

Complete Streets Commission



REGULAR MEETING AGENDA

Date: 9/12/2018
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call To Order

B. Roll Call

C. Reports and Announcements

Under “Reports and Announcements,” staff and Commission members may communicate general information of interest regarding matters within the jurisdiction of the Commission. No Commission discussion or action can occur on any of the presented items.

D. Public Comment

Under “Public Comment,” the public may address the Commission on any subject not listed on the agenda. Each speaker may address the Commission once under Public Comment for a limit of three minutes. Please clearly state your name and address or political jurisdiction in which you live. The Commission cannot act on items not listed on the agenda and, therefore, the Commission cannot respond to non-agenda issues brought up under Public Comment other than to provide general information.

E. Regular Business

E1. Approve the Complete Streets Commission regular meeting minutes of August 8, 2018 ([Attachment](#))

E2. Provide feedback on the bicycle and pedestrian network recommendations for the Transportation Master Plan ([Staff Report #18-009-CSC](#))

F. Informational Items

F1. Update on major project status

G. Committee/Subcommittee Reports

G1. Update from Active Transportation Network Subcommittee (Behroozi/Kirsch/Nash/Weiner)

G2. Update from Electric Vehicle Subcommittee (Meyer/Nash/Walser)

G3. Update from Downtown Access and Parking Subcommittee (Behroozi/Levin/Nash)

G4. Update from Multimodal Subcommittee (Levin/Walser)

G5. Update from Placemaking and Outreach Subcommittee (Lee/Meyer)

- G6. Update from Safe Routes to School Program Subcommittee (Lee/Mazzara/Walser/Meyer)
- G7. Update from Transportation Master Plan Subcommittee (Behroozi/Levin/Nash)

H. Adjournment

At every Regular Meeting of the Commission, in addition to the Public Comment period where the public shall have the right to address the Commission on any matters of public interest not listed on the agenda, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during the Commission's consideration of the item.

At every Special Meeting of the Commission, members of the public have the right to directly address the Commission on any item listed on the agenda at a time designated by the Chair, either before or during consideration of the item.

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Complete Streets Commission



REGULAR MEETING MINUTES - DRAFT

Date: 8/8/2018
Time: 7:00 p.m.
City Council Chambers
701 Laurel St., Menlo Park, CA 94025

A. Call to Order

Chair Kirsch called the meeting to order at 7:02 p.m.

B. Roll Call

Present: Behroozi, Kirsch, Levin, Mazzara, Walser, Weiner
Absent: Lee, Meyer, Nash
Staff: Associate Transportation Engineer Kevin Chen

C. Reports and Announcements

Staff Chen announced upcoming City events and provided a summary of City Council actions on transportation related items since the July 11, 2018, Complete Streets Commission meeting.

D. Public Comment

There was no public comment received.

E. Regular Business

- E1. Approve the Complete Streets Commission regular meeting minutes of July 11, 2018 (Attachment)

ACTION: Motion and second (Walser/Behroozi) to approve the Complete Streets Commission regular meeting minutes of July 11, 2018. The motion passed (5-0-1-3, Weiner abstained, Lee and Meyer and Nash absent).

- E2. Approve a modified time parking restriction zone on south side of Hamilton Avenue between Carlton Avenue and Willow Road (Staff Report #18-007-CSC)

Staff Chen provided a presentation (Attachment).

- Pamela Jones spoke in support of the project and suggested additional potential improvements.

ACTION: Motion and second (Walser/Mazzara) to approve the modified time parking restriction zone on south side of Hamilton Avenue between Carlton Avenue and Willow Road. The motion passed (6-0-3, Lee and Meyer and Nash absent).

- E3. Assess Complete Streets Commission Pilot Program and designate one Commission representative

to deliver quarterly report to City Council

ACTION: By acclamation, the Complete Streets Commission tabled this item to a future meeting.

F. Informational Items

- F1. Update on the Willow Road and U.S. Route 101 interchange construction, upcoming traffic changes and planned weekend roadway closure in mid-September (Staff Report #18-008-CSC)

Staff Chen provided an update on the construction schedule.

- F2. Update on major project status

Staff Chen provided updates on the Ravenswood Avenue Railroad Crossing Project, Middle Avenue Pedestrian and Bicycle Rail Crossing Project, Oak Grove, University, Crane Bicycle Improvement Project, Belle Haven Neighborhood Traffic Calming Plan, and Safe Routes to School Program.

G. Committee/Subcommittee Reports

- G1. Update from Active Transportation Network Subcommittee

There was no report.

- G2. Update from Electric Vehicle Subcommittee

There was no report.

- G3. Update from Downtown Access and Parking Subcommittee

Commissioner Levin reported on possibly educating the community on parking, access, and Transportation Demand Management measures through third party speakers.

- G4. Update from Multimodal Subcommittee

Commissioner Levin provided an update on the Bishop Ranch Autonomous Shuttle Bus Program and its progress.

- G5. Update from Placemaking and Outreach Subcommittee

There was no report.

- G6. Update from Safe Routes to School Program Subcommittee

Commissioner Mazzara provided a meeting summary of the Safe Routes to School Program Kickoff Meeting that occurred on July 18, 2018.

- G7. Update from Transportation Master Plan Subcommittee

There was no report.

H. Adjournment

Chair Kirsch adjourned the meeting at 8:33 p.m.

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STAFF REPORT

Complete Streets Commission

Meeting Date: 9/12/2018
Staff Report Number: 18-009-CSC

Regular Business: Provide feedback on the bicycle and pedestrian network recommendations for the Transportation Master Plan

Recommendation

Staff requests the Complete Streets Commission review and provide feedback on the proposed bicycle and pedestrian network recommendations for the Transportation Master Plan, specifically answering the following questions:

- Is the list complete or are there projects missing?
- Do any of the projects need clarifications or refinements?
- Are there projects that should be removed?

Policy Issues

The development of a Transportation Master Plan is included as one of the top six priority projects in the City Council's adopted 2018 workplan and is also one of the highest priority implementation programs in the 2016 General Plan Circulation Element.

Background

The Transportation Master Plan (TMP) and Transportation Impact Fee (TIF) Program is the highest priority program following the adoption of the ConnectMenlo General Plan Land Use and Circulation Elements in November 2016. The Circulation Element was last updated in 1994, although several modal- or area-specific plans (e.g., Comprehensive Bicycle Development Plan; Sidewalk Master Plan; El Camino Real/Downtown Specific Plan) have been created since then. The Circulation Element has seven goals and 86 policies and programs that establish the framework for the City's priorities related to multi-modal transportation. The Transportation Master Plan will build from the policy context of the Circulation Element to identify infrastructure projects and strategic programs, then prioritize them for implementation. The Transportation Impact Fee Program will assess the responsibility of new development to help fund the infrastructure projects identified in the Transportation Master Plan, and allow the City to update the Fee Program, which was last updated in 2009.

Transportation Master Plan Initiation and Current Status

The TMP process was kicked off in June 2017 and started with outreach events during the summer and fall of 2017 to collect community feedback on transportation issues within the City. City Council also appointed the Oversight and Outreach Committee including a representative from the Complete Streets Commission in August 2017 to:

- Provide advisory input and recommendations to the consultant and staff regarding the outreach process and draft Master Plan materials and submittals
- Guide and keep the project process on track to meet the key milestones
- Reach out to community members to share content and encourage participation at community engagement activities such as workshops/meetings and other planning activities

The Committee has since met four times to discuss the goals, performance measures and prioritization criteria for the TMP and initial recommendations for the Bayfront Expressway and Willow Road corridors. Materials, including staff reports, presentations, and outreach materials from the prior meetings are available at the City's project website: www.menlopark.org/TMP.

The key goals of the Master Plan, which are focused around safety, sustainability, and mobility choice and also were identified previously through ConnectMenlo and the Climate Action Plan, are listed below:

1. Safety: Vision Zero – Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50% by 2040.
2. Sustainability: Enable the City to meet the goals of the Climate Action Plan, including a 27 percent greenhouse gas emission reduction.
3. Mobility Choice: Design transportation projects to accommodate all modes and people of all abilities. Encourage the use of lower emission modes such as walking, biking and transit.

The prioritization criteria which was refined based on the feedback received from the community and the Committee at their October 30, 2017 meeting include the following:

Prioritization Criteria	
Safety	Congestion Relief
Ease of Implementation	Transportation Sustainability
Greenhouse Gas Reduction/Person Throughput	Location of School
Opportunities for Green Stormwater Infrastructure	Sensitive Populations (daycares, senior centers, communities of concern)
Cost	

Based on feedback from the Committee and direction from City Council, four additional meetings for the Committee and one additional meeting for the Complete Streets Commission were added to scope of work. At the May 9, 2018 Complete Streets Commission meeting and the May 30, 2018 Committee meeting, staff reviewed the adopted scope of work, clarified the TMP's goals and purpose, and confirmed the roles of both the Committee and Commission for the TMP. A series of three meetings for the Committee was planned to discuss the recommendations by geographic area of the city (north, central, and south) to allow the Committee enough time to discuss specific projects in each area. The first two meetings of this series were held on August 30, 2018 and September 5, 2018 to review the recommended projects and strategies within the north which is generally between Bay Road and Bayfront Expressway and central area of the City which is the area generally between Bay Road and Olive Street. The next Committee meeting will focus on the south area of the City which is generally between Olive Street and Interstate 280. In addition, a meeting was planned for the Commission to review the bicycle and pedestrian networks developed for the TMP.

Analysis

The City's consultant team led by W-Trans has worked with City staff to develop a comprehensive list of strategies and recommendations to address the transportation challenges throughout the City. These

recommendations were based on the feedback received from the community and Committee, collision history, traffic volumes, and other data. The recommendations and working paper are summarized in a draft Working Paper (Attachment A). The Working Paper also includes a summary of transportation in the city, needs assessment, performance metrics and the prioritization criteria that will be used to rank the projects. Alta Planning and Design is a subconsultant on the project team, and their work was focused on developing the bicycle and pedestrian recommendations for the TMP. As part of their work, Alta evaluated the existing bike network using Level of Traffic Stress (LTS) criteria which evaluates bicycle connectivity based on traffic volumes, speed, and type of bicycle facility. There are four levels of LTS ranging from LTS 1, considered to be a low stress street which is suitable for nearly all bicycle users, to LTS 4, considered to be a high stress street which has faster speeds and higher traffic volumes and uncomfortable for most bicycle users. Figure 19 of the Working Paper shows the results of the LTS evaluation.

Project Highlights

Figures 24 and 28 in the Working Paper illustrate the citywide bicycle and pedestrian recommendations, respectively. A description of the projects follow in the subsequent tables and are numbered for easy reference. Some of the projects have tradeoffs and are highlighted below with additional detail provided in Chapter 4 of the Working Paper (Attachment A).

- Project #35 Willow Road Corridor Improvement Project – Alternative A – This alternative includes two variations to provide exclusive bus lanes. The first option would allow for buses to have their own lanes, but it would require the bicycle lanes to be removed and the median to remain. To address the removal of the bicycle lanes, a future parallel bicycle route (Project #34) is proposed that would involve a new bicycle and pedestrian overcrossing over US 101 and connect the Willows neighborhood, East Palo Alto, and the life sciences area along O'Brien Drive. This alternative is considered a long-term recommendation that requires coordination and approval by East Palo Alto and Caltrans and would provide a way to move more people through the Willow Road corridor. A slight variation of this improvement is to provide exclusive bus lanes without widening. The median and the bike lanes would be removed. The future parallel bicycle route on local streets with a new bicycle and pedestrian overcrossing over US 101 would also be part of this improvement.
- Project #36 Willow Road Corridor Improvement Project – Alternative B – Willow Road would remain similar to existing conditions, but buses would be allowed to use the existing right-turn lane at O'Brien Drive to continue straight on Willow Road toward Bayfront Expressway. This measure along with a transit signal priority signal will allow buses to bypass queues in the through lane.
- Project #37 Willow Road Corridor Improvement Project – Alternative C – The third option for Willow Road includes removing the median on Willow Road to allow for separated bike lanes on each side of Willow Road. This option would provide a raised separation barrier between the travel lanes and the bike lanes and would connect to the separated bikeway currently being constructed as part of the US 101 and Willow Road interchange project. This alternative would provide a safer and more attractive bikeway on Willow Road compared to unprotected bike lanes.
- Project #84 El Camino Real Corridor Improvement Project – This recommendation is similar to the City Council's selection of a preferred alternative from the El Camino Real Corridor Study which included replacing the on-street parking with buffered bicycle lanes with the added option to remove the median to provide bicycle lane transitions at the intersections. Without removal of the median, the bicycles would share the right-turn lanes at each intersection where provided. These improvements were based on the direction provided by the City Council as part of the El Camino Real Corridor Study. Additional future improvements to alleviate the northbound traffic bottleneck at Ravenswood Avenue will require additional focused analysis and community engagement on tree and property impacts and could be considered separately in the future.
- Project #117 & #118 Middle Avenue Mobility Improvements – These recommendations include Class II bicycle lanes on Middle Avenue between Olive Street and El Camino Real and will require the removal

of on-street parking on at least one side of the street. This recommendation will provide a bicycle connection to the future Middle Avenue Caltrain bicycle and pedestrian crossing (Project #81) and link to Burgess Park and Civic Center.

Many of the sidewalk projects include closure of sidewalk gaps, but some of them also include widening existing sidewalks. Some of those projects are highlighted below.

- Project #27 Ivy Drive Pedestrian Network Improvement – This project includes widening sidewalks on both sides of Ivy Drive and narrowing the wide median. The Hetch Hetchy pipeline is located under Ivy Drive and any changes on Ivy Drive will require coordination and approval by the San Francisco Public Utilities Commission.
- Project #28 Newbridge Street Pedestrian Network Improvement – This project includes widening sidewalks on both sides of Newbridge Street by narrowing the travel lanes.
- Project #136 West Menlo Mobility Improvements – This project includes installing a sidewalk on the north side of Sharon Road that will provide a connection to La Entrada Middle School, but will require removal of on-street parking and landscaping in the right-of-way.

Next Steps and Schedule

After the Commission meeting, the third of three Committee meetings in a series is scheduled for September 25, 2018 and will focus on the recommendations proposed within the south area (between Olive Street and I-280).

After receiving feedback from the Commission and the Committee, staff and the project team will refine the draft recommendations and strategies and develop a scoring system to prioritize the projects. The refined recommendations and scoring system will be presented in a community workshop scheduled for the fall 2018/winter 2019 along with an online open house for additional feedback and input.

Below is the proposed project schedule:

Task	Schedule
OOO #6: Review recommendations for south area of City	September 25, 2018
Community workshop and online open house	Fall/Winter 2018-19
Release draft Master Plan	Spring 2019
OOO #7: Review draft Master Plan	Spring 2019
Complete Streets Commission review and recommendation to the City Council on the draft Master Plan	Spring 2019
City Council review and adoption of Master Plan	Summer 2019
Develop Fee Program update (including OOO #8)	Summer/Fall 2019

Major project milestone progresses and deliverables will continue to be posted on the City project website (menlopark.org/TMP).

Impact on City Resources

The revised scope of work and budget for the project was approved in May 2018. No additional resources are being requested at this time.

Environmental Review

The Commission's feedback is not a project under the California Environmental Quality Act (CEQA)

Guidelines. Future project actions will comply with environmental review requirements under CEQA.

Public Notice

Public notification was achieved by posting the agenda, with the agenda items being listed, at least 72 hours prior to the meeting.

Attachments

- A. W-Trans, Draft Strategies and Recommendations Working Paper for the City of Menlo Park, August 23, 2018

Report prepared by:
Kristiann Choy, Senior Transportation Engineer

Report reviewed by:
Justin Murphy, Public Works Director

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Transportation Master Plan Strategies and Recommendations Working Paper



Prepared for the City of Menlo Park

Submitted by

W-Trans

in association with

Alta Planning + Design, BKF, Bottomley & Associates, Dyett & Bhatia, Enviroissues, and Iteris

August 23, 2018



**TRAFFIC ENGINEERING
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- F. Recommendation Operational Analysis

Executive Summary

The City of Menlo Park is preparing a Transportation Master Plan (TMP) to envision the future of transportation in Menlo Park, with a goal of improving safety and operations for all modes and roadway users. The TMP will identify projects to enhance the transportation network, conduct community engagement to ensure such projects meet the communities' goals and values, and prioritize projects based on need for implementation. The Transportation Master Plan provides a detailed vision, sets goals and performance metrics for network performance, and will outline an implementation strategy for both improvements to be implemented locally and for local contributions towards regional improvements. This document, the Strategies and Recommendations Working Paper, summarizes the needs of the transportation network and provides a draft detailed project list for consideration and feedback. While this Working Paper will inform the foundation of the TMP, additional work to be done includes evaluating the projects against the TMP goals and performance metrics previously prepared and developing the implementation strategy, as described further below. The City's Transportation Impact Fee program will then be updated to incorporate the projects identified in the TMP.

An Oversight and Outreach Committee (OOC) was formed and appointed by City Council to support development of the TMP. The OOC's role is to:

- Provide advisory input and recommendations to the consultant and staff regarding the outreach process and draft Transportation Master Plan materials and submittals
- Guide and keep the project process on track to meet the key milestones
- Reach out to community members to share content and encourage participation at community engagement activities such as workshops/meetings and other planning activities

The OOC will review this Strategies and Recommendations Working Paper in a series of three meetings to be held in August and September 2018. While the Working Paper describes improvements and recommendations across the City to provide overall context for the network improvements, the OOC will discuss the recommendations in steps – in three geographic areas: the northern, central, and southern areas of Menlo Park. The improvements within each geographic area are presented later in this Working Paper and will correlate to the OOC meeting agendas.

As part of the TMP process, several background documents were previously prepared and reviewed and distributed to the OOC, including:

- Transportation Information Summary Memorandum: A citywide transportation information summary to identify the needs, opportunities, and recommendations that are provided within various transportation-related studies that have been previously completed.
- Public Outreach Summary: A summary of the phase one public engagement process intended to define the vision and goals of the community, through a series of outreach events and community engagement tools, in order to solicit feedback from City residents, business owners, and other stakeholders in the following areas: opportunities and challenges with the existing transportation system; their vision for Menlo Park's near- and long-term transportation system, and; specific policies, goals, or actions they would like to see advanced through the TMP.
- Performance Metrics Memorandum: A memorandum and matrix summarizing the proposed performance metrics and prioritization criteria to be used to track the implementation of the improvements outlined in the Transportation Master Plan process. The performance metrics are intended to encompass the goals and policies outlined in the ConnectMenlo Circulation Element and meet the sustainability goals of the Climate Action Plan.

These documents help create a framework for the TMP, document concerns and comments of the City's constituents, and details possible metrics on which to critique the TMP's strategies, respectively and are contained in Appendix A.

The City previously adopted two high-level documents, the City's General Plan (ConnectMenlo) and the El Camino Real and Downtown Specific Plan, that address goals and policies for Menlo Park's transportation network, as well as potential strategies and programs to achieve those goals. This Strategies and Recommendations Working Paper bridges the gap between such high-level documents and the recommendations that have been developed as part of the TMP process. The TMP recommendations will also provide recommendations to help meet the sustainability goals of the City's adopted Climate Action Plan. This Working Paper summarizes the supporting documents for relevant context, details the TMP's goals, introduces Menlo Park's existing transportation network (such as a history of collisions in the City, bicycling and walking infrastructure, parking, transit, motor vehicle infrastructure, and programs such as the Neighborhood Traffic Management and Transportation Demand Management programs), and identifies the needs and deficiencies of the system. With these components introduced, the working paper then provides an overview of the performance metrics and prioritization criteria that will be used to evaluate the various recommendations of the TMP. The recommendations are then introduced in Chapter 4. These recommendations include both citywide programs, as well individual spot and corridor improvements. Lastly, a summary of the analyses prepared to support the recommendations and identify where key tradeoffs need to be discussed by the OOC is provided.

The next steps in the TMP process include gathering feedback from the OOC on this Working Paper to refine the proposed recommendations. Recommendations will then be evaluated against the goals and performance metrics identified, and the ranked project list will be presented during the second round of community engagement in Fall/Winter 2018-19. The community engagement strategy includes soliciting input via both an online platform as well as an in-person community open house. Once community feedback on the proposed recommendations is gathered and incorporated, an implementation strategy will be developed, including a phasing schedule and potential funding sources. Phasing of projects will be considered so that the most important and time-sensitive recommendations are more likely to be implemented first. Funding for these recommendations will be identified, including federal, state, regional and local City funds. The final project recommendations and implementation strategy will be presented to the OOC before preparing a draft TMP, which will then be presented to the Complete Streets Commission and City Council for consideration and adoption.

Once the TMP is finalized, the City's Transportation Impact Fee program will be updated to correspond to the improvements recommended in the TMP.

1. Introduction

The City of Menlo Park is preparing a Transportation Master Plan (TMP) to envision the future of transportation in Menlo Park, with a goal of improving safety and operations for all modes and roadway users. The TMP will identify projects to enhance the transportation network, conduct community engagement to ensure such projects meet the communities' goals and values, and prioritize projects based on need for implementation. The Transportation Master Plan provides a detailed vision, sets goals and performance metrics for network performance, and outlines an implementation strategy for both improvements to be implemented locally and for local contributions towards regional improvements. This document, the Strategies and Recommendations Working Paper, summarizes the needs of the transportation network and provides a draft detailed project list for consideration and feedback. While this Working Paper will inform the foundation of the TMP under development, additional work to be done includes evaluating the projects against the TMP goals and performance metrics previously prepared and developing the implementation strategy, as described further below. The City's Transportation Impact Fee program will then be updated to incorporate the projects identified in the TMP.

The City previously adopted two high-level documents, the City's General Plan (ConnectMenlo) and the El Camino Real and Downtown Specific Plan, that address goals and policies for Menlo Park's transportation network, as well as potential strategies and programs to achieve those goals. This Strategies and Recommendations Working Paper bridges the gap between such high-level documents and the recommendations that have been developed as part of the TMP process. In addition, the TMP will provide recommendations to help meet the sustainability goals of the City's adopted Climate Action Plan.

1.1 Previously Prepared TMP Documents

As part of the TMP development, several supporting documents have been prepared, including the Transportation Information Summary Memorandum, Public Outreach Summary, and Performance Metrics Memorandum. These documents can be found in full in Appendix A.

The Transportation Information Summary Memorandum is a summary of the needs, opportunities, and recommendations that are provided within various transportation-related studies. It documents existing conditions and coalesces potential transportation improvements and policies in a guiding document akin to a literature review. This document, through its identification and summary of deficiencies and the needs of the transportation system, forms the starting point for the TMP's recommendations.

The Public Outreach Summary details public engagement efforts completed in summer and fall 2017, which defined the vision and goals of the community for the TMP. To gather community input for the TMP, the project team conducted an online survey, held walking tours and public workshops, and attended established community events such as Music in the Park and the Menlo Park Block Party. Through these outreach efforts, approximately 1000 individuals participated in the development of goals and vision of the TMP.

The Performance Metrics Memorandum compiles performance metrics and prioritization criteria as part of the TMP development process. The intent of the performance metrics and prioritization criteria discussed in this memorandum is to quantify an improvement project's ability to meet the City's vision, goals, and policies as defined in the City's General Plan (ConnectMenlo), the El Camino Real and Downtown Specific Plan, and the Climate Action Plan. As the TMP development continues, an evaluation system will be developed using these criteria. This system will be applied to the proposed projects (see Chapters 4) and a priority ranking will be established.

1.2 Goals of the Transportation Master Plan

The TMP's goals are based on content from ConnectMenlo, which represents a vision for the future of Menlo Park. In particular, the circulation element details a vision for the future of the City's transportation system. Relevant policies from ConnectMenlo are listed in Appendix B.

In addition to ConnectMenlo, content from the City's El Camino Real, and Downtown Specific Plan was incorporated. The Specific Plan focuses on the El Camino Real corridor and downtown area, providing a framework for growth and development. Like ConnectMenlo, the Specific Plan has a circulation element that details a vision for future improvements to El Camino Real and transportation throughout the downtown area.

The City has also adopted a Climate Action Plan that identifies sustainability goals for the city.

Between ConnectMenlo, the Specific Plan, and the Climate Action Plan, three primary goals of the TMP were developed relating to safety, mobility choice, and sustainability.

1.2.1 Safety Goal

Per ConnectMenlo, transportation safety has been indicated as a City priority. The City has established a "Vision Zero" goal, defined as striving to achieve zero fatalities and reducing non-fatal collisions by 50 percent on the transportation system of the City by 2040. This goal is pursued through the following efforts: (1) project prioritization through Capital Improvement Plan projects, (2) engineering, (3) education, and (4) enforcement to create safer streets by slowing vehicle traffic and reducing the impacts associated with vehicle travel. The TMP builds upon these initiatives by analyzing collision history to identify hot spots, identifying improvement measures, ensuring equitable improvements, and assessing phasing and funding for the recommendations.

1.2.2 Mobility Choice Goal

Another ConnectMenlo goal is to increase accommodations for all modes, in particular encouraging pedestrians, bicyclists, and transit options to increase mobility choice. This is to be done for pedestrians and cyclists through a "complete streets" program that provides for safe and efficient pedestrian and bicyclist use through improvements such as additional access and safety improvements, removing both physical and administrative barriers, and regional programs with nearby cities. For transit riders, ConnectMenlo specifies promoting transit use and development, in particular along the Caltrain and Dumbarton rail corridors.

The Specific Plan emphasizes pedestrians, bicyclists, and transit riders along El Camino Real and in the downtown area as a means of increasing mobility choice. It also details a pedestrian and cyclist network connecting throughout downtown, along with expanded shuttle service and accommodation of bus rapid transit along the El Camino Corridor.

Promoting pedestrian, bicyclist, and transit rider needs as detailed in ConnectMenlo and the Specific Plan is one way to promote sustainability. In addition, these documents support travel demand management strategies aimed at reducing the need for single-occupant vehicle trips. Methods to achieve this listed in the Specific Plan include subsidizing transit fares, possibly through employers, providing bike facilities such as parking and showers, van pool programs, guaranteed ride home programs in case of an emergency, and car and bike share programs. ConnectMenlo is more macroscopic, with programs focused on transportation demand management, transportation management associations, transportation impact fees, and other programs to reduce vehicle miles traveled.

1.2.3 Sustainability Goal

Sustainability is also a key goal of the TMP, and needs to align with the City Council adopted Climate Action Plan to reduce greenhouse gas (GHG) emissions. Transportation produces 40% of the community's total emissions, making it one of the largest contributors to climate change. The City Council has adopted a GHG reduction goal of 27% for citywide emissions. In addition, there GHG reduction strategies in the recent adoption of the ConnectMenlo Plan that include further GHG reduction strategies to incorporate in the TMP. The TMP provides a significant opportunity to innovate and prioritize transportation projects that will reduce locally produced greenhouse gas emissions. These strategies rely on optimizing car sharing, bike sharing, carpooling, transit, bicycling, walking, and other forms of non-fuel modes of transportation or alternative fuel projects to achieve the council adopted goal. Projects that would have the most impact in reducing local GHG emissions would be weighted in prioritizing the recommended transportation projects.

2. Transportation in Menlo Park

2.1 Street Classifications

The ConnectMenlo Circulation Element established a new set of guidelines for street classifications, with an emphasis on complete streets. These street classifications expand on the traditional classifications defined by the Federal Highway Administration to provide additional land use context (neighborhood or mixed-use corridors) and the priority users the street serves. Street classifications for the City's roadway network as established in Connect Menlo are shown in Figure 1. A description of the street classifications, including modal priority and key considerations, is summarized in Appendix C.

Illustrations depicting the street cross-sections are provided in Figures 2 through 12. These figures represent a visual example of typical treatments that can be used to achieve the priorities identified in ConnectMenlo and more details on the transportation strategies can be found in the Toolkit developed as part of the Transportation Master Plan project, included as Appendix D.

