road	0	1	0	0	0	1	**2**
Los Olivos Drive / Austin Place	0	1	0	0	0	1	**2**
Enright Avenue / Forbes Avenue	0	1	0	0	0	1	**2**
Murguia Avenue / Moreno Lane	0	1	0	0	0	1	**2**
Dixon Drive / Patricia Drive	0	1	0	0	0	1	**2**

Location Name		Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Low Priority Projects							
Murguia Avenue / Fallon Avenue	0	1	0	0	0	1	**2**
University Street / North Winchester Boulevard	0	1	0	0	0	1	**2**
Patricia Drive / Karen Drive	0	1	0	0	0	1	**2**
Las Palmas Drive / Rose Way	0	1	0	0	0	1	**2**
White Drive / Rose Way	0	1	0	0	0	1	**2**
Sherwin Avenue / Enright Avenue	0	1	0	0	0	1	**2**
De la Pena Avenue / Viader Court	0	1	0	0	0	1	**2**
Catala Court / De la Pena Avenue	0	1	0	0	0	1	**2**
Isabella Street / Market Street	0	1	0	0	0	1	**2**
Moreno Lane / De la Pena Avenue	0	1	0	0	0	1	**2**
Park Avenue / Park Court	0	1	0	0	0	1	**2**
Malarin Avenue / Serra Avenue	0	1	0	0	0	1	**2**
Barto Street / Dibble Court	0	0	1	0	0	1	**2**
North Winchester Boulevard / Lincoln Street	0	1	0	0	0	1	**2**
Elizabeth Drive / Arlene Drive	0	1	0	0	0	1	**2**
Madeline Lane / Arlene Drive	0	1	0	0	0	1	**2**
Maryann Drive / Arlene Drive	0	1	0	0	0	1	**2**
Chapel Drive / Harrison Street	0	1	0	0	0	1	**2**
Alpine Avenue / El Sobrante Street	0	1	0	0	0	1	**2**
Pacheco Street / El Sobrante Street	0	1	0	0	0	1	**2**
El Sobrante Street / Moraga Street	0	1	0	0	0	1	**2**
Fresno Street / Alpine Avenue	0	1	0	0	0	1	**2**
Hayward Drive / Las Palmas Drive	0	1	0	0	0	1	**2**
Lincoln Street / Lexington Street	0	1	0	0	0	1	**2**
Washington Street / Civic Center Drive	0	1	0	0	0	1	**2**
Webster Court / Shamrock Avenue	0	1	0	0	0	1	**2**
Nobili Avenue / Warburton Avenue	0	1	0	0	0	1	**2**
Jones Avenue / Warburton Avenue	0	1	0	0	0	1	**2**
Hood Court / Warburton Avenue	0	1	0	0	0	1	**2**
Townsend Avenue / Warburton Avenue	0	1	0	0	0	1	**2**
Warburton Avenue / 100ft E of Flora Vista Ave	0	1	0	0	0	1	**2**

Location Name		Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Low Priority Projects							
Fowler Avenue / Warburton Avenue	0	1	0	0	0	1	**2**
Warburton Avenue / Victoria Avenue	0	1	0	0	0	1	**2**
Sally Court / Santa Cruz Avenue	0	1	0	0	0	1	**2**
Washington Street / Warburton Avenue	0	1	0	0	0	1	**2**
Lafayette Street / Civic Center Drive	0	0	0	0	1	1	**2**
Franck Avenue / Warburton Avenue	0	1	0	0	0	1	**2**
Warburton Avenue / Higgins Avenue	0	1	0	0	0	1	**2**
Warburton Avenue / Oswald Place	0	1	0	0	0	1	**2**
Warburton Avenue / Ravizza Avenue	0	1	0	0	0	1	**2**
Bowers Avenue / Warburton Avenue	0	1	0	0	0	1	**2**
El Capitan Avenue / Cabrillo Avenue	0	1	0	0	0	1	**2**
El Capitan Avenue / Alberta Court	0	1	0	0	0	1	**2**
Deborah Drive / Monroe Street	0	1	0	0	0	1	**2**
Sheraton Drive / Staats Way	0	1	0	0	0	1	**2**
Rowena Court / Laurie Avenue	0	1	0	0	0	1	**2**
Laurie Avenue / Dinny Street	0	1	0	0	0	1	**2**
Leith Avenue / Beth Court	0	1	0	0	0	1	**2**
Clyde Avenue / Haig Street	0	1	0	0	0	1	**2**
Laurie Avenue / Mac Intosh Street	0	1	0	0	0	1	**2**
Loch Lomond Street / Leith Avenue	0	1	0	0	0	1	**2**
Loch Lomond Street / Clyde Avenue	0	1	0	0	0	1	**2**
Baird Avenue / Clyde Avenue	0	1	0	0	0	1	**2**
Inglewood Drive / Wildwood Way	0	1	0	0	0	1	**2**
De La Cruz Boulevard / Argus Way	0	1	0	0	0	1	**2**
Greenwood Drive / Eastwood Circle	0	1	0	0	0	1	**2**
Brownwood Way / Greenwood Drive	0	1	0	0	0	1	**2**
Eastwood Circle / Brasswood Court	0	1	0	0	0	1	**2**
Eastwood Circle / Woodbridge Way	0	1	0	0	0	1	**2**
Greenwood Drive / Woodbridge Way	0	1	0	0	0	1	**2**
Edgehill Drive / Oakwood Drive	0	1	0	0	0	1	**2**
Oakwood Drive / Eastwood Circle	0	1	0	0	0	1	**2**

Location Name		Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Low Priority Projects							
Eastwood Circle / Collinwood Court	0	1	0	0	0	1	**2**
Hemlock Court / Eastwood Circle	0	1	0	0	0	1	**2**
Eastwood Circle / Willow Way	0	1	0	0	0	1	**2**
Edgehill Drive / Inglewood Drive	0	1	0	0	0	1	**2**
Oakwood Drive / Willow Way	0	1	0	0	0	1	**2**
Eisenhower Drive / Demaret Drive	0	1	0	0	0	1	**2**
Snead Drive / Eisenhower Drive	0	1	0	0	0	1	**2**
Eisenhower Drive / 160ft W of Snead Drive	0	1	0	0	0	1	**2**
Eisenhower Drive / Mangrum Drive	0	1	0	0	0	1	**2**
Armour Drive / Hogan Drive	0	1	0	0	0	1	**2**
Hogan Drive / Demaret Drive	0	1	0	0	0	1	**2**
Avenida de Los Arboles / Fairway Glen Drive	0	0	1	0	0	1	**2**
Avenida de Las Flores / Avenida de Las Flores	0	1	0	0	0	1	**2**
Eisenhower Drive / Armour Drive	0	1	0	0	0	1	**2**
Burke Drive / Nelson Drive	0	1	0	0	0	1	**2**
Sherman Street / El Camino Real	0	0	0	0	1	1	**2**
Robinson Avenue / Laine Avenue	0	1	0	0	0	1	**2**
Robinson Avenue / Franck Avenue	0	1	0	0	0	1	**2**
Morse Lane / Robinson Avenue	0	1	0	0	0	1	**2**
Robinson Avenue / Higgins Avenue	0	1	0	0	0	1	**2**
Oswald Place / Robinson Avenue	0	1	0	0	0	1	**2**
Santa Cruz Avenue / Jerald Avenue	0	1	0	0	0	1	**2**
Jonathan Street / Jefferson Street	0	0	0	0	0	1	**1**
Market Street / Frederick Avenue	0	0	0	0	0	1	**1**
Lexington Street / 200ft W of North Winchester Bl*	0	0	0	0	0	1	**1**
Rose Way / Rose Court	0	0	0	0	0	1	**1**
Santa Clara Street / Lincoln Street	0	0	0	0	0	1	**1**
White Drive / Hayward Drive	0	0	0	0	0	1	**1**
Las Palmas Drive / 130ft N of Hayward Dr	0	0	0	0	0	1	**1**
Lafayette Street / Warburton Avenue	0	0	0	0	0	1	**1**
Snead Drive / Hogan Drive	0	0	0	0	0	1	**1**

Location Name		Comfort	Access	Public Input	Aligns With Other Plans	Cost	Final Score
Low Priority Projects							
Sidewalks							
Montague Expressway On Ramp from Lafayette St to Service Road	0	1	0	0	0	1	**2**
De la Cruz Blvd from El Camino Real to El Camino Real	0	0	0	0	1	1	**2**
Forbes Ave from San Tomas Expy to Forbes Ave	0	0	1	0	0	1	**2**
San Tomas Expy from Monroe St to Cabrillo Ave	0	0	1	0	0	1	**2**
Montague Expy from Lafayette St to Lafayette St	0	0	0	0	0	1	**1**
San Tomas Expy from Cabrillo Ave to Warburton Ave	0	0	0	0	0	1	**1**

B.

Spot Improvement Recommendations

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B. Spot Improvement Recommendations

Project ID	Pedestrian Zone	Location	Roadway Design: Curb Extension	Roadway Design: Curb Radius Reduction	Roadway Design: Parking Restrictions	Roadway Design: Modify Skewed Intersection	Roadway Design: Right-Turn Slip Lane Removal	Crossing Improvement: High Visibility Crosswalk Marking	Crossing Improvement: Advance Yield/Stop Lines	Crossing Improvement: Curb Ramp	Crossing Improvement: Pedestrian Refuge Island
1	Rivermark Lickmill	Tasman Drive / Lick Mill Station						●		●	
2	Rivermark Lickmill	Tasman Drive / Lick Mill Blvd								●	
3	Rivermark Lickmill	Calle de Primavera / Calle de Escuela								●	
4	Rivermark Lickmill	Lick Mill Blvd/ Ulistac Natural Area							●	●	
5	Rivermark Lickmill	Hetch Hetchy Trail / Fairway Glen Dr									
6	Rivermark Lickmill	Agnew Rd/ Bassett St						●		●	
7	Rivermark Lickmill	Lafayette St / Agnew Rd		●						●	
8	Rivermark Lickmill	Agnew / Avina Circle	●						●		
9	Rivermark Lickmill	Agnew Rd / Oracle Entrance							●		●
10	Rivermark Lickmill	Lick Mill Blvd / E River Pkwy								●	
11	Rivermark Lickmill	Lick Mill Blvd / Fitzpatrick Way									
12	Rivermark Lickmill	Moreland Way / Fitzpatrick Way									
13	Rivermark Lickmill	Montague Expy / Agnew Rd							●		
14	Rivermark Lickmill	De La Cruz Blvd / Greenwood Dr								●	

B. Spot Improvement Recommendations

Crossing Improvement						Signs, Signals and Signal Timing						Transit	Public Space		City Project			
Pedestrian-Scale Lighting	Pedestrian Crosswalk Motion Sensor	Standard Crosswalk	Decorative Crosswalk	Straighten/Shorten Crosswalk	Pedestrian Undercrossing/ Overcrossing	Traffic Control Study	Leading Pedestrian Interval	"Yield Here to Peds" Sign	Pedestrian Countdown Timer	Accessible Pedestrian Signal	Protected Left-Turn Phasing	Transit Waiting Area Improvements	Public Space Activations/Parklet	Trail Access	City Unsignalized Crossing Project	Agnew At-Grade Crossing Project	City Safe Routes to School Project	Notes
												●						Public comment
						●				●								Public comment
																		School crossing
						●												Public comment
					●	●												Existing plan
																●		Walking tour
																		Walking tour
						●												Study Crossing
						●												Public comment
						●												Public comments
						●												Public comment
						●		●										Consultant recommendation - safety
	●											●						Public comments, pedestrian collision
																		Proximity to school