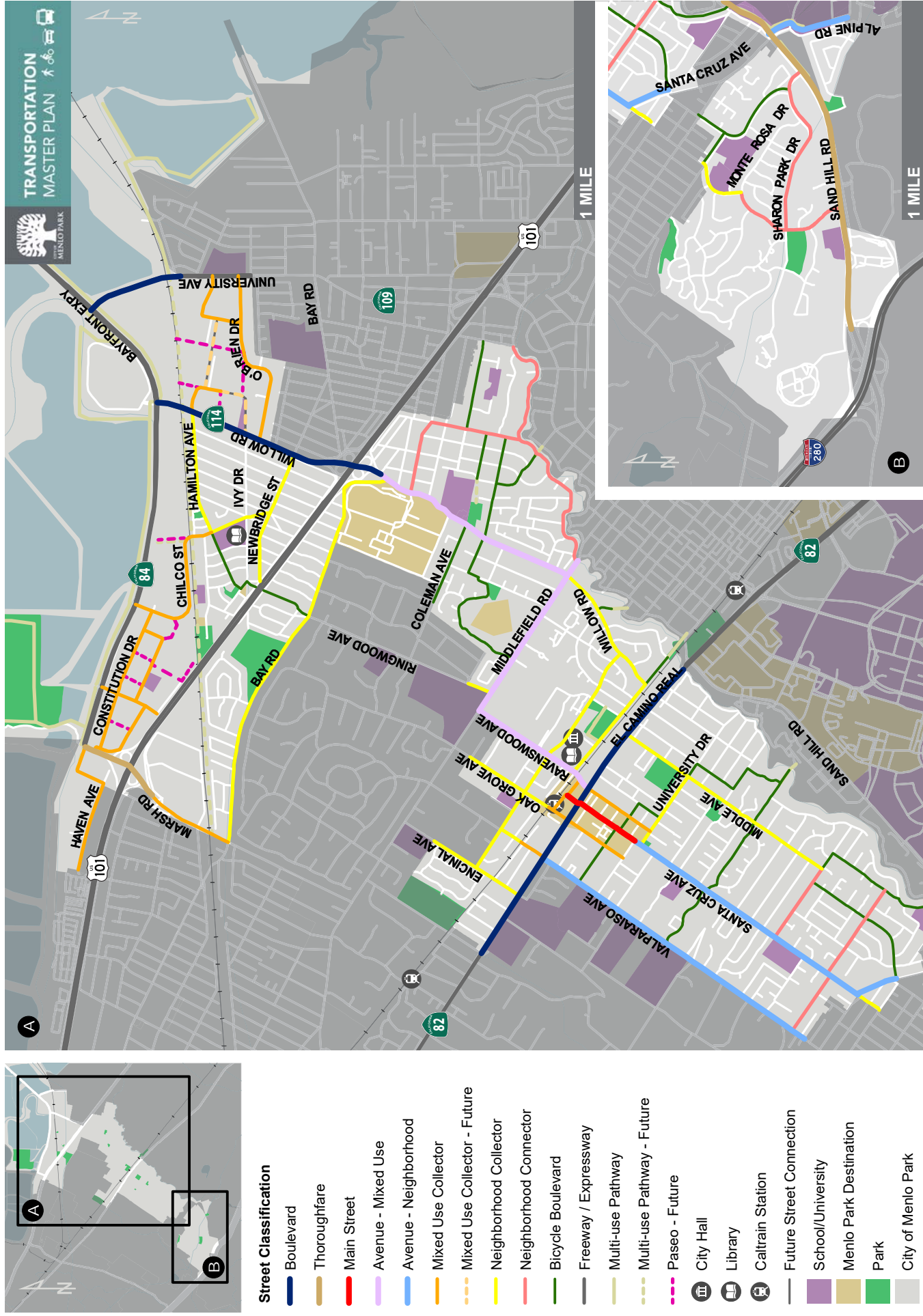






Figure 1 - Citywide Street Classifications Map



Figure 2 - Boulevard

 Bicycle	 Pedestrian	 Transit	 Vehicle
1. Buffered or protected bike lanes with colored conflict areas and intersection crossing markings (if no appropriate parallel bike corridors exist).	2. Street trees 3. Pedestrian-oriented street lights 4. New develop. set back to allow for wider sidewalk 5. High-visibility crosswalks with median and enhanced crossing treatments 6. Minimize driveway curb cuts, reduce apron for level sidewalk 7. Continuous sidewalks with ADA directional ramps on both sides of street	8. Improved bus stop with shelter, bench, map, lighting, trash receptacle 9. Bus stop located at far side of intersection to allow pedestrians to cross behind the bus. In-line bus stops or bus pullouts where appropriate as to not conflict with bicycle infrastructure	10. Multiple 11-foot travel lanes in each direction to accommodate emergency vehicles, trucks and buses. 11. Parking as space allows, but not to supersede medians or bike lanes on part of bike network (not pictured)

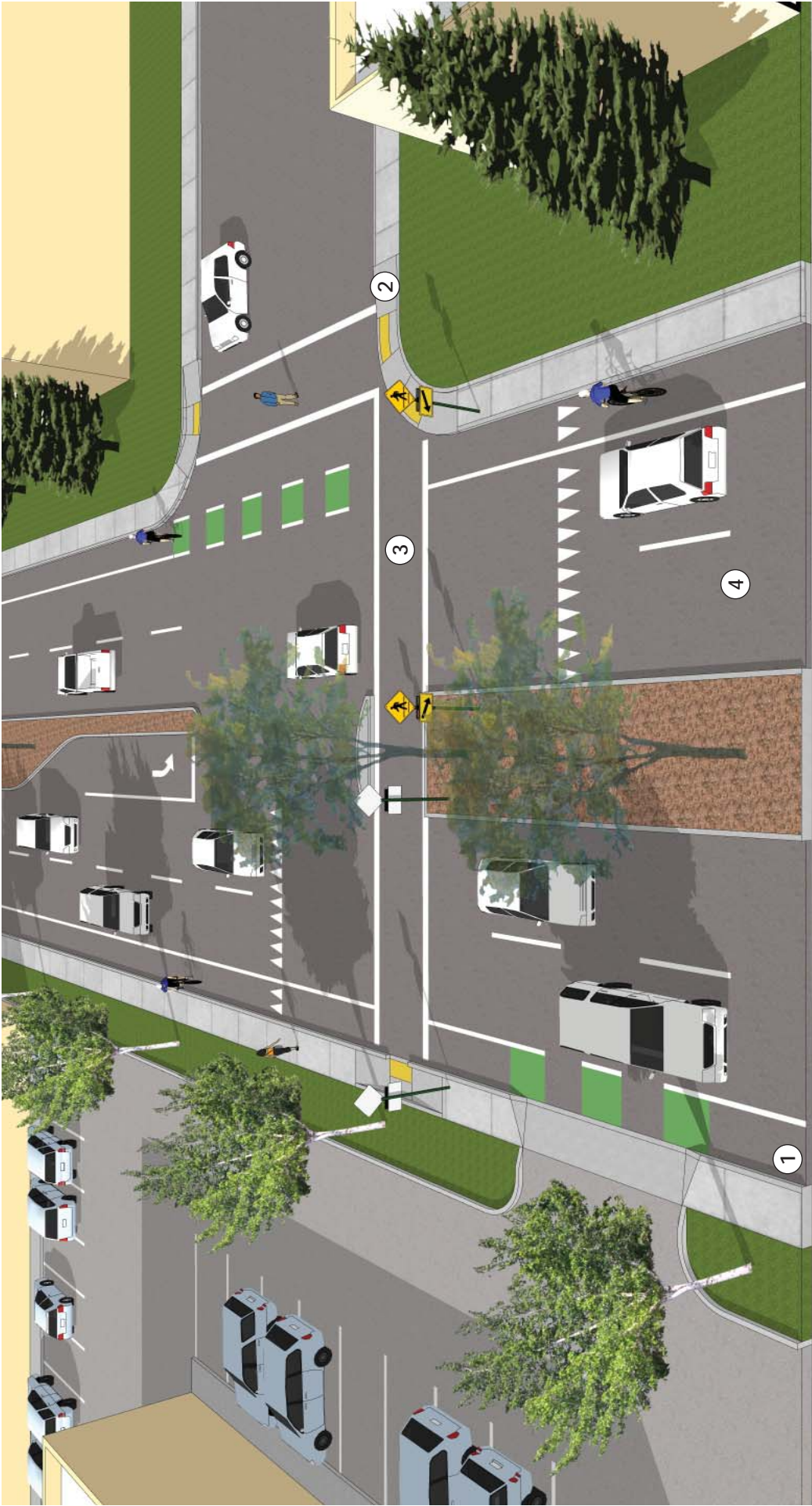


Figure 3 - Thoroughfare

Bicycle	Pedestrian	Transit	Vehicle
1. Conventional bike lanes with colored conflict areas and intersection crossing markings	2. Continuous sidewalks with ADA directional ramps on both sides of street 3. Crosswalks with median and enhanced crossing treatments		4. Multiple 11-foot travel lanes in each direction to accommodate emergency vehicles and trucks with dedicated left-turn lane.



figure 4 - Main Street





 Bicycle	 Pedestrian	 Transit	 Vehicle
1. Shared lane markings	4. Wide sidewalks with distinctive paving	7. Travel lane width to accommodate transit vehicles	8. On-street parking; time-limited to manage supply
2. Bike Parking at regular intervals	5. Street trees and pedestrian-oriented street lights		
3. Bicycle priority may be lower where appropriate parallel bicycle corridors exist	6. Crosswalks with bulb-outs, refuges, and distinctive paving		



Figure 5 - Avenue - Mixed Use

Bicycle	Pedestrian	Transit	Vehicle
1. Buffered bike lane with color conflict area and intersection crossing markings (conventional bike lane if buffered bike lane not feasible)	2. Planting strip with street trees 3. New development set back from right-of-way to allow for wider sidewalk 4. High-visibility crosswalks with medians and enhanced crossing treatments	5. Bus stop with shelter per Sam-Trans policies and requirements.	6. Two-way left-turn lane or left-turn pockets with raised median where appropriate 7. Provide parking if space allows (not pictured)

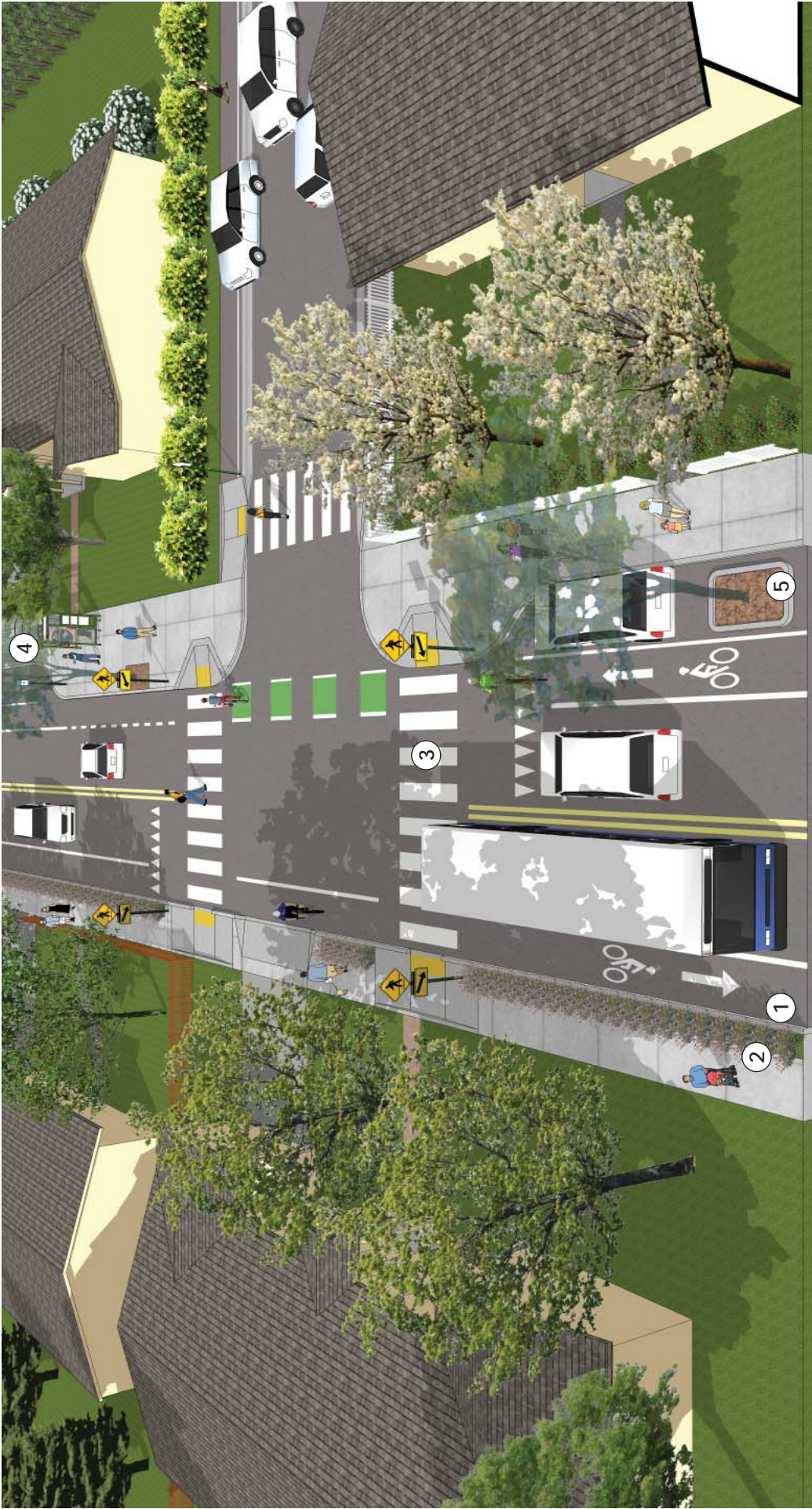


Figure 6 - Avenue - Neighborhood

<div><div></div><div>Bicycle</div></div>	<div><div></div><div>Pedestrian</div></div>	<div><div></div><div>Transit</div></div>	<div><div></div><div>Vehicle</div></div>
<div>1. Buffered bike lane with color conflict area and intersection crossing markings (conventional bike lane if buffered bike lane not feasible)</div>	<div>2. Planting strip (with street trees if space allows) 3. High-visibility crosswalks with bulb-outs and enhanced crossing treatments</div>	<div>4. Bus bulb-out with shelter per SamTrans policies and requirements.</div>	<div>5. Parallel parking on one side with street trees in parking strip (remove parking if space doesn't allow) 6. Two-way left-turn lane or left-turn pockets if needed (not pictured)</div>



Figure 7 - Mixed-Use Collector

<div><div></div><div>Bicycle</div></div>	<div><div></div><div>Pedestrian</div></div>	<div><div></div><div>Transit</div></div>	<div><div></div><div>Vehicle</div></div>
1. Conventional bike lane with colored conflict area and intersection crossing markings (buffered bike lane if space allows)	2. Planting strip with street trees		3. Parallel parking on one side (remove parking if space doesn't allow)



Figure 8 - Neighborhood Collector

<div><div></div><div>Bicycle</div></div>	<div><div></div><div>Pedestrian</div></div>	<div><div></div><div>Transit</div></div>	<div><div></div><div>Vehicle</div></div>
<div>1. Conventional bike lane with colored conflict area and intersection crossing markings (buffered bike lane if space allows)</div>	<div>2. Sidewalks with planting strip and street trees (pathways if conventional sidewalks are not feasible)</div> <div>3. High-visibility crosswalks with bulb-outs and enhanced crossing treatments if needed (not pictured)</div>		<div>4. Optional traffic calming elements where necessary and supported by residents to achieve traffic calming goals</div> <div>5. Parking on one side of street (if space allows)</div>



Figure 9 - Neighborhood Connector

<div><div></div><div>Bicycle</div></div>	<div><div></div><div>Pedestrian</div></div>	<div><div></div><div>Transit</div></div>	<div><div></div><div>Vehicle</div></div>
<div>1. Sharrow markings</div>	<div><div>2. Sidewalks with planting strip and street trees (pathways if conventional sidewalks are not feasible)</div><div>3. Sidewalks with street trees in tree wells</div></div>		<div><div>4. Optional traffic calming elements where necessary and supported by residents to achieve traffic calming goals</div><div>5. Parking on one side of street (if space allows)</div></div>

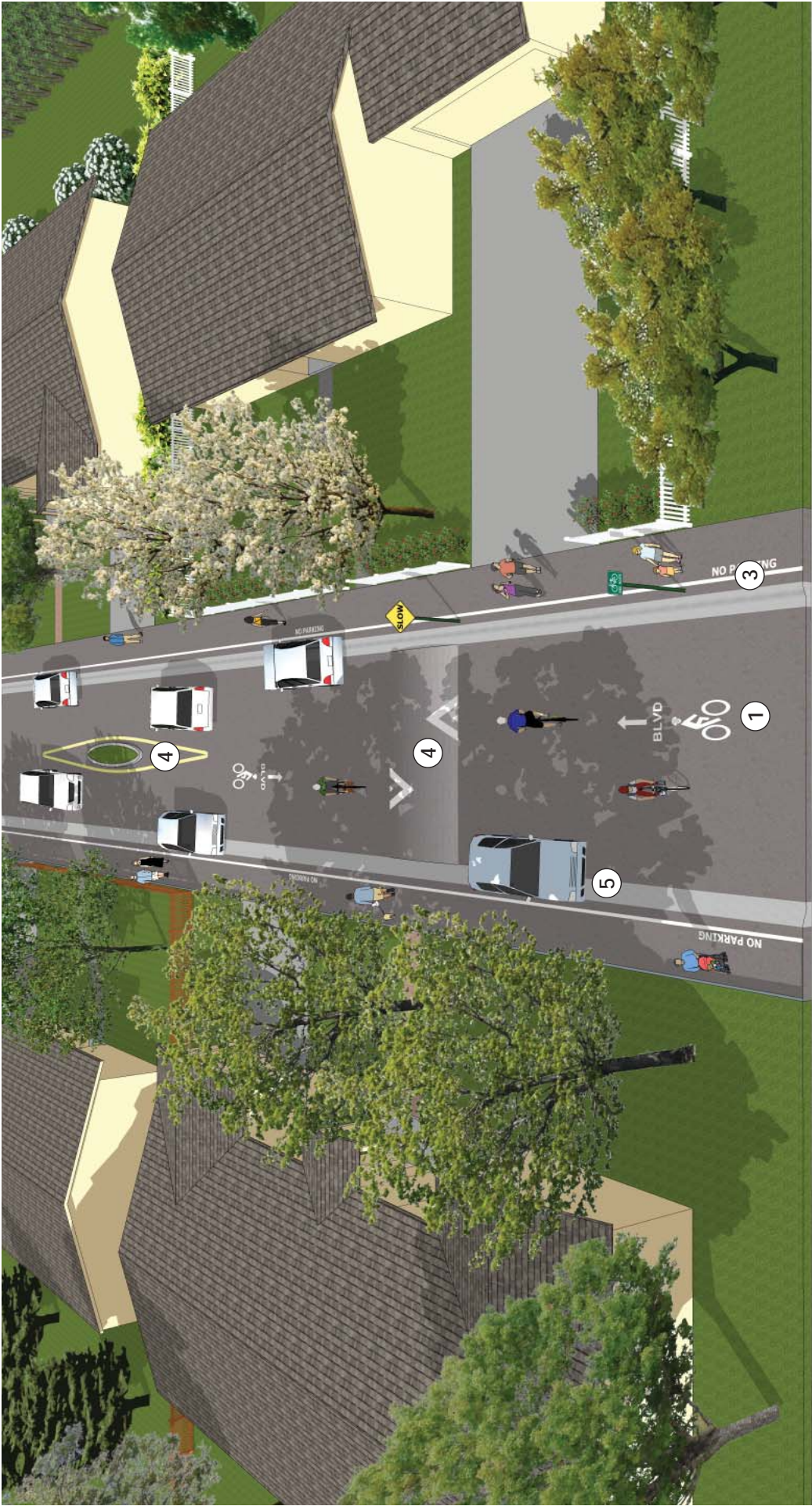


Figure 10 - Bicycle Boulevard

<div><div></div><div>Bicycle</div></div>	<div><div></div><div>Pedestrian</div></div>	<div><div></div><div>Transit</div></div>	<div><div></div><div>Vehicle</div></div>
<div><div>1. Bike boulevard street markings and wayfinding signage</div><div>2. Consider volume management measures such as diverters or partial/full closures at intersections (not pictured)</div></div>	<div><div>3. "No parking" pavement markings and striping direct parked cars to leave minimum 5' unencumbered walkway space</div></div>		<div><div>4. Speed management measures such as speed bumps and short center island narrowings</div><div>5. Parking allowed on both sides of street</div></div>



Figure 11 - Local Access

<div><div></div><div>Bicycle</div></div>	<div><div></div><div>Pedestrian</div></div>	<div><div></div><div>Transit</div></div>	<div><div></div><div>Vehicle</div></div>
1. Low-traffic, low-speed street creates low-stress environment for bicyclists	2. "No parking" pavement markings and striping direct parked cars to leave minimum 5' unencumbered sidewalk space		3. Optional traffic calming elements where necessary and supported by residents to achieve traffic calming goals 4. Parking allowed on both sides of street



Figure 12 - Multi-Use Pathway/Paseo

<div><div></div><div>Bicycle</div></div>	<div><div></div><div>Pedestrian</div></div>	<div><div></div><div>Transit</div></div>	<div><div></div><div>Vehicle</div></div>
<div><div>1. Provides access to bicyclists, walkers, wheelchair users, push-scooters users, pedestrians, and electric motorized forms of transportation as permitted such as Class 1 E-bikes</div><div>2. Bikes yield to pedestrians</div><div>3. High-quality street crossings include high-visibility crosswalks and warranted stop signs for vehicles at minor crossings; major crossings could include mid-block crossing improvements such as curb extensions, medians and other crossing enhancements according to the speed and volume of the roadway</div></div>			

2.2 Collision History

Reported collisions citywide that occurred between July 2012 and June 2017 were obtained from the Menlo Park Police Department (MPPD) and the California Highway Patrol via the Statewide Integrated Traffic Records System (SWITRS). A complete listing of the reported collisions used in the analysis is included in Appendix E.

Collision histories were assessed for vehicles, pedestrians, and bicycles for the most recent five-year period for which data was available. From July 2012 to June 2017, a total of 2,280 collisions were reported within the city limits, of which 179 were bicycle-related and 75 were pedestrian-related collisions. Many of these collisions occurred along state highways, such as State Route 84 (Bayfront Expressway) and State Route 82 (El Camino Real).

When adjusted for daily vehicle miles traveled, Menlo Park ranked tenth out of 93 cities in California with populations between 25,001 and 50,000, according to California Office of Traffic Safety (OTS) data from 2015, the most recent year for which data is available. In particular, Menlo Park ranked high for speed-related collisions (2nd), bicyclist involved collisions (2nd), and alcohol involved collisions (5th). One important note is that OTS data only includes local roads within the City's jurisdiction and boundaries; it does not include freeways or other roads under California Highway Patrol jurisdiction, unlike the MPPD and SWITRS data which was used for this analysis.

2.2.1 Vehicle Collisions

From July 2012 to June 2017, there were 1,333 collisions reported involving two or more motor vehicles on local streets (i.e. not including US-101 or I-280). These collisions are split by primary collision factor in Table 1, and collision type in Table 2. Strategies to address these collisions are included in Chapter 4.

Table 1 – Collisions by Primary Collision Factor		
Primary Collision Factor	Number of Collisions (2012-2017)	Proportion of Total
Speeding	591	44%
Unsafe Lane Change	321	24%
Unsafe Backing	95	7%
Failure to Obey Traffic Signal or Stop Sign	55	4%
Following Too Close	43	3%
Other	228	16%
Total	1,333	100%

Table 2 – Collisions by Type

Collision Type	Number of Collisions (2012-2017)	Proportion of Total
Rear-End	681	51%
Sideswipe	310	23%
Broadside	263	20%
Other	79	6%
Total	1,333	100%

Collisions that occurred within the five-year period are shown by frequency per location in Figure 13.

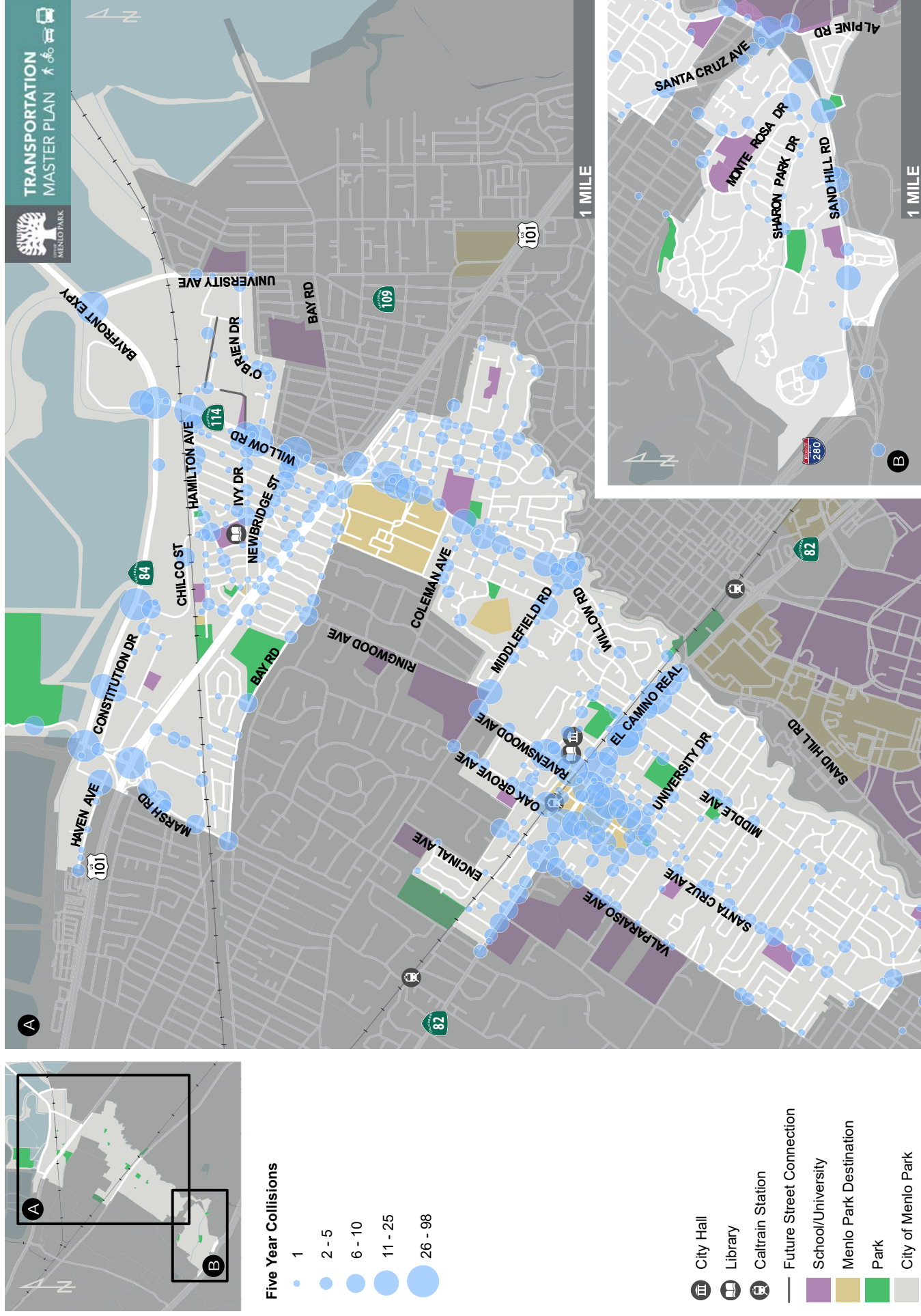


Figure 13 - Citywide Reported Local Street Collision Locations and Frequency Map

The eight fatal collisions that occurred within the five-year period are detailed in Table 3, and illustrated by location in Figure 14.

Table 3 – Fatal Collision Details

Date	Location	Primary Collision Factor	Motor Vehicle Involved With	Road Surface	Lighting
10/13/2013	Encinal Avenue and Rail Road Crossing	Unknown	Train Involved with pedestrian on RR Tracks	Dry	Daylight
10/24/2013	University Avenue 146 Feet South of Bayfront Expressway	Improper Turning	Other Motor Vehicle	Wet	Daylight
11/18/2013	Marsh Road and Bayfront Expressway	Traffic Signal	Bicycle	Dry	Cloudy
11/20/2013	Chilco Street 1153 Feet South of Constitution Drive	DUI	Pedestrian in Road/Shoulder	Dry	Dark – No Street Lights
02/23/2015	Ravenswood Railroad Crossing	Impeding Traffic	Train	Dry	Daylight
06/18/2015	El Camino Real and Alejandra Avenue	Unknown	Pedestrian Not in Crosswalk	Dry	Dusk/Dawn
12/19/2015	Sand Hill Road and Santa Cruz Avenue	Pedestrian Violation	Pedestrian in Crosswalk	Wet	Dark – Street Lights
03/04/2017	Bayfront Expressway and Willow Road	DUI	Object	Dry	Dark – Street Lights

The 865 injury collisions that were reported within the five-year period are shown by location and number in Figure 15.

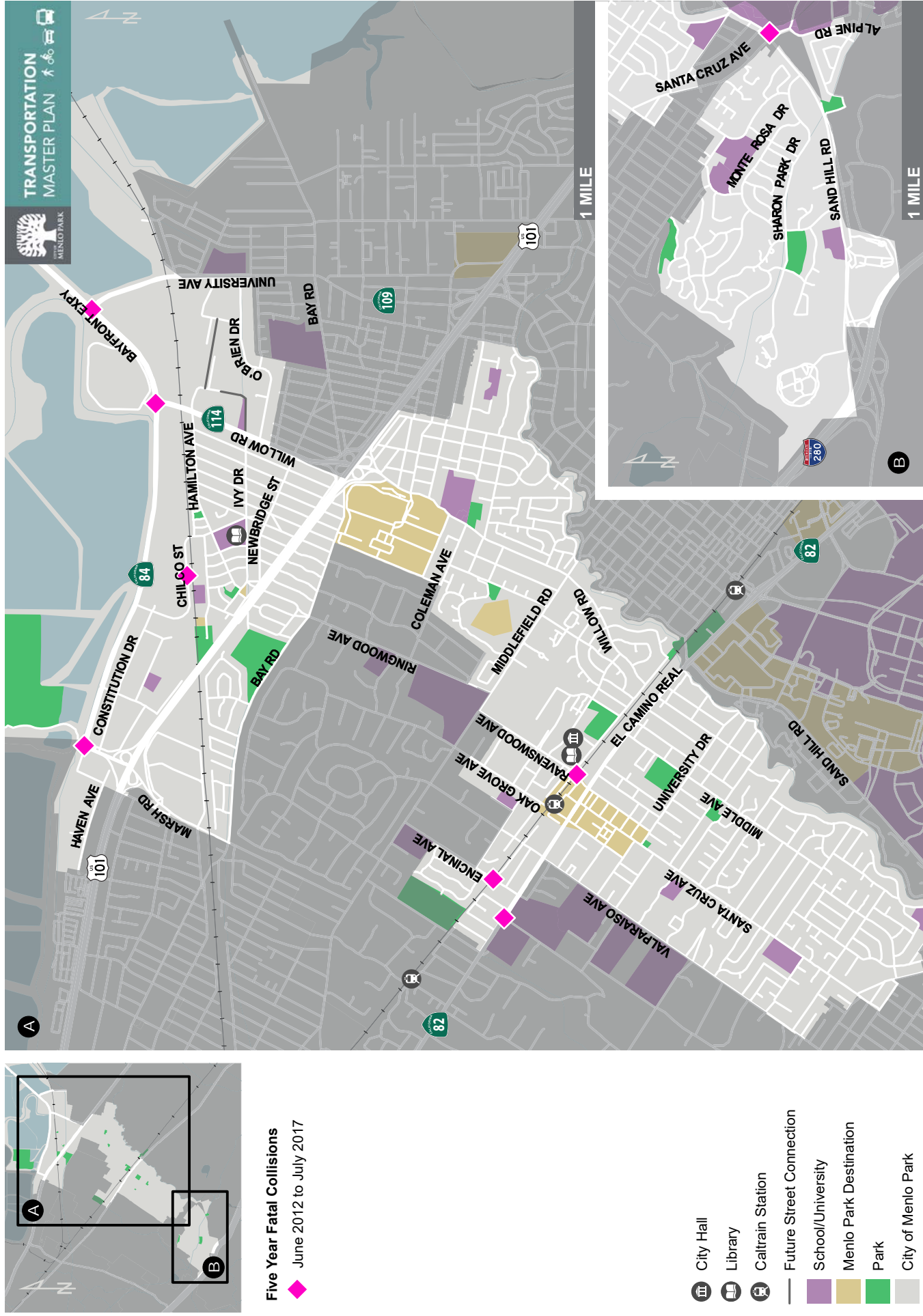


Figure 14 - Citywide Fatal Collision Locations Map

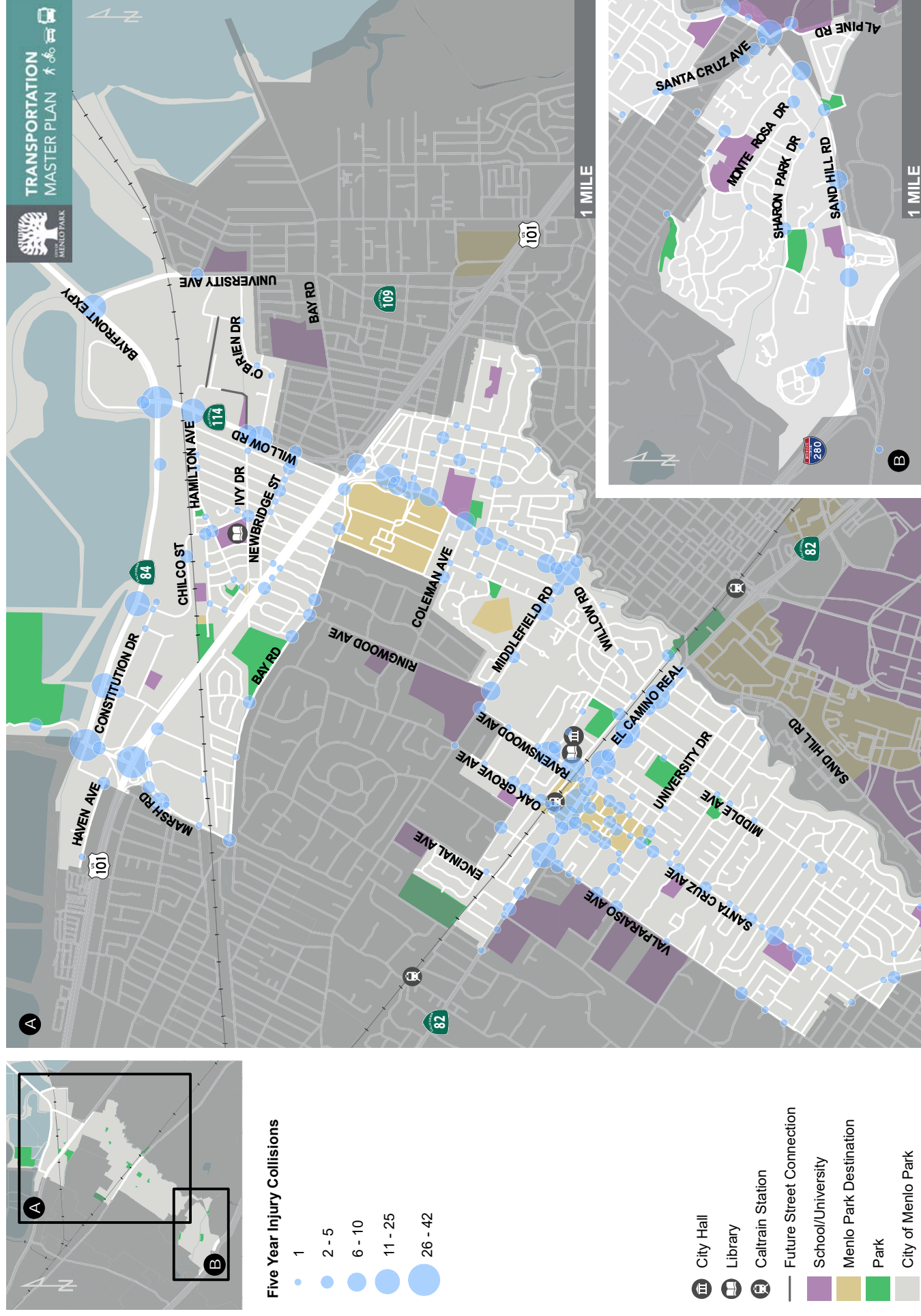


Figure 15 - Citywide Injury Collision Frequency by Location Map

2.2.2 Bicycle Collisions

Safety is a major concern for all roadway users, especially cyclists. When making safety improvements for people who bike, it is important to consider both existing safety concerns as well as perceived risks that lead individuals to choose not to ride a bicycle.

The most recent available five years of related crash data reveals:



Lower than San Mateo County where 1 in 11 crashes are bicycle related

Between mid-2012 and mid-2017 there were a total of



resulting in



Bicycle Collision Frequency Summary

The Menlo Park Police Department shared bicycle collision data from July 1, 2012 to June 30, 2017, as shown in the Bicycle Collision Frequency Summary infographic. While collision data cannot capture collisions that are not reported and does not capture “close calls,” it can be used to identify safety trends and provide background context to identify issues associated with pedestrians and cyclists on roadways within Menlo Park.

There were 179 bicycle-related collisions reported in Menlo Park in the five-year study period, including ten serious injuries and one fatality as a result of the collisions. Common causes for the collisions included drivers failing to yield to the bicyclist while turning, drivers speeding, and bicyclists riding against traffic. These collision factors point to the need to improve visibility of bicyclists on key routes, speed management techniques, and an assessment of infrastructure needs to address wrong-way riding behaviors. The collision locations are spread throughout Menlo Park as shown in Figure 16; however, over one-third occurred on the following three roadways:

- Willow Road – 31 collisions (17%)
- El Camino Real – 23 collisions (13%)
- Ravenswood Avenue – 11 collisions (6%)

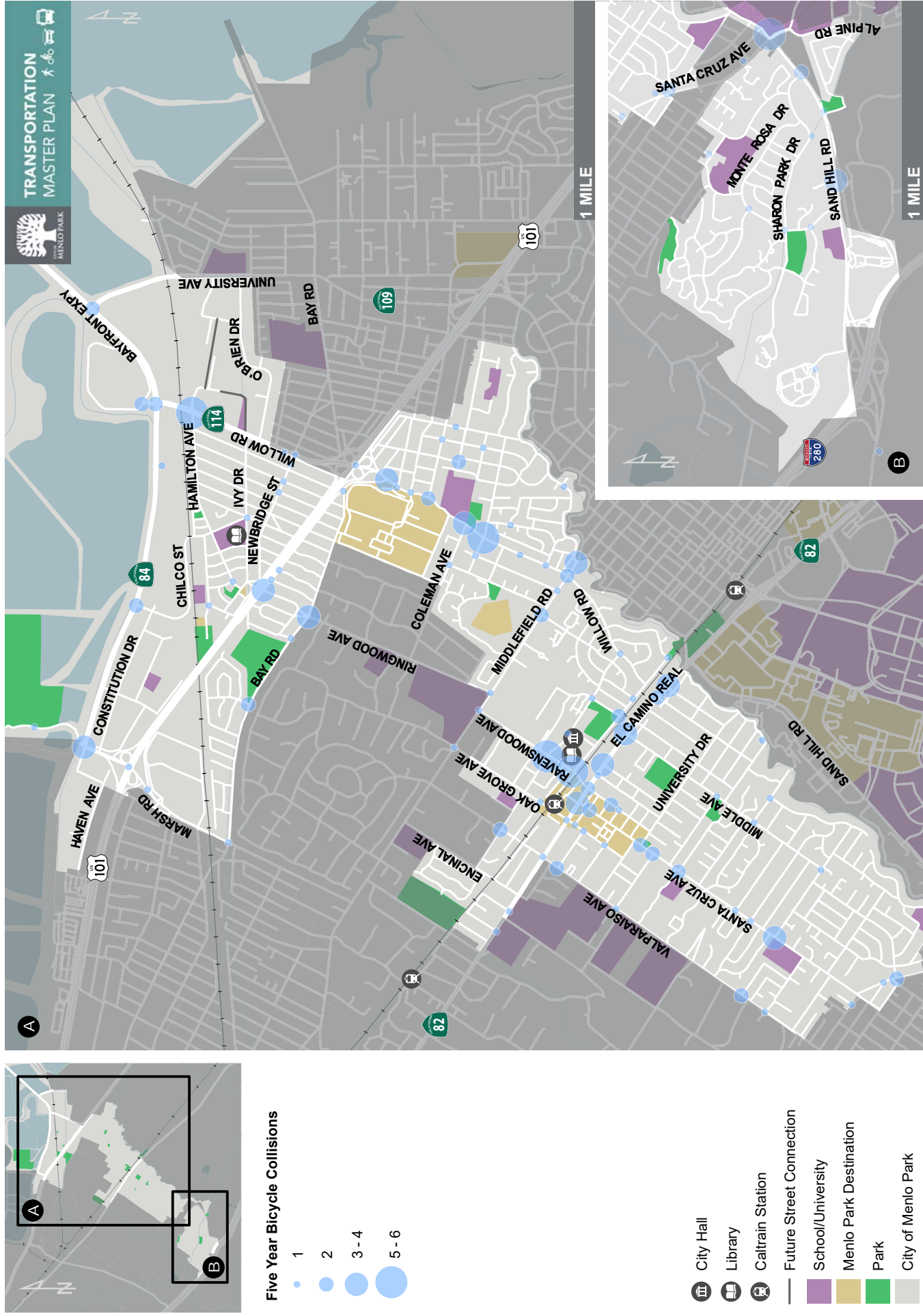


Figure 16 - Citywide Bicycle Collision Incidents by Location Map

2.2.3 Pedestrian Collisions

Pedestrians are the most vulnerable roadway users. Pedestrians are at a higher risk for injuries or fatalities due to the lack of protection provided to a motorist by an automobile. Walkability is a critical component to quality of life and placemaking, both of which were key priorities in ConnectMenlo and the Downtown Specific Plan. Data for reported pedestrian-involved collisions were collected from July 1, 2012 to June 30, 2017 and provided by the City of Menlo Park Police Department, and are summarized in the following infographic.

The most recent available five years of related crash data reveals:



1 in 30
CRASHES
ARE PEDESTRIAN
RELATED

Lower than San Mateo County where
1 in 12 crashes are pedestrian related

There were 75 reported collisions that involved a pedestrian in the five-year study period. Five of these collisions resulted in a fatality. Over half of the total pedestrian-related collisions (36) were caused by drivers failing to yield to pedestrians. This collision factor points to the need for improved visibility of pedestrians at intersections and crosswalks, as well as updated intersection control devices.

The collision locations are spread throughout Menlo Park as shown in Figure 17; however, over half occurred on the following three arterial roads:

- El Camino Real – 15 collisions (22%)
- Santa Cruz Avenue – 13 collisions (19%)
- Willow Road – 9 collisions (13%)

Between mid-2012
and mid-2017 there
were a total of

75

**PEDESTRIAN-
RELATED CRASHES**

resulting in



8 injuries



5 fatalities

Pedestrian Collision Frequency Summary

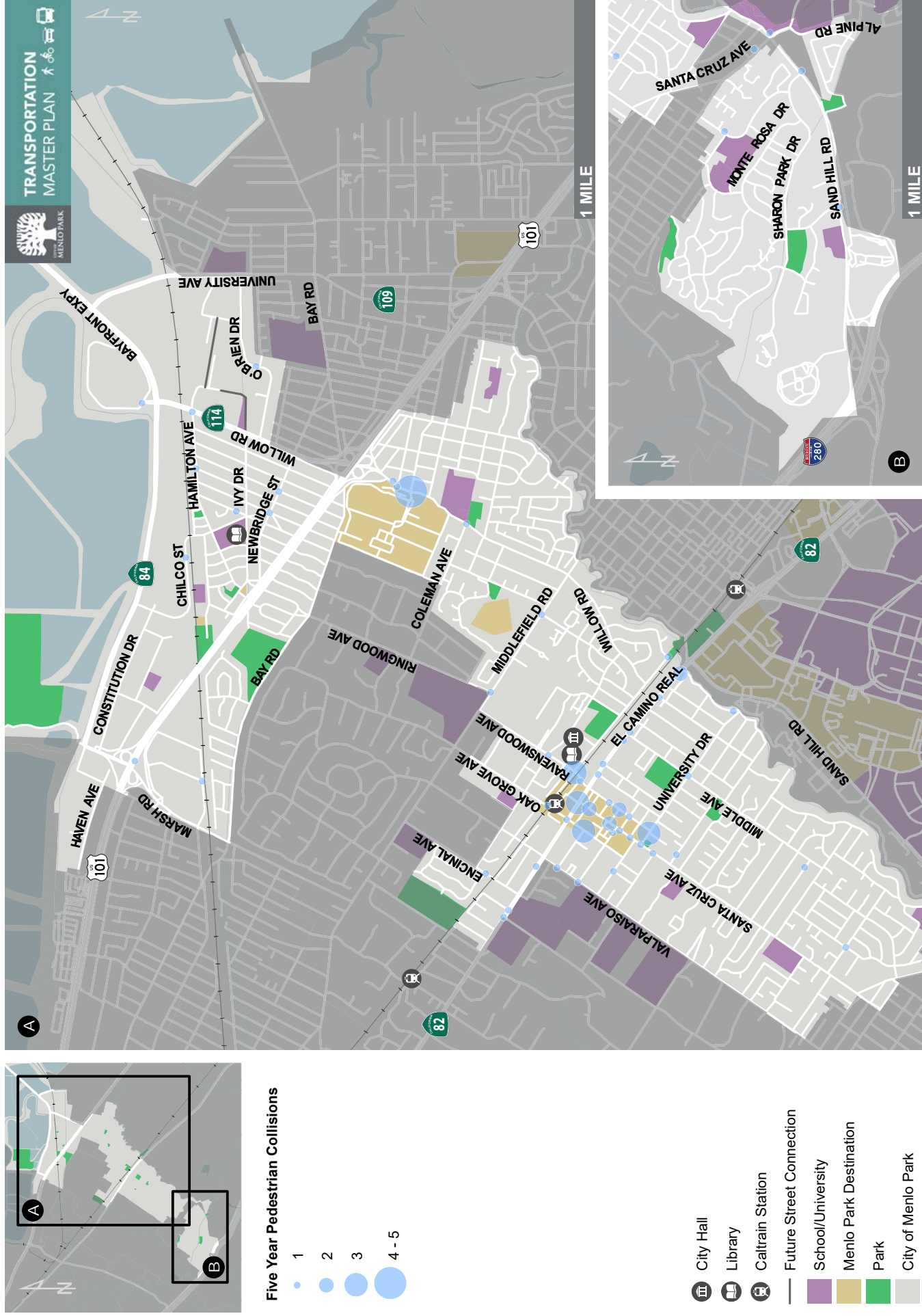


Figure 17 - Citywide Pedestrian Collision Incidents by Location Map

2.2.4 Needs Assessment

Regarding vehicle safety, the highest occurring primary vehicle collision factors include unsafe speed and improper turning. This points to a need for increased education and enforcement to reduce the incidence and severity of collisions caused by speeding, as well as motorists improperly turning.

Regarding bicyclist safety, Willow Road is the primary existing east-west bikeway in Menlo Park east of El Camino Real, and is a major commute route for bicyclists and motorists alike. Willow Road already has Class II bike lanes for 2.2 miles of its 2.7-mile length, with gaps in the bikeway network between Durham Street and Newbridge Street; the US 101 interchange between Bay Road and Newbridge Street is currently under construction to include both Class II bike lanes and Class IV separated bikeways in both directions. Even so, the high collision rate points to the need to further evaluate the factors associated with these collisions, the potential need for additional separation between cyclists and motorists along other sections of Willow Road, and/or the identification of other routes with lower traffic volumes and speeds to better serve bicyclists.

El Camino Real is the primary north-south arterial route through Menlo Park, but currently lacks bicycle facilities. The collision data show that people biking currently use El Camino Real despite this lack of dedicated bicycle facilities. In 2015, the City conducted a Corridor Study of conditions along El Camino Real to evaluate several alternatives for the corridor, including bicycle facilities, which are included in the recommendations section.

Regarding pedestrian safety, over half of all pedestrian-involved collisions occurred on El Camino Real, Santa Cruz Avenue, or Willow Road. In particular, there were collision hotspots located around the Downtown core. During the review period, five pedestrian-involved injury collisions occurred at Willow Road and Durham Street-Hospital Plaza where significant intersections improvements were constructed in 2015. The improvements included upgrading the traffic signal infrastructure and phasing, improving the built environment for pedestrians, and changing the roadway lane configurations. The permitted left-turn phasing on Durham Street-Hospital Plaza was converted to split phasing, where only one leg of the minor roadway receives a green phase at one time instead of both movements receiving a green phase at the same time. This type of signal phasing reduces the number of vehicle and pedestrian conflict points. With split phasing, pedestrians and left-turning vehicles are not in conflict with each other as pedestrians receive the walk hand coinciding with right-turning vehicles. In this configuration pedestrians have improved visibility. Three of the five injury collisions were attributed to drivers failing to yield the right-of-way to pedestrians, all of which occurred prior to the construction of the improvement measures. A detailed longitudinal safety study at this location has the potential to review this type of improvement measure so that it could be implemented elsewhere in Menlo Park to reduce the number of collisions involving pedestrians and drivers failing to yield the right-of-way.

2.3 Safe Routes to School

Initiated in 2017-18, the Menlo Park Safe Routes to School (SRTS) program supports families walking, biking, and carpooling to school. SRTS activities make it safer, easier, and more fun for families to walk and bike to school, improving their health, well-being, and safety. The goal of Menlo Park SRTS is to cover 20 schools, representing both private schools and four public school districts in Menlo Park as well as the Town of Atherton, to help all residents get to school safely. The program provides resources to help the districts and the schools develop and implement programs and activities appropriate for the size, age range, and available support for each school and will include hiring a part-time coordinator to serve as a liaison to the schools.

Benefits of a SRTS program include:

- Educating students and families about how to walk and bike safely;
- Increasing driver awareness of families traveling near schools;
- Informing community members about travel options to reduce traffic near schools;

- Building relationships by creating opportunities for families to get to know each other while walking, biking, and carpooling together; and
- Improving health, well-being, and academic performance by promoting active and healthy transportation.

At the time of this writing, the City is initiating efforts to form a stakeholder advisory group and begin program development and activities for the upcoming school year. These may include “Walk and Roll” events and contests at schools to encourage walking and biking; assemblies and classroom presentations to teach students about traffic safety; and walking and bicycling rodeos for younger students to educate students on the rules of the road.

In addition to the City’s Safe Routes to Schools program, additional resources exist for schools to encourage safe travel in San Mateo County. These include the San Mateo County Office of Education’s Safe Routes to Schools program, funded by the City/County Association of Governments (C/CAG), which provides grant funding to schools to support programs and strategies that encourage safe walking and bicycling to school, and the County of San Mateo Health System which has conducted assessments of collision patterns around local schools and mobilized support for these programs in high collision neighborhoods around schools.

2.3.1 Inventory

At this time, Encinal School is the only school in Menlo Park that is managed and receives resources from the San Mateo County Office of Education, placing it under the San Mateo County SRTS program. The San Mateo County SRTS program is run separately from the Menlo Park SRTS program, which was recently initiated. Before the initiation of the City’s program, other schools in Menlo Park had partnered with the City to prepare school safety or safe routes plans. These plans typically focused on infrastructure needs on key routes to schools. Funding for this program was made possible by the City/County Association of Governments of San Mateo County.

The Menlo Park SRTS program covers all schools that Menlo Park students attend, including some in adjacent Atherton. The program focuses on coordination between the City, the school districts, and the schools themselves, and will include a part-time SRTS coordinator.

2.3.1.1 Walking and Bicycling Route Maps

Schools in the Menlo Park City School District developed Suggested Routes to School Maps in 2013 through a grant from the County Office of Education. These maps show existing networks and crossing guard locations for accessing key destinations throughout the City. One such example for Encinal Elementary School is shown in Figure 18. These maps are expected to be updated with the City’s Safe Routes to Schools program in 2018-19.

2.3.1.2 Safe Routes to School Bicycle Safety Education

Bicycle safety education can take many forms, depending on the age of the students. Instructional classes teach the rules of the road, how to safely ride a bike under various conditions, and how to safely navigate streets. Currently Encinal, Laurel, and Oak Knoll Schools have bicycle safety tips on their respective school websites. The SRTS program aims to encourage and enable school children to walk and bicycle to school by implementing projects and activities that improve the health, well-being, and safety of children and result in less traffic congestion and emissions caused by school-related travel. Funding for this program was made possible by the City/County Association of Governments of San Mateo County.

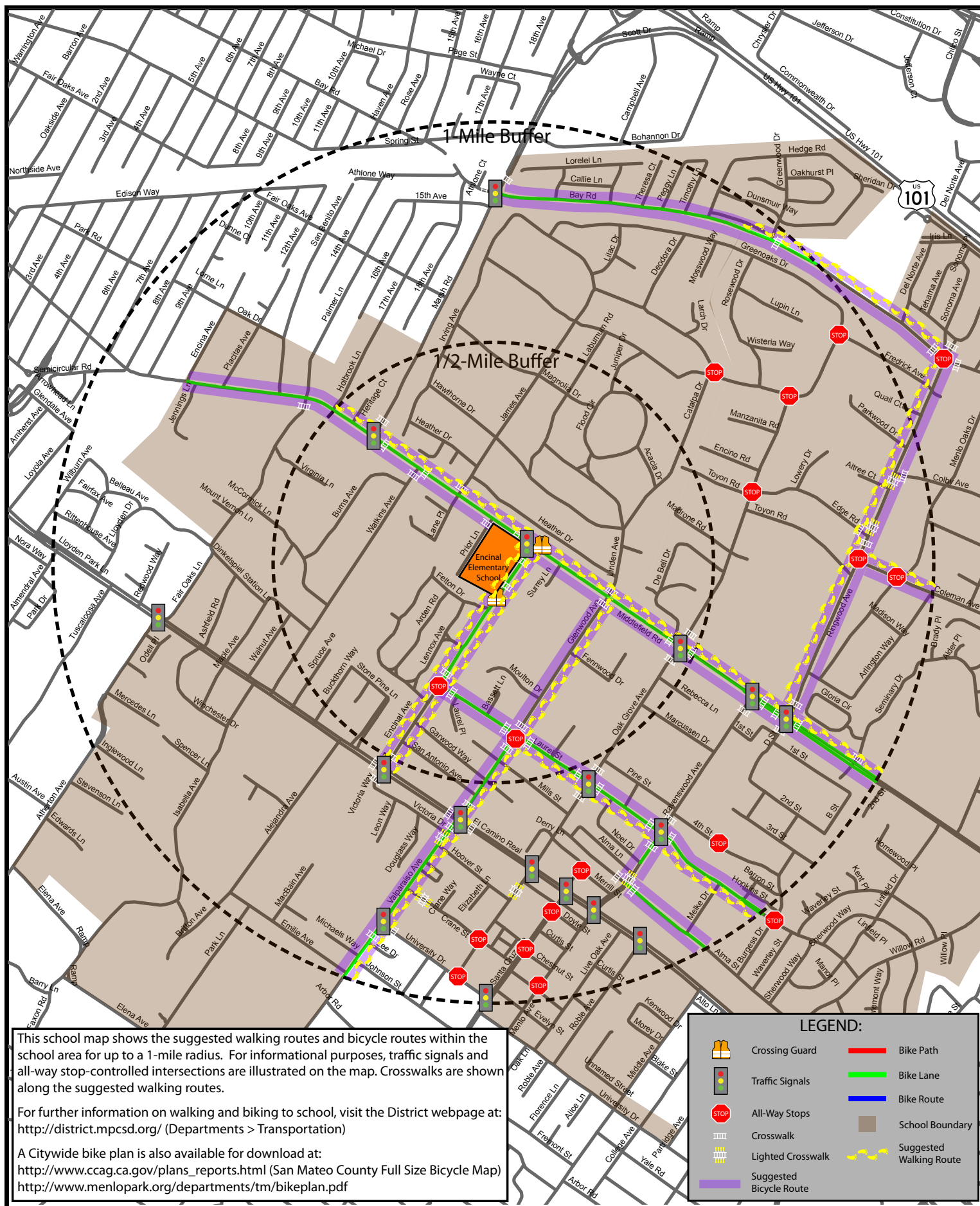
The City’s SRTS program will implement a citywide bicycle education program. In addition to bicycle safety education programs, such as bicycle rodeos, activity/information presentations, and “Walk and Roll” days, the program plans offer educational curriculum to each school. This curriculum would encompass teaching children at various ages, from Kindergarten until 5th grade to help engrain the basics from an early age. The curriculum is expected to be in the form of a guidebook, so that it offers schools and districts supplemental information to teach children. This guidebook would allow schools and districts to either integrate into their own curriculum as a whole, or to have available for individual teachers to use.

Encinal Elementary School Suggested Routes to School



Figure 18

0 375 750 1,500 Feet



2.3.2 Needs Assessment

Continuing work is needed to ensure that all students have access to Safe Routes to School. While many locations have adequate pedestrian and cyclist infrastructure, there are gaps in sidewalks, crosswalks, and bike lanes and paths. Coordination with adjacent cities and the County will be necessary for school boundaries that transcend city limits. For example, the sidewalk along Coleman Avenue stops at the city limit, meaning that City of Menlo Park students accessing Laurel Elementary School on Coleman Avenue past the city limit must walk on the side of the road to access the school. The City's SRTS program focuses on education and encouragement and not on infrastructure improvements. Many of the infrastructure recommendations are incorporated in the TMP and described in Chapter 4. Other spot improvements may come into the City through the SRTS program and new coordinator, and those will be prioritized and addressed as resources are available.

2.4 Neighborhood Traffic Management Program

The City of Menlo Park established a Neighborhood Traffic Management Program (NTMP) in 2004. The program is primarily aimed at improving safety conditions at locations exhibiting higher travel speeds and instances of reported collisions. The secondary goal of the program is to provide residents with protection and relief from disproportionate traffic volume increases to preserve quality of life on residential streets. The current NTMP includes an iterative process for identifying opportunities to implement engineering, enforcement, and education initiatives to encourage positive driver behavior.