Project ID	Pedestrian Zone	Location	Roadway Design: Curb Extension	Roadway Design: Curb Radius Reduction	Roadway Design: Parking Restrictions	Roadway Design: Modify Skewed Intersection	Roadway Design: Right-Turn Slip Lane Removal	Crossing Improvement: High Visibility Crosswalk Marking	Crossing Improvement: Advance Yield/Stop Lines	Crossing Improvement: Curb Ramp	Crossing Improvement: Pedestrian Refuge Island
15	Rivermark Lickmill	Lafayette St / Clyde Ave									
16	Rivermark Lickmill	Lafayette St / Laurie Ave									
17	Rivermark Lickmill	Lafayette St / Aldo Ave									
18	Downtown / University	Monroe St / Fremont St	●						●	●	
19	Downtown / University	Benton St / Jackson St	●							●	
20	Downtown / University	Monroe St / Franklin St									
21	Downtown / University	Jackson St / Franklin St								●	
22	Downtown / University	Monroe St / Homestead Rd								●	
23	Downtown / University	Homestead Rd / Jackson St							●		
24	Downtown / University	Monroe St / Lexington St								●	
25	Downtown / University	Homestead Rd/ Main St	●						●		
26	Downtown / University	Lafayette St / Homestead Rd		●						●	
27	Downtown / University	Lafayette St / Lexington St								●	
28	Downtown / University	El Camino Real / Benton St	●								

B. Spot Improvement Recommendations

Crossing Improvement						Signs, Signals and Signal Timing						Transit	Public Space		City Project			
Pedestrian-Scale Lighting	Pedestrian Crosswalk Motion Sensor	Standard Crosswalk	Decorative Crosswalk	Straighten/Shorten Crosswalk	Pedestrian Undercrossing/ Overcrossing	Traffic Control Study	Leading Pedestrian Interval	"Yield Here to Peds" Sign	Pedestrian Countdown Timer	Accessible Pedestrian Signal	Protected Left-Turn Phasing	Transit Waiting Area Improvements	Public Space Activations/Parklet	Trail Access	City Unsignalized Crossing Project	Agnew At-Grade Crossing Project	City Safe Routes to School Project	**Notes**
						●												Study Crossing
						●												Study Crossing
						●												Land use
						●						●						Walking tour
																		Public comment
						●												Public comment
													●					Land use
							●		●	●								Pedestrian collisions
						●												Pedestrian collisions
		●																Public comment
																		Public comment
							●											Pedestrian collisions
																		Pedestrian collisions, land use
	●		●				●		●	●								Land use

Project ID	Pedestrian Zone	Location	Roadway Design: Curb Extension	Roadway Design: Curb Radius Reduction	Roadway Design: Parking Restrictions	Roadway Design: Modify Skewed Intersection	Roadway Design: Right-Turn Slip Lane Removal	Crossing Improvement: High Visibility Crosswalk Marking	Crossing Improvement: Advance Yield/Stop Lines	Crossing Improvement: Curb Ramp	Crossing Improvement: Pedestrian Refuge Island
29	Downtown / University	El Camino Real / Railroad Ave	●								
30	Downtown / University	El Camino Real / Campbell Ave								●	
31	Downtown / University	Market St / Monroe St									
32	Downtown / University	Market St / Jackson St	●				●		●		
33	Downtown / University	Market St / Main St									
34	Downtown / University	The Alameda / Alviso St	●						●	●	
35	Downtown / University	Monroe St / Bellomy St								●	
36	Downtown / University	Bellomy St / Jackson St			●					●	
37	Downtown / University	Washington St / Bellomy St								●	
38	Downtown / University	Lafayette St / Bellomy St					●				
39	Downtown / University	Bellomy St/ Alviso St			●				●		
40	Downtown / University	El Camino Real / The Alameda		●							
41	Downtown / University	El Camino Real / Portola Ave	●						●		
42	Downtown / University	Lafayette St / Manchester Dr	●						●	●	

B. Spot Improvement Recommendations

Crossing Improvement						Signs, Signals and Signal Timing						Transit	Public Space		City Project			
Pedestrian-Scale Lighting	Pedestrian Crosswalk Motion Sensor	Standard Crosswalk	Decorative Crosswalk	Straighten/Shorten Crosswalk	Pedestrian Undercrossing/ Overcrossing	Traffic Control Study	Leading Pedestrian Interval	"Yield Here to Peds" Sign	Pedestrian Countdown Timer	Accessible Pedestrian Signal	Protected Left-Turn Phasing	Transit Waiting Area Improvements	Public Space Activations/Parklet	Trail Access	City Unsignalized Crossing Project	Agnew At-Grade Crossing Project	City Safe Routes to School Project	Notes
	●		●				●		●	●								Public comments, land use, pedestrian collisions
	●		●				●											Pedestrian collisions, land use
		●	●						●	●								School walk audit
																		School walk audit
						●												School walk audit
		●																Proximity to Santa Clara University
									●	●								School walk audit
																		School walk audit
																		Proximity to School
		●																School walk audit
															●			City Unsignalized Crossing Project
			●	●														Public comment
	●					●												Pedestrian collisions
						●									●			City Unsignalized Crossing Project

Project ID	Pedestrian Zone	Location	Roadway Design					Crossing Improvement			
			Curb Extension	Curb Radius Reduction	Parking Restrictions	Modify Skewed Intersection	Right-Turn Slip Lane Removal	High Visibility Crosswalk Marking	Advance Yield/Stop Lines	Curb Ramp	Pedestrian Refuge Island
43	Downtown / University	Washington St / Linden Dr	●						●	●	
44	Central	Los Padres Blvd / Benton St								●	
45	Central	Homestead Rd / Los Olivos Dr	●					●	●	●	
46	Central	Homestead Rd / Los Padres Blvd	●						●		
47	Central	Homestead Rd / Scott Blvd								●	
48	Central	Homestead Rd / Viadar Ct	●					●	●	●	
49	Central	Homestead Rd / University St	●					●	●	●	
50	Central	Homestead Rd / Lincoln St	●							●	
51	Central	Lexington St / Winchester Blvd	●						●		
52	Central	Bellomy St / Winchester Blvd		●						●	
53	Central	Saratoga Ave / Bellomy St	●						●		
54	Central	Saratoga Ave / Newhall St		●							
55	Central Park Kiely Blvd	Kiely Blvd / Benton St	●								
56	Central Park Kiely Blvd	Benton St / Sonoma Pl (west)									

B. Spot Improvement Recommendations

Crossing Improvement						Signs, Signals and Signal Timing						Transit	Public Space		City Project			
Pedestrian-Scale Lighting	Pedestrian Crosswalk Motion Sensor	Standard Crosswalk	Decorative Crosswalk	Straighten/Shorten Crosswalk	Pedestrian Undercrossing/ Overcrossing	Traffic Control Study	Leading Pedestrian Interval	"Yield Here to Peds" Sign	Pedestrian Countdown Timer	Accessible Pedestrian Signal	Protected Left-Turn Phasing	Transit Waiting Area Improvements	Public Space Activations/Parklet	Trail Access	City Unsignalized Crossing Project	Agnew At-Grade Crossing Project	City Safe Routes to School Project	Notes
						●									●			City Unsignalized Crossing Project
																		Proximity to park
						●												Public comments
							●		●									Pedestrian collision, proximity to school
											●							Proximity to school
															●			City Unsignalized Crossing Project
															●			Proximity to school
											●							Proximity to school
						●												Public comment
												●						Consultant recommendation - safety
						●												Consultant recommendation - safety
																		Public comment
																		School walk audit
		●																Proximity to school

Project ID	Pedestrian Zone	Location	Roadway Design: Curb Extension	Roadway Design: Curb Radius Reduction	Roadway Design: Parking Restrictions	Roadway Design: Modify Skewed Intersection	Roadway Design: Right-Turn Slip Lane Removal	Crossing Improvement: High Visibility Crosswalk Marking	Crossing Improvement: Advance Yield/Stop Lines	Crossing Improvement: Curb Ramp	Crossing Improvement: Pedestrian Refuge Island
57	Central Park Kiely Blvd	Benton St / Sonoma Pl (east)							●	●	
58	Central Park Kiely Blvd	Sonoma Pl (mid-block)							●	●	
59	Central Park Kiely Blvd	Kiely Dr / Kaiser Dr								●	
60	Central Park Kiely Blvd	Las Palmas Dr / White Dr								●	
61	Central Park Kiely Blvd	Las Palmas Dr / Patricia Dr								●	
62	Central Park Kiely Blvd	Kiely Blvd / Homestead Rd		●						●	
63	Central Park Kiely Blvd	Homestead Rd / Central Park Library Entrance	●							●	
64	Central Park Kiely Blvd	Homestead Rd / Las Palmas Dr								●	
65	Central Park Kiely Blvd	San Tomas Expy / Homestead Rd							●		
66	Central Park Kiely Blvd	Kiely Blvd / Toledo Ave	●	●				●	●	●	
67	Central Park Kiely Blvd	Kiely Blvd / Forbes Ave				●	●			●	
68	Central Park Kiely Blvd	Kiely Blvd / Mauricia Ave	●						●		
69	Saratoga Creek	Homeridge Park									
70	Saratoga Creek	Pruneridge Ave / Woodhams Rd								●	

B. Spot Improvement Recommendations

Crossing Improvement						Signs, Signals and Signal Timing						Transit	Public Space		City Project			
Pedestrian-Scale Lighting	Pedestrian Crosswalk Motion Sensor	Standard Crosswalk	Decorative Crosswalk	Straighten/Shorten Crosswalk	Pedestrian Undercrossing/ Overcrossing	Traffic Control Study	Leading Pedestrian Interval	"Yield Here to Peds" Sign	Pedestrian Countdown Timer	Accessible Pedestrian Signal	Protected Left-Turn Phasing	Transit Waiting Area Improvements	Public Space Activations/Parklet	Trail Access	City Unsignalized Crossing Project	Agnew At-Grade Crossing Project	City Safe Routes to School Project	**Notes**
						●									●			City Unsignalized Crossing Project
															●			School walk audit
	●																	Public comments
																		Park connectivity
																		Park connectivity
												●	●					Pedestrian collisions
	●								●									Proximity to school
	●																	Pedestrian collision
								●				●						Proximity to school
		●				●												Distance between crossings
																		Pedestrian collisions, proximity to school
		●				●												
													●					Public comment
									●									Proximity to school

Project ID	Pedestrian Zone	Location	Roadway Design: Curb Extension	Roadway Design: Curb Radius Reduction	Roadway Design: Parking Restrictions	Roadway Design: Modify Skewed Intersection	Roadway Design: Right-Turn Slip Lane Removal	Crossing Improvement: High Visibility Crosswalk Marking	Crossing Improvement: Advance Yield/Stop Lines	Crossing Improvement: Curb Ramp	Crossing Improvement: Pedestrian Refuge Island
71	Saratoga Creek	Pruneride Ave/ Redwood Ave	●	●				●		●	
72	Saratoga Creek	Saratoga Creek Bridge/ Mauricia Ave									
73	Saratoga Creek	Mauricia Ave / Claremont Ave							●	●	
74	Saratoga Creek	Rodonovan Dr / Mauricia Ave								●	
75	Saratoga Creek	Cronin Dr / McKinley Dr	●							●	
76	Saratoga Creek	Stevens Creek Blvd / Cronin Dr								●	
77	El Camino Real West	Cabrillo Ave/ Townsend Ave						●	●	●	
78	El Camino Real West	Warburton Ave / Pomeroy Ave	●								
79	El Camino Real West	El Camino Real / Lawrence SB Ramps		●						●	
80	El Camino Real West	El Camino Real / Lawrence NB Ramps								●	
81	El Camino Real West	El Camino Real / Flora Vista Ave								●	
82	El Camino Real West	El Camino Real / Pomeroy Ave		●		●	●				
83	El Camino Real West	El Camino Real / Alpine Ave		●							
84	El Camino Real West	Granada Ave / Pomeroy Ave									
85	El Camino Real West	Calabazas Blvd / Pomeroy Ave						●			