Traffic management measures listed in the NTMP toolkit are divided into two categories. Level I ("Express") primarily includes low-cost education and enforcement measures. These include but are not limited to signing, striping, curb markings, and signal timing improvements. Level II measures are generally more restrictive and characterized by higher costs. These measures include features which tend to be more permanent infrastructure improvements. Level II measures include traffic circles, median refuge islands, and full street closures. Some Level II measures can be submitted to City Council for implementation without conducting the required neighborhood survey. Additionally, traffic calming measures which cause significant traffic diversion onto other roadways are prohibited except to address safety concerns.

The process by which residents request traffic calming measures includes a request form as well as a petition of signatures. Applicants must obtain signatures from at least 60 percent of households and businesses within the project study area. After signatures have been collected and the request has been submitted, the City collects data to assess the qualifying criteria category (volume, speed or collision patterns) in question. If it is found that the qualifying criteria threshold(s) are surpassed, community meetings, Transportation Commission (now the Complete Streets Commission) meetings, City staff review and recommendations occur regarding the traffic calming measure(s) selected. City Council then reviews the project and makes additional recommendations or approves a trial installation. A trial installation of the measure(s) then commences, in addition to subsequent follow-up reviews by City staff and City Council.

2.4.1 Needs Assessment

The current NTMP should be updated to reflect implementation measures that address the current traffic patterns exhibited throughout the City. This should generally include best practices of neighborhood traffic management with the goal of addressing mobility for residents traveling within the City. Below is a list of needs relating to the current NTMP:

- **Refocused Program Goals and Objectives.** Currently, the NTMP focuses on correcting unsafe conditions spurred by resident action. This fails to consider the operational effects of modifying network functionality, along with precluding the City from being more proactive in the identification of opportunities for neighborhood traffic management measures.

- Updated “Qualifying Criteria.” The NTMP specifies daily vehicular traffic volumes as a qualifying criterion; this does not align with the majority of traffic management issues raised by residents, which focus on the p.m. peak period.
- Updated Traffic Management Toolkit. The current toolkit is from 2004, meaning that the graphics, qualifying criteria, advantages, disadvantages, costs, and countermeasures are all more than a decade out of date. New countermeasures since this toolkit was developed include protected intersections and compact roundabouts.
- Updated Neighborhood Action Request Form (NARF) Process. The current NARF process allows residents to request specific traffic calming measures which may be detrimental to the overall objective of the traffic management program. There is a need to implement a more iterative process between the City and neighborhood/community groups to avoid selecting or requesting inefficient or non-applicable traffic calming measures.
- Resource intensive program – The NTMP requires time and resources from both staff and residents throughout the multi-phase process.
- Prioritization needed – The current program doesn’t have a prioritization process or criteria to assess requests against each other or other urgent needs.
- Consensus building approach – The current voting requirements require high participation rates from the neighborhood for installations, resulting in some projects not being installed and issues are not being rectified without neighborhood support.

2.5 Bicycling

The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, healthy, and fun. Bicycles also offer an affordable transportation option to people without access to a private vehicle, especially the young. Bicycles provide connections to and from transit to make transportation without a motor vehicle more convenient. Bicycling as a transportation option has been growing in popularity in the Bay Area as many communities are expanding infrastructure that allows people to feel more comfortable when riding. Per US Census data, the share of commuters riding bikes in Menlo Park has doubled from 3.7 percent of all commuters in 2000 to 7.3 percent in 2016. Menlo Park ranks third in the Bay Area for the percent of commute trips by residents by bicycle, behind only Palo Alto and Berkeley.

Bicycling is also ideal for many trips, including commuting and light shopping. A more bicycle-friendly Menlo Park could help reduce traffic congestion, improve air quality, promote healthy living, and improve quality of life.

The purpose of the recommendations in this document is to further integrate bicycling into the transportation network of Menlo Park. By creating a comprehensive network of comfortable bikeways, bicycling will become more convenient for more trips by people of all ages and abilities. This will reduce stress and thus make cycling safer and more appealing for all riders. The recommendations in this document aim to accomplish this by analyzing the existing conditions, needs, and demand for traveling within and through Menlo Park. This plan provides a guide for the City to prioritize resources when implementing future projects and programs, and to make the City eligible for more outside funding for these pursuits.

2.5.1 Needs Assessment

The existing bikeway network was assessed to determine areas for corridor and spot improvements needed. This was done based on an analysis tool, “Level of Traffic Stress” which gives a rating to a road segment based on factors including traffic speed, the presence of existing bicycle facilities, and the volume of vehicle traffic. Level of Traffic Stress is a more comprehensive way to assess bicycle connectivity between two locations compared to Level of Service, which rates facilities based on delay incurred and is more appropriate for vehicles. This method was developed in 2012 based on research conducted at the Mineta Transportation Institute at San Jose State University. It does not reflect conditions for motorists or pedestrians and is uniquely applicable to assessing bicycling conditions. As cyclists face safety risks compared to drivers of passenger vehicles, potential cyclists are

more likely to avoid rides involving uncomfortable conditions, which Level of Traffic Stress can capture. The following are examples of the four levels of traffic stress which can be experienced by cyclists on roadways:

- LTS 1 Presents little traffic stress and demands little attention from cyclists, and attractive enough for a relaxing bike ride. Suitable for almost all cyclists, including children trained to safely cross intersections. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a slow traffic stream with no more than one lane per direction, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where cyclists ride alongside a parking lane, they have ample operating space outside the zone into which car doors are opened. Intersections are easy to approach and cross. Bicycle facilities within city limits which are considered to be LTS 1 include Newbridge Street, University Drive, and Sharon Park Drive.
- LTS 2 presents little traffic stress and therefore is suitable to most adult cyclists but demands more attention than might be expected from children. On links, cyclists are either physically separated from traffic, or are in an exclusive bicycling zone next to a well-confined traffic stream with adequate clearance from a parking lane, or are on a shared road where they interact with only occasional motor vehicles (as opposed to a stream of traffic) with a low speed differential. Where a bike lane lies between a through lane and a right-turn lane, it is configured to give cyclists unambiguous priority where cars cross the bike lane and to keep car speed in the right-turn lane comparable to bicycling speeds. Crossings are not difficult for most adults. Roadways which are considered LTS 2 within city boundaries include Valparaiso Avenue, Chilco Street, and Bay Road.
- LTS 3 offers cyclists either an exclusive riding zone (lane) next to moderate-speed traffic or shared lanes on streets that are not multilane and have moderately low posted speed. Crossings may be longer or across higher-speed roads than allowed by LTS 2, but are still considered acceptably safe to most adult pedestrians. Roadways within city limits considered LTS 3 include Ringwood Avenue Sand Hill Road, and Willow Road south of Durham Street.
- LTS 4 is considered any roadway with high speed mixed traffic and is tolerated by cyclists considered to be strong and fearless. Roadways considered LTS 4 within city boundaries include Marsh Road, El Camino Real, University Avenue, and Willow Road between Bayfront Expressway and US 101.

The goal of the Transportation Master Plan is to ensure that bicycle facilities are provided enhance pedestrian safety, reduce vehicle trips, and close gaps in the pedestrian network to connect people of all ages and abilities safely to and from the following destinations:

- Schools
 - Menlo-Atherton High School
 - Elementary Schools
 - Willow Oaks School
 - St. Raymond Catholic Elementary School
 - Sacred Heart Schools
 - Hillview Middle School
 - Mid-Peninsula High School
- Civic buildings
 - City Hall
 - Libraries
 - US Post Office
- Employment Centers
 - Stanford University
 - Facebook
- Downtown - shopping and dining
- Caltrain stations
- City parks and regional recreational areas

Through outreach efforts and community input, it was found that many residents support new bicycle facilities within city boundaries. Residents also expressed a desire for improvements on roadways which were not comfortable to travel on including those considered LTS 3 and 4. Some methods for improving bicycle facilities include Class II Bicycle Lanes, buffered bike lanes, paseos as identified in ConnectMenlo.

Figure 19 shows the Level of Traffic Stress rating for people biking on Menlo Park streets. These ratings are considered in the recommendations in order to provide a connected network of comfortable, low stress streets for bicycling.

Unlike demand for motor vehicle travel, demand for bicycling depends largely on the availability of infrastructure. Historical trip generation studies and traffic counts for different types of land uses permit an estimate of future “demand” for motor vehicle travel, while bicycle trip generation methods are less advanced and standardized in the United States. Land use patterns can help predict demand and are important to bikeway planning because changes in land use (and particularly employment areas) will affect average commute distance, which in turn affects the attractiveness of bicycling as a commute mode.

The goal for the Menlo Park bikeway network is to connect the neighborhoods where people live to the places they work, shop, recreate, or go to school. An emphasis should also be placed on regional bikeway and transit connections centered around the major activity centers in and adjacent to Menlo Park.

2.6 Walking

“Pedestrian” is used to refer to people walking, using wheelchairs (including motorized wheelchairs), skateboards, scooters, or any human-powered mode of transportation other than a bicycle. A pedestrian-friendly community encourages social interaction, physical fitness, and economic development, and improves safety for all road users.

Community character and the pedestrian environment vary throughout Menlo Park. This means that a unique, flexible approach is needed to improve the pedestrian network. While some neighborhoods do not have sidewalks and want to retain the existing neighborhood character, other communities were built with sidewalks, but still have connectivity and access issues. Other areas are high demand pedestrian areas, like downtown, that should be a priority for sidewalk improvements and gap closures. The Toolkit contains information regarding a variety of sidewalk design alternatives that balance needs such as durability, cost, rainwater permeability, and strength, contained as Appendix D.

In addition to sidewalk improvements and gap closures, there are several common treatments that can improve the walking infrastructure of Menlo Park. Active crossing treatments include rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (formerly known as HAWK signals), and pedestrian signals, all of which provide illuminated indications to approaching drivers of pedestrians using or preparing to enter a crosswalk. RRFBs are the simplest, with a rapid amber light that illuminates at the push of a button. Pedestrian hybrid beacons are more complex, requiring a system similar to full traffic signal infrastructure to first show solid red, stopping drivers and allowing pedestrians to cross, before moving to flashing red that allows drivers to proceed after stopping and yielding to pedestrians. Pedestrian signals operate like normal intersection traffic signals, except they are typically located mid-block and only have two phases – one each for vehicles and pedestrians.

Outside of active crossing treatments, more passive treatments that improve pedestrian visibility include high-visibility signage and striping, raised crosswalks, pedestrian bulb-outs, and advanced stop bars. High-visibility signage and striping includes retroreflective and fluorescent signs reminding drivers to yield to pedestrians in the crosswalk, along with striping that increases the visual footprint of the sidewalk. Raised crosswalks and pedestrian bulb-outs are physical improvements that force drivers to slow down and restrict the distance pedestrians have to cross, respectively. Advanced stop bars direct drivers to stop or yield further from the crosswalk, and are particularly important on multi-lane roads. Advance stop bars decrease the incidence of drivers stopping in the crosswalk and also opening up sight lines for drivers in the second lane where there are two approach lanes in the same direction and a driver stops in one for a pedestrian. For a more in-depth discussion of pedestrian facilities and alternatives appropriate for the City of Menlo Park, please reference the TMP Toolkit, contained in Appendix D.

At traffic signals, phasing treatments can be employed to increase pedestrian safety, such as leading pedestrian intervals and pedestrian scrambles. Leading pedestrian phases add a few seconds of pedestrian crossing time before the related vehicle green is activated. This allows pedestrians to enter the intersection and become more visible before drivers are permitted to proceed. Pedestrian scrambles are a phasing scheme that allows pedestrians to cross in all directions at once, including diagonally. This is a particularly effective treatment for smaller intersections in downtown areas, or at intersections with heavy demand to cross to the opposite corner.

2.6.1 Needs Assessment

Analysis of key destinations, network gaps, and collision data was integrated with community input to identify challenges facing pedestrians in Menlo Park. Menlo Park is already a pedestrian-friendly community, with an active downtown, neighborhood schools, institutions, parks, and employment centers. The goal of the Transportation Master Plan is to ensure that pedestrian facilities are provided to connect people of all ages and abilities safely to:

- Schools
 - Menlo-Atherton High School
 - Elementary Schools
 - Willow Oaks School
 - St. Raymond Catholic Elementary School
 - Sacred Heart Schools
 - Hillview Middle School
 - Mid-Peninsula High School
- Civic buildings
 - City Hall
 - Libraries
 - US Post Office
- Employment Centers
 - Stanford University
 - Facebook
- Downtown - shopping and dining
- Caltrain station
- City parks and regional recreational areas

The City of Menlo Park adopted a Sidewalk Master Plan in 2009 that inventoried existing sidewalk facilities and needs. The recommendations made in this section expand on that planning effort by identifying high priority roadways where sidewalks or pathways should be installed. Additional recommendations include traffic calming measures, crossing improvements, and locations where obstructions such as light poles and mail boxes should be removed from sidewalks. These are in areas near schools and other identified destinations such as Willow Road, University Drive, and Sand Hill Road.

Through outreach efforts and community input, it was found that many residents support new sidewalk installations and upgraded intersections. Residents also expressed a desire for improvements near schools to be prioritized. Some methods for improving pedestrian crossings that were suggested include marked crosswalks, beacons, and traffic calming. Landscaping and pedestrian amenities such as benches and shelters at bus stops were also requested.

2.7 Capacity and Operational Improvement Measures

Measures to improve Menlo Park's transportation network's capacity and operations involve finding ways to either expand capacity using traditional approaches such as facility expansion, or operational improvements using advanced approaches such as application of intelligent transportation systems (ITS) technology. Given the challenges presented in traveling within and through Menlo Park, it is expected that a combination of these measures will be needed to improve congestion.

2.7.1 Facilities

The expansion and improvement of facilities involves modifying the existing roadway network to handle additional vehicle demand. The majority of Menlo Park is built-out, meaning that there is little room for building new roads or significantly widening existing roads without acquiring additional right-of-way. As a result, enhancements to existing facilities will need to be focused on improving operations. However, there are a few locations that are major bottlenecks in the city such as Bayfront Expressway and the Middlefield Road and Willow Road intersection, will require more attention than operational measures can provide.

2.7.1.1 Needs Assessment

Roadways in Menlo Park are currently experiencing recurring congestion during peak demand periods due to the high travel demands within and through the City, combined with capacity constraints. These conditions are expected to worsen as the City and surrounding regions continue to experience economic and population growth. Although congestion during peak demand periods is expected to worsen, the recommended spot and corridor improvements should be coupled with the need for services and placemaking within city boundaries. The combination of capacity and operational improvements coupled with strategically formed land use patterns has the ability to reduce the current and future transportation demand challenges.

2.7.2 Intelligent Transportation Systems (ITS)

The City of Menlo Park recently completed significant upgrades to their Intelligent Transportation Systems (ITS) infrastructure through its participation in the San Mateo County Smart Corridor program. This program is focused on mitigating the impacts of non-recurring traffic congestion on local streets in San Mateo County due to major freeway incidents on US-101. The City/County Association of Governments (C/CAG), in cooperation with the San Mateo County Transportation Authority (SMCTA), the Metropolitan Transportation Commission (MTC), the California Department of Transportation (Caltrans) District 4 and the cities of San Carlos, Millbrae, East Palo Alto, San Bruno, San Mateo, Redwood City, Belmont, Burlingame, Atherton and Menlo Park initiated an effort to develop a countywide traffic management system. The overall Smart Corridor Program (Program) includes the installation of several ITS elements, such as dynamic message signs, CCTV cameras, vehicle detectors, and communication infrastructure.

The program is comprised of ITS field elements managed and shared by the local agency stakeholders and Caltrans operations staff for improved traffic management capabilities between the freeway and arterial corridors. A critical component of this system is the communication infrastructure which consists of fiber optic cable, Ethernet hardware and ITS device controllers. In addition to improving the City's incident management capabilities, the San Mateo County Smart Corridor has given the City a strong baseline ITS infrastructure that can support additional technology-based solutions to other transportation issues, such as adaptive traffic control.

2.7.2.1 Needs Assessment

The project stakeholders (Caltrans, C/CAG, SMCTA, and project cities listed above) have identified several corridors as needing improvements in the areas of travel time, speed, and queues. Bayfront Expressway experiences westbound congestion during the a.m. peak period and eastbound congestion during the p.m. peak period. Willow Road experiences westbound congestion during the morning peak period and eastbound congestion during the evening peak period. El Camino Real experiences congestion in the southbound direction during the a.m. peak period and in northbound direction during the p.m. peak period. Minor congestion is typically experienced during the midday period in both directions. Sand Hill Road experiences westbound congestion during the evening peak period, including on the southbound Santa Cruz Avenue approach.

2.7.2.2 Goals and Objectives

Building on the stakeholder input provided, the high-level ITS goal for the City of Menlo Park should be to apply ITS to significantly reduce congestion and improve traffic flow. This can be done through the following five objectives and their associated key performance measures:

- Proactively manage traffic already diverted from the regional route to minimize impacts on local arterials and return regional traffic to the freeway as soon as possible. This can be measured by the percentage of incidents that do not require active traffic monitoring on local streets, results of user surveys on the use of San Mateo County Smart Corridor tools, reduction in measured congestion, reduction in system travel time, and/or reduction in amount of traffic filtering through the local networks.

- Update all signalized intersections running to run in a coordinated or adaptive system within five years as deemed appropriate through traffic signal retiming efforts, which can be measured by the number of intersections running in coordinated or adaptive system as compared to existing conditions.
- Increase transit mode share during peak periods, which can be measured by the percent of all peak period trips made by transit.
- Reduce the number of collisions involving bicyclist and pedestrian injuries by 20 percent within five years, which can be measured by the number of collisions involving bicyclist and pedestrian injuries and fatalities.
- Enhance planning with better data. This can be measured by the amount of data gathered from ITS enhancements used in infrastructure and operations planning, number of planning activities using data from ITS systems, and/or the years of data in database that is easily searchable and extractable.

2.8 Parking

There are currently several electric vehicle charging stations around Menlo Park. The Menlo Park El Camino Real and Downtown Specific Plan identifies opportunities for new parking garages in the downtown area that will provide additional electric vehicle charging opportunities.

The Specific Plan also determined existing and future downtown parking supply. As summarized in Table 4, parking supply would be increased through the construction of two parking garages, while other streetscape improvements (such as street cafes, pocket parks, etc.) would result in the loss of some on-street parking. A detailed assessment of parking demand and needed supply in the downtown is not within the scope of the TMP, but this section acknowledges the importance to consider parking as part of a comprehensive planning evaluation of the transportation system. A separate, ongoing effort to consider the location and scope of future parking garages in the downtown area is being led by the City's Housing and Economic Development division as part of the City Council's 2018 workplan. Existing parking in the Downtown area is illustrated in the following infographic.



Existing Downtown Parking Areas

Table 4 – Existing and Future Downtown Parking Supply

Parking Location	Existing Supply	Specific Plan Change	Change in Spaces	Future Supply
<u>Parking Plazas</u>				
Parking Plaza 1	249	Added Parking Garage	446	695
Parking Plaza 2	95	Added Parking Garage and Pocket Park	155	250
Parking Plaza 3	212	Added Parking Garage and Pocket Park	438	650
Parking Plaza 4	105	Pedestrian Link	-19	86
Parking Plaza 5	150	Pedestrian Link	-16	134
Parking Plaza 6	136	Pedestrian Link, Market Place	-32	104
Parking Plaza 7	94	Pedestrian Link, Market Place	-36	58
Parking Plaza 8	145	Pedestrian Link	-7	138
Total	1,186		929	2,115
Total with 2 Parking Garages	1,186		483 - 774	1,669 - 1,960
<u>On-Street Spaces</u>				
Santa Cruz Avenue	116	Sidewalk Widening	-48	68
Chestnut Street North	26	Sidewalk Widening	-11	15
Chestnut Street South	17	Chestnut Paseo	-11	6
Oak Grove Avenue	80	Added Bike Lanes	-35	45
Other Streets	170	No Change	0	170
Total	409		-105	304
Downtown Core Area Total	1,595		824	2419
Total with 2 Parking Garages	1,595		378 - 669	1,973 - 2,264

The “Total” shows the future Downtown parking supply if parking garages are built at Parking Plazas 1 through 3, whereas the “Total with 2 Parking Garages” shows the parking supply if two of the three parking garages are built. As noted above, a separate, ongoing effort to consider the needs for downtown parking is currently underway.

2.9 Curbside Management

Curbside management is a set of strategies with the purpose of reshaping curb space into a flexible and effective asset with evolving transportation needs, while balancing the needs and safety of all roadway users. The demand for curbside space is increasing with the advent of on-demand ride-hailing services (transportation network companies) and autonomous vehicles, in addition to increased courier and truck loading activity as a result of e-commerce sales.

Examples of curbside activities include parked vehicles; drop-off and pick-up activities by motorists, taxis, and transportation network companies (such as Lyft and Uber); delivery vehicles; bicycle infrastructure; pedestrian infrastructure and crossing infrastructure; transit and shuttle infrastructure; emergency services; and street cafes and streetscape enhancements.

Typical issues that can arise from inefficient curbside management include adverse effects to transit reliability and bicycle infrastructure as a result of double-parked vehicles performing passenger loading operations in a transit stop, the curbside lane, or a bike lane.

2.9.1 Needs Assessment

Curb space should be considered as part of the effort to provide mobility options safely and efficiently within the City, with a flexible approach that accommodates existing needs and anticipates future needs as proposed in the Santa Cruz Avenue project recommendation contained in Chapter 4.

2.10 Heavy Trucks, Truck Routes, and Emergency Vehicle Routes

Heavy trucks are limited to certain routes within Menlo Park, as designated by the City. The purpose of these limitations are to prevent trucks from damaging roads designed to lesser loading standards or getting stuck in tight turns or smaller intersections, in addition to reducing noise pollution in residential areas. Trucks are allowed on roads outside of the designated truck routes only with a permit from the City. Within the truck route network, there are “limited” truck routes, where trucks over three tons must start or end their trip in the City, and “unlimited” truck routes where the City of Menlo Park does not apply special restrictions. These “unlimited” routes include all Caltrans-maintained state highways and freeways, along with Sand Hill Road, Alpine Road, Marsh Road, and Haven Avenue. The “limited” routes fill gaps between these “unlimited” routes, allowing trucks to better access businesses throughout Menlo Park for local access needs.

Existing truck routes that have been designated in the City are shown in Figure 20.

Similar to truck routes, the City of Menlo Park maintains designated emergency response routes. These routes are intended to channelize emergency vehicles onto certain corridors to avoid narrow streets or sharp corners that might slow response times. However, there are many more routes than for trucks, giving emergency responders options in case construction or traffic reduces the viability of a certain route and to provide access to a broader set of destinations. The designated emergency response routes were identified in collaboration with the Menlo Park Fire Protection District during development of the Connect Menlo Circulation Element, where they were first adopted in 2016. The designated emergency response routes and Fire and Police station locations are shown in Figure 21.

2.10.1 Needs Assessment

Truck and emergency response routes must balance the need for access for truck and emergency vehicle drivers with the need for residents to avoid noise pollution, and to avoid limiting geometry and narrower residential streets to avoid damage. The existing emergency response routes provide a comprehensive network of streets for emergency responders, although the Willow Road corridor is often congested which can impede emergency access and delay response times. Strategies such as emergency vehicle traffic signal pre-emption, where equipment is provided on traffic signals and an approaching emergency vehicle, can help reduce such delays. Additional strategies to reduce congestion and facilitate emergency vehicle travel on Willow Road are suggested in Chapter 4. The adopted truck routes and truck route permitting processes are generally sufficient to meet the needs of truck access within the City; no changes are proposed.

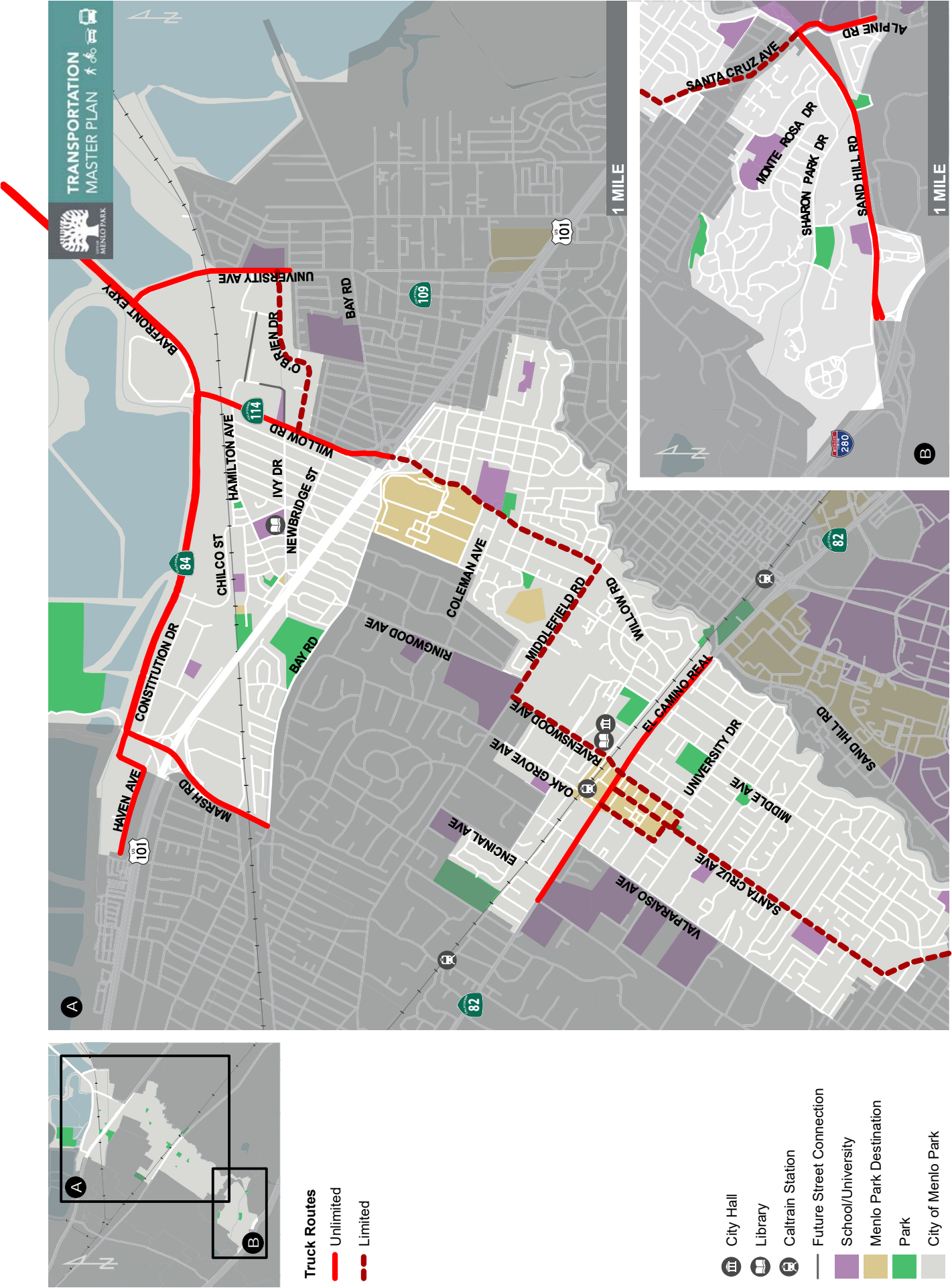


Figure 20 - Citywide Truck Routes Map

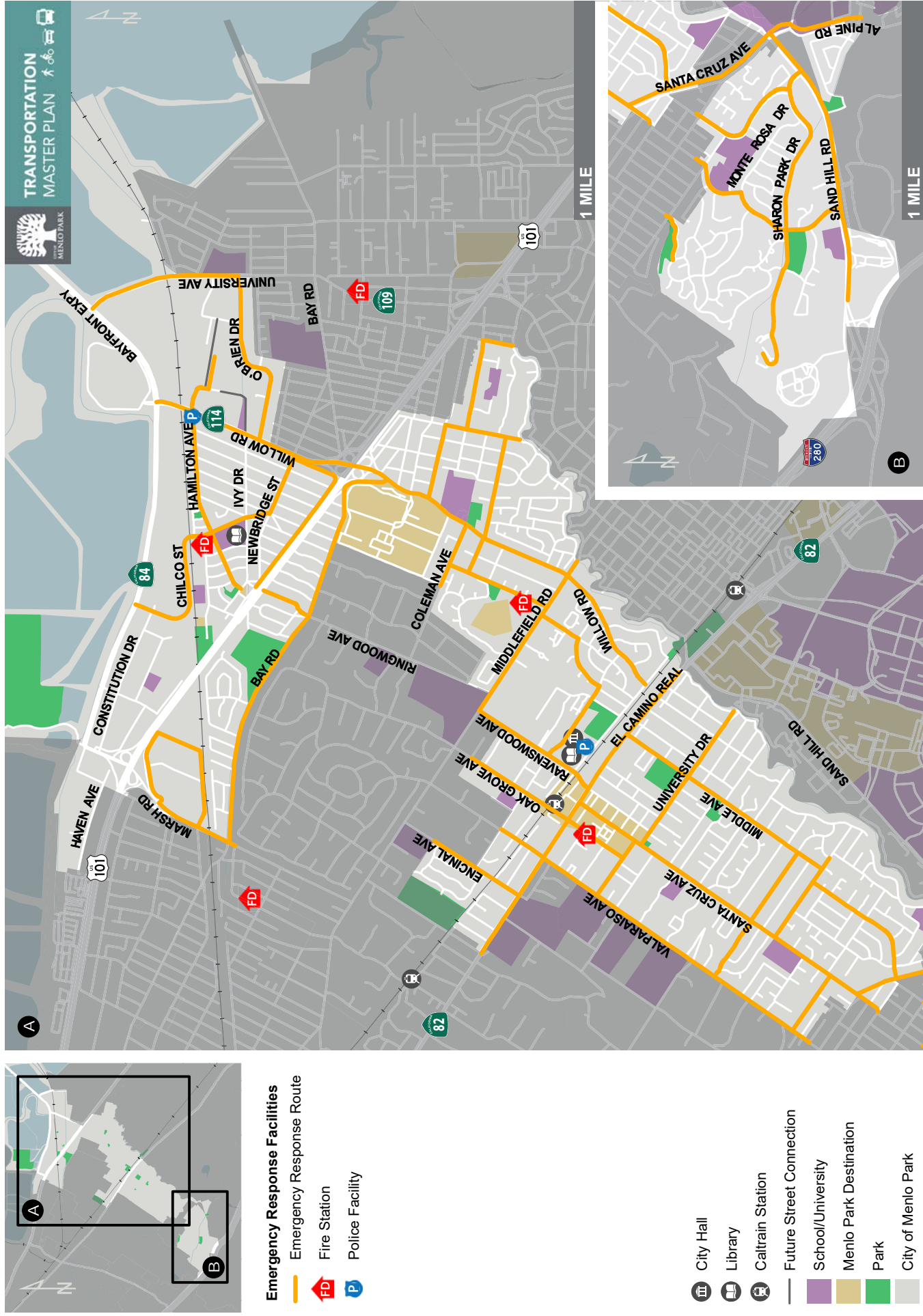


Figure 21 - Citywide Emergency Response Routes Map

2.11 Green Infrastructure

Stormwater control is the practice of lessening the impact that human construction and development has on the natural environment by reducing, redirecting, storing, and filtering stormwater runoff. This includes methods to prevent erosion and particle build up, allow water to seep into the ground, and treat the water in natural or manmade ways. The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) requires the City to reduce pollution via roadway projects through green infrastructure, or stormwater treatment devices in public right of way. Based on the Municipal Regional Permit (MRP), the City must analyze respective off-site improvements for green infrastructure potential based on factors such as cost, design feasibility, and pollutant reduction potential.