B. Spot Improvement Recommendations

Crossing Improvement						Signs, Signals and Signal Timing						Transit	Public Space		City Project			
Pedestrian-Scale Lighting	Pedestrian Crosswalk Motion Sensor	Standard Crosswalk	Decorative Crosswalk	Straighten/Shorten Crosswalk	Pedestrian Undercrossing/ Overcrossing	Traffic Control Study	Leading Pedestrian Interval	"Yield Here to Peds" Sign	Pedestrian Countdown Timer	Accessible Pedestrian Signal	Protected Left-Turn Phasing	Transit Waiting Area Improvements	Public Space Activations/Parklet	Trail Access	City Unsignalized Crossing Project	Agnew At-Grade Crossing Project	City Safe Routes to School Project	Notes
															●			City Unsignalized Crossing Project
●																		Public comment
●						●												Public comment
		●																Public comments
		●																Public comment
	●																	Pedestrian collision
						●											●	City SRTS project
		●				●												Pedestrian collision
	●		●	●				●										Pedestrian collisions
	●		●	●														Land use
	●		●					●			●							Pedestrian collisions
	●		●									●						Pedestrian collision
	●	●	●															Pedestrian collisions
		●																School walk audit
																		School walk audit

Project ID	Pedestrian Zone	Location	Roadway Design: Curb Extension	Roadway Design: Curb Radius Reduction	Roadway Design: Parking Restrictions	Roadway Design: Modify Skewed Intersection	Roadway Design: Right-Turn Slip Lane Removal	Crossing Improvement: High Visibility Crosswalk Marking	Crossing Improvement: Advance Yield/Stop Lines	Crossing Improvement: Curb Ramp	Crossing Improvement: Pedestrian Refuge Island
86	El Camino Real West	Granada Ave / Flora Vista Ave	●							●	
87	El Camino Real Central	Barkeley Ave / Wade Ave						●		●	
88	El Camino Real Central	Warburton Ave / Saratoga Creek									
89	El Camino Real Central	Warburton Ave / San Tomas Aquino Creek Trail									
90	El Camino Real Central	Scott Blvd / Warburton Ave		●						●	
91	El Camino Real Central	El Camino Real / Kiely Blvd		●			●			●	
92	El Camino Real Central	El Camino Real / San Tomas Expressway									
93	El Camino Real Central	El Camino Real / Los Padres Blvd								●	
94	El Camino Real Central	El Camino Real / Scott Blvd		●		●	●			●	
95	El Camino Real Central	Kiely Blvd / El Sobrante St	●					●	●		
96	El Camino Real Central	Los Padres Blvd / Harrison St	●								
97	El Camino Real Central	Scott Blvd / Harrison St							●		
98	El Camino Real East	El Camino Real / Pierce St						●	●		
99	El Camino Real East	El Camino Real / Lincoln St		●						●	

B. Spot Improvement Recommendations

Crossing Improvement						Signs, Signals and Signal Timing						Transit	Public Space		City Project			
Pedestrian-Scale Lighting	Pedestrian Crosswalk Motion Sensor	Standard Crosswalk	Decorative Crosswalk	Straighten/Shorten Crosswalk	Pedestrian Undercrossing/ Overcrossing	Traffic Control Study	Leading Pedestrian Interval	"Yield Here to Peds" Sign	Pedestrian Countdown Timer	Accessible Pedestrian Signal	Protected Left-Turn Phasing	Transit Waiting Area Improvements	Public Space Activations/Parklet	Trail Access	City Unsignalized Crossing Project	Agnew At-Grade Crossing Project	City Safe Routes to School Project	Notes
		●																Pedestrian collision
																	●	Proximity to school
														●				Public comments
														●				Public comments
																		Pedestrian Collisions
	●		●				●											Pedestrian collisions, land use
	●		●					●				●						Public comments
	●		●				●											Public comments
	●		●	●			●											Public comments, land use
		●				●												Pedestrian collision, distance to marked crossings
		●				●												Land use
		●				●												Public comment, land use
						●												Land use
	●		●				●											Public comments

Project ID	Pedestrian Zone	Location	Roadway Design: Curb Extension	Roadway Design: Curb Radius Reduction	Roadway Design: Parking Restrictions	Roadway Design: Modify Skewed Intersection	Roadway Design: Right-Turn Slip Lane Removal	Crossing Improvement: High Visibility Crosswalk Marking	Crossing Improvement: Advance Yield/Stop Lines	Crossing Improvement: Curb Ramp	Crossing Improvement: Pedestrian Refuge Island
100	El Camino Real East	El Camino Real / Monroe St	●	●							
101	El Camino Real East	Monroe St / Warburton Ave	●						○	○	
102	El Camino Real East	El Camino Real / Main St						○	○	○	
103	El Camino Real East	El Camino Real / Lafayette St		●			●			○	
104	El Camino Real East	Alviso St / Harrison St				●	●			○	
105	El Camino Real East	Lafayette St / Caltrain Tracks									
106	El Camino Real East	Jefferson St / Lewis St								○	
107	El Camino Real East	Harrison St/ Madison St	●					○	○	○	
108	El Camino Real East	Monroe St / Harrison St	●						○	○	
109	Scott Monroe	San Tomas Expwy / Monroe St				●	●				○
110	Scott Monroe	Scott Blvd / Monroe St		●			●			○	
111	Scott Monroe	Cabrillo Ave / Menzel Pl									
112	Scott Monroe	Scott Blvd / Cabrillo Ave		●							

B. Spot Improvement Recommendations

Crossing Improvement						Signs, Signals and Signal Timing						Transit	Public Space		City Project			
Pedestrian-Scale Lighting	Pedestrian Crosswalk Motion Sensor	Standard Crosswalk	Decorative Crosswalk	Straighten/Shorten Crosswalk	Pedestrian Undercrossing/ Overcrossing	Traffic Control Study	Leading Pedestrian Interval	"Yield Here to Peds" Sign	Pedestrian Countdown Timer	Accessible Pedestrian Signal	Protected Left-Turn Phasing	Transit Waiting Area Improvements	Public Space Activations/Parklet	Trail Access	City Unsignalized Crossing Project	Agnew At-Grade Crossing Project	City Safe Routes to School Project	Notes
	●		●						●	●								Public comments
		●				●												Pedestrian collisions
	●		●			●												Workshop comment
	●		●															Consultant recommendation - safety
		●				●												Public comment
					●													Study Crossing
		●																Public comment, proximity to Senior Center
																		Public comment
						●						●						Pedestrian collisions, proximity to Senior Center
							●											Consultant recommendation - safety
									●	●								Public comments
		●																Proximity to school
		●																Proximity to school

c.
Pedestrian Counts

Site Name: Lick Mill Boulevard / Tasman Drive
Site Code: 1 **Start Date:** 6/4/2019

Start Time	Driveway		Tasman Dr		Lick Mill Blvd		Tasman Dr	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
05:00 AM	1	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	0	0
05:45 AM	1	1	0	0	1	0	0	1
06:00 AM	0	0	0	0	1	2	0	0
06:15 AM	0	0	0	0	1	0	1	0
06:30 AM	1	0	0	0	0	1	1	1
06:45 AM	1	2	0	0	0	0	0	0
07:00 AM	3	0	0	0	1	2	1	1
07:15 AM	0	0	0	2	4	0	3	1
07:30 AM	4	0	0	0	5	0	4	3
07:45 AM	2	1	0	0	1	1	2	0
08:00 AM	8	1	0	0	0	0	5	0
08:15 AM	2	0	0	0	2	0	0	1
08:30 AM	5	3	0	0	4	1	5	2
08:45 AM	1	1	1	1	3	1	1	0
09:00 AM	1	0	0	0	8	0	2	1
09:15 AM	0	0	0	0	1	2	0	4
09:30 AM	4	0	0	0	0	1	1	1
09:45 AM	2	1	0	0	0	2	1	1
10:00 AM	2	3	1	0	4	0	1	1
10:15 AM	1	1	0	0	0	1	0	1
10:30 AM	2	0	0	0	0	2	0	0
10:45 AM	1	1	1	0	1	0	1	1
11:00 AM	0	0	0	0	1	0	0	0
11:15 AM	1	1	0	0	2	0	0	0
11:30 AM	1	0	0	0	1	0	0	0
11:45 AM	1	2	1	1	1	0	1	2
12:00 PM	6	2	2	0	0	1	0	2
12:15 PM	2	4	0	0	2	0	0	1
12:30 PM	1	1	0	0	1	0	3	0
12:45 PM	1	2	1	0	0	0	1	0
01:00 PM	1	3	0	0	0	2	2	0
01:15 PM	2	5	0	2	1	0	0	2

Start Time	Driveway		Tasman Dr		Lick Mill Blvd		Tasman Dr	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
01:30 PM	2	0	0	0	0	0	0	4
01:45 PM	1	1	0	0	1	2	2	0
02:00 PM	0	0	1	0	0	2	0	0
02:15 PM	0	2	0	0	0	1	0	1
02:30 PM	1	1	0	0	1	1	0	0
02:45 PM	1	4	3	0	0	1	1	1
03:00 PM	2	2	0	0	0	0	2	0
03:15 PM	1	1	1	0	1	1	0	1
03:30 PM	0	0	0	0	0	3	2	0
03:45 PM	0	1	0	0	0	1	2	0
04:00 PM	0	1	0	0	2	0	0	0
04:15 PM	4	2	1	1	0	1	2	0
04:30 PM	0	1	0	0	1	3	3	0
04:45 PM	3	1	0	0	0	0	0	0
05:00 PM	1	2	0	0	3	0	1	1
05:15 PM	2	3	0	0	1	2	0	2
05:30 PM	1	4	0	0	0	5	0	2
05:45 PM	1	2	0	0	1	3	0	0
06:00 PM	1	3	0	0	2	1	1	0
06:15 PM	0	3	1	1	1	0	2	0
06:30 PM	2	1	0	0	2	0	1	1
06:45 PM	1	2	0	0	1	1	1	2
07:00 PM	2	2	0	0	3	2	2	1
07:15 PM	2	3	0	0	0	0	1	1
07:30 PM	0	0	0	0	0	0	0	0
07:45 PM	2	2	0	0	4	0	1	1
08:00 PM	1	2	0	0	0	0	1	1
08:15 PM	0	1	0	0	4	1	0	1
08:30 PM	4	0	0	0	0	2	2	0
08:45 PM	1	2	0	0	0	5	0	0
09:00 PM	0	0	0	0	0	0	0	0
09:15 PM	1	1	0	0	1	0	2	0
09:30 PM	0	0	0	0	0	1	1	0
09:45 PM	1	0	0	0	0	0	0	0

Site Name: Agnew Road / Lafayette Street
Site Code: 2 **Start Date:** 6/4/2019

Start Time	Lafayette St		Agnew Rd		Lafayette St		Agnew Rd	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
05:00 AM	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	1	0	0	0
05:45 AM	0	0	0	0	0	0	0	0
06:00 AM	0	0	0	1	0	1	0	0
06:15 AM	0	0	1	2	0	0	0	0
06:30 AM	1	0	1	0	0	2	0	0
06:45 AM	0	0	0	0	0	1	0	0
07:00 AM	0	2	0	0	0	1	0	0
07:15 AM	2	0	0	0	1	0	0	0
07:30 AM	0	1	0	2	0	1	0	0
07:45 AM	2	3	0	0	1	3	0	0
08:00 AM	0	0	0	0	1	0	0	0
08:15 AM	1	1	0	0	0	0	0	0
08:30 AM	3	1	0	0	0	3	0	0
08:45 AM	1	0	0	0	1	2	0	0
09:00 AM	3	1	1	1	1	1	0	0
09:15 AM	2	2	0	0	0	0	0	0
09:30 AM	2	0	2	0	0	0	0	0
09:45 AM	1	0	0	1	0	1	0	0
10:00 AM	5	3	0	1	0	1	0	0
10:15 AM	3	0	1	0	0	0	0	0
10:30 AM	1	1	1	0	0	0	0	0
10:45 AM	1	2	0	1	1	0	0	1
11:00 AM	2	2	0	0	0	0	0	0
11:15 AM	1	1	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	2	1	2	0	2	0	0
12:00 PM	1	1	0	0	4	0	0	0
12:15 PM	2	2	0	0	2	0	0	0
12:30 PM	0	2	0	0	0	0	0	1
12:45 PM	0	1	1	2	7	1	0	0
01:00 PM	1	0	0	0	0	3	0	0
01:15 PM	6	1	0	0	3	3	0	0