Stormwater runoff is a leading source of water pollutants. Although stormwater runoff is a natural process, human developments can negatively change natural drainage and introduce pollutants to the natural environment. Stormwater runoff is any rainwater that flows over the surface. In a natural setting, most stormwater seeps into the ground, in a process called infiltration. This process removes impurities from the water and refills the natural water table. Human development creates “impervious surfaces” like concrete or asphalt which prevent water from infiltrating into the soil. This increases the amount of runoff which carries litter, chemicals, oil, fertilizers, and other pollutants straight into storm drains that flow directly into streams, lakes, and oceans. This increased runoff travels at a faster speed and in greater amounts which also causes creek channels to erode.

Treatment measures can include site design measures, source control measures, and low impact development treatment measures. For roadway projects, measures that primarily capture and retain stormwater runoff from the roadways are most appropriate to consider for installation. This lowers the maximum flows created by storm events by retaining some water on-site rather than forcing it all to nearby waterways. Additionally, retention and filter treatments help capture roadway pollutants such as oils and heavy metals before they enter local waterways.

2.11.1 Needs Assessment

In selecting select a treatment measure, the following benefits should be taken into consideration: aesthetics and landscaping, effectiveness, project location, hydraulic sizing, and feasibility.

- **Aesthetics and Landscaping** are generally based on the perspective of having a natural landscape or site. For example, vegetated swales along a road would help establish a more natural landscape compared to a sand filter.
- **Effectiveness** is determined based on the measures’ ability to remove the site’s pollutants successfully. For example, bioretention areas are designed to use soil and plant-based filtration using physical, chemical, and biological processes, making it highly effective whereas grid pavement measures are self-treating areas that focus on reducing runoff rather than treating it. The proximity of an improvement to the San Francisco Bay as well as the elevation compared to potential height of the tide has potential to help with flood in certain areas of the City.
- **Hydraulic sizing** refers to the type of treatment measures which can be either flow-based (4 percent method), volume-based (80 percent capture method), or a combination of the two. Flow-based treatment measures, such as bioretention areas, are preferred.
- **Feasibility** can be largely dependent on the location of a treatment measures as right-of-way can be a constraint. In such locations, an element can be placed in or under the road like pervious pavement, grid pavement, or subsurface infiltration systems.

The feasibility of implementing each measure for a given roadway project ultimately depends on the specific project constraints. Some typical project constraints include available right-of-way, roadway capacity, underground utilities, seasonal high groundwater table, existing soil conditions, subsurface contaminants, or areas with high traffic. Constraints cannot be taken into consideration when ranking these stormwater treatment measures for general consideration; rather, this needs to be done on a project-specific basis. The City is currently

preparing a Green Infrastructure Master Plan which will prioritize specific locations. The TMP identifies the need to integrate these approaches and identifies potential projects that can accommodate and benefit from incorporation of green infrastructure principles.

2.12 Transit

Transit service within in Menlo Park is provided by Caltrain, SamTrans, Dumbarton Express, Stanford University, as well as by City of Menlo Park Shuttles.

2.12.1 Regional Transit

Caltrain operates a station in Menlo Park near the downtown area with at least hourly service along the Peninsula between San Francisco and San Jose, with some peak hour trains extending to Gilroy. SamTrans operates several routes through Menlo Park, with service around the City as well as to Palo Alto, East Palo Alto, Portola Valley, Redwood City, points north via the longer distance ECR and 397 routes, and in Atherton along Middlefield Road. SamTrans also operates several school day only bus service in and around Menlo Park. The Dumbarton Express consortium operates two routes between Stanford, Palo Alto, Newark, and Fremont, including stops in Menlo Park. Lastly, Stanford University operates Marguerite Shuttles in and around the University, including along Sand Hill Road in Menlo Park.

2.12.1.1 Needs Assessment (*Access, Service Enhancements, Amenities*)

SamTrans currently provides service throughout the City, as well as destinations throughout San Mateo County and northern Santa Clara and southern San Francisco counties. A number of routes provide service to residents, but an assessment of underserved communities could potentially be beneficial. Additionally, the Dumbarton Express provides service across the Dumbarton Bridge between the Stanford Oval and the Union City BART Station. Headways are approximately every 30 minutes. The service could be expanded to include headways with more frequent and uniform time intervals as recommended in the Dumbarton Corridor Transportation Study.

There are several thoroughfares with various street classification typologies within the City with transit facilities. These include El Camino Real (Boulevard), Willow Road (Boulevard, Avenue – Mixed Use, Neighborhood Collector), Middlefield Road (Avenue – Mixed Use), Ravenswood Avenue (Avenue – Mixed Use, Mixed Use Collector), and Santa Cruz Avenue (Neighborhood Collector, Avenue – Neighborhood, Main Street). (. Priority corridors should be identified to alleviate congestion via transit signal priority, transit only lanes, and increased capacity during peak commute periods.

The Dumbarton Rail Project is currently in preliminary phases as freeway capacity within and adjacent to the Menlo Park area is constrained during peak commute periods. An exclusive negotiating agreement currently exists between SamTrans and Facebook to reactivate rail service on the Dumbarton Rail corridor which would include a proposed station at the southeast corner of Willow Road/Dumbarton Corridor. The Dumbarton Rail project would ultimately provide high-quality transit service between the East Bay and Menlo Park. The project would serve as an alternative to commuting by private automobile during peak commute hours and highlights the need for additional capacity across the Dumbarton corridor. Alternatives to the Dumbarton Rail Project include enhanced bus service on the highway bridge, new express bus lanes on the highway bridge, and a new busway on the rail bridge.

The majority of SamTrans bus stops in the City are not accompanied by shelters, benches, or marquees displaying transit vehicle locations and schedules. The addition of such amenities could improve transit user experience. However, the benefit of these added amenities will need to be compared with potential conflicts with narrow sidewalks, ADA accessibility, limited funding, and SamTrans ridership requirements.

2.12.2 City of Menlo Park Shuttles

The City of Menlo Park provides five shuttle routes to various destinations throughout the City. The current routes and stop locations are illustrated in Figure 22. The Marsh and Willow Shuttles provide commuter service from the Menlo Park Caltrain Station to the business parks on the eastern part of the City. The Belle Haven, Menlo MIDDAY, and Shoppers' Shuttle provide community service around the City. These community shuttles serve destinations such as senior living facilities, senior centers, downtown, medical facilities, the library, and other community/civic locations.

The Belle Haven, Marsh, Menlo MIDDAY, and Willow Shuttles are fixed-route shuttles that operate Monday through Friday. The Shoppers' Shuttle operates door-to-door, paratransit-style service on Tuesdays (to Redwood City) and Wednesdays/Saturdays (around Menlo Park/Palo Alto). The Shoppers' Shuttle is unique in that it is a free paratransit-style service targeting those not living near transit or with lower mobility, but it is open to anyone with no eligibility requirements.

In response to a growing need for transit services and a growing senior citizen demographic, efforts are being made to expand shuttle service. In March 2017, the MIDDAY Shuttle was expanded to create the all-day Belle Haven Shuttle and the Menlo MIDDAY Shuttle. The Belle Haven Shuttle provides all-day service to underserved communities, along with the Menlo MIDDAY Shuttle offering service between Downtown Menlo Park and Sharon Heights.

In order to increase ridership and connectivity, changes are planned to improve service. The Belle Haven and Menlo MIDDAY Shuttles will be combined to create the new Crosstown Shuttle. This will create all-day service between Belle Haven and Sharon Heights, via downtown Menlo Park, Palo Alto, and Stanford Medical Center. All-day service to all parts of town will ensure equitable transit service city-wide, leverage transit connections at the Palo Alto Caltrain Station, and provided service to commercial and medical destinations more consistently.

It is important to note while these changes are planned, implementation is dependent on staffing resources. There has been a service reduction of the Belle Haven and Marsh Shuttles since October 2017, and intermittent service disruptions on other routes due to a shortage of drivers. The City of Menlo Park is working with MV Transportation and its partners SamTrans and Commute.org in addressing the staffing needs of the San Mateo County shuttle system.

2.12.2.1 Needs Assessment

Menlo Park residents have expressed the need for expanded shuttle service within the city limits through the various outreach efforts for this plan. In particular, a need for expanded connectivity to underserved communities and Stanford University was expressed. –In addition, consistent signage and marking of bus stops and updated schedules are in the process of being developed. This includes improved signage and visibility at the shuttle stops to include markings on the asphalt, new signs, in addition to larger schedule holders for larger maps and times.

2.13 Transportation Demand Management

Transportation Demand Management (TDM) refers to a set of strategies that result in increased efficiency in a transportation system by changing travel behavior. The City's zoning ordinance for Zoning Districts O (Office), LS (Life Sciences), R-MU (Residential Mixed Use) requires all new developments and additions of 10,000 square feet or more to prepare a TDM program that reduces their vehicle trips by 20 percent. The implementation of appropriate TDM programs can discourage the use of single-occupant vehicles as a user's primary mode, especially for commuting, and transition users into other transportation modes including transit, bicycling, carpooling, and walking. This section provides an overview of transportation demand management strategies that are most timely and relevant to Menlo Park, including Transportation Management Associations, Commute.org, private employer shuttle programs, and shared mobility options.

2.13.1 Transportation Management Association

The City of Menlo Park is initiating the establishment of a Transportation Management Association (TMA) to promote the reduction of single-occupant vehicle trips produced by residents and visitors of the City. A transportation management association typically provides transportation services and resources and is created by government agencies, through public-private partnerships, or by establishing a non-profit to administer the program. A TMA may provide programs such as shuttle services, low-cost or subsidized transit passes and other support programs for employers to incentivize mode shift. Other programs that may be included are described in section 3.13.3. TMAs are typically developed as a partnership between businesses of various sizes and other stakeholders, which can include residential or neighborhood groups or other potential stakeholders. A benefit of a TMA is that it can facilitate TDM programs for smaller businesses that might not otherwise be able to afford the full range of TDM benefits. TMAs can be developed to serve varying scopes: local to a particular neighborhood or area, a City, several partnering cities (sub-regional), Countywide, or regional. Neighboring cities of Palo Alto, Mountain View and Redwood City all have or are working to establish TMAs, and the City will be coordinating with staff and stakeholders from each TMA to learn from other recent experiences.

2.13.1.1 Needs Assessment

Effective TDM programs are typically easier to establish and maintain for large employers that have the economy of scale of a large employment base; however, this can result in smaller companies or employers having more limited resources, expertise and capacity to implement such programs. The City's initiation of a TMA first prepares a feasibility study to assess options for the scope of the TMA, recommend an operating structure and next steps to initiate the program. Three potential areas will be the focus of the scope of work, including the Bayfront Area, downtown/El Camino Real corridor, and the Sand Hill Road corridor.

2.13.2 Commute.org

Formerly called the Peninsula Traffic Congestion Relief Alliance, commute.org is a joint powers authority whose mission is to reduce the number of single-occupant vehicle trips on roadways throughout San Mateo County. The primary goal of the organization is to assist residents and commuters throughout the County in finding alternatives to driving. Additionally, the organization aims to reduce emissions produced by motor vehicles, thereby improving air quality. The organization provides graphical information for commuters regarding several modes of travel including carpool, vanpool, transit, walking, biking, and driving alone. The Commute.org website provides travel time comparisons for the various travel modes and facilitates carpools and vanpools by connecting drivers and riders having the same origin and destination. The organization also offers an emergency ride home in the event of an emergency, as well as passenger shuttles throughout cities along the peninsula.

Financial incentives are provided by the organization to commuters who choose to commute via carpool, vanpool, transit, or active transportation modes. While there are five shuttle routes in Menlo Park, they are operated by the City of Menlo Park and not commute.org.

2.13.2.1 Needs Assessment

As a joint powers authority, Commute.org is administered on behalf of all member agencies. At the time of this writing, the City of Menlo Park is not a member of Commute.org, but has long-standing collaboration efforts with Commute.org. In May 2018, the City initiated the process to join Commute.org by submitting a letter requesting the membership be expanded to include Menlo Park. It is expected the Commute.org board of directors will consider this request in late 2018. If accepted, the City of Menlo Park would need to approve the official membership request to join the joint powers authority and would gain a seat of the Commute.org board.

If the City opts to join, administration of the City's commuter shuttles on the Marsh Road and Willow Road corridors could shift to Commute.org, which would reduce the City's staffing requirements for this program, allowing additional resources to be placed in other Transportation Demand Management, Safe Routes to School or other transportation planning efforts. Commute.org currently administers most of the other commuter shuttle services in San Mateo County. As both the Commute.org and TMA feasibility study progress, it is expected that administration of the shuttle program will be closely monitored and recommendations will be developed as these efforts continue.

2.13.3 Private Employer TDM Programs

There is a wide range of TDM services currently provided within the City. While the most visible may be the publicly and privately sponsored shuttles to various locations within and surrounding the City, there are also TDM programs that have been implemented by large employers, as well as TDM requirements for upcoming new developments. The TDM program elements include a myriad of trip reduction measures such as active transportation incentives that encourage bicycle, walking and transit use. There are also rideshare (carpool and vanpool) incentives as well as car share and bike share programs. Trip caps that limit the number of vehicles that access a property have also been implemented. Generally, TDM programs include requirements for regular monitoring and reporting of trips, trip reduction success, and mode share changes.

2.13.3.1 Needs Assessment

Private shuttles provided by companies or school districts provide services for their employees and/or students, but not to the general public. The publicly sponsored Menlo Park Shuttle Service offers free service to users between Caltrain and the Bayfront Expressway business park locations. Schools also offer a limited number of school buses, supplemented by SamTrans school route services. The capacity of the privately-run services to accommodate other users is not known, but there may be a need to assess this as a potential TDM option.

In general, increased data is needed to better manage the current transportation system and the impact of private and public shuttles operating within the City. Moving forward, it may be advantageous for there to be increased transparency regarding shuttles operating throughout the City. Knowledge and data on shuttle operations could be used to build a better transportation network in Menlo Park for all transportation users.

The efficacy of TDM programs is also an area that can be further evaluated. While C/CAG and other professional resources have published targets and guidance on trip reduction associated with various TDM program elements, the reporting requirements for TDM programs would benefit from a more discrete analysis of each program element. In addition, monitoring different types of trip caps for multiple sites requires staff resources to be managed effectively. For example, do trip caps lead to reduced trips overall or just locally, when compared to shuttle buses, transit ridership, carpools or other elements? As the City considers a TMA, the costs and benefits of various TDM best practices will need to be evaluated and quantified to maximize the TDM program effectiveness.

2.13.4 Shared Mobility

Shared mobility options provide users with the option to rent cars, bikes, and electric scooters as needed, as well as reserving a spot in a car driven by someone else (rideshare). This eliminates the burden of ownership and

storage as the user is not responsible for maintaining or storing the car/bike/scooter. It also allows more flexibility as the user makes a choice each time they travel, rather than needing to own a vehicle. It also allows the user to have flexible plans on each end of a trip, for example, rather than driving all day, a user might use a bike or scooter share to get to work, then a rideshare home if the weather becomes inclement or the user has something heavy to carry.

2.13.4.1 Car Share

Car share services within the City are available via private entities such as ZipCar, Getaround/City CarShare, and Zimride. Current car share services are generally provided upon the development of a commercial or residential property.

Two primary types of car share programs have been deployed: round-trip and one-way. Round-trip car share, such as ZipCar, involves picking up a car from a designated parking spot, driving it as needed, then returning it to the same spot at the end of the reservation. One-way car share, such as GIG in the East Bay, involves picking up a car parked in a public parking stall, driving to another public parking stall in another location, and ending the reservation. Each method has its advantages and disadvantages, and they are able to operate simultaneously.

2.13.4.2 Rideshare/Transportation Network Company

Transportation Network Companies (TNCs) are those that provide rideshare services, such as Uber, Lyft, and taxis. These companies provide similar services to traditional taxis, but are often hailed via smart phone application rather than dialing a dispatch. This service can be used to provide point-to-point on-demand mobility to users who for any reason cannot or do not want to drive themselves, such as the disabled or inebriated. Additionally, TNCs can be used in conjunction with transit to solve the first-mile/last-mile problem between major transit hubs and long-distance trips.

In addition to service for single riders to single destinations akin to traditional taxi service, TNCs can be and are used to coordinate carpool efforts. This increases the average occupancy per vehicle and provides more opportunities to casual carpool, which provides more flexibility than traditional scheduled carpools. It is important to note that a pilot program encouraging carpooling throughout the County of San Mateo was implemented in July of 2017 by the C/CAG Congestion Management and Environmental Quality (CMEQ) Committee. The program encourages residents to use apps such as Waze and Scoop to reduce the number of single occupant vehicles on the road. In addition, the program encourages residents and employees of San Mateo County to commute via carpooling and ridesharing as an alternative to commuting alone. It is not yet clear as to whether or not the program will continue to exist after the pilot program ends, but next steps including increasing outreach effort and including the Waze Carpool mobile application into the pilot project.

2.13.4.3 Bike Share

Bicycle sharing is the concept that a group of users -the public- can share bicycles made available to individuals to use for a short duration of time within a designated area whether it be a city or a county, etc. Local municipalities can engage in the funding, management, administration, and permitting of bike share programs. The City of Menlo Park has not yet prioritized the establishment of a City bike share program. The regional bike share program, Ford GoBike was originally operational in Mountain View, Palo Alto and Redwood City, among other cities of San Jose and San Francisco. However, in late 2016, Ford GoBike was removed from the mid-peninsula and has since expanded into other communities in the Bay Area. Since that time, “dockless” bike share systems, which do not require a bike to be returned to a specific parking location or “dock”, have emerged in several mid-peninsula cities, and City staff have been coordinating with Mountain View and Palo Alto staff to track the progress of dockless system permitting and operations.

In addition, several local property owners or companies provide shared bicycles on-site for residents and employees as part of their TDM programs. Private entities such as Tarlton Properties Incorporated currently provide a bike share service to employees based in Menlo Park Labs near University Avenue and O'Brien Drive.

2.13.4.4 Electric Scooter Share

Electric scooters are a recent trend in shared mobility services. They operate like one-way bike shares, where there are no docks or designated pick-up or drop-off areas. In other cities where the technology has been deployed this has been both advantageous and disadvantageous – while it allows for maximum flexibility in starting and ending trips as close to the user’s destination as possible, it also results in discourteous users leaving scooters in the middle of sidewalks or otherwise in the way. Additionally, even though state law prohibits riding anything motorized on the sidewalk, including scooters, many users are either unaware of the law or do not feel comfortable riding in traffic. Although this has been a significant concern in other cities recently, a minimal number of abandoned or inappropriately stored scooters have emerged in Menlo Park in the last year. Therefore, it is recommended that this topic continue to be monitored, but no specific needs are currently identified.

2.13.4.5 Needs Assessment

ZipCar has designated spaces for rental vehicles on the Facebook Campus as well as at Menlo College. The City should expand car share services available, with an emphasis on downtown and near commercial hubs in the City, as this has the potential to reduce vehicle demand and parking by providing flexibility to those who either do not own a vehicle or choose to typically travel via other transportation options. Additionally, one-way car sharing has the opportunity to open up additional mobility options.

TNCs are mostly self-regulating in terms of operations, currently having little government oversight. However, the casual nature of their operations sometimes leads to drivers picking up or dropping off passengers in undesirable locations, such as a moving lane of traffic. For large trip generators this can be a particularly contentious issue.

Bike share programs are currently provided by some private companies, but several cities around the Bay Area have opted into a public bike share program to enable all members of the public to utilize bike share options. Another course for consideration that some Bay Area cities have pursued is dockless bike share, where the user does not have to pick up or drop off at a designated station. As stated above, City staff have been coordinating with Mountain View and Palo Alto staff to track the progress of dockless system permitting and operations.

Electric scooter share programs largely operate without the need for government support, but can be a source of contention. Some cities let scooter share companies operate without oversight, while others implement a permitting program or other form of regulation. As stated earlier, although this has been a significant concern in other cities recently, a minimal number of abandoned or inappropriately stored scooters have emerged in Menlo Park in the last year. Therefore, it is recommended that this topic continue to be monitored, but no specific needs are currently identified.

3. Performance Metrics and Prioritization Criteria

Performance metrics and prioritization criteria were compiled and presented to the City of Menlo Park as part of the TMP development process. The performance metrics are intended to encompass the goals and policies outlined in the ConnectMenlo Circulation Element. The intent of the performance metrics and prioritization criteria discussed in this section is to quantify an improvement project's ability to meet the City's vision, goals, and policies. After City review and comment on the initial performance metrics and prioritization criteria, the metrics and criteria were finalized in a memorandum included in Appendix A. Below is a summary of these performance metrics and criteria.

3.1 Summary of Performance Metrics and Prioritization Criteria

The Victoria Transport Policy Institute's research project *Well Measured: Developing Indicators for Sustainable and Livable Transport Planning* contains a summary of best practices for developing transportation performance metrics. This document recommends the following principles be applied when selecting transportation performance indicators (Hart 1997; Jeon 2007; Marsden, et al. 2007; Renne 2009; FHWA 2011):

- Comprehensive – Indicators should reflect various economic, social and environmental impacts, and various transport activities (such as both personal and freight transport).
- Quality – Data collection practices should reflect high standards to ensure that information is accurate and consistent.
- Comparable – Data collection should be clearly defined and standardized to facilitate comparisons between various jurisdictions, times and groups. For example, "Number of people with good access to food shopping" should specify 'good access' and 'food shopping.'
- Understandable – Indicators must be understandable to decision-makers and the general public. The more information condensed into an index, the less meaning it has for specific decisions.
- Accessible and transparent – Indicators (and the raw data they are based on) and analysis details should be available to all stakeholders.
- Cost effective – Indicators should be cost effective to collect.
- Net effects – Indicators should differentiate between net (total) impacts and shifts of impacts to different locations and times.
- Functional – Select indicators suitable for establishing usable performance targets.

3.1.1 Performance Metrics

The following performance metrics are intended to assist staff in tracking and measuring the condition of the City's transportation network and a way to quantify transportation-related quality of life issues for residents. These metrics have evolved through input from the Oversight and Outreach Committee (OOC) at the meeting held on October 30, 2017. Additional metrics that were considered but removed due to input from the OOC is discussed in further detail below.

3.1.1.1 Safety Metrics

The following metrics are intended to meet the City's safety goals, including:

- Circulation Element Policy CIRC-1.1
 - Policy CIRC-1.1 – Vision Zero. Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.

3.1.1.2 Mobility Choice Metrics

The following metrics would work to meet the City's mobility choices and complete streets goals, including the goals to increase the mode share of pedestrian, bicycles, and transit users, including the following:

- Circulation Element Policy CIRC-4.1, CIRC-4.2, CIRC-4.3, CIRC-5.2, and CIRC-5.6
 - Policy CIRC-4.1 – Global Greenhouse Gas Emissions. Encourage the safer and more widespread use of nearly zero-emission modes, such as walking and biking, and lower emission modes like transit, to reduce greenhouse gas emissions.
 - Policy CIRC-4.2 – Local Air Pollution. Promote non-motorized transportation to reduce exposure to local air pollution, thereby reducing risks of respiratory diseases, other chronic illnesses, and premature death.
 - Policy CIRC-4.3 – Active Transportation. Promote active lifestyles and active transportation, focusing on the role of walking and bicycling, to improve public health and lower obesity.
 - Policy CIRC-5.2 – Transit Proximity to Activity Centers. Promote the clustering of as many activities as possible within easy walking distance of transit stops, and locate any new transit stops as close as possible to housing, jobs, shopping areas, open space, and parks.
 - Policy CIRC-5.6 – Bicycle Amenities and Transit. Encourage transit providers to improve bicycle amenities to enhance convenient access to transit, including bike share programs, secure storage at transit stations and on-board storage where feasible.

3.1.1.3 Congestion Relief and Green Infrastructure Metrics

The congestion relief metrics, including vehicle miles travelled per service population and traffic operations, would work to meet the City's congestion relief goal:

- 2015 Climate Action Plan Update
 - 27 percent greenhouse gas (GHG) reduction target
- Circulation Element Policy CIRC-3.4 and CIRC-3.A
 - Level of Service. Strive to maintain level of service (LOS) D at all City-controlled signalized intersections during peak hours, except at the intersection of Ravenswood Avenue and Middlefield Road and at intersections along Willow Road from Middlefield Road to US 101. The City shall work with Caltrans to ensure that average stopped delay on local approaches to State-controlled signalized intersections does not exceed LOS E.
 - Transportation Impact Metrics. Supplement Vehicle Miles Traveled (VMT) and greenhouse gas emissions per service population (or other efficiency metric) metrics with Level of Service (LOS) in the transportation impact review process, and utilize LOS for identification of potential operational improvements, such as traffic signal upgrades and coordination, as part of the Transportation Master Plan.

The green infrastructure performance metric as well as development of a green infrastructure plan is consistent with the following goals:

- Land Use Element Goal LU-7 and Program LU-7.1
 - Goal LU-7: Promote the implementation and maintenance of sustainable development, facilities and services to meet the needs of Menlo Park's residents, businesses, workers, and visitors.
 - Program LU-7.1 Green Infrastructure Plan: Develop a Green Infrastructure Plan that focuses on implementing City-wide projects that mitigate flooding and improve storm water quality.
- Circulation Element Goal CIRC-2 and Policy CIRC-2.10
 - Goal CIRC 2: Increase accessibility for and use of streets by pedestrians, bicyclists, and transit riders.
 - Policy CIRC 2.10: Green Infrastructure. Maximize the potential to implement green infrastructure by:
 - a) Reducing or removing administrative, physical, and funding barriers;
 - b) Setting implementation priorities based on stormwater management needs, as well as the effectiveness of improvements

and the ability to identify funding; and c) Taking advantage of opportunities such as grant funding, routine repaving or similar maintenance projects, funding associated with Priority Development Areas, public private partnerships, and other funding sources.

The performance metrics are separated into three categories based around safety, mobility, and sustainability. The safety metrics are presented in Table 5.

Table 5 – Safety Performance Metrics			
Performance Metric	Description	Data Required	Mode
Collisions			
Number of fatalities related to traffic collisions every year	Measures the number fatal collisions	<ul style="list-style-type: none"> Collision records GIS data 	Network
Annual review of collisions by mode	Measures collisions by mode.		

The mobility metrics are presented in Table 6.

Table 6 – Mobility Choice Performance Metrics			
Performance Metric	Description	Data Required	Mode
Pedestrian Facility Quality and Connectivity			
Walking rates in Pedestrian Priority Areas	Quantifies the number of pedestrians using facilities within Pedestrian Priority Areas	<ul style="list-style-type: none">• Pedestrian counts to be taken in Pedestrian Priority Areas• Pedestrian facility inventory (including sidewalks, curb ramps, etc.)	Pedestrian and network
Sidewalk gap closure measured in linear feet or number of projects in Pedestrian Priority Areas	Measures network completeness in Pedestrian Priority Areas		
Number of community destination access projects completed every three years	Measures projects that help pedestrians overcome barriers		
Bicycle Facility Quality and Connectivity			
Level of Traffic Stress every three years	Quantifies the completeness and quality of the bicycle infrastructure network, including how existing facilities are maintained	<ul style="list-style-type: none">• Bicycle network inventory• Survey of transportation network	Bicycle and network
Proximity to Transit			
Number of employees and residents within one mile of high-quality transit	Transit accessibility reflects the relative convenience of transit as a mode choice. It can be measured in terms of distance to transit stops or travel time on transit. Metrics typically emphasize the availability of transit where people live, where people work, and on routes that connect the two	<ul style="list-style-type: none">• Regional trip origin and destination• Location of Transit Stops• Service Population• Resident population	Transit

Table 6 – Mobility Choice Performance Metrics**Non-SOV Mode Share**

Mode share of non-SOV trips (non-SOV trips divided by total trips) every three years	Bicycling, walking, and transit are core elements of a sustainable transportation system. Trips by bicycling, walking, and transit produce fewer emissions and let people work physical activity into their daily routines to improve their health and save money. Drivers who switch to non-motorized modes can reduce their expenditures on fuel and vehicle maintenance while helping to reduce traffic congestion. A safe and attractive environment for pedestrians can also help promote economic development by increasing foot traffic near local businesses and attracting tourists and other consumers.	<ul style="list-style-type: none">• Census data• Household travel surveys• Travel demand models	Pedestrian, bicycle, and transit
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The sustainability metrics are presented in Table 7.

Table 7 – Sustainability and Green Infrastructure Performance Metrics

Performance Metric	Description	Data Required	Mode
Vehicle Miles Travelled (VMT) per Service Population¹			
VMT per service population	<p>Increases in VMT contribute to traffic congestion and air pollution, causing carbon dioxide and particulate matter emissions. Because of population growth and economic development, most regions cannot feasibly reduce absolute VMT. Reducing per service population, VMT can help a region achieve air quality, climate change, and congestion reduction goals without penalizing it for population growth.</p> <p>For regions interested in reducing transportation GHG emissions, an advantage of using a VMT metric is that VMT is more straightforward to analyze, since it does not account for vehicle fleet characteristics and fuel carbon content.</p>	<ul style="list-style-type: none"> Travel demand models 	Vehicle
Traffic Operations			
Level of Service	Traditional performance metric that quantifies vehicle delay at a specific intersection and reports an A-F grade. This analysis would be completed for consistency with ConnectMenlo.	<ul style="list-style-type: none"> Traffic counts Roadway geometry 	Vehicle
Other performance measures, including: <ul style="list-style-type: none"> Queueing Travel Time Speed 	Where Level of Service methodology is not deemed to be an appropriate performance measure, other measures such as queuing, travel time, and speed should be assessed to determine impacts along congested corridors.		
Green Infrastructure			
Incorporate green infrastructure, when feasible, into existing and new transportation infrastructure as required. ²	<p>Special consideration should be given to projects that support traffic calming and bicycle and pedestrian modes of transportation. Includes improvements such as stormwater treatment and groundwater recharge systems, pervious pavement and gutters, and trash capture elements.</p>	<ul style="list-style-type: none"> Green Stormwater Infrastructure Master Plan Identification of desirable locations 	Network

Note: ¹ Service Population is the total number of residents and employees within the City of Menlo Park

² As required by the San Francisco Bay Regional Water Quality Control Board's San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit

3.1.2 Prioritization Criteria

In addition to the above performance metrics, the Performance Metrics Memorandum also detailed the following prioritization criteria, which can be used to guide the City's prioritization of improvement projects, and is intended to address quality of life issues for residents:

- **Cost** – overall cost of the proposed improvement and potential to receive funding through private development or partner projects.
- **Ease of Implementation** – projects that are either already funded, can be implemented quickly, or have a higher likelihood for funding from outside sources, such as state or federal grant funding.
- **Sensitive Population** – projects located within a “Community of Concern” or would help balance improvements between neighborhoods.
- **Transportation Sustainability** – projects that promote trips by modes that produce fewer emissions and creates healthier communities.
- **Safety** – projects that have the potential to reduce the number of collisions and improve the perceived comfort of the transportation network.
- **School Nearby** – projects that are related to Safe Routes to School or improve connectivity for school-aged children to travel by bicycling, walking, or transit.
- **Congestion Relief** – projects that have the potential to improve the level of service on a roadway or at an intersection or reduce queueing, travel time, or roadway speeds.
- **Greenhouse Gas Reduction / Person Throughput** – projects that have the potential to reduce greenhouse gas emissions, can reduce the per service population VMT to help achieve air quality, climate change, and congestion reduction goals or improve person throughput without increasing transportation network congestion.
- **Green Infrastructure** – projects that have the potential to support stormwater treatment and groundwater recharge systems, pervious pavement and gutters, and trash capture elements.

The prioritization criteria will be used for ranking projects using a scoring system to be developed iteratively during the next phase of the transportation master planning process, with feedback from OOC members, the public, and City staff.

3.2 Equity

In addition to the aforementioned performance metrics and prioritization criteria, a key concern in the development of these strategies and recommendations is equity. Whereas equality (also sometimes referred to as horizontal equity) is ensuring that all parties are given the same inputs, equity (or vertical equity) is defined as ensuring that all parties are given inputs such that they have the same opportunities and results. For example, an equal distribution of safety improvement funds would see each neighborhood receive a consistent amount, whereas an equitable distribution would focus funding on the areas with the most safety concerns so that all areas are as safe as one another.

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) have designated census tracts within city limits as Communities of Concern. These are communities considered to be disadvantaged or vulnerable with respect to current and any future impacts of growth. Plan Bay Area specifically identifies households that are both low-income and minority. Identified census tracts that are Communities of Concern within Menlo Park are located in the Belle Haven neighborhood, as well as a portion of the Willows neighborhood southeast of Menalto Avenue.

Active transportation issues are often equity issues. Many of the most disadvantaged communities are reliant on active transportation, particularly low-income residents who cannot afford a car, and senior or differently-abled residents who are not able to drive. Pedestrian and bicycle plans address equity by closing gaps in networks so that all community members are able to move about comfortably and safely without a car.

In general, the application of any TMP recommendation includes consideration of the equity of all roadway users, such that disadvantaged populations are not disproportionately affected. Many of the TMP project recommendations are focused on mobility choice and safety, with projects concentrated in neighborhoods or along corridors that have documented and identified mobility and safety improvement needs. These areas include the Belle Haven neighborhood and the Willows neighborhood east of Menalto Avenue. This will lead to

funding and implementation of projects in identified Communities of Concern, thereby improving the transportation equity within Menlo Park.

Per the VTPI July 2018 report *Evaluating Transportation Equity*, equity consideration allows planners to better anticipate problems, incorporate equity objectives in planning (for example, it can help identify congestion reduction strategies that also improve mobility for non-drivers and help lower-income people), and can help optimize planning decisions to maximize equity objectives.

4. Recommended Transportation Projects

This chapter details the recommended transportation projects developed through the TMP process, in accordance with the City's vision and goals for the future of transportation in Menlo Park. The recommended projects are divided into projects encompassing the entire city, as well as projects specific to North, Central, and South Menlo Park. These projects are listed in this chapter by region, including recommendation item number, project name, and geographic bounds. Some projects are listed in multiple regions as they span larger sections of the City.

Consistent with the goals and priorities established in ConnectMenlo and in this document, the City will pursue improvements which promote Mobility Choice and sustainability as well as improved safety for all users. The recommended project list presented in this document would accomplish one or more of these goals by either enhancing non-motor vehicle facilities and thereby encouraging more walking or bike riding, or by modifying the roadway system to eliminate or minimize conflict points. This, in turn, would reduce the likelihood of crashes and promote transit use, which will positively contribute to the environmental and economic sustainability of Menlo Park.

While all of these projects offer benefits for the citizens of Menlo Park, there are notable compromises involved. The most common compromise is that some of the projects listed include the loss or reduction of vehicle travel lanes to be repurposed for other uses. This may result in the loss of vehicle capacity leading to increased average vehicle delays and travel times as well as the potential redistribution of traffic in the affected areas. Implementation of these improvements may also result in the loss of on-street parking or modifications to local street access.

A detailed list of the projects is provided following the citywide maps in Figures 26 through 31.

4.1 Citywide Projects

Citywide projects are those that encompass the entire city. These include both programmatic recommendations that have no specific location, such as policy recommendations, as well as recommendations that apply to multiple locations throughout the city, such as transit signal priority.

4.1.1 List of Citywide Projects

- 153. Establish Bike Repair Workshop Program
- 154. Prepare Citywide Bicycle Map
- 155. Establish Bike-Friendly Business Program
- 156. Visible Bicycle Counter
- 157. Enhanced Bicycle and Pedestrian Detection
- 158. Adaptive Traffic Control System Operations & Maintenance
- 159. Automated Traffic Signal Performance Measurement
- 160. Create Policy Advocating for Variable Pricing on the Dumbarton Bridge
- 161. ITS Infrastructure Operations & Maintenance
- 162. Signal Phase and Timing (SPaT) Data Dissemination
- 163. Bluetooth Readers
- 164. Transportation Data Hub
- 165. Update Neighborhood Traffic Management Program guidelines to make resident requests for traffic calming more streamlined
- 166. Progressive Safety Enforcement
- 167. Establish Bikeshare and Rollshare Program

- 168. Incentivize Unbundled Residential Parking
- 169. Establish Carshare Program
- 170. Establish Voucher Program for Shared Mobility Services from Transit
- 171. Establish Transportation Management Association(s)
- 172. Incorporate Green Infrastructure into Roadway Projects
- 173. Transit Signal Priority

4.1.2 Maps of Projects

Maps depicting the locations of the transportation projects recommended for all of Menlo Park are provided in Figures 23 through 28.

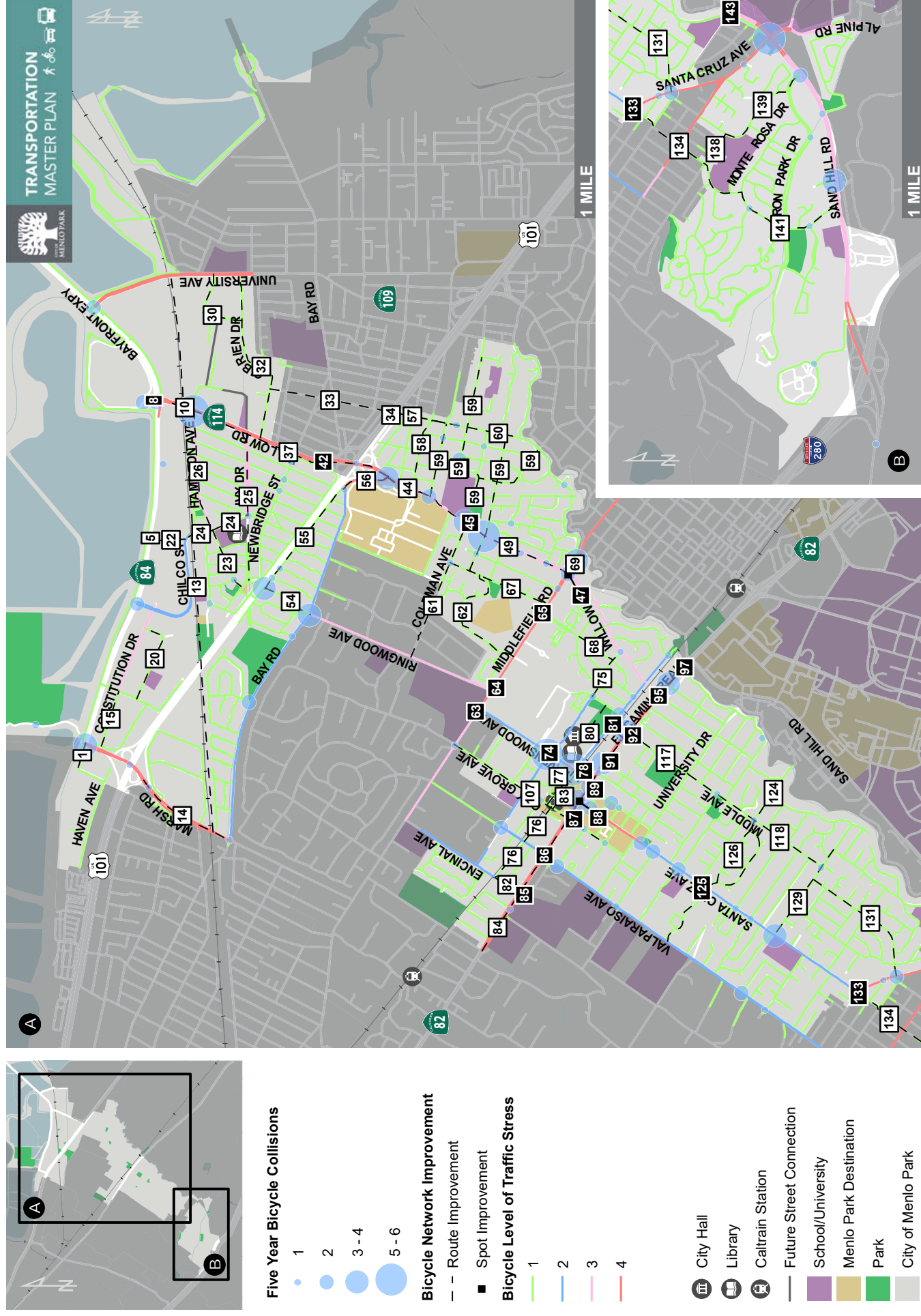


Figure 24 - Citywide Bicycle Network Recommendations Map

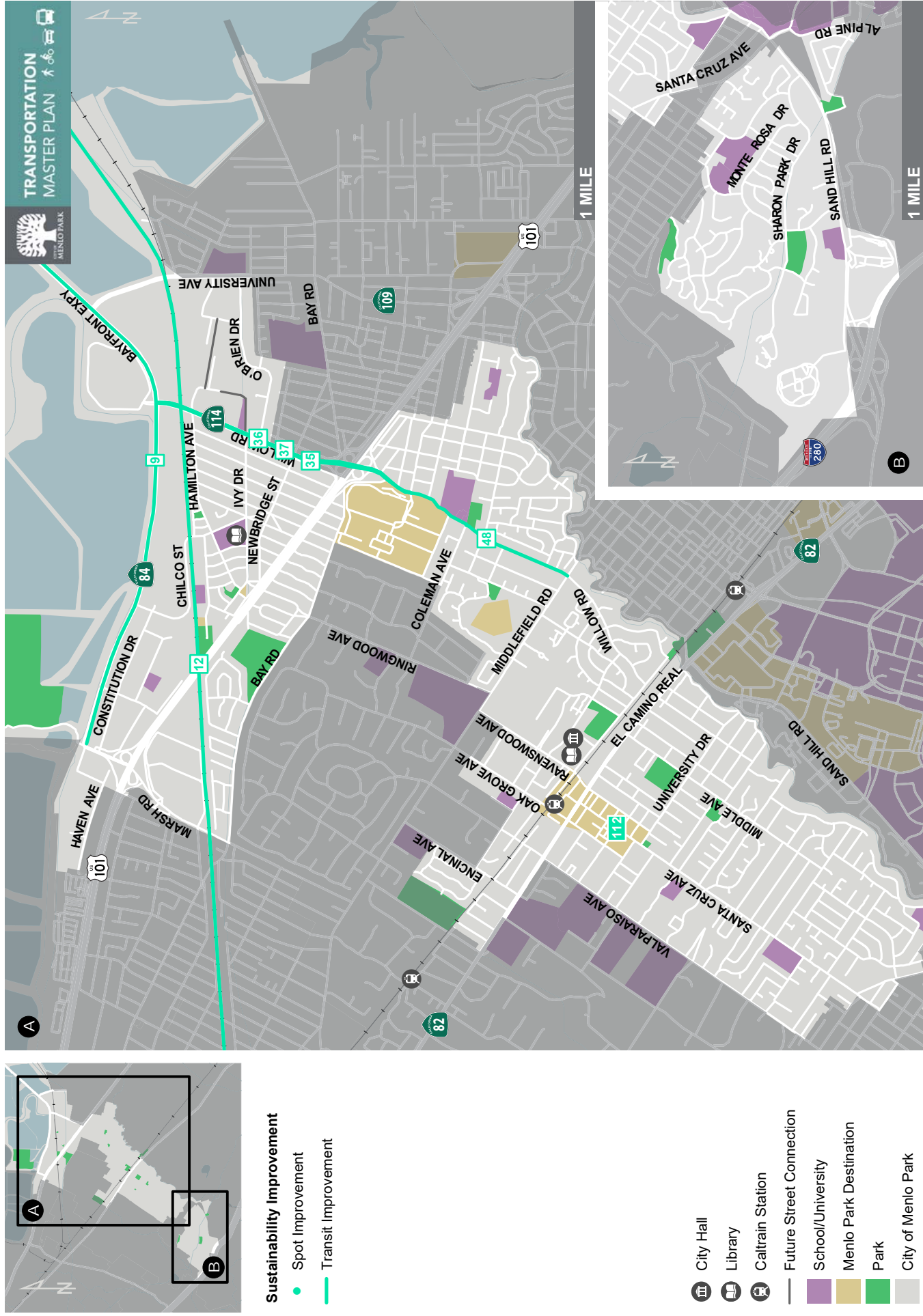


Figure 25 - Citywide Sustainability Map

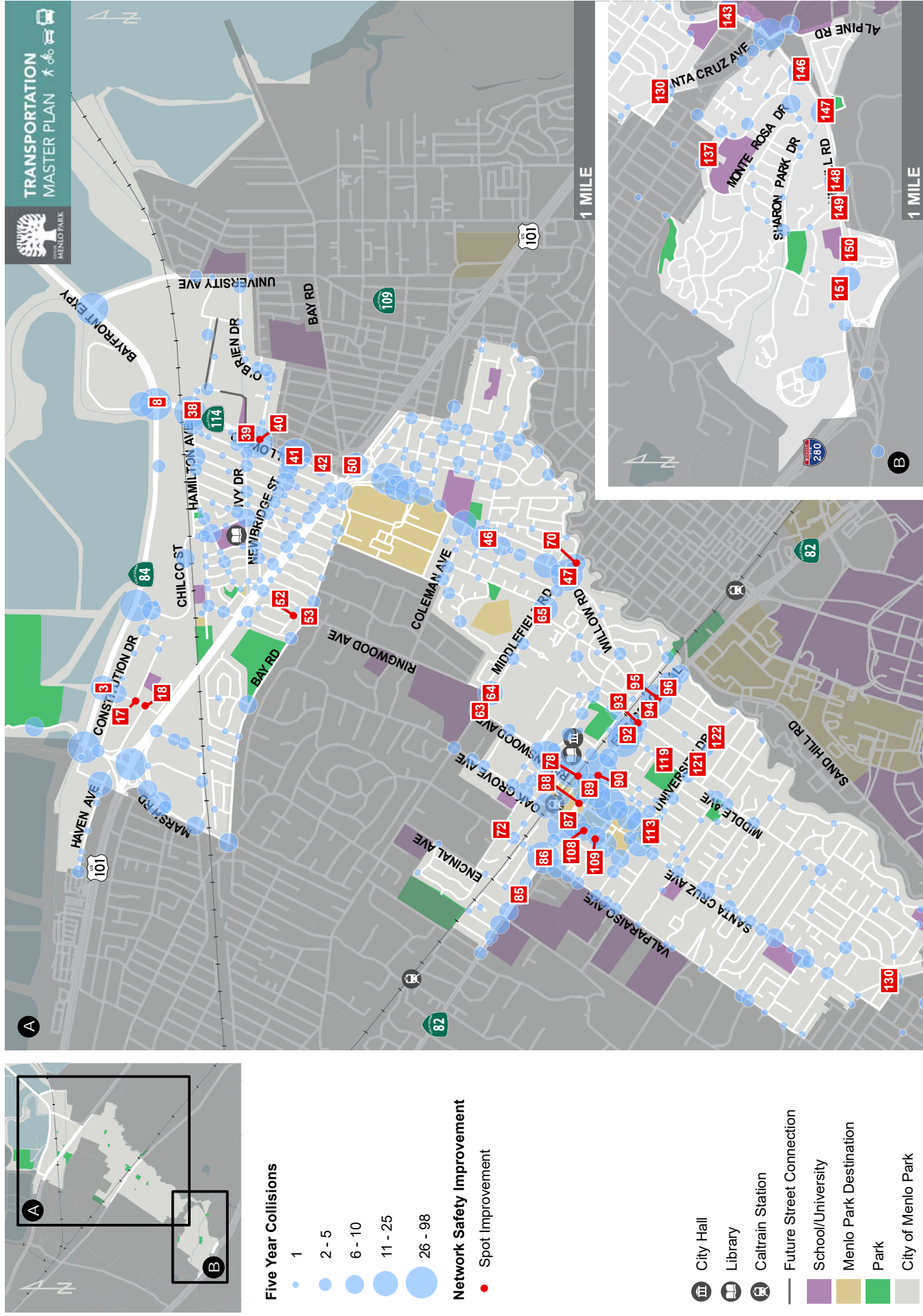
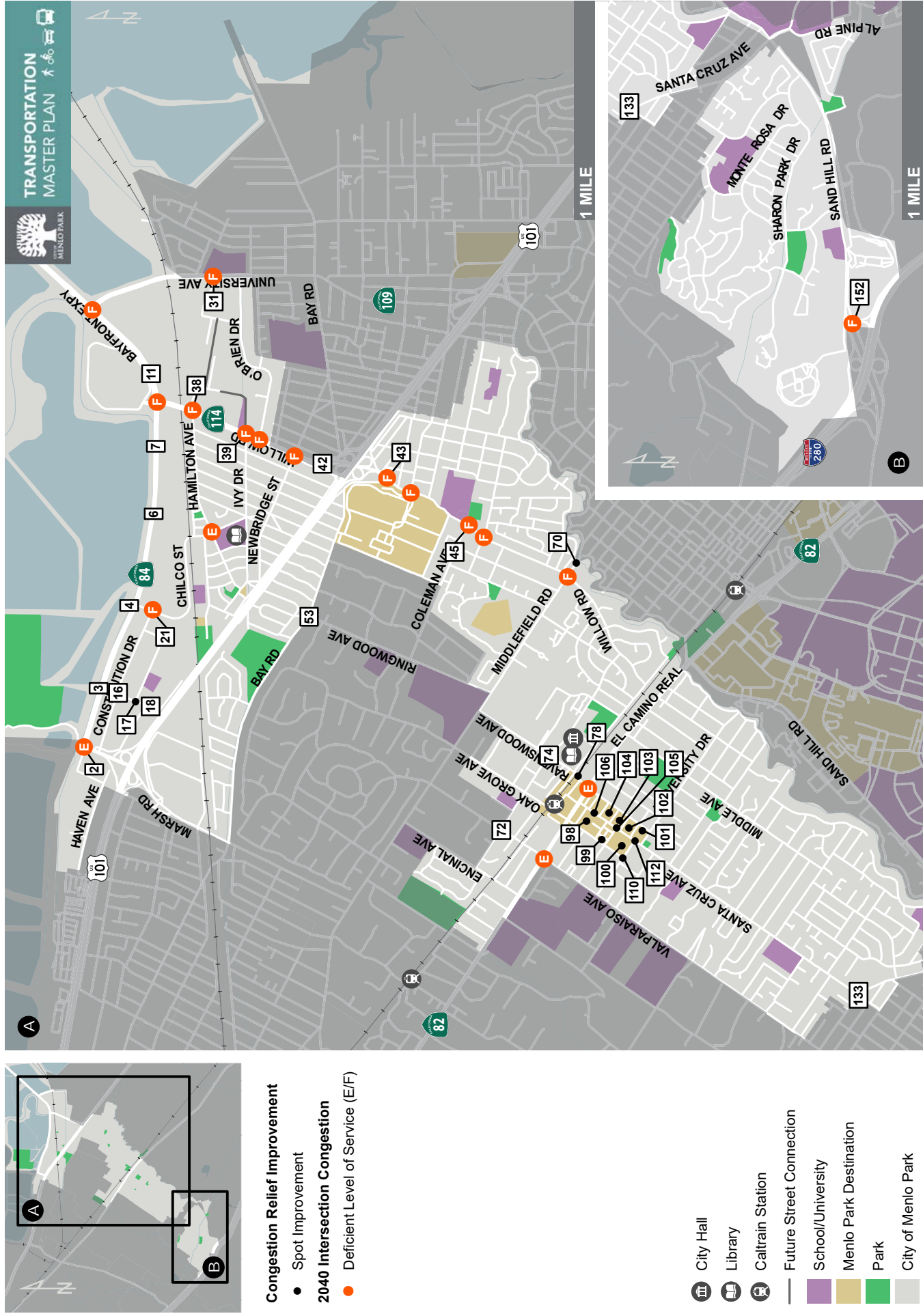


Figure 26 - Citywide Safety Map



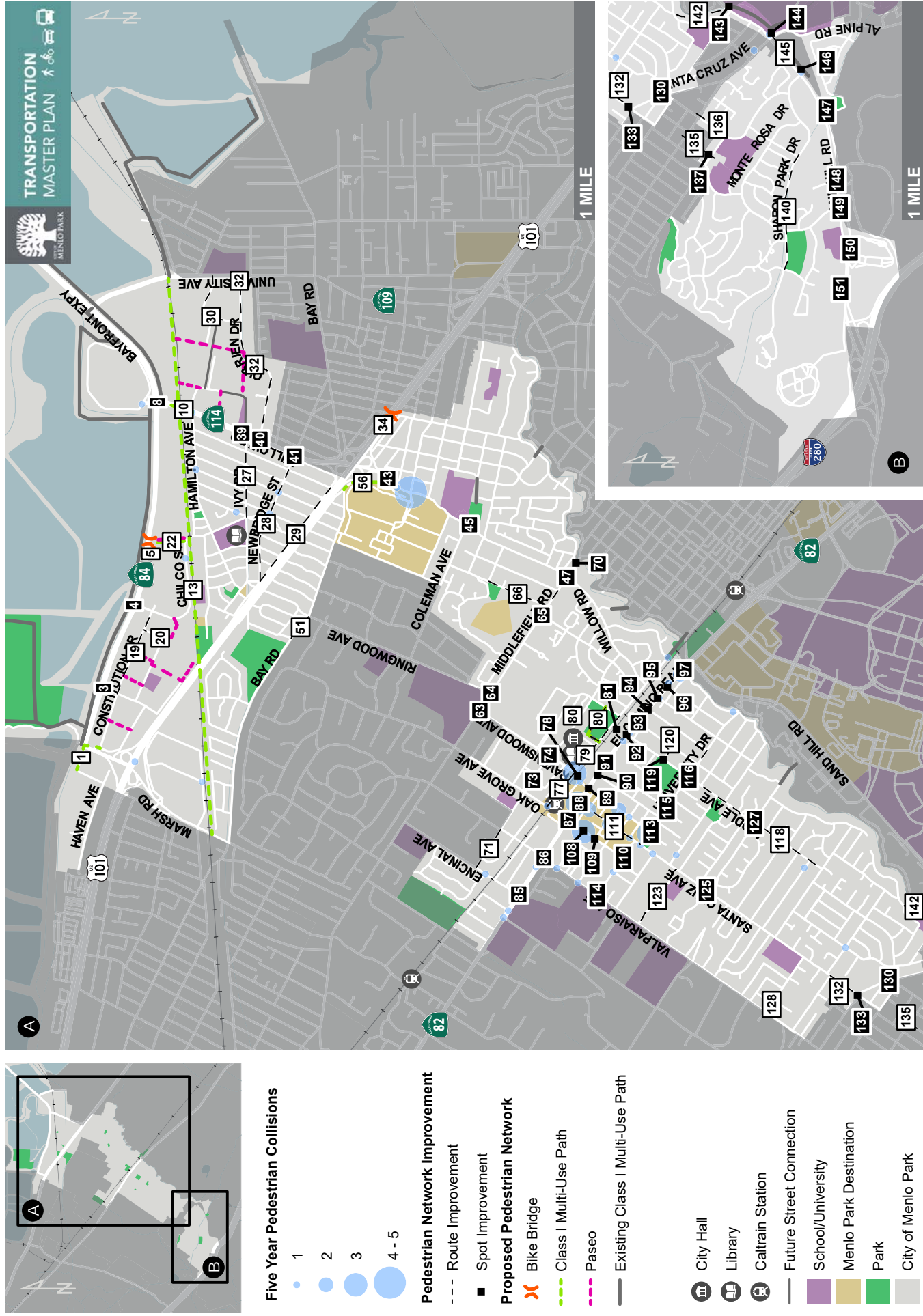


Figure 28 - Citywide Pedestrian Network Recommendations Map

DETAILED PROJECT LIST



NO.	LOCATION	PROJECT	PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
				COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
1	Haven Ave from Marsh Rd to Haven Court	Bayfront Expy Multimodal Corridor Project	<ul style="list-style-type: none"> Construct Class I Multi-Use Path from Marsh Rd to Atherton Channel Establish Class II Bicycle Lanes from Haven Court to Atherton Channel Install Bicycle and Pedestrian crossing upgrades 	\$\$\$	✓	✓	✓							✓		
2	Bayfront Expy & Marsh Rd	Bayfront Expy Multimodal Corridor Project	<p>Recommended Improvements</p> <ul style="list-style-type: none"> Modify southbound Haven Ave to left turn, shared through-right and right-turn lane Install Bicycle and Pedestrian crossing upgrades <p>Funded Improvement</p> <ul style="list-style-type: none"> Widen eastbound Marsh Rd to 3 right turn lanes Install crosswalk and pedestrian signal heads on south Bayfront Expy leg Install Class I Multi-Use Path along eastbound Marsh Rd 	PF	✓	✓								✓		