Start Time	Lafayette St		Agnew Rd		Lafayette St		Agnew Rd	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
01:30 PM	3	1	0	0	1	1	0	0
01:45 PM	0	0	0	1	0	2	0	0
02:00 PM	0	1	0	0	1	0	0	0
02:15 PM	0	0	1	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0
02:45 PM	0	3	0	0	0	0	0	0
03:00 PM	1	0	0	0	0	0	0	0
03:15 PM	2	2	0	0	0	0	0	0
03:30 PM	0	1	1	0	3	1	0	0
03:45 PM	2	2	0	0	0	1	0	0
04:00 PM	1	0	0	1	0	2	0	0
04:15 PM	3	0	0	0	2	1	0	0
04:30 PM	0	1	0	0	0	0	0	0
04:45 PM	0	3	1	0	1	0	0	0
05:00 PM	4	0	0	0	0	0	0	0
05:15 PM	3	8	0	0	2	0	0	0
05:30 PM	0	5	3	0	2	1	0	0
05:45 PM	0	1	2	0	1	0	0	0
06:00 PM	3	0	0	0	4	0	0	0
06:15 PM	1	4	0	0	3	0	0	0
06:30 PM	0	1	2	0	0	2	0	0
06:45 PM	9	3	0	0	1	1	0	0
07:00 PM	1	2	0	0	1	2	0	0
07:15 PM	2	4	0	0	0	0	0	0
07:30 PM	3	2	0	0	0	0	0	0
07:45 PM	1	0	0	0	1	0	0	0
08:00 PM	3	2	0	0	2	1	0	0
08:15 PM	3	2	0	0	0	0	0	0
08:30 PM	1	3	0	0	0	1	0	0
08:45 PM	0	2	0	0	0	0	0	0
09:00 PM	3	0	1	0	0	0	0	0
09:15 PM	3	1	1	1	1	1	0	0
09:30 PM	1	0	0	0	0	2	0	0
09:45 PM	0	3	1	0	0	2	0	0

Site Name: Scott Boulevard / Monroe Street
Site Code: 3 **Start Date:** 6/4/2019

Start Time	Scott Blvd		Monroe St		Scott Blvd		Monroe St	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
05:00 AM	0	1	0	1	1	0	0	0
05:15 AM	0	0	0	0	0	0	0	0
05:30 AM	0	2	0	1	0	0	0	0
05:45 AM	0	1	0	1	0	0	0	0
06:00 AM	1	0	0	0	1	0	2	0
06:15 AM	1	0	1	0	0	0	0	0
06:30 AM	0	3	1	0	2	0	1	1
06:45 AM	0	3	2	3	1	0	2	1
07:00 AM	4	2	4	2	0	3	1	1
07:15 AM	6	2	4	0	3	2	2	1
07:30 AM	4	3	2	6	1	1	4	0
07:45 AM	3	6	3	5	4	5	3	0
08:00 AM	1	3	4	12	1	1	0	1
08:15 AM	0	2	2	14	3	7	4	2
08:30 AM	1	0	6	1	1	5	1	0
08:45 AM	1	0	7	3	2	2	1	3
09:00 AM	0	0	2	2	1	2	0	1
09:15 AM	1	2	0	2	0	1	0	2
09:30 AM	0	2	2	0	0	2	1	1
09:45 AM	2	1	0	3	2	2	1	2
10:00 AM	2	0	5	0	1	0	0	1
10:15 AM	3	0	3	2	4	1	0	0
10:30 AM	0	1	1	3	1	1	1	1
10:45 AM	0	0	3	1	0	0	0	0
11:00 AM	0	1	0	1	1	1	0	1
11:15 AM	0	1	2	1	3	0	0	0
11:30 AM	2	1	1	1	0	0	0	1
11:45 AM	0	0	1	1	0	0	0	0
12:00 PM	0	0	0	0	0	1	1	0
12:15 PM	1	1	1	2	0	0	2	1
12:30 PM	1	0	3	2	1	2	1	0
12:45 PM	1	1	3	2	0	1	0	0
01:00 PM	1	1	5	5	0	2	0	0
01:15 PM	0	1	4	9	0	4	1	0

Start Time	Scott Blvd		Monroe St		Scott Blvd		Monroe St	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
01:30 PM	0	2	9	6	0	3	1	0
01:45 PM	3	5	21	5	10	0	0	1
02:00 PM	2	0	6	1	1	2	3	1
02:15 PM	2	0	1	3	1	2	0	1
02:30 PM	1	0	1	1	2	0	1	0
02:45 PM	0	1	2	3	1	0	0	0
03:00 PM	0	1	2	1	0	4	0	0
03:15 PM	3	0	5	1	2	4	1	0
03:30 PM	2	0	5	6	0	4	2	0
03:45 PM	0	0	4	2	0	0	0	2
04:00 PM	1	0	2	1	1	5	1	1
04:15 PM	2	0	5	1	0	4	0	0
04:30 PM	2	2	4	1	2	1	2	0
04:45 PM	3	1	0	0	1	2	2	1
05:00 PM	1	0	4	1	1	1	0	0
05:15 PM	2	1	0	3	4	2	1	1
05:30 PM	1	0	6	2	0	0	2	0
05:45 PM	3	1	1	1	1	1	1	2
06:00 PM	5	0	2	0	1	3	1	0
06:15 PM	1	0	1	1	3	3	0	0
06:30 PM	3	1	6	2	1	2	2	0
06:45 PM	5	4	4	4	3	0	3	1
07:00 PM	1	0	1	0	2	1	1	0
07:15 PM	2	2	2	6	1	2	0	2
07:30 PM	3	0	4	2	3	5	1	0
07:45 PM	3	3	1	4	1	3	3	1
08:00 PM	1	3	2	3	3	0	0	1
08:15 PM	2	0	2	0	0	4	0	0
08:30 PM	1	3	0	2	5	2	4	1
08:45 PM	4	0	6	1	1	0	0	0
09:00 PM	3	1	4	2	1	0	0	0
09:15 PM	0	5	2	2	5	5	0	0
09:30 PM	2	0	1	0	1	1	1	0
09:45 PM	0	1	1	1	1	1	0	4

Site Name: El Camino Real / Flora Vista Avenue
Site Code: 4 **Start Date:** 6/4/2019

Start Time	Flora Vista Ave		El Camino Real		Flora Vista Ave		El Camino Real	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
05:00 AM	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	1	1	2	0	1
05:45 AM	2	4	0	4	1	0	0	0
06:00 AM	0	0	0	0	0	0	0	0
06:15 AM	1	1	0	1	1	0	1	0
06:30 AM	1	0	0	1	0	0	0	1
06:45 AM	2	0	3	1	2	1	0	3
07:00 AM	0	0	0	0	1	1	1	3
07:15 AM	1	0	0	2	0	0	0	0
07:30 AM	0	1	0	0	1	3	0	5
07:45 AM	0	1	0	0	0	2	2	1
08:00 AM	2	0	1	2	1	2	1	3
08:15 AM	5	0	3	0	2	0	1	7
08:30 AM	0	1	1	0	3	1	0	2
08:45 AM	5	7	5	1	0	2	0	8
09:00 AM	2	1	1	1	1	1	1	7
09:15 AM	5	1	1	0	2	0	4	3
09:30 AM	0	0	2	2	2	2	1	1
09:45 AM	5	4	4	7	2	0	0	3
10:00 AM	0	0	0	0	0	1	2	5
10:15 AM	2	0	4	1	1	0	2	0
10:30 AM	1	1	1	4	5	1	6	4
10:45 AM	0	2	2	1	0	2	1	0
11:00 AM	1	0	1	0	4	3	0	1
11:15 AM	3	4	0	0	0	0	5	4
11:30 AM	5	1	5	1	2	0	2	1
11:45 AM	3	1	6	5	1	1	2	1
12:00 PM	0	0	2	1	3	0	0	0
12:15 PM	3	2	2	4	8	0	6	0
12:30 PM	1	0	1	1	2	3	3	1
12:45 PM	1	0	1	3	1	0	1	0
01:00 PM	0	1	3	3	2	1	0	1
01:15 PM	1	1	0	2	3	0	1	0

Start Time	Flora Vista Ave		El Camino Real		Flora Vista Ave		El Camino Real	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
01:30 PM	0	0	0	2	0	0	2	0
01:45 PM	0	0	0	3	0	2	0	0
02:00 PM	1	0	2	1	0	0	0	1
02:15 PM	3	3	4	6	1	0	1	0
02:30 PM	3	1	2	2	1	1	1	2
02:45 PM	1	0	2	1	0	0	0	0
03:00 PM	0	4	7	6	1	3	1	0
03:15 PM	0	1	2	4	3	0	2	0
03:30 PM	1	0	0	1	1	2	1	0
03:45 PM	1	2	3	1	2	1	0	1
04:00 PM	2	4	1	0	1	0	0	1
04:15 PM	2	1	4	2	7	0	0	3
04:30 PM	0	1	0	1	3	0	2	2
04:45 PM	1	3	0	3	1	0	2	5
05:00 PM	0	0	1	1	4	0	6	0
05:15 PM	1	1	2	0	7	2	2	1
05:30 PM	6	1	3	2	1	1	3	0
05:45 PM	0	4	1	2	3	0	0	1
06:00 PM	2	5	1	2	0	3	4	1
06:15 PM	7	1	10	1	1	0	4	1
06:30 PM	1	2	2	0	1	2	2	2
06:45 PM	1	6	2	6	3	3	2	5
07:00 PM	3	3	3	5	4	1	4	1
07:15 PM	2	3	2	5	2	2	0	0
07:30 PM	2	1	6	5	5	4	1	2
07:45 PM	2	1	9	2	2	5	4	0
08:00 PM	1	2	1	4	4	2	3	0
08:15 PM	2	3	4	2	0	2	4	3
08:30 PM	5	0	1	1	1	1	2	3
08:45 PM	0	2	6	3	0	4	0	2
09:00 PM	3	5	0	10	0	0	5	2
09:15 PM	7	1	8	0	0	1	0	1
09:30 PM	1	0	1	3	2	1	3	0
09:45 PM	6	0	4	6	2	0	3	1

Site Name: El Camino Real / Palm Drive
Site Code: 5 **Start Date:** 6/4/2019

Start Time	El Camino Real		Railroad Ave		El Camino Real		Palm Dr	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
05:00 AM	0	0	0	5	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0
05:30 AM	1	1	3	5	0	1	1	0
05:45 AM	0	2	2	2	1	0	1	1
06:00 AM	0	0	1	3	1	0	3	0
06:15 AM	3	1	0	3	1	2	3	0
06:30 AM	1	3	2	4	0	3	2	0
06:45 AM	2	3	4	2	2	4	2	1
07:00 AM	2	3	0	2	3	2	0	1
07:15 AM	5	2	2	1	4	8	2	1
07:30 AM	3	0	1	4	4	8	2	1
07:45 AM	9	3	1	1	3	10	1	3
08:00 AM	11	3	2	4	5	15	4	1
08:15 AM	1	3	5	3	4	12	3	5
08:30 AM	6	3	3	5	2	9	1	1
08:45 AM	11	1	2	1	4	8	3	0
09:00 AM	7	5	4	2	10	8	1	3
09:15 AM	9	1	3	5	11	8	3	2
09:30 AM	5	0	4	4	8	21	4	2
09:45 AM	0	2	5	3	6	9	3	0
10:00 AM	20	4	2	1	7	17	1	3
10:15 AM	1	0	1	0	14	11	2	3
10:30 AM	4	3	3	7	3	8	0	4
10:45 AM	1	5	2	0	7	9	3	2
11:00 AM	1	2	2	3	13	6	5	4
11:15 AM	7	2	1	3	8	6	1	0
11:30 AM	2	5	0	4	11	6	2	1
11:45 AM	2	2	3	1	15	8	3	1
12:00 PM	1	6	1	4	8	15	0	5
12:15 PM	1	4	10	5	19	11	6	2
12:30 PM	4	5	1	3	9	14	3	4
12:45 PM	2	4	2	1	12	19	0	4
01:00 PM	0	6	5	0	13	13	3	0
01:15 PM	2	1	1	0	7	7	1	3
01:30 PM	4	6	3	7	7	15	2	1
01:45 PM	1	2	1	3	17	7	1	0
02:00 PM	0	2	0	0	11	6	1	2
02:15 PM	0	4	2	0	3	7	1	3
02:30 PM	3	4	1	8	3	10	0	1
02:45 PM	1	0	3	3	3	7	2	2
03:00 PM	1	10	4	6	4	6	0	0
03:15 PM	4	3	4	3	6	3	4	0
03:30 PM	5	3	0	1	4	5	0	0
03:45 PM	1	1	0	2	1	2	1	0
04:00 PM	4	6	0	0	15	4	0	0
04:15 PM	3	13	2	4	11	16	0	4
04:30 PM	4	6	0	2	3	13	0	0
04:45 PM	7	5	1	5	4	8	1	1
05:00 PM	6	7	3	1	18	8	1	4
05:15 PM	1	7	0	0	12	8	3	3
05:30 PM	11	12	3	4	5	7	7	3
05:45 PM	7	6	1	1	7	9	3	3
06:00 PM	1	6	4	3	2	4	2	2
06:15 PM	6	2	0	4	1	3	1	2
06:30 PM	5	3	1	0	6	0	3	2
06:45 PM	3	4	2	2	10	1	1	0
07:00 PM	5	5	0	0	2	0	3	2
07:15 PM	3	3	0	0	5	2	1	3
07:30 PM	1	5	0	1	7	0	4	1
07:45 PM	0	3	1	0	2	2	2	3
08:00 PM	0	0	1	0	0	0	2	5
08:15 PM	3	1	1	1	1	0	1	5
08:30 PM	0	3	2	2	0	2	2	0
08:45 PM	1	4	0	1	6	0	4	2
09:00 PM	4	0	1	0	0	0	2	0
09:15 PM	2	8	0	1	0	0	2	0
09:30 PM	0	2	0	1	1	0	0	0
09:45 PM	0	0	0	0	0	3	1	0

Site Name: Homestead Road / Kiely Boulevard
Site Code: 6 **Start Date:** 6/4/2019

Start Time	Kiely Blvd		Homestead Rd		Kiely Blvd		Homestead Rd	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
05:00 AM	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	1	0	0	0	0
05:45 AM	0	1	1	0	0	0	0	2
06:00 AM	0	1	0	1	1	0	1	0
06:15 AM	0	0	0	1	0	0	2	2
06:30 AM	0	1	2	0	3	1	1	2
06:45 AM	0	1	1	2	1	0	2	0
07:00 AM	2	2	0	0	1	2	4	0
07:15 AM	1	2	4	0	2	0	1	3
07:30 AM	1	1	1	2	0	1	0	5
07:45 AM	1	2	2	5	1	1	0	2
08:00 AM	1	0	1	3	2	0	1	1
08:15 AM	2	2	4	2	2	3	0	0
08:30 AM	1	1	0	5	1	3	1	2
08:45 AM	1	1	4	2	5	0	3	4
09:00 AM	2	3	1	6	2	3	0	3
09:15 AM	2	3	0	2	4	1	0	0
09:30 AM	4	3	4	6	2	1	4	0
09:45 AM	0	5	5	6	4	0	4	2
10:00 AM	2	1	2	2	6	2	3	1
10:15 AM	0	1	6	6	4	3	1	0
10:30 AM	1	1	11	6	1	3	1	1
10:45 AM	1	2	5	1	2	1	2	2
11:00 AM	3	0	5	4	12	1	2	2
11:15 AM	2	2	2	2	6	1	3	1
11:30 AM	2	3	1	3	1	1	1	1
11:45 AM	2	1	5	2	1	3	0	0
12:00 PM	6	4	2	9	1	1	0	0
12:15 PM	0	4	12	7	2	1	3	1
12:30 PM	1	0	3	4	1	3	1	1
12:45 PM	1	6	3	7	3	3	12	1
01:00 PM	0	2	4	16	4	2	2	1
01:15 PM	2	3	4	6	1	3	0	2

Start Time	Kiely Blvd		Homestead Rd		Kiely Blvd		Homestead Rd	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
01:30 PM	3	1	1	3	0	0	2	3
01:45 PM	1	2	5	4	4	3	4	3
02:00 PM	0	1	5	1	4	0	2	4
02:15 PM	6	3	3	1	1	3	0	0
02:30 PM	1	1	1	1	1	4	3	5
02:45 PM	3	5	3	3	3	1	5	2
03:00 PM	1	1	5	2	5	1	2	2
03:15 PM	1	0	3	4	2	2	1	4
03:30 PM	6	1	6	0	5	4	2	1
03:45 PM	0	1	1	6	3	2	4	0
04:00 PM	7	2	7	4	0	2	1	4
04:15 PM	4	1	5	1	0	1	6	0
04:30 PM	3	9	0	3	1	4	1	6
04:45 PM	1	3	1	2	3	2	3	0
05:00 PM	0	0	2	0	3	4	2	3
05:15 PM	4	3	7	3	1	3	0	3
05:30 PM	2	3	1	1	1	1	1	3
05:45 PM	1	2	2	4	2	0	0	3
06:00 PM	1	3	0	4	3	0	1	5
06:15 PM	3	3	3	6	3	5	4	4
06:30 PM	5	1	1	0	5	2	0	1
06:45 PM	1	2	7	7	2	7	2	2
07:00 PM	0	0	6	13	2	5	0	1
07:15 PM	0	0	6	1	3	6	0	2
07:30 PM	0	0	3	7	1	3	1	7
07:45 PM	0	0	5	7	4	2	3	2
08:00 PM	2	3	11	6	2	3	4	1
08:15 PM	6	0	12	6	3	3	3	1
08:30 PM	6	2	11	6	4	2	3	3
08:45 PM	4	1	5	2	1	1	1	1
09:00 PM	5	2	4	5	0	0	0	0
09:15 PM	0	3	4	11	1	5	3	2
09:30 PM	1	3	0	3	2	3	1	1
09:45 PM	3	1	4	1	0	2	2	1

Site Name: Homestead Road / Scott Boulevard
Site Code: 7 **Start Date:** 6/4/2019

Start Time	Scott Blvd		Homestead Rd		Scott Blvd		Homestead Rd	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
05:00 AM	0	0	0	0	0	0	0	0
05:15 AM	0	0	0	0	0	0	0	0
05:30 AM	0	0	0	0	0	0	1	0
05:45 AM	0	1	0	0	0	0	0	0
06:00 AM	1	0	2	1	0	0	0	0
06:15 AM	0	0	4	1	0	0	0	0
06:30 AM	0	0	1	2	0	0	0	0
06:45 AM	0	2	0	0	0	0	0	2
07:00 AM	0	0	1	1	0	0	1	0
07:15 AM	0	2	1	0	0	1	1	0
07:30 AM	1	0	0	1	1	0	0	0
07:45 AM	0	0	0	0	0	2	1	4
08:00 AM	0	0	3	1	1	0	0	1
08:15 AM	0	0	2	2	1	0	0	1
08:30 AM	0	0	1	1	1	0	0	1
08:45 AM	0	0	2	2	2	2	0	0
09:00 AM	0	0	0	0	1	0	0	0
09:15 AM	0	0	1	1	0	0	0	0
09:30 AM	3	1	1	3	0	0	1	0
09:45 AM	1	0	1	0	1	0	0	2
10:00 AM	1	0	0	0	0	0	1	0
10:15 AM	0	0	0	0	1	1	0	0
10:30 AM	0	0	0	0	0	0	1	1
10:45 AM	0	0	0	1	1	0	0	0
11:00 AM	0	0	0	0	0	0	0	2
11:15 AM	1	0	2	0	0	0	0	0
11:30 AM	0	0	1	0	0	1	0	0
11:45 AM	0	0	0	0	0	0	0	1
12:00 PM	1	0	2	0	0	1	1	0
12:15 PM	1	0	0	1	0	0	0	0
12:30 PM	0	0	0	1	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	2
01:00 PM	0	1	1	5	1	0	6	0
01:15 PM	1	1	2	1	0	0	0	0

Start Time	Scott Blvd		Homestead Rd		Scott Blvd		Homestead Rd	
	SOUTHBOUND		WESTBOUND		NORTHBOUND		EASTBOUND	
	CCW	CW	CCW	CW	CCW	CW	CCW	CW
01:30 PM	0	1	0	1	0	0	0	0
01:45 PM	2	2	0	0	0	1	0	0
02:00 PM	0	1	0	0	2	0	0	1
02:15 PM	0	0	5	0	4	0	1	0
02:30 PM	1	0	0	4	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0
03:00 PM	1	1	0	0	0	1	0	0
03:15 PM	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0
03:45 PM	2	0	0	0	0	0	0	1
04:00 PM	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	1	0	2	0
04:30 PM	0	0	0	0	1	1	4	1
04:45 PM	1	1	0	1	0	0	2	1
05:00 PM	1	3	0	0	0	0	1	0
05:15 PM	2	0	0	0	0	0	2	1
05:30 PM	0	0	0	0	0	0	1	2
05:45 PM	0	1	0	0	1	3	1	1
06:00 PM	1	2	0	1	0	1	0	2
06:15 PM	1	1	0	0	0	2	1	2
06:30 PM	0	0	0	0	0	2	0	6
06:45 PM	1	1	3	1	3	1	1	0
07:00 PM	1	1	0	0	1	0	3	2
07:15 PM	0	0	1	1	0	0	2	0
07:30 PM	2	0	0	1	0	2	2	1
07:45 PM	0	0	0	0	1	1	4	0
08:00 PM	0	3	0	1	1	0	1	0
08:15 PM	3	2	0	2	0	1	0	2
08:30 PM	1	0	1	0	0	0	2	2
08:45 PM	1	1	0	0	3	0	0	2
09:00 PM	2	0	0	2	0	0	1	0
09:15 PM	1	0	0	0	0	1	0	0
09:30 PM	0	0	0	0	0	0	3	0
09:45 PM	0	1	0	0	0	0	0	0

Study Name: El Camino Real Midblock
Site Code: 8 **Start Date:** 6/11/2019

	WESTBOUND		EASTBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
05:00 AM	0	0	0	0
05:15 AM	0	1	0	0
05:30 AM	0	0	1	0
05:45 AM	1	0	0	0
06:00 AM	1	0	0	0
06:15 AM	5	0	2	0
06:30 AM	2	0	0	0
06:45 AM	2	1	1	1
07:00 AM	0	1	0	1
07:15 AM	0	0	1	0
07:30 AM	0	2	0	0
07:45 AM	3	0	2	0
08:00 AM	3	1	2	0
08:15 AM	1	0	1	2
08:30 AM	1	0	0	1
08:45 AM	2	0	6	0
09:00 AM	2	2	3	2
09:15 AM	5	0	2	2
09:30 AM	3	1	2	0
09:45 AM	3	0	2	0
10:00 AM	5	1	0	0
10:15 AM	2	0	1	1
10:30 AM	2	0	3	2
10:45 AM	4	0	4	0
11:00 AM	1	0	2	0
11:15 AM	4	0	1	0
11:30 AM	0	0	0	1
11:45 AM	3	0	1	1
12:00 PM	1	0	1	1
12:15 PM	0	0	2	0
12:30 PM	1	0	1	2
12:45 PM	2	2	3	0
01:00 PM	1	0	0	0
01:15 PM	0	0	1	1