DETAILED PROJECT LIST



NO.			LOCATION	PROJECT	PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
						COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
3			Bayfront Expy & Chrysler Dr	Bayfront Expy Multimodal Corridor Project	Funded Improvements <ul style="list-style-type: none">Install a second northbound Chrysler Dr left-turn laneInstall crosswalk and pedestrian signal heads on north Bayfront Expy LegInstall bicycle crossing markings on Bayfront ExpyEstablish Class II Bicycle Lanes on Chrysler DrInstall high-visibility crosswalk on west Chrysler Dr leg	F	✓	✓	✓	✓		✓			✓	✓		
4			Bayfront Expy & Chilco St	Bayfront Expy Multimodal Corridor Project	Funded Improvements <ul style="list-style-type: none">Install second eastbound Chilco St left-turn lane and a longer right turn laneInstall high-visibility crosswalk on west Chilco St legInstall Bicycle crossing markings on Bayfront Expy	F	✓	✓	✓			✓				✓		
5			Bicycle and Pedestrian Crossing	Bayfront Expy Multimodal Corridor Project	Funded Improvement <ul style="list-style-type: none">Construct Pedestrian and Bicycle Crossing over Bayfront Expy between Chilco St and Willow Rd	F	✓	✓	✓	✓	✓				✓	✓		
6			Bayfront Expy & Facebook Bldg 21	Bayfront Expy Multimodal Corridor Project	Funded Improvement <ul style="list-style-type: none">Install 2 left turn lanes on northbound Bayfront Expy approach and signalize	F	✓	✓				✓				✓		

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DETAILED PROJECT LIST



NO.				LOCATION	PROJECT	PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
							COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
7		Bayfront Expy & Facebook Bldg 20	Bayfront Expy Multimodal Corridor Project	Funded Improvement <ul style="list-style-type: none">Restrict use of left turn lane to shuttles only on northbound Bayfront Expy, shorten left-turn lane, and autos restricted to right-in-right-out only on Facebook Driveway approach			F	✓	✓				✓				✓		
8		Bayfront Expy & Willow Rd	Bayfront Expy Multimodal Corridor Project	<ul style="list-style-type: none">Install bike signals across north Bayfront Expy leg and west Willow Rd legInstall high-visibility crosswalks and cross-bike markingsReconstruct eastbound Willow Rd right-turn channelizing island to improve pedestrian access and provide space for shoulder-running bus laneRemove southbound Bayfront Expy channelizing island to provide space for shoulder-running bus lane and restripe with a right-turn lane and add right-turn overlap phaseModify traffic signal to accommodate channelized right turn modificationsInstall Transit Signal Priority (TSP) for queue jumps by shoulder-running buses on northbound and southbound Bayfront Expy approaches			\$\$\$		✓	✓	✓						✓	✓	✓

DETAILED PROJECT LIST



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
9	Bayfront Expy	Bayfront Expy Multimodal Corridor Project	<ul style="list-style-type: none">Install shoulder-running peak hour bus lane on Bayfront ExpyInstall TSP at signalized intersections	\$\$\$	✓						✓				✓	
10	Willow Rd from Dumbarton Rail Corridor to Hamilton Ave	Willow Rd Corridor Improvement Project - Facebook Mitigation	Funded Improvement <ul style="list-style-type: none">Construct Class I Multi-Use Path on north side of Willow Rd	F	✓	✓	✓		✓					➤		
11	Bayfront Expy	Dumbarton Corridor Project	<ul style="list-style-type: none">Implement Dumbarton Transportation Corridor Study alternative with improved mixed flow and managed lane connections, including grade separations with revised access at University Ave, Willow Rd, Chilco St, Marsh Rd, and Chrysler Dr	PP		✓				✓	✓			✓	✓	
12	Dumbarton Rail	Dumbarton Corridor Project	<ul style="list-style-type: none">Support reactivation of Dumbarton Rail service between East Bay and Peninsula	PP							✓				✓	
13	Dumbarton Rail Corridor Trail from Marsh Rd to University Ave	Dumbarton Corridor Project	<ul style="list-style-type: none">Construct Class I Multi-Use Path	PP		✓	✓					✓		✓	✓	

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DETAILED PROJECT LIST



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPTUP	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
17	Chrysler Dr & Jefferson Dr	Chrysler Ave Intersection Improvements	<ul style="list-style-type: none">Install roundabout or signalize	\$\$\$	✓	✓		✓		✓			✓	✓		
18	Chrysler Dr & Independence Dr	Chrysler Ave Intersection Improvements	<ul style="list-style-type: none">Install roundabout or signalize	\$\$\$	✓	✓		✓		✓			✓	✓		
19	Constitution Dr from Independence Dr to Chilco St	Constitution Dr Pedestrian Network Improvement	<ul style="list-style-type: none">Install sidewalk on both sides of the roadway, to be completed in phases as the properties on Constitution Dr are redeveloped	\$ \$	✓	✓	✓		✓					✓		
20	Jefferson Dr from Chrysler Dr to Constitution Dr	Jefferson Dr Multimodal Network Improvement	<ul style="list-style-type: none">Install sidewalk on both sides of the roadway, to be completed in phases as the properties on Jefferson Dr are redevelopedEstablish Class II Bicycle Lanes (requires the removal of on-street parking)	\$ \$	✓	✓	✓		✓					✓		
21	Chilco St & Constitution Dr	Facebook Mitigation	Funded Improvements <ul style="list-style-type: none">Signalize and install 2 westbound Chilco St left turn lanesInstall eastbound Chilco St left turn laneWiden Chilco St from Constitution Dr to Bayfront Expy to five lanes (three westbound and two eastbound)	F	✓	✓			✓	✓				✓		

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DETAILED PROJECT LIST



				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
22	Facebook from Chilco St to Bicycle and Pedestrian Crossing	Facebook Mitigation	Funded Improvement <ul style="list-style-type: none">Construct Class I Multi-Use Path	F	✓	✓	✓							✓		
23	Hamilton Ave from Chilco St to Market Pl	Facebook Mitigation	Funded Improvement <ul style="list-style-type: none">Designate Class III Bicycle Route	F	✓	✓	✓		✓					✓		
24	Chilco St from Dumbarton Rail to Ivy Dr	Facebook Mitigation	Funded Improvement <ul style="list-style-type: none">Establish Class II Bicycle Lanes from Dumbarton Rail Right-of-Way to Hamilton AveDesignate Class III Bicycle Route from Hamilton Ave to Ivy Dr	F	✓	✓	✓		✓					✓		
25	Ivy Dr from Willow Rd to Market Pl	Belle Haven Bicycle Network Improvement Project	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓	✓	✓		✓					✓		
26	Hamilton Ave from Willow Rd to Chilco St	Belle Haven Bicycle Network Improvement Project	<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard design features	F	✓	✓	✓		✓					✓		

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DETAILED PROJECT LIST

TRANSPORTATION MASTER PLAN



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
27	Ivy Dr from Willow Rd to Chilco St	Ivy Dr Pedestrian Network Improvement	<ul style="list-style-type: none">Widen sidewalks on both sides of Ivy Dr and narrow existing medianCoordinate with San Francisco Public Utilities Commission	\$\$	✓	✓	✓		✓					✓		
28	Newbridge St from Market Pl to Carlton Ave	Newbridge St Pedestrian Network Improvement	<ul style="list-style-type: none">Widen sidewalks on both sides of the roadway by narrowing the travel lanes	\$	✓	✓	✓		✓					✓		
29	Pierce Rd from Market Pl to Carlton Ave	Pierce Rd Pedestrian Network Improvement	Funded Improvement <ul style="list-style-type: none">Install sidewalks on east side of roadway	F	✓	✓	✓	✓	✓				✓	✓		
30	Adams Dr from O'Brien Dr to University Ave	Adams Dr Pedestrian and Bicycle Network Improvement	<ul style="list-style-type: none">Install sidewalk on both sides of the roadway, to be completed in phases, as the properties are redevelopedEstablish Class II Bicycle Lanes	PF	✓	✓	✓							✓		
31	University Ave & Adams Dr	University Ave & Adams Dr Intersection Improvements	<ul style="list-style-type: none">Signalize intersectionCoordinate with City of East Palo Alto and Caltrans	\$\$		✓								✓		

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DETAILED PROJECT LIST



				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
32	O'Brien Dr from Willow Rd to University Ave	O'Brien Dr Pedestrian Network Improvement	Funded Improvements <ul style="list-style-type: none">Install sidewalk on both sides of the roadway, to be completed in phases, as the properties on O'Brien Dr are redevelopedEstablish Class II Bicycle Lanes (requires the removal of on-street parking)	F	✓	✓	✓							➤		
33	Menalto Ave from O'Brien Dr to US 101	Menalto Ave Pedestrian Network Improvement	<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard Design FeaturesCoordinate with City of East Palo Alto and Caltrans	\$		✓	✓							➤		
34	Menalto Ave & US 101	Menalto Ave Pedestrian & Bicycle Overcrossing	<ul style="list-style-type: none">Construct Pedestrian & Bicycle Crossing over US 101 at Menalto AveCoordinate with City of East Palo Alto and Caltrans	PP		✓	✓							➤		
35	Willow Rd b/w Bayfront Expy & US 101	Willow Rd Corridor Improvement Project - Alternative A	Roadway Widening Option <ul style="list-style-type: none">Implement Bus lanesMaintain medianRemove bicycle lanesInstall TSP for queue jump Median Removal Option <ul style="list-style-type: none">Remove median and bicycle lanesImplement Bus lanesInstall TSP for queue jump	\$\$\$\$		✓				✓	✓	✓		✓	✓	

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PROJECT DETAILS				COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
36	Willow Rd b/w Bayfront Expy & US 101	Willow Rd Corridor Improvement Project - Alternative B	<ul style="list-style-type: none">No wideningBuses allowed to use existing right turn lane at O'Brien location for queue jump with TSPBicycle lanes would remain	\$ \$	✓	✓			✓						✓	
37	Willow Rd b/w Bayfront Expy & US 101	Willow Rd Corridor Improvement Project – Alternative C	<ul style="list-style-type: none">Install eastbound Willow Rd one-way Class IV separated bikeway between Hamilton Ave and US 101 Willow Rd interchangeInstall westbound Willow Rd one-way Class IV separated bikeway between Dumbarton Rail Corridor and US 101 Willow Rd interchange	\$ \$ \$ \$	✓	✓	✓	✓	✓				✓	✓		
38	Willow Rd & Hamilton Ave	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Modify southbound Hamilton Ave to shared left-thru lane and time of day right turn laneImplement evening peak period parking restriction on west side of southbound Hamilton Ave for 400 feet to increase right-turn storageModify northbound and southbound Hamilton Ave to split phase	\$ \$	✓			✓	✓	✓			✓	✓		

DETAILED PROJECT LIST



NO.				LOCATION	PROJECT	PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
							COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
39							Willow Rd & Ivy Dr	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Install right-turn overlap on southbound Ivy Dr and restrict eastbound Willow Rd U-turnsWiden pedestrian refuge island to match crosswalk width on east Willow Rd legConvert existing crosswalks to high-visibility crosswalksExtend pedestrian crossing time	\$ \$	✓	✓	✓	✓	✓		✓		✓
40							Willow Rd & O'Brien Dr	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Install curb ramps at all corners of intersectionInstall high-visibility crosswalks on all legs and add pedestrian signals (including new crosswalks crossing Willow Rd)Install bulb-outs into O'Brien Dr on northeast and southeast corners	\$ \$	✓	✓	✓	✓		✓		✓	✓
41							Willow Rd & Newbridge St	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Convert existing crosswalks to high-visibility crosswalksModify signal timing to lead-lag operation on Newbridge St with the leading left-turn phase on the southbound Newbridge St approach and lagging left-turn phase on the northbound Newbridge St approach	\$	✓	✓	✓	✓			✓	✓	

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NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPTUP	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
42	Willow Rd & US 101 Interchange	Willow Rd Corridor Improvement Project	Funded Improvement <ul style="list-style-type: none">Reconstruct interchange to partial cloverleaf design with Class IV Separated Bikeway and Class II Bicycle Lanes and install two new traffic signals (Under Construction)	F	✓	✓	✓	✓	✓	✓		✓	✓	✓		
43	Willow Rd & Bay Rd	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Modify southbound Bay Rd to two left turn lanes and a right-turn laneNarrow existing median on north Bay Rd legInstall westbound Willow Rd right-turn laneInstall high-visibility crosswalk on east Willow Rd leg with curb rampsInstall pedestrian signals	\$\$			✓		✓	✓				✓		
44	Willow Rd from Bay Rd to O'Keefe St	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Establish Class II Bicycle Lane on eastbound Willow Rd from O'Keefe St to Bay Rd, connecting to US 101 Willow Rd interchange bicycle facilitiesEstablish Class II Bicycle Lane on westbound Willow Rd from Bay Rd to Durham StRemove or reconstruct existing median to allow for Class II Bicycle Lanes where right-of-way is insufficient	\$\$	✓	✓	✓							✓		

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NO. LOCATION PROJECT PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
				COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
45	Willow Rd & Coleman Ave	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Install right-turn lane on southbound Coleman Ave approach (requires removal of on-street parking for 150 feet along the west side of Coleman Ave)Refresh decorative crosswalkInstall bike detection on the southbound Coleman Ave approach	\$\$	✓		✓		✓	✓				✓		
46	Willow Rd & Gilbert Ave	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Install a painted median and vertical traffic control device (e.g. planters, bollards) around heritage oak on Gilbert Ave 150 feet north of Willow RdProhibit parking for a distance of 40 feet to the north and south of the oak tree on the east side of Gilbert Ave	\$	✓			✓					✓			
47	Willow Rd & Middlefield Rd	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Remove westbound Willow Rd channelized right turn, and modify signal to include westbound right-turn overlapExtend bike box on northbound Middlefield Rd approach to encompass both through lanes	\$\$\$			✓	✓	✓			✓	✓	✓	✓	

DETAILED PROJECT LIST

TRANSPORTATION MASTER PLAN



NO.				PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
LOCATION		PROJECT			COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
48		Willow Rd b/w Durham St- Hospital Pz & Middlefield Rd	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Construct at-grade reversible bus lane in the median without widening Willow RdRemove existing median, retain Class II Bicycle LanesExpand existing side islands	\$\$\$	✓	✓			✓	✓	✓			✓		
49		Willow Rd	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Install new green bike paint treatments from Bayfront Expy to Bay Rd and refresh existing green bike paint treatments from Bay Rd to Middlefield Rd at interaction zones on Willow Rd	\$	✓		✓	✓					✓	✓		
50		Willow Rd between Bayfront Expy & Newbridge St	Willow Rd Corridor Improvement Project	<ul style="list-style-type: none">Work with Caltrans to modify signal timing at Caltrans intersections to include All-Red clearance time	\$		✓		✓					✓			
51		Bay Rd from Del Norte Ave to Ringwood Ave	Flood Park Triangle Improvement Project	<ul style="list-style-type: none">Install sidewalk along east side of Bay Rd to provide access to Flood County Park	PF			✓							✓		
52		Sonoma Ave & Oakwood Pl	Flood Park Triangle Improvement Project	<ul style="list-style-type: none">Install compact roundabout or neighborhood traffic circle (or other vertical delineator) around existing tree	\$	✓			✓					✓			

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NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
53	Bay Rd & Ringwood Ave-Sonoma Ave	Flood Park Triangle Improvement Project	<ul style="list-style-type: none">Convert the west legs Sonoma Ave and Ringwood Ave to one-way couplets with Ringwood Ave serving eastbound traffic and Sonoma Ave serving westbound trafficBay Rd/Ringwood Ave becomes a four-legged intersectionAdd left-turn lanes, as deemed necessary during design phase, on east Ringwood Ave and south Bay Rd legs (requires full use of public right-of-way and this would require the removal of existing landscaping and the relocation of existing utilities)Signalize intersection	\$\$\$	✓			✓		✓			✓	✓		
54	Ringwood Ave from Bay Rd to Van Buren Rd	Flood Park Triangle Improvement Project	<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard design features	\$\$	✓		✓							✓		
55	Van Buren Rd from Iris Ln to Bay Rd	Flood Park Triangle Improvement Project	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓	✓	✓							✓		

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NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
56	Bay Rd from Van Buren Rd to Willow Rd	Flood Park Triangle Improvement Project	<ul style="list-style-type: none">Upgrade existing off-street path to Class I Multi-Use Path along west side of Bay Rd and integrate into proposed bicycle improvements on Willow RdCoordinate with Veterans Administration Medical Center	\$\$		✓	✓							✓		
57	Menalto Ave from US 101 to O'Keefe St	The Willows Bicycle Network Improvement Project	<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard design features	\$\$	✓	✓	✓							✓		
58	Durham St from Willow Rd to Menalto Ave	The Willows Bicycle Network Improvement Project	<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard design features	\$\$	✓	✓	✓							✓		
59	The Willows	The Willows Bicycle Network Improvement Project	<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard design features on Gilbert Ave, Pope St, Walnut/O'Connor streets, O'Keefe St, and O'Connor StConstruct Class I Multi-Use Path from Willow Oaks Park to Pope Street (coordinate with Ravenswood School District)	\$\$	✓	✓	✓							✓		

DETAILED PROJECT LIST



				PRIORITIZATION CRITERIA											GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY		
60	Menalto Ave from Durham St to Woodland Ave	The Willows Bicycle Network Improvement Project	<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard design features	\$	✓	✓	✓							✓			
61	Coleman Ave from Ringwood Ave to Willow Rd	Menlo Oaks Bicycle Network Improvement	<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard design features	\$	✓		✓							✓			
62	Seminary Dr from Middlefield Rd to Santa Monica Ave	Menlo Oaks Bicycle Network Improvement	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓		✓							✓			

DETAILED PROJECT LIST



NO. LOCATION PROJECT			PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
				COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
63	Middlefield Rd & Ravenswood Ave	Menlo-Atherton High School Safe Routes to School	<ul style="list-style-type: none">Remove eastbound Ravenswood Ave channelized right-turn lane, install right-turn overlap phase, modify signal timingInstall crosswalk and cross-bike markings on north Middlefield Rd leg, install bike signalConstruct “jughandle” bicycle left-turn on east side of Middlefield Road to allow bicycle left-turns onto Ravenswood AveInstall “bicycle leaning rail” with push button for bicycles to initiate crossing phase on “jughandle” left-turnCoordinate with Town of Atherton	\$\$	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓
64	Middlefield Rd & Ringwood Ave-D St	Menlo-Atherton High School Safe Routes to School	<ul style="list-style-type: none">Remove southbound Middlefield Rd channelized right turnReconstruct curb ramp and reduce curb radius on northwest cornerReplace crosswalks on north and west legsInstall Two-Stage Left-Turn Queue Boxes for cyclists traveling from Middlefield Rd to Ringwood Ave	\$	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓

DETAILED PROJECT LIST



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THURPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
65	Middlefield Rd & Linfield Dr- Santa Monica Ave	Middlefield Rd Safety Improvements	<ul style="list-style-type: none">Install Pedestrian Hybrid Beacon (HAWK) or traffic signal with emergency pre-emption on Middlefield Rd at Linfield Dr-Santa Monica AveInstall "Keep Clear" striping at Menlo Fire Protection District Station No. 1Close sidewalk/pathway gap on eastern side of Middlefield Rd between Linfield Dr and Santa Monica AveCoordinate with Menlo Fire Protection District	\$\$			✓	✓					✓	✓		
66	Santa Monica Ave from Middlefield Rd to Nash Ave	Santa Monica Ave Pedestrian Network Improvement	<ul style="list-style-type: none">Install sidewalk or asphalt pathway on the north side of Santa Monica Ave	\$\$		✓	✓		✓					✓		
67	Santa Monica Ave from Coleman Ave to Middlefield Rd	Santa Monica Ave Bicycle Network Improvement	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓		✓							✓		
68	Linfield Dr from Waverley St to Laurel St	Linfield Oaks Bicycle Network Improvements	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓		✓							✓		

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DETAILED PROJECT LIST



NO.	LOCATION	PROJECT	PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
				COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
69	Middlefield Rd from Willow Rd to Palo Alto Ave	Middlefield Rd Multimodal Improvements	<ul style="list-style-type: none"> Establish Class II Bicycle Lanes (City has a plan line to allow for widening as properties are redeveloped) 	\$			✓	✓					✓	✓		
70	Middlefield Rd & Woodland Ave	Middlefield Rd Multimodal Improvements	<ul style="list-style-type: none"> Signalize intersection Install a crosswalk on the south Middlefield Rd leg Install bicycle crossing improvements to connect Woodland Ave, Middlefield Rd, and Palo Alto Ave 	\$			✓	✓		✓			✓	✓		
71	Laurel St from Encinal Ave to Glenwood Ave	Laurel St Corridor Improvement Project	<ul style="list-style-type: none"> Install sidewalk or asphalt pathway on western side of Laurel St 	\$			✓							✓		
72	Laurel St & Glenwood Ave	Laurel St Corridor Improvement Project	<ul style="list-style-type: none"> Install compact roundabout or signalize Coordinate with Town of Atherton 	\$				✓		✓			✓	✓		
73	Laurel St & Noel Dr	Laurel St Corridor Improvement Project	<ul style="list-style-type: none"> Move mailbox out of path of travel on sidewalk 	\$			✓							✓		

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				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
74	Ravenswood Ave & Laurel St	Laurel St Corridor Improvement Project	Recommended Improvements	PF	✓		✓			✓				✓		
			<ul style="list-style-type: none">Remove parking south of Ravenswood Ave on west side of Laurel St for a distance of 150 feet and shift northbound Laurel St lanes to add bicycle lane to the left of right-turn lane													
			<ul style="list-style-type: none">Widen and modify eastbound Ravenswood Ave to shared thru-left lane and a right turn lane with the bicycle lane transitioning to the left of the right turn lane													
			<ul style="list-style-type: none">Upgrade existing crosswalks to high-visibility													
75	Laurel St from Burgess to Willow	Laurel St Corridor Improvement Project	Funded Improvements	\$										✓		
			<ul style="list-style-type: none">Modify southbound Laurel St to left-turn lane and shared thru-right lane													
			<ul style="list-style-type: none">Install green-backed sharrows on shared thru-right lane on southbound Laurel St													
			<ul style="list-style-type: none">Remove parking on west side of Laurel St north of Ravenswood Ave for a distance of at least 100 feet													
75	Laurel St from Burgess to Willow	Laurel St Corridor Improvement Project	<ul style="list-style-type: none">Install green-backed sharrows on Class III Bicycle Route			✓	✓		✓					✓		

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				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPTUP	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
76	Garwood Wy from Encinal Ave to Oak Grove Ave	Downtown Mobility Improvements	Funded Improvement <ul style="list-style-type: none">Designate Class III Bicycle Route	F	✓		✓							➤		
77	Alma St from Oak Grove Ave to Ravenswood Ave	Downtown Mobility Improvements	<ul style="list-style-type: none">Convert angled on-street parking on both sides of street to parallel parking, passenger loading only from 6:30 a.m. to 7:30 p.m. weekdays, 9 a.m. to 4 p.m. Saturdays and Sundays, unrestricted parking otherwise, with at least three unrestricted ADA spacesRemove duplicate driveway curb cutsDesignate Class III Bicycle Route	\$\$\$	✓	✓	✓	✓	✓			✓	✓	✓		
78	Ravenswood Caltrain Crossing	Downtown Mobility Improvements	<ul style="list-style-type: none">Safety improvement to separate Ravenswood Ave from Caltrain tracks and Alma St to eliminate at-grade vehicle, pedestrian, and bicycle crossingsAlternative A, which would bring Ravenswood Ave below the Caltrain tracks, was selected as the preferred alternative, though additional study is being conducted to explore other optionsEstablish Class II Bicycle Lanes from Caltrain Railroad tracks to Noel Drive	PP			✓	✓		✓			✓	✓		

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							COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THURPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
79				Alma St from Ravenswood Ave to Burgess Dr	Downtown Mobility Improvements	<ul style="list-style-type: none">Install sidewalk on the east side of Alma St to connect to Burgess Park pathUpgrade crosswalks to high-visibilityEnsure project is consistent and provides connectivity to Middle Ave Pedestrian and Bicycle Rail CrossingConstruct green infrastructure	\$\$			✓					✓		✓	✓	
80				Burgess Park	Downtown Mobility Improvements	<ul style="list-style-type: none">Widen existing path to meet current Class I Multi-Use Path design standards	\$\$			✓							✓		
81				Middle Ave Caltrain Crossing	Downtown Mobility Improvements	<ul style="list-style-type: none">Construct pedestrian and bicycle crossing at El Camino Real/Middle Ave intersectionConnect to future plaza, to be funded and constructed via private development (Middle Plaza)Install pedestrian crossing improvements across Alma St from Caltrain Crossing to Burgess Park	PP			✓		✓					✓		
82				Encinal Ave from Garwood Wy to El Camino Real	Downtown Mobility Improvements	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓		✓		✓					✓		

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PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
83	Merrill St from Ravenswood Ave to Oak Grove Ave	Downtown Mobility Improvements	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓		✓							✓		
84	El Camino Real within City Limits	<div>El Camino Real Corridor Improvement Project</div> <div>Establish Class II Buffered Bicycle Lanes with painted buffer area in each direction by removing on-street parking, where necessary, and incorporating pedestrian crossing improvements at intersections</div>	<ul style="list-style-type: none">Encinal Ave to Valparaiso Ave-Glenwood Ave: Remove parking along east side of El Camino Real. Remove rightmost southbound travel lane on El Camino Real, no parking lane present southbound.Valparaiso Ave-Glenwood Ave to Oak Grove Ave: Remove parking along both sides of El Camino Real.Oak Grove Ave to Santa Cruz Ave: Remove parking along both sides of El Camino Real.Santa Cruz Ave to Ravenswood Ave-Menlo Ave: Remove parking along west side of El Camino Real. Designate Class III Bicycle Route northbound along segment due to right-of-way constraints in lieu of Class II Buffered Bicycle Lane.Ravenswood Ave-Menlo Ave to Roble Ave: Remove median for entire length of segment. Widen sidewalk facility on east side of El Camino Real to 15 feet for a Class I Multi-Use Path in lieu of Class II Buffered Bicycle Lane.	\$\$\$			✓	✓	✓				✓	✓		

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				COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
			<ul style="list-style-type: none"> Roble Ave to Middle Ave: Remove parking along east side of El Camino Real. Middle Ave to Cambridge Ave: Remove parking along both sides of El Camino Real. Cambridge Ave to Creek Dr: Remove parking along both sides of El Camino Real. Creek Dr to Sand Hill Rd: Widen existing bridge over San Fransquito Creek or construct a pedestrian and bicycle bridge to install a Class 1 Multi-Use Path west of El Camino Real to connect from Sand Hill Rd to Creek Dr. 													
85	El Camino Real & Encinal Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none"> Transition bicycle lane into bicycle route and install green-backed sharrows on right-turn lane and green conflict striping approaching the right-turn lane Install crosswalk on south El Camino Real leg Upgrade all crosswalks to high-visibility Replace existing southbound El Camino Real shared thru-right turn lane with right-turn lane 	\$\$			✓	✓	✓				✓	✓		

DETAILED PROJECT LIST



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
86	El Camino Real & Glenwood Ave-Valparaiso Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Restripe crosswalk on south El Camino Real leg to straighten	\$\$\$\$			✓	✓	✓				✓	✓		
			<ul style="list-style-type: none">Upgrade all crosswalks to high visibility													
			<ul style="list-style-type: none">Transition bicycle lane into bicycle route and install green-backed sharrows in right-turn lane and green conflict striping approaching the right-turn lane on northbound El Camino Real													
			<ul style="list-style-type: none">Remove median on north El Camino Real leg for a distance of approximately 300 feet													
			<ul style="list-style-type: none">Install high-visibility conflict zone markings as bicycle lane is brought to the left of the right turn lane and restripe approach travel lanes on southbound El Camino Real													
			<ul style="list-style-type: none">Install bicycle lane line extensions through intersection in the eastbound Valparaiso Ave and westbound Glenwood Ave directions													
87	El Camino Real & Oak Grove Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Lengthen existing medians to install pedestrian refuge islands on El Camino Real legs	\$\$			✓	✓	✓				✓	✓		
			<ul style="list-style-type: none">Upgrade crosswalks on all legs to high-visibility													
			<ul style="list-style-type: none">Transition bicycle lane into bicycle route and install green-backed sharrows on right-turn lane and green conflict striping approaching the right-turn lane on northbound and southbound El Camino Real													