	WESTBOUND		EASTBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
01:30 PM	1	0	3	1
01:45 PM	0	1	0	0
02:00 PM	3	0	2	0
02:15 PM	0	0	2	0
02:30 PM	0	0	0	0
02:45 PM	3	0	0	1
03:00 PM	1	0	5	2
03:15 PM	1	1	1	3
03:30 PM	1	0	0	0
03:45 PM	5	0	1	0
04:00 PM	1	0	0	0
04:15 PM	1	0	0	1
04:30 PM	3	1	0	0
04:45 PM	3	0	2	1
05:00 PM	1	0	3	1
05:15 PM	1	0	1	1
05:30 PM	2	0	1	1
05:45 PM	1	0	5	2
06:00 PM	1	0	1	2
06:15 PM	2	1	2	2
06:30 PM	5	1	4	2
06:45 PM	4	3	2	0
07:00 PM	1	0	7	0
07:15 PM	4	1	9	2
07:30 PM	5	0	7	0
07:45 PM	2	0	8	4
08:00 PM	3	1	4	5
08:15 PM	4	1	4	0
08:30 PM	6	0	5	2
08:45 PM	6	0	5	0
09:00 PM	5	1	12	1
09:15 PM	1	2	3	0
09:30 PM	5	2	3	2
09:45 PM	5	0	2	0

Study Name: Homestead Road Midblock
Site Code: 9 **Start Date:** 6/4/2019

	WESTBOUND		EASTBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
05:00 AM	0	0	0	0
05:15 AM	0	0	0	0
05:30 AM	0	0	1	0
05:45 AM	1	1	0	0
06:00 AM	0	0	1	0
06:15 AM	1	0	3	0
06:30 AM	3	0	0	0
06:45 AM	2	1	4	0
07:00 AM	1	1	1	0
07:15 AM	0	0	1	0
07:30 AM	2	1	5	0
07:45 AM	2	2	2	3
08:00 AM	1	0	3	3
08:15 AM	3	0	7	3
08:30 AM	6	3	2	0
08:45 AM	0	4	1	4
09:00 AM	1	2	3	0
09:15 AM	3	0	1	1
09:30 AM	3	0	3	0
09:45 AM	3	0	10	0
10:00 AM	7	0	1	1
10:15 AM	5	0	12	4
10:30 AM	0	0	1	2
10:45 AM	2	1	1	3
11:00 AM	4	0	5	0
11:15 AM	3	0	2	1
11:30 AM	5	3	3	0
11:45 AM	17	0	3	2
12:00 PM	11	1	3	0
12:15 PM	18	1	7	1
12:30 PM	1	1	12	1
12:45 PM	5	0	11	0
01:00 PM	6	0	6	0
01:15 PM	7	0	10	0

	WESTBOUND		EASTBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
01:30 PM	5	0	9	0
01:45 PM	13	1	5	0
02:00 PM	8	1	6	0
02:15 PM	12	0	8	1
02:30 PM	7	1	7	0
02:45 PM	10	1	4	0
03:00 PM	3	0	6	3
03:15 PM	4	0	7	2
03:30 PM	4	1	4	1
03:45 PM	6	1	5	2
04:00 PM	6	0	1	0
04:15 PM	4	2	7	7
04:30 PM	5	1	4	3
04:45 PM	5	0	3	1
05:00 PM	6	1	6	4
05:15 PM	10	3	2	2
05:30 PM	7	3	4	2
05:45 PM	4	0	5	3
06:00 PM	3	0	3	1
06:15 PM	2	1	4	5
06:30 PM	5	2	3	3
06:45 PM	2	3	5	1
07:00 PM	14	2	14	0
07:15 PM	8	1	11	1
07:30 PM	7	1	7	1
07:45 PM	2	0	9	1
08:00 PM	9	0	5	3
08:15 PM	11	0	3	3
08:30 PM	3	1	7	0
08:45 PM	5	0	6	3
09:00 PM	1	0	4	1
09:15 PM	1	2	4	2
09:30 PM	2	0	4	0
09:45 PM	2	0	2	0

Study Name: San Tomas Aquino Trail A (North of Agnew Road)
Site Code: 10 **Start Date:** 6/4/2019

	SOUTHBOUND		NORTHBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
05:00 AM	0	0	0	0
05:15 AM	0	0	0	0
05:30 AM	0	0	0	1
05:45 AM	2	1	2	2
06:00 AM	2	0	4	0
06:15 AM	2	1	4	0
06:30 AM	10	1	2	3
06:45 AM	1	1	3	2
07:00 AM	4	2	3	11
07:15 AM	7	10	5	6
07:30 AM	2	6	1	12
07:45 AM	7	6	4	13
08:00 AM	5	4	1	13
08:15 AM	2	3	1	11
08:30 AM	1	16	1	20
08:45 AM	3	7	1	17
09:00 AM	2	15	2	9
09:15 AM	4	14	1	19
09:30 AM	4	2	2	8
09:45 AM	1	7	1	1
10:00 AM	2	9	3	8
10:15 AM	3	2	2	3
10:30 AM	3	3	2	3
10:45 AM	1	1	2	8
11:00 AM	6	0	5	1
11:15 AM	2	4	5	3
11:30 AM	1	2	5	6
11:45 AM	5	1	5	2
12:00 PM	1	4	9	0
12:15 PM	8	1	24	0
12:30 PM	13	2	17	2
12:45 PM	34	2	15	3
01:00 PM	9	3	8	2
01:15 PM	10	2	5	0

	SOUTHBOUND		NORTHBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
01:30 PM	11	3	6	0
01:45 PM	4	1	2	1
02:00 PM	2	2	7	1
02:15 PM	4	1	7	1
02:30 PM	4	1	1	3
02:45 PM	6	2	1	3
03:00 PM	0	2	0	5
03:15 PM	1	4	2	4
03:30 PM	3	3	0	7
03:45 PM	4	2	7	2
04:00 PM	2	7	3	5
04:15 PM	1	9	1	11
04:30 PM	3	12	3	6
04:45 PM	4	6	5	6
05:00 PM	5	11	2	6
05:15 PM	2	14	5	13
05:30 PM	4	22	6	9
05:45 PM	4	13	13	13
06:00 PM	6	12	5	8
06:15 PM	12	18	7	7
06:30 PM	5	16	6	8
06:45 PM	2	11	4	3
07:00 PM	3	7	5	12
07:15 PM	6	9	8	5
07:30 PM	3	11	9	5
07:45 PM	7	6	5	3
08:00 PM	1	2	8	0
08:15 PM	6	8	3	3
08:30 PM	11	1	2	0
08:45 PM	2	0	1	0
09:00 PM	13	0	11	0
09:15 PM	3	0	3	0
09:30 PM	0	1	0	0
09:45 PM	0	0	0	0

Study Name: San Tomas Aquino Trail A (South of Agnew Road)
Site Code: 10 **Start Date:** 6/11/2019

	SOUTHBOUND		NORTHBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
05:00 AM	0	0	0	0
05:15 AM	0	0	0	0
05:30 AM	1	0	1	0
05:45 AM	0	1	0	2
06:00 AM	1	1	5	2
06:15 AM	5	2	8	5
06:30 AM	8	1	4	9
06:45 AM	6	4	7	7
07:00 AM	2	7	2	11
07:15 AM	7	12	4	15
07:30 AM	3	17	3	14
07:45 AM	3	9	3	13
08:00 AM	4	4	2	11
08:15 AM	6	26	4	12
08:30 AM	5	19	3	23
08:45 AM	3	32	1	14
09:00 AM	1	15	1	11
09:15 AM	5	17	1	10
09:30 AM	4	18	2	7
09:45 AM	3	15	3	5
10:00 AM	3	8	1	4
10:15 AM	0	2	3	10
10:30 AM	4	4	2	1
10:45 AM	0	2	2	2
11:00 AM	1	6	0	2
11:15 AM	0	5	1	0
11:30 AM	2	2	4	6
11:45 AM	2	0	2	1
12:00 PM	1	0	4	0
12:15 PM	8	2	7	1
12:30 PM	7	3	5	0
12:45 PM	7	2	10	1
01:00 PM	10	1	4	4
01:15 PM	2	0	1	5

	SOUTHBOUND		NORTHBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
01:30 PM	3	1	0	3
01:45 PM	1	1	0	0
02:00 PM	3	1	5	1
02:15 PM	0	3	3	1
02:30 PM	2	2	0	1
02:45 PM	1	1	0	0
03:00 PM	0	0	0	6
03:15 PM	0	4	1	2
03:30 PM	0	3	2	6
03:45 PM	1	2	3	0
04:00 PM	0	2	1	4
04:15 PM	2	10	1	18
04:30 PM	3	5	3	13
04:45 PM	3	7	8	1
05:00 PM	1	10	3	11
05:15 PM	8	13	12	15
05:30 PM	9	14	12	14
05:45 PM	0	12	5	24
06:00 PM	2	10	4	10
06:15 PM	0	19	4	12
06:30 PM	0	7	4	11
06:45 PM	5	8	3	13
07:00 PM	3	6	7	15
07:15 PM	1	9	5	7
07:30 PM	6	6	5	4
07:45 PM	2	9	4	5
08:00 PM	2	6	2	7
08:15 PM	1	6	0	5
08:30 PM	0	4	2	1
08:45 PM	9	3	2	4
09:00 PM	2	5	2	1
09:15 PM	0	1	0	2
09:30 PM	1	1	0	2
09:45 PM	0	2	1	1

Study Name: San Tomas Aquino Trail B (North of Cabrillo Avenue)
Site Code: 11 **Start Date:** 6/5/2019

	SOUTHBOUND		NORTHBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
05:00 AM	0	0	2	1
05:15 AM	0	0	0	1
05:30 AM	0	1	0	3
05:45 AM	3	2	2	1
06:00 AM	2	0	2	4
06:15 AM	1	0	1	2
06:30 AM	2	0	2	5
06:45 AM	2	0	4	5
07:00 AM	2	1	0	5
07:15 AM	3	4	1	6
07:30 AM	2	2	1	11
07:45 AM	2	7	2	10
08:00 AM	5	1	3	11
08:15 AM	3	1	5	16
08:30 AM	3	2	2	13
08:45 AM	2	2	1	15
09:00 AM	0	2	1	22
09:15 AM	1	3	3	9
09:30 AM	1	0	1	10
09:45 AM	2	0	0	8
10:00 AM	1	0	1	4
10:15 AM	1	1	1	6
10:30 AM	0	2	5	4
10:45 AM	2	3	0	8
11:00 AM	2	1	6	4
11:15 AM	6	2	0	1
11:30 AM	0	1	0	2
11:45 AM	4	2	0	2
12:00 PM	3	2	3	1
12:15 PM	0	2	1	2
12:30 PM	3	1	2	1
12:45 PM	4	0	3	3
01:00 PM	1	0	6	4
01:15 PM	0	2	2	2

	SOUTHBOUND		NORTHBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
01:30 PM	0	2	0	2
01:45 PM	0	0	0	1
02:00 PM	2	0	0	3
02:15 PM	0	3	2	2
02:30 PM	0	1	1	0
02:45 PM	1	1	0	2
03:00 PM	1	3	0	0
03:15 PM	1	5	1	1
03:30 PM	0	4	0	3
03:45 PM	0	3	0	0
04:00 PM	1	5	0	1
04:15 PM	0	7	1	2
04:30 PM	0	4	0	3
04:45 PM	0	5	0	1
05:00 PM	0	9	1	2
05:15 PM	3	16	2	1
05:30 PM	0	24	2	0
05:45 PM	4	21	2	4
06:00 PM	1	19	4	1
06:15 PM	2	16	1	3
06:30 PM	0	7	1	0
06:45 PM	5	10	0	1
07:00 PM	3	10	1	0
07:15 PM	6	9	2	2
07:30 PM	1	4	0	2
07:45 PM	2	5	6	2
08:00 PM	5	4	3	1
08:15 PM	2	6	0	3
08:30 PM	2	7	2	2
08:45 PM	2	2	2	1
09:00 PM	4	1	0	1
09:15 PM	3	1	0	0
09:30 PM	1	0	1	1
09:45 PM	0	0	1	0

Study Name: San Tomas Aquino Trail B (South of Cabrillo Avenue)
Site Code: 11 **Start Date:** 6/13/2019

	SOUTHBOUND		NORTHBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
05:00 AM	0	0	1	1
05:15 AM	0	0	0	0
05:30 AM	1	0	0	0
05:45 AM	0	0	1	1
06:00 AM	1	0	2	0
06:15 AM	2	1	1	4
06:30 AM	0	1	1	5
06:45 AM	1	0	2	4
07:00 AM	3	0	2	4
07:15 AM	1	0	1	2
07:30 AM	1	0	1	4
07:45 AM	0	2	3	0
08:00 AM	1	5	2	9
08:15 AM	0	3	1	7
08:30 AM	0	1	1	4
08:45 AM	1	0	0	12
09:00 AM	4	3	8	9
09:15 AM	1	3	2	10
09:30 AM	0	1	2	6
09:45 AM	2	2	4	8
10:00 AM	0	2	1	1
10:15 AM	1	2	1	6
10:30 AM	1	0	0	1
10:45 AM	0	4	0	2
11:00 AM	1	1	2	5
11:15 AM	0	1	0	0
11:30 AM	1	0	0	0
11:45 AM	2	2	0	1
12:00 PM	0	3	0	4
12:15 PM	1	2	0	2
12:30 PM	1	0	3	2
12:45 PM	0	2	1	4
01:00 PM	0	1	1	0
01:15 PM	0	0	0	3

	SOUTHBOUND		NORTHBOUND	
Start Time	Peds	Bicycles	Peds	Bicycles
01:30 PM	1	0	0	0
01:45 PM	0	0	2	2
02:00 PM	0	0	0	0
02:15 PM	0	3	0	1
02:30 PM	0	2	0	0
02:45 PM	0	3	0	0
03:00 PM	1	3	0	0
03:15 PM	1	0	0	0
03:30 PM	0	1	0	0
03:45 PM	0	3	0	0
04:00 PM	0	3	1	2
04:15 PM	0	1	0	1
04:30 PM	0	6	0	1
04:45 PM	3	10	0	1
05:00 PM	0	10	2	1
05:15 PM	1	5	0	2
05:30 PM	1	10	1	4
05:45 PM	1	19	1	1
06:00 PM	0	17	1	0
06:15 PM	1	10	0	1
06:30 PM	2	7	1	2
06:45 PM	0	9	1	2
07:00 PM	2	2	1	0
07:15 PM	3	5	0	0
07:30 PM	0	3	1	1
07:45 PM	1	1	1	1
08:00 PM	3	3	3	1
08:15 PM	1	1	0	0
08:30 PM	1	1	0	0
08:45 PM	1	0	0	1
09:00 PM	0	1	0	1
09:15 PM	2	2	1	1
09:30 PM	0	0	0	1
09:45 PM	0	0	0	1

D.
Pedestrian Collisions

Report #	Date	Time	Location (Primary St)	Location (Secondary St)	Distance (Feet)	Dir.	Type of Collision	Primary Cause	Killed	Injured	At Fault
5974150	1/1/2013	1654	Stevens Creek Bl	Serena Wy	91	W	Vehicle/ Pedestrian	Improper Turning	0	1	Driver
5998502	2/1/2013	2046	El Camino Real	Alpine Av	0		Broadside	Pedestrian Right of Way	0	1	Driver
5998534	2/6/2013	928	Chromite Dr	Noraine Dr	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
5999576	1/15/2013	1444	Monroe St	Los Padres Bl	0		Sideswipe	Pedestrian Right of Way	0	1	Driver
6014399	3/3/2013	1105	El Camino Real	Bowe Av	30	E	Vehicle/ Pedestrian	Wrong Side of Road	0	1	Bicyclist
6015022	3/13/2013	2124	Lawrence Expwy	El Camino Real	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6015030	3/26/2013	1848	Cabrillo Av	Bowers Av	0		Head-On	Pedestrian Right of Way	0	1	Driver
6015034	3/21/2013	1355	Thomas Rd	Russell Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6026659	3/13/2013	2215	Stevens Creek Bl	Hanson Av	33	W	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6038163	4/5/2013	1616	Monroe St	Scott Bl	90	W	Vehicle/ Pedestrian	Automobile Right of Way	0	2	Driver
6038222	4/16/2013	1738	Homestead Rd	Los Padres Bl	0		Vehicle/ Pedestrian	Automobile Right of Way	0	1	Driver
6038226	4/10/2013	1622	Stevens Creek	Winchester Bl	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6053776	4/9/2013	2128	El Camino Real	Kiely Bl	300	E	Vehicle/ Pedestrian	Other Hazardous Violation	0	1	Bicyclist
6080979	5/17/2013	2205	Cabrillo Av	Scott Bl	0	W	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6080983	5/4/2013	2021	Monroe St	Scott Bl	170	E	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
6080995	5/21/2013	738	Fordham Dr	Creighton Pl	0		Head-On	Pedestrian Right of Way	0	1	Driver
6081003	5/14/2013	1539	Benton St	Live Oak	0		Head-On	Pedestiran Violation	0	1	Pedestrian
6100812	6/5/2013	1433	Stevens Creek Bl	Stevens Creek	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6161215	7/11/2013	1323	El Camino Real	Flora Vista Av	303	E	Vehicle/ Pedestrian	Improper Turning	0	1	Driver
6179110	8/26/2013	1751	Garrity Wy	Lick Mill Bl	26400	W	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver

Report #	Date	Time	Location (Primary St)	Location (Secondary St)	Distance (Feet)	Dir.	Type of Collision	Primary Cause	Killed	Injured	At Fault
6202074	8/28/2013	1401	Winchester Bl	Newhall St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6202097	8/31/2013	1840	Via Dondera	El Sobrante St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6211471	9/11/2013	730	Cabrillo Av	San Tomas Expy	480	W	Vehicle/ Pedestrian	Other	0	1	Pedestrian
6230459	10/1/2013	1143	Scott Bl	Monroe St	200	S	Vehicle/ Pedestrian	Unsafe Starting or Backing	0	1	Driver
6232220	9/30/2013	1508	Monroe St	Chromite Dr	0		Vehicle/ Pedestrian	Wrong Side of Road	0	1	Pedestrian
6249323	10/11/2013	758	1St St	Montague Expwy	0		Broadside	Other	0	1	Pedestrian
6249465	10/15/2013	1732	Scott Bl	Warburton Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	2	Driver
6250441	9/30/2013	937	Granada Av	Flora Vista Av	0		Sideswipe	Pedestrian Right of Way	0	1	Driver
6259021	10/22/2013	1838	Scott Bl	Bray Av	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
6268963	10/12/2013	1005	Tasman Dr	Calle Del Sol	18	W	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6274789	10/4/2013	2212	Agnew Rd	Lafayette St	0		Other	Improper Turning	0	1	Driver
6296274	12/4/2013	952	1St St	Trimble Rd	0		Vehicle/ Pedestrian	Other	0	1	Pedestrian
6303928	11/22/2013	1700	Scott Bl	San Tomas Expwy	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
6310249	11/21/2013	1500	Barkley Av	Andrea Pl	10	W	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
6310253	11/26/2013	1223	Stevens Creek	Santana Row	125	W	Broadside	Other Improper Driving	0	1	Driver
6326119	12/24/2013	1720	Rt 82	Mccormick Dr	60	W	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
6357705	7/21/2013	1431	El Camino Real	Warburton Av	0	E	Vehicle/ Pedestrian	Other	0	1	Driver
6357841	12/20/2013	1514	El Camino Real	Light Pole #171	9	W	-	Wrong Side of Road	0	1	Pedestrian
6357849	12/27/2013	1818	Monroe St	Franklin St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
90482782	10/15/2015	1530	San Tomas Expressway	Homestead Road	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
90518240	7/29/2017	2205	Montague Expy	Agnew Rd	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver

Report #	Date	Time	Location (Primary St)	Location (Secondary St)	Distance (Feet)	Dir.	Type of Collision	Primary Cause	Killed	Injured	At Fault
90076088	12/2/2015	835	San Tomas Expressway N/B	Scott Blvd	100	S	Vehicle/ Pedestrian	Other	0	1	Bicyclist
90435393	4/7/2017	2145	San Tomas Expy S/B	El Camino Real	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
90416184	12/19/2016	625	Lawrence Expy N/B	Cabrillo Ave	0		Vehicle/ Pedestrian	Improper Passing	1	0	Driver
90342927	9/8/2016	1412	San Tomas Epxy	El Camino Real	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
90292209	10/2/2016	1750	Central Expy	Scott Blvd	0		Vehicle/ Pedestrian	Other	0	1	Pedestrian
8188765	12/31/2015	1939	Newhall St	Maria St	0		Head-On	Pedestrian Right of Way	0	1	Pedestrian
7183706	12/5/2014	1749	Lafayette St	Franklin St	8	S	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7183702	11/17/2014	1743	Monroe St	Brown Av	25	E	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7181874	12/5/2014	1615	Washington St	Poplar St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7169997	10/28/2014	951	Stevens Creek Bl	Cypress Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7169993	10/31/2014	844	Barcells Av	Kiely Bl	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7169946	10/12/2014	1738	Fitzpatrick Wy	Moreland Wy	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
7169934	10/7/2014	954	Benton St	Moraga St	0		Broadside	Other Improper Driving	0	1	Driver
7169931	7/26/2014	2057	Royal Dr	Scott Bl	0		Vehicle/ Pedestrian	Other Hazardous Violation	0	1	Driver
7169431	5/28/2014	1945	Laurie Av	Kevin Wy	50	S	Vehicle/ Pedestrian	Wrong Side of Road	0	1	Driver
7169419	6/2/2014	1015	El Camino Real	Accolti Wy	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Bicyclist
7169416	9/15/2014	1513	Homestead Rd	Monroe St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7169376	12/19/2014	1727	El Camino Real	Flora Vista Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7192066	11/29/2015	1118	El Camino Real	Flora Vista Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	2	Driver
7190794	11/11/2015	1836	Tasman Dr	Lick Mill Bl	32	E	-	Pedestrian Right of Way	0	1	Driver

Report #	Date	Time	Location (Primary St)	Location (Secondary St)	Distance (Feet)	Dir.	Type of Collision	Primary Cause	Killed	Injured	At Fault
7190747	11/22/2015	1350	Martin Av	Lafayette St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7189890	11/27/2015	1757	Agnew Rd	Shore Pl	41	W	Vehicle/ Pedestrian	Unsafe Speed	0	1	Driver
7188091	12/23/2015	1226	Monroe St	Warburton Av	35	S	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
7186796	4/6/2015	1511	Pruneridge Av	Woodhams Rd	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7186776	3/22/2015	2143	Monroe St	Bellomy St	200	S	Vehicle/ Pedestrian	Pedestrian Right of Way	0	2	Driver
7186768	3/18/2015	1141	El Camino Real	Campbell Av	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
7186752	2/25/2015	1304	Homestead Rd	Kiely Bl	62	W	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7186748	2/25/2015	1059	Washington St	Poplar St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7186157	12/14/2015	828	Homestead Rd	Layton St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
7186149	12/11/2015	1933	Benton St	The Alameda	10	W	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7186129	12/4/2015	1347	Lafayette St	Homestead Rd	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7186102	12/15/2015	1618	Bowers Av	Cabrillo Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
7186098	12/1/2015	1427	Lafayette St	Martin Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
7184863	2/6/2015	1237	The Alameda	Portola Av	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
7184840	4/14/2015	1730	Washington St	Manchester Dr	0		Vehicle/ Pedestrian	Traffic Signals or Signs	0	1	Driver
7184815	12/23/2015	933	El Camino Real	Flora Vista Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
7159677	9/11/2015	825	El Camino Real	Flora Vista Av	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
7159579	10/29/2015	1733	Franklin St	Madison St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7159566	9/17/2015	1637	El Camino Real	Halford Av	0		Vehicle/ Pedestrian	Unsafe Speed	0	1	Driver
7159535	10/11/2015	2101	Stevens Creek Bl	Cabot Av	10	W	Vehicle/ Pedestrian	Unknown	0	1	Pedestrian
7132824	10/23/2015	1901	Great America Pkwy	Old Glory Ln	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	2	Driver

Report #	Date	Time	Location (Primary St)	Location (Secondary St)	Dis-tance (Feet)	Dir.	Type of Collision	Primary Cause	Killed	Injured	At Fault
7093535	8/14/2015	2127	Stevens Creek Bl	Stevens Creek Bl 3051	0		Head-On	Other Improper Driving	0	1	Pedestrian
7049153	8/29/2015	2018	Benton St	Flora Vista Av	0		Sideswipe	Unknown	0	1	Driver
7043494	8/26/2015	2042	Rt 82	Portola Av	10	W	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
7014506	7/24/2015	1800	Agnew Rd	2401 Agnew Rd	0		Vehicle/ Pedestrian	Other Improper Driving	0	1	Driver
6854294	8/9/2014	929	Monroe St	Harrison	0		Vehicle/ Pedestrian	Unknown	1	0	Driver
6827327	11/18/2014	1730	Lafayette St	Agnew Rd	0		Vehicle/ Pedestrian	Traffic Signals or Signs	0	1	Driver
6767431	12/8/2014	813	Pruneridge	Cedar Wy	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6767423	12/2/2014	647	Monroe St	Warburton Av	15	S	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6720487	11/3/2014	1847	Cabrillo Av	Morrison Av	0		Vehicle/ Pedestrian	Not Stated	0	1	Pedestrian
6699184	10/4/2014	1444	Madison St	Bellomy St	63	S	Vehicle/ Pedestrian	Improper Turning	0	2	Driver
6661613	9/25/2014	1538	Franklin St	Alviso St	47	E	Vehicle/ Pedestrian	Unsafe Starting or Backing	0	1	Pedestrian
6559626	4/27/2014	1452	Stevens Creek Bl	Saratoga	245	S	Vehicle/ Pedestrian	Automobile Right of Way	0	1	Driver
6533652	5/27/2014	835	Monroe St	Lawrence Expwy	5	E	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6506451	4/26/2014	1648	Flora Vista Av	El Camino Real	150	S	-	Pedestiran Violation	0	1	Driver
6506435	4/21/2014	1350	Homestead Rd	Jackson St	13	W	Vehicle/ Pedestrian	Automobile Right of Way	0	1	Driver
6506431	4/19/2014	204	Haig St	Laurie Av	169	N	Vehicle/ Pedestrian	Driving or BIcycling under the influence of Alcohol or Drug	0	1	Driver
6455759	3/24/2014	741	Tasman Dr	Lick Mill Bl	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6455735	3/21/2014	1121	Old Mountain View Alviso Rd	Great America Pkwy	162	W	Vehicle/ Pedestrian	Driving or BIcycling under the influence of Alcohol or Drug	0	2	Driver
6433340	2/25/2014	718	Monroe St	Meadowbrook Dr	7	W	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
6427073	3/6/2014	1850	Montague Expwy	Thomas Rd	200	W	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver

Report #	Date	Time	Location (Primary St)	Location (Secondary St)	Distance (Feet)	Dir.	Type of Collision	Primary Cause	Killed	Injured	At Fault
6399606	1/16/2014	1740	Lick Mill Dr	Vista Club Cir	0		Vehicle/ Pedestrian	Not Stated	0	1	Driver
6393463	2/20/2014	2111	Benton St	Capitola Wy	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
6393451	2/26/2014	1630	Scott Bl	Warburton	0		Vehicle/ Pedestrian	Improper Turning	0	1	Driver
6291707	9/26/2014	1545	Stevens Creek Bl	Stevens Creek Bl 3071	0		Vehicle/ Pedestrian	Not Stated	1	0	Driver
6290730	3/29/2014	228	Stevens Creek Bl	Rt 280	36	W	Vehicle/ Pedestrian	Unknown	1	0	Driver
6290595	4/2/2014	2057	Rt101	Great America Pkwy	1746	N	Vehicle/ Pedestrian	Pedestiran Violation	1	0	Pedestrian
6890342	4/1/2015	1900	Blossom Hill Rd	Blossom Hill Rd 925	0		Vehicle/ Pedestrian	Unsafe Speed	0	1	Driver
6844326	2/22/2015	2107	Washington St	Lewis St	0		Vehicle/ Pedestrian	Improper Turning	0	1	Pedestrian
6844159	2/28/2015	1531	El Camino Real	Railroad Av	5	S	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6830407	1/16/2015	815	Flora Vista Av	Flora Vista Av 3665	0		Vehicle/ Pedestrian	Improper Turning	0	1	Driver
6822185	1/29/2015	1726	Quinn Av	Bonnie Dr	26	S	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
6809533	1/30/2015	2235	El Camino Real	Alpine Av	0		Vehicle/ Pedestrian	Driving or BIcycling under the influence of Alcohol or Drug	0	1	Driver
6292812	5/21/2015	2134	Kiely Bl	Malabar Av	0		Head-On	Pedestrian Right of Way	1	0	Driver
8579898	12/6/2017	1738	Warburton Av	Scott Bl	9	N	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8579866	11/27/2017	1416	Mission College Bl	Agnew Rd	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
8566735	11/9/2017	2059	Anna Dr	Scott Bl	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8532929	10/5/2017	1404	Augustine Dr	Bowers Av	520	E	Vehicle/ Pedestrian	Other Improper Driving	0	1	Driver
8526283	10/24/2017	1610	Miramar Av	Tamarack Ln	120	E	Vehicle/ Pedestrian	Unsafe Starting or Backing	0	1	Pedestrian
8503998	10/19/2017	1026	El Camino Real	Los Padres Bl	0		Vehicle/ Pedestrian	Unknown	0	1	Driver
8500165	11/5/2017	1429	Winchester Bl	Dorcich St	23	S	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8481695	8/16/2017	1743	El Camino Real	Lawrence Expwy	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver

Report #	Date	Time	Location (Primary St)	Location (Secondary St)	Dis-tance (Feet)	Dir.	Type of Collision	Primary Cause	Killed	Injured	At Fault
8457404	9/19/2017	22	El Camino Real	Scott Bl	200	E	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
8452171	7/9/2017	2203	Kiely Bl	Kalliam Dr	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8452163	7/22/2017	259	El Sobrante St	Via Dondera	0		Broadside	Driving or BIcycling under the influence of Alcohol or Drug	0	3	Driver
8451560	4/20/2017	1603	Washington St	Poplar St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8451112	9/12/2017	700	Lick Mill Bl	Lick Mill Bl 5090	0		Vehicle/ Pedestrian	Unknown	0	1	Driver
8437048	4/19/2017	1724	Juliette Ln	Mission College Bl	480	S	Vehicle/ Pedestrian	Unsafe Speed	0	1	Driver
8432533	8/3/2017	2018	Warburton Av	Pomeroy Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8423348	7/29/2017	1059	Saratoga Av	Los Padres Bl	10	E	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8413037	7/11/2017	644	Rt 82	Portola Av	15	W	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
8403231	5/10/2017	1938	Monroe St	Scott Bl	0		Rear Hit Objectnd	Driving or BIcycling under the influence of Alcohol or Drug	0	1	Driver
8403119	5/30/2017	1634	Stevens Creek Bl	Cronin Dr	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
8378812	2/21/2017	1828	Monroe St	Nobili Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
8374418	2/16/2017	1213	Alpine Av	Butte St	52	N	Vehicle/ Pedestrian	Unsafe Speed	0	1	Pedestrian
8374414	2/11/2017	1834	Benton St	Moraga St	8	W	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8367211	2/7/2017	709	Karen Dr	Patricia Dr	306	S	Vehicle/ Pedestrian	Other Improper Driving	0	1	Driver
8364460	3/30/2017	2011	Winchester Bl	Dorcich St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
8358993	1/12/2017	1931	Harrison St	Monroe St	15	E	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
8358989	1/16/2017	1812	Los Padres Bl	Monroe St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
8358968	4/5/2017	1637	William Dr	Ellena Dr	164	N	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
8294768	1/5/2017	1134	Stevens Creek Bl	Henry Av	15	W	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver

Report #	Date	Time	Location (Primary St)	Location (Secondary St)	Distance (Feet)	Dir.	Type of Collision	Primary Cause	Killed	Injured	At Fault
8294655	12/14/2016	837	Jay St	Scott Bl	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8294626	12/4/2016	1708	Pruneridge Av	Winchester Bl	175	W	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
8294577	12/13/2016	1103	El Camino Real	Halford Av	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
8294564	12/6/2016	1324	860 Civic Center Dr	Civic Center Dr	0		Vehicle/ Pedestrian	Other Improper Driving	0	1	Driver
8205569	11/26/2016	2106	Agnew Rd	Davis St	100	E	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8205529	11/9/2016	736	Bowers Av	Bowers Ave 2401	42	E	Vehicle/ Pedestrian	Not Stated	0	1	Pedestrian
8188660	11/18/2016	1845	Kiely Bl	Mauricia Av	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
8188656	11/28/2016	1928	Los Padres Bl	Forbes Av	0		Vehicle/ Pedestrian	Unsafe Speed	0	1	Driver
8174235	9/21/2016	1722	Mission St	The Alameda	0		Vehicle/ Pedestrian	Improper Turning	0	1	Pedestrian
8171034	9/25/2016	2111	Franklin St	Lafayette St	50	E	Vehicle/ Pedestrian	Unsafe Starting or Backing	0	1	Pedestrian
8167550	8/10/2017	1850	El Camino Real	Railroad Av	164	W	Vehicle/ Pedestrian	Pedestiran Violation	1	0	Driver
8163746	10/28/2016	2046	Monroe St	Los Padres Bl	0		Vehicle/ Pedestrian	Other Hazardous Violation	0	1	Driver
8133564	8/18/2016	1705	Gillmor St	Silveria Ct	15	N	Vehicle/ Pedestrian	Unsafe Starting or Backing	0	1	Driver
8125539	9/17/2016	927	Calle Del Sol	Tasman	0		-	Pedestrian Right of Way	0	1	Pedestrian
8122781	8/16/2016	916	Cabrillo Av	Nobili Av	0		Vehicle/ Pedestrian	Automobile Right of Way	0	1	Driver
8096869	6/22/2016	1850	El Camino Real	Flora Vista Av	10	W	Broadside	Pedestrian Right of Way	0	1	Driver
8062212	5/25/2016	1724	Lafayette St	Lexington St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8062208	5/31/2016	811	Laurie Av	Mac Gregor Ln	30	N	Vehicle/ Pedestrian	Pedestiran Violation	0	1	Pedestrian
8062196	6/27/2016	1006	Forbes Av	Kiely Bl	5	E	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
8062045	6/2/2016	1841	Nobili Av	El Camino Real	0		Vehicle/ Pedestrian	Automobile Right of Way	0	1	Pedestrian
8010288	3/28/2016	821	Monroe St	Los Padres Bl	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver

Report #	Date	Time	Location (Primary St)	Location (Secondary St)	Distance (Feet)	Dir.	Type of Collision	Primary Cause	Killed	Injured	At Fault
8002696	2/9/2016	1531	El Camino Real	Lawrence Sb	0		Vehicle/ Pedestrian	Automobile Right of Way	0	1	Driver
8002672	2/7/2016	2004	Great America Pkwy	Mission College Bl	0		Vehicle/ Pedestrian	Other Improper Driving	0	1	Driver
7194943	1/25/2016	1600	Winchester Bl	Dorcich St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7194647	1/4/2016	728	Monroe St	Marchese Wy	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7194560	2/17/2016	2216	De La Cruz Bl	Reed St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Driver
7194556	2/18/2016	2308	Homestead Rd	Woodhams Rd	0		Rear Hit Objectnd	Driving or BIcycling under the influence of Alcohol or Drug	0	1	Driver
7194447	1/5/2016	1200	Edward Av	Aldo Av	10	S	Vehicle/ Pedestrian	Pedestrian Right of Way	0	1	Pedestrian
7191565	2/5/2016	615	El Camino Real	Pomeroy Av	0		Vehicle/ Pedestrian	Pedestiran Violation	0	1	Driver
7175961	1/27/2016	2132	Lafayette St	Lexington St	0		Vehicle/ Pedestrian	Pedestrian Right of Way	0	2	Pedestrian