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				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
88	El Camino Real & Santa Cruz Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Transition bicycle lane into bicycle route and install green-backed sharrows on right-turn lane and green conflict striping approaching the right-turn lane on southbound El Camino RealInstall green-backed sharrows on right-turn lane on northbound El Camino Real	\$\$			✓	✓	✓				✓	✓		
89	El Camino Real & Ravenswood Ave-Menlo Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Widen sidewalk facility to 15 feet to provide a Class I Multi-Use Path on east side of El Camino RealInstall northbound El Camino Real right-turn overlap and bike signal and prohibit right-turn on red movementsRemove median on south leg of El Camino Real and install an additional northbound El Camino Real right-turn laneTransition bicycle lane into bicycle route and install green-backed sharrows on right-turn lane and green conflict striping approaching the right-turn lane on southbound El Camino RealEstablish Class II Bicycle Lanes on westbound Ravenswood Ave approach (requires fire hydrant relocation and widening)	\$\$\$\$			✓	✓	✓				✓	✓		

DETAILED PROJECT LIST



NO.				LOCATION	PROJECT	PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
							COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
90		El Camino Real & Live Oak Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Install bicycle lane line extensions through intersection in the southbound El Camino Real directionsInstall high-visibility crosswalk across Live Oak Ave			\$			✓	✓	✓				✓	✓		
91		El Camino Real & Roble Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Install bicycle lane line extensions through intersection in the northbound and southbound El Camino Real directionsInstall high-visibility crosswalk on north El Camino Real leg			\$\$			✓							✓	✓	
92		El Camino Real & Middle Ave	El Camino Real Corridor Improvement Project	<div><div>Recommended Improvements</div><ul style="list-style-type: none">Continue buffered bicycle lane striping through intersectionInstall bicycle crossing improvements in the eastbound and westbound Middle Ave directions</div> <div>Funded Improvements<ul style="list-style-type: none">Lengthen existing median on north leg of El Camino Real to install pedestrian refuge islandInstall high-visibility crosswalk on south El Camino Real legUpgrade all crosswalks to high visibilityInstall southbound left-turn laneInstall median on south El Camino Real leg</div>			F	✓		✓	✓						✓	✓	

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DETAILED PROJECT LIST



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
93	El Camino Real & College Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Install high-visibility crosswalk across College Ave	\$			✓	✓					✓	✓		
94	El Camino Real & Partridge Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Install high-visibility crosswalk across Partridge Ave	\$			✓	✓					✓	✓		
95	El Camino Real & Cambridge Ave	El Camino Real Corridor Improvement Project	Recommended Improvement <ul style="list-style-type: none">Continue buffered bicycle lane striping through intersection Funded Improvements <ul style="list-style-type: none">Lengthen existing medians to install pedestrian refuge islands on north and south El Camino Real legsInstall crosswalk on south El Camino Real legUpgrade all crosswalks to high-visibility	F	✓		✓	✓					✓	✓		
96	El Camino Real & Harvard Ave	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Install high-visibility crosswalk across Harvard Ave	\$			✓	✓					✓	✓		

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DETAILED PROJECT LIST

TRANSPORTATION MASTER PLAN



NO.				LOCATION	PROJECT	PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
							COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPTUP	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
97		El Camino Real & Creek Dr	El Camino Real Corridor Improvement Project	<ul style="list-style-type: none">Install "bulb-outs" and curb ramps on northwest and southwest corners of intersectionInstall high-visibility crosswalk on west Creek Dr legInstall ADA compliant curb ramp for southbound bridge crossing			\$\$\$			✓							✓		
98		Parking Plaza 1	Downtown Specific Plan Public Parking Improvements	<ul style="list-style-type: none">In the short-term, restripe the existing parking lot and update to current ADA standardsIn the mid-term, begin underground utilities work processIn the long-term, consider construction of a parking structure as part of the Downtown Specific Plan review process			PP							✓			✓		
99		Parking Plaza 2	Downtown Specific Plan Public Parking Improvements	<ul style="list-style-type: none">In the mid-term, begin underground utilities work processIn the long-term, consider construction of a parking structure as part of the Downtown Specific Plan review process			PP							✓			✓		
100		Parking Plaza 3	Downtown Specific Plan Public Parking Improvements	<ul style="list-style-type: none">In the mid-term, begin underground utilities work processIn the long-term, consider construction of a parking structure as part of the Downtown Specific Plan review process			PP							✓			✓		

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PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
101	Parking Plaza 4	Downtown Specific Plan Public Parking Improvements	<ul style="list-style-type: none">Reconstruct plaza to current ADA standards and parking guidelinesBegin underground utilities work process	\$ \$						✓				✓		
102	Parking Plaza 5	Downtown Specific Plan Public Parking Improvements	<ul style="list-style-type: none">Reconstruct plaza to current ADA standards and parking guidelinesBegin underground utilities work process	\$ \$						✓				✓		
103	Parking Plaza 6	Downtown Specific Plan Public Parking Improvements	<ul style="list-style-type: none">Reconstruct plaza to current ADA standards and parking guidelinesBegin underground utilities work process	\$ \$ \$						✓				✓		
104	Parking Plaza 7	Downtown Specific Plan Public Parking Improvements	<ul style="list-style-type: none">Reconstruct plaza to current ADA standards and parking guidelinesBegin underground utilities work process	\$ \$ \$						✓				✓		
105	Parking Plaza 8	Downtown Specific Plan Public Parking Improvements	<ul style="list-style-type: none">Reconstruct plaza to current ADA standards and parking guidelinesBegin underground utilities work process	\$ \$						✓				✓		

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PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
106	Downtown	Implement Paid and Technology-Driven Parking Management	<ul style="list-style-type: none">Monitor downtown parking and assess best practices such as dynamic pricing schemes and residential parking permits	\$\$\$						✓				✓		
107	Oak Grove Ave from Middlefield Rd to Crane St	Downtown Mobility Improvements	<ul style="list-style-type: none">Establish Class II Bicycle Lanes on Oak Grove Ave (if pilot project is approved)	\$	✓		✓							✓		
108	Oak Grove Ave & Hoover St	Downtown Mobility Improvements	<ul style="list-style-type: none">Remove on-street parking space located on Oak Grove Ave in the middle of the intersection on the south side of Oak Grove AveInstall high-visibility crosswalk on north Hoover St leg	\$	✓		✓	✓					✓	✓		
109	Oak Grove Ave & Chestnut St	Downtown Mobility Improvements	<ul style="list-style-type: none">Install high-visibility crosswalk on south Chestnut St leg	\$	✓		✓	✓					✓	✓		
110	Oak Grove Ave & University Dr	Downtown Mobility Improvements	<ul style="list-style-type: none">Install westbound Oak Grove Ave left turn lane (requires removal of parking along north side of east Oak Grove Ave leg for a distance of 50 ft.)Install high-visibility crosswalks on all three legs of intersection	\$	✓		✓			✓				✓		

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PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
111	Santa Cruz Ave between El Camino Real and University Dr	Downtown Mobility Improvements	<ul style="list-style-type: none">Convert all angled parking to parallel on-street parkingInstall parklets on each blockDesignate at least 60 feet toward flexible curb use on each block face for passenger loading and commercial loading with complementary time restrictions for each activityWiden sidewalks and update streetscape design standards	\$\$\$			✓							✓		
112	Santa Cruz Ave & University Dr (North)	Downtown Mobility Improvements	<ul style="list-style-type: none">Signalize intersection	\$\$						✓				✓		
113	University Dr & Menlo Ave (South)	Downtown Mobility Improvements	<ul style="list-style-type: none">Remove westbound Menlo Ave right turn laneInstall bulb-out at northeast corner into Menlo AveReplace crosswalk with straightened crossing	\$			✓	✓					✓	✓		
114	University Dr & Valparaiso Ave	Downtown Mobility Improvements	<ul style="list-style-type: none">Convert existing crosswalks to high-visibility crosswalks	\$	✓		✓							✓		
115	University Dr & Florence Ln	Downtown Mobility Improvements	<ul style="list-style-type: none">Install high-visibility crosswalk	\$	✓		✓							✓		

Cost Legend - \$: Less than \$100k; \$\$: \$100k - \$1M; \$\$\$: \$1M - \$3M; \$\$\$\$: \$3M - \$10M; F: Funded; PF: Partially Funded; PP: Partner Projects

DETAILED PROJECT LIST



NO.				LOCATION		PROJECT	PROJECT DETAILS		PRIORITIZATION CRITERIA										GOALS		
									COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
116				University Dr & Middle Ave		Downtown Mobility Improvements	• Convert existing crosswalks to high-visibility crosswalks		\$	✓		✓							✓		
117				Middle Ave from El Camino Real to University Dr		Middle Ave Mobility Improvements	Funded Improvements <ul style="list-style-type: none">Establish Class II Bicycle LanesRemove on-street parallel parking on north side of Middle Ave		F	✓		✓							✓		
118				Middle Ave from University Dr to Olive St		Middle Ave Mobility Improvements	<ul style="list-style-type: none">Establish Class II Bicycle LanesRemove on-street parallel parking on one side of Middle AveInstall new sidewalk or replace existing asphalt pathway on both sides of Middle Ave, to be completed in phases as properties are redeveloped		\$	✓		✓							✓		
119				Middle Ave & Blake St		Middle Ave Mobility Improvements	Funded Improvement <ul style="list-style-type: none">Install RRFB and reconstruct curb ramp and landing area		F	✓		✓	✓					✓	✓		
120				Blake St from Middle Ave to College Ave		Allied Arts Neighborhood Project	<ul style="list-style-type: none">Install sidewalk or asphalt pathway on at least one side of Blake St		\$			✓							✓		

Cost Legend - \$: Less than \$100k; \$\$: \$100k - \$1M; \$\$\$: \$1M - \$3M; \$\$\$\$: \$3M - \$10M; F: Funded; PF: Partially Funded; PP: Partner Projects

DETAILED PROJECT LIST



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
121	College Ave & University Dr	Allied Arts Neighborhood Project	<ul style="list-style-type: none">Install compact roundabout	\$ \$				✓					✓			
122	Cambridge Ave & University Dr	Allied Arts Neighborhood Project	<ul style="list-style-type: none">Install compact roundabout	\$ \$				✓					✓			
123	Arbor Rd from Valparaiso Ave to Santa Cruz Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none">Install asphalt pathway on the north side of Arbor Rd	\$ \$			✓							✓		
124	San Mateo Dr from Valparaiso Ave to City Limit	West Menlo Mobility Improvements	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓		✓							✓		
125	Santa Cruz Ave & San Mateo Dr	West Menlo Mobility Improvements	<ul style="list-style-type: none">Install more prominent wayfinding signage for bike bridgeInstall bulb-out on southwest corner into San Mateo DrInstall high-visibility crosswalk on south San Mateo Dr leg	\$			✓							✓		

Cost Legend - \$: Less than \$100k; \$\$: \$100k - \$1M; \$\$\$: \$1M - \$3M; \$\$\$\$: \$3M - \$10M; F: Funded; PF: Partially Funded; PP: Partner Projects

DETAILED PROJECT LIST



PROJECT DETAILS			PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
126	Wallea Dr from San Mateo Dr to San Mateo Dr	West Menlo Mobility Improvements	\$	✓		✓							✓		
127	San Mateo Dr & Middle Ave	West Menlo Mobility Improvements	PF			✓							✓		
Recommended Improvements <ul style="list-style-type: none">Install bulb-out on northwest corner into Middle AveMove curb ramp into extended area. Restripe high-visibility crosswalk to reduce crossing distance															
Funded Improvement <ul style="list-style-type: none">Install Rapid Rectangular Flashing Beacon (RRFB)															
128	Elder Ave from Valparaiso Ave to Elder Ct	West Menlo Mobility Improvements	\$	✓	✓	✓	✓	✓				✓	✓		
129	Olive St from Oak Ave to Santa Cruz Ave	West Menlo Mobility Improvements	\$\$	✓		✓							✓		
<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard design features															

Cost Legend - \$: Less than \$100k; \$\$: \$100k - \$1M; \$\$\$: \$1M - \$3M; \$\$\$\$: \$3M - \$10M; F: Funded; PF: Partially Funded; PP: Partner Projects

DETAILED PROJECT LIST



				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
130	Santa Cruz Ave & Sharon Rd-Oakdell Dr	West Menlo Mobility Improvements	<ul style="list-style-type: none">Evaluate relocation of existing crosswalk	\$\$	✓	✓	✓	✓	✓				✓	✓		
131	Oakdell Dr from Olive St to Santa Cruz Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none">Designate Class III Bicycle RouteImplement Bicycle Boulevard design features	\$\$	✓		✓							✓		
132	Santa Cruz Ave from Olive St to Orange Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none">Install new sidewalk or replace existing asphalt pathway on both sides of Santa Cruz Ave, to be completed in phases as properties are redeveloped	\$			✓							✓		
133	Santa Cruz Ave & Orange Ave-Avy Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none">Signalize intersectionReduce curb radius at southeast corner of intersectionBring bicycle lane to the left of the northbound Santa Cruz Ave right-turn lane	\$\$\$			✓			✓				✓		
134	Avy Ave from Santa Cruz Ave to Monte Rosa Dr	West Menlo Mobility Improvements	<ul style="list-style-type: none">Establish Class II Bicycle Lanes (parking removal required)Coordinate with County on bicycle facility connectivity	\$\$			✓							✓		

Cost Legend - \$: Less than \$100k; \$\$: \$100k - \$1M; \$\$\$: \$1M - \$3M; \$\$\$\$: \$3M - \$10M; F: Funded; PF: Partially Funded; PP: Partner Projects

DETAILED PROJECT LIST



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
135	Harkins Ave from Altschul Ave to 170 feet east of Altschul Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none">Close pedestrian infrastructure gap on northern side of Harkins Ave with sidewalk or asphalt pathway	\$	✓	✓	✓	✓	✓				✓	✓		
136	Sharon Rd from Altschul Ave to Alameda de las Pulgas	West Menlo Mobility Improvements	<ul style="list-style-type: none">Install sidewalk on the north side of Sharon Rd (requires parking removal on one side of the street)	\$	✓	✓	✓	✓	✓				✓	✓		
137	Altschul Ave & Harkins Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none">Install curb ramp at southeast corner with extended curb into Altschul AveExtend curb into Altschul Ave at existing ramp at southwest corner such that resulting path of travel is 24 feet across south leg of Altschul Ave	\$	✓	✓	✓	✓	✓			✓	✓	✓	✓	
138	Altschul Ave from Avy Ave to Sharon Rd	West Menlo Mobility Improvements	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓		✓		✓					✓		
139	Sharon Rd from Sharon Park Dr to Alameda de las Pulgas	West Menlo Mobility Improvements	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓		✓							✓		

Cost Legend - \$: Less than \$100k; \$\$: \$100k - \$1M; \$\$\$: \$1M - \$3M; \$\$\$\$: \$3M - \$10M; F: Funded; PF: Partially Funded; PP: Partner Projects

DETAILED PROJECT LIST

TRANSPORTATION MASTER PLAN



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
140	Sharon Park Dr from Klamath Dr to Eastridge Ave	West Menlo Mobility Improvements	<ul style="list-style-type: none">Restrict on-street parking on Sharon Park Dr during school hours to provide a clear walkway	\$		✓	✓	✓	✓				✓	✓		
141	Monte Rosa Dr from Avy Ave to Sharon Park Dr	West Menlo Mobility Improvements	<ul style="list-style-type: none">Designate Class III Bicycle Route	\$	✓		✓							✓		
142	Oak Ave from Oak Knoll Ln to Sand Hill Rd	West Menlo Mobility Improvements	<ul style="list-style-type: none">Restrict on-street parking on the west side of Oak Ave during school hours to provide a clear walkway	\$		✓	✓	✓	✓				✓	✓		

DETAILED PROJECT LIST



				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
143	Sand Hill Rd & Oak Ave	Sand Hill Rd Corridor Project	<ul style="list-style-type: none">Reconstruct northwest corner and move pedestrian signal pole and signal pole for westbound traffic to meet ADA requirementsIncrease pedestrian crossing timeConvert existing north Oak Ave leg crosswalk to high-visibilityInstall wayfinding signage to trailInstall high-visibility crosswalks on west and east Sand Hill Rd legsRemove finger median located within intersectionInstall two-stage left-turn boxes on westbound Sand Hill Rd and southbound Oak AveInstall curb ramp at southeast corner of intersectionInstall sidewalk along south side of Sand Hill Rd to close gapProhibit southbound Oak Ave and westbound Sand Hill Rd right-turns on red	\$\$	✓	✓	✓	✓	✓				✓	✓		
144	Sand Hill Rd & Santa Cruz Ave	Sand Hill Rd Corridor Project	<ul style="list-style-type: none">Install high-visibility crosswalksInstall LED sign for southbound Santa Cruz Ave right-turn on red restriction	\$\$	✓		✓							✓		

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DETAILED PROJECT LIST



NO.				LOCATION	PROJECT	PROJECT DETAILS	PRIORITIZATION CRITERIA										GOALS		
							COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPUT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
145							Sand Hill Rd & Santa Cruz Ave Pedestrian Network Improvements	Sand Hill Rd Corridor Project	<ul style="list-style-type: none">Repair existing asphalt path along the south side of Sand Hill Rd for a length of 400 feet west of Santa Cruz AveReconstruct path east of Santa Cruz Ave, south of Sand Hill Rd to meet current Class I Multi-Use Path design standards	\$ \$		✓				✓		✓	
146							Sand Hill Rd & Sharon Park Dr	Sand Hill Rd Corridor Project	<ul style="list-style-type: none">Upgrade existing crosswalks to high-visibilityInstall high-visibility crosswalk and pedestrian signal heads on west leg of Sand Hill RdWould require construction of curb ramps and reconstruction of existing median on west Sand Hill Rd legReconstruct nose in front of traffic signal on east Sand Hill Rd leg to provide clear crosswalk	\$ \$ \$	✓	✓	✓	✓			✓	✓	
147							Sand Hill Rd & Branner Dr	Sand Hill Rd Corridor Project	<ul style="list-style-type: none">Widen pedestrian refuge islands to match crosswalk widths on north and south Branner Dr legsReconstruct nose in front of traffic signal on east Sand Hill Rd leg to provide clear crosswalkUpgrade crosswalks to high-visibility	\$ \$		✓	✓	✓			✓	✓	

DETAILED PROJECT LIST



NO.				LOCATION	PROJECT	PRIORITIZATION CRITERIA											GOALS		
				PROJECT DETAILS		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY		
148				Sand Hill Rd & Saga Wy	Sand Hill Rd Corridor Project	<ul style="list-style-type: none">Widen pedestrian refuge islands to match crosswalk widths on north and south Saga Wy legsReconstruct nose in front of traffic signal on west Sand Hill Rd leg to provide clear crosswalkReduce curb radius of southwest and southeast corners and reconstruct curb rampsUpgrade existing crosswalks to high-visibility	\$\$		✓	✓	✓	✓			✓	✓			
149				Sand Hill Rd & Monte Rosa Wy	Sand Hill Rd Corridor Project	<ul style="list-style-type: none">Reconstruct channelizing island to match pedestrian refuge area to width of crosswalk on Monte Rosa Dr legUpgrade crosswalks to high-visibility	\$		✓	✓	✓				✓	✓			
150				Sand Hill Rd & 2725-2775 Sand Hill Rd	Sand Hill Rd Corridor Project	<ul style="list-style-type: none">Upgrade crosswalks to high-visibility	\$		✓	✓	✓				✓	✓			
151				Sand Hill Rd & 2882-2884 Sand Hill Rd	Sand Hill Rd Corridor Project	<ul style="list-style-type: none">Upgrade crosswalks to high-visibility	\$		✓	✓	✓				✓	✓			

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DETAILED CITYWIDE PROJECT LIST



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPTUP	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
153	Citywide	Establish Bike Repair Workshop Program	<ul style="list-style-type: none">Set up bike repair workshops	\$ \$	✓		✓							✓		
154	Citywide	Prepare Citywide Bicycle Map	<ul style="list-style-type: none">Prepare citywide bike map	\$ \$	✓		✓							✓		
155	Citywide	Establish Bike-Friendly Business Program	<ul style="list-style-type: none">Provide incentives to bike-friendly businesses such as city sponsored bicycle facilities, quarterly bicycle roundtables with business owners, etc.	\$	✓		✓							✓		
156	Location TBD	Visible Bicycle Counter	<ul style="list-style-type: none">Install physical/visible bike counter	\$ \$	✓		✓							✓		
157	Citywide	Enhanced Bicycle and Pedestrian Detection	<ul style="list-style-type: none">Install bicycle and pedestrian detection at intersectionsAdjust signal phasing and timing to include bike and pedestrian crossing time	\$ \$			✓			✓				✓		
158	Citywide	Adaptive Traffic Control System Operations & Maintenance	<ul style="list-style-type: none">Adaptive Traffic Control System O&M	\$ \$						✓				✓		
159	Citywide	Automated Traffic Signal Performance Measurement	<ul style="list-style-type: none">Automated Traffic Signal Performance Measurement (ATSPM), provides way to collect data for use in evaluating performance measures	\$ \$						✓				✓		

Cost Legend - \$: Less than \$100k; \$\$: \$100k - \$1M; \$\$\$: \$1M - \$3M; \$\$\$\$: \$3M - \$10M; F: Funded; PF: Partially Funded; PP: Partner Projects

DETAILED CITYWIDE PROJECT LIST



				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPTUP	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
160	Citywide	Create Policy Advocating for Variable Pricing on the Dumbarton Bridge	<ul style="list-style-type: none">Create policy to advocate congestion/variable pricing on the Dumbarton Bridge	\$						✓				✓		
161	Citywide	ITS Infrastructure Operations & Maintenance	<ul style="list-style-type: none">ITS Infrastructure Operations & Maintenance, ensures upkeep and up-to-date signal systems	\$\$						✓				✓		
162	Citywide	Signal Phase and Timing (SPaT) Data Dissemination	<ul style="list-style-type: none">Signal Phase and Timing (SPaT) Data Dissemination, provides real-time data that equipped (connected) vehicles can utilize to control speeds and improve flow	\$\$						✓				✓		
163	Citywide	Bluetooth Readers	<ul style="list-style-type: none">Bluetooth Readers	\$\$						✓				✓		
164	Citywide	Transportation Data Hub	<ul style="list-style-type: none">Transportation Data Hub	\$\$						✓				✓		
165	Citywide	Update NTMP Guidelines	<ul style="list-style-type: none">Update Neighborhood Traffic Management Program guidelines to make resident requests for traffic calming more streamlined	\$				✓					✓			
166	Citywide	Progressive Safety Enforcement	<ul style="list-style-type: none">Work with local law enforcement agencies to establish a program to increase spot specific enforcement of potentially unsafe behavior	\$\$				✓					✓			

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DETAILED CITYWIDE PROJECT LIST



PROJECT DETAILS				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT		COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
167	Citywide	Establish Bikeshare and Rollshare Program	<ul style="list-style-type: none">Adopt an ordinance and permitting process for dockless bikeshare providers and other rolling modes, building on processes put in place by other mid-peninsula cities	\$	✓		✓			✓	✓				✓	
168	Citywide	Incentivize Unbundled Residential Parking	<ul style="list-style-type: none">Modify Municipal Code parking requirements to allow for appropriate parking reductions for developments which demonstrate adequate parking supply	\$	✓					✓				✓		
169	Citywide	Establish Carshare Program	<ul style="list-style-type: none">Prepare Request for Proposal (RFP) to disseminate to carshare services or form public-private partnership with carshare services to identify locations and spaces for implementation	\$	✓					✓				✓		
170	Citywide	Establish Voucher Program for Shared Mobility Services from Transit	<ul style="list-style-type: none">Explore voucher system for first-mile/last-mile connections to transit, including shared mobility (car share, bike share, ride share, other roller share)	\$							✓				✓	
171	Citywide	Establish Transportation Management Association(s)	<ul style="list-style-type: none">Explore formation of Transportation Management Association(s)	\$						✓				✓		

Cost Legend - \$: Less than \$100k; \$\$: \$100k - \$1M; \$\$\$: \$1M - \$3M; \$\$\$\$: \$3M - \$10M; F: Funded; PF: Partially Funded; PP: Partner Projects

DETAILED CITYWIDE PROJECT LIST



				PRIORITIZATION CRITERIA										GOALS		
NO.	LOCATION	PROJECT	PROJECT DETAILS	COST	EASE OF IMPLEMENTATION	SENSITIVE POPULATION	TRANSPORTATION SUSTAINABILITY	SAFETY	SCHOOL NEARBY	CONGESTION RELIEF	GHG REDUX / PERSON THRUPT	GREEN INFRASTRUCTURE	SAFETY	MOBILITY CHOICE	SUSTAINABILITY	
172	Citywide	Incorporate Green Infrastructure into Roadway Projects	<ul style="list-style-type: none">Incorporate storm water treatment measures, such as bioretention areas and infiltration trenches, into new roadway projects where appropriate	\$\$\$								✓			✓	
173	Citywide	Transit Signal Priority	Funded Improvement <ul style="list-style-type: none">Implement Transit Signal Priority at Intersections on Bayfront Expy, El Camino Real, Willow Rd	F								✓				

4.2 North Menlo Park Projects

The transportation projects recommended for North Menlo Park include those in the northern third of Menlo Park, roughly north of Bay Road. This area includes the Belle Haven, Suburban Park, Lorelei Manor, and Flood Park Triangle neighborhood; Bayfront Expressway; and Willow Road north of US-101.

4.2.1 North Area Project Discussion

The projects listed below are those which include tradeoffs to be considered should the strategies and recommendations presented in this paper be implemented. In many instances, the three goals of the TMP would only be met with some level of reduction in traffic operations such as level of service or queue length, or items such as on-street parking, private property, etc. Below is a list of projects in the North Menlo Park area which require consideration of tradeoffs if implemented.

- 8. Bayfront Expressway/Willow Road – Tradeoffs include reconstructing eastbound Willow Road right-turn channelizing island to improve pedestrian access and provide space for shoulder-running bus lane, channelized right-turn lanes
- 9. Bayfront Expressway – Install shoulder-running peak hour bus lane to bypass passenger vehicle congestion.
- 11. Bayfront Expressway – Implementing the Dumbarton Corridor Project would require significant funding and potentially right-of-way.
- 14. Marsh Road from Bay Road to Scott Drive – Establishing Class II Bicycle Lanes would require removing on street parking on the north side of Marsh road. Additionally, establishing an eastbound bicycle lane would require the removal of the median.
- 16. Constitution Drive/Chrysler Drive – Installing a westbound left-turn lane on Chrysler Drive may require right-of-way to be acquired.
- 20. Jefferson Drive from Chrysler Drive to Constitution Drive –Establishing Class II Bicycle Lanes requires the removal of on-street parking.
- 27. Ivy Avenue from Willow Road to Chilco Street – Widen sidewalks and narrow existing median will require coordination and approval by the San Francisco Public Utilities Commission
- 32. O'Brien Drive from Willow Road to University Avenue – Establishing Class II Bicycle Lanes requires the removal of on-street parking
- 34. Menalto Avenue and 101 overcrossing – This option would be completed with 35 to provide a parallel bicycle route to replace the removal of bicycle lanes on Willow Road and would require coordination and approval by East Palo Alto and Caltrans.
- 35. Willow Road between Bayfront Expressway and US 101 *Option A* – Alternatives include: (1) Roadway widening which would require right-of-way acquisition, or (2) Median removal which would reduce roadway capacity at intersections.
- 36. Willow Road between Bayfront Expressway and US 101 *Option B* – This option involves no widening along Willow Road with transit vehicles using the right-turn lane at O'Brien as a queue jump with TSP.
- 37. Willow Road between Bayfront Expressway and US 101 *Option C* – This option includes installing an eastbound one-way Class IV separated bikeway between Hamilton Avenue and US 101 Willow Road interchange. Additionally, this option includes installing a westbound one-way Class IV separated bikeway between Dumbarton Rail Corridor and US 101 Willow Road interchange

4.2.2 Maps of Projects

Maps depicting the locations of the transportation projects recommended for North Menlo Park are provided in Figures 29 through 34.



Proposed Bike Network

- Bike Bridge
 - Rail Crossing
 - Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route
 - Class IV Separated Bikeway
 - Paseo
- #### Existing Bike Network
- Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route
 - Class IV Separated Bikeway

- City Hall
- Library
- Caltrain Station
- Future Street Connection
- School/University
- Menlo Park Destination
- Park
- City of Menlo Park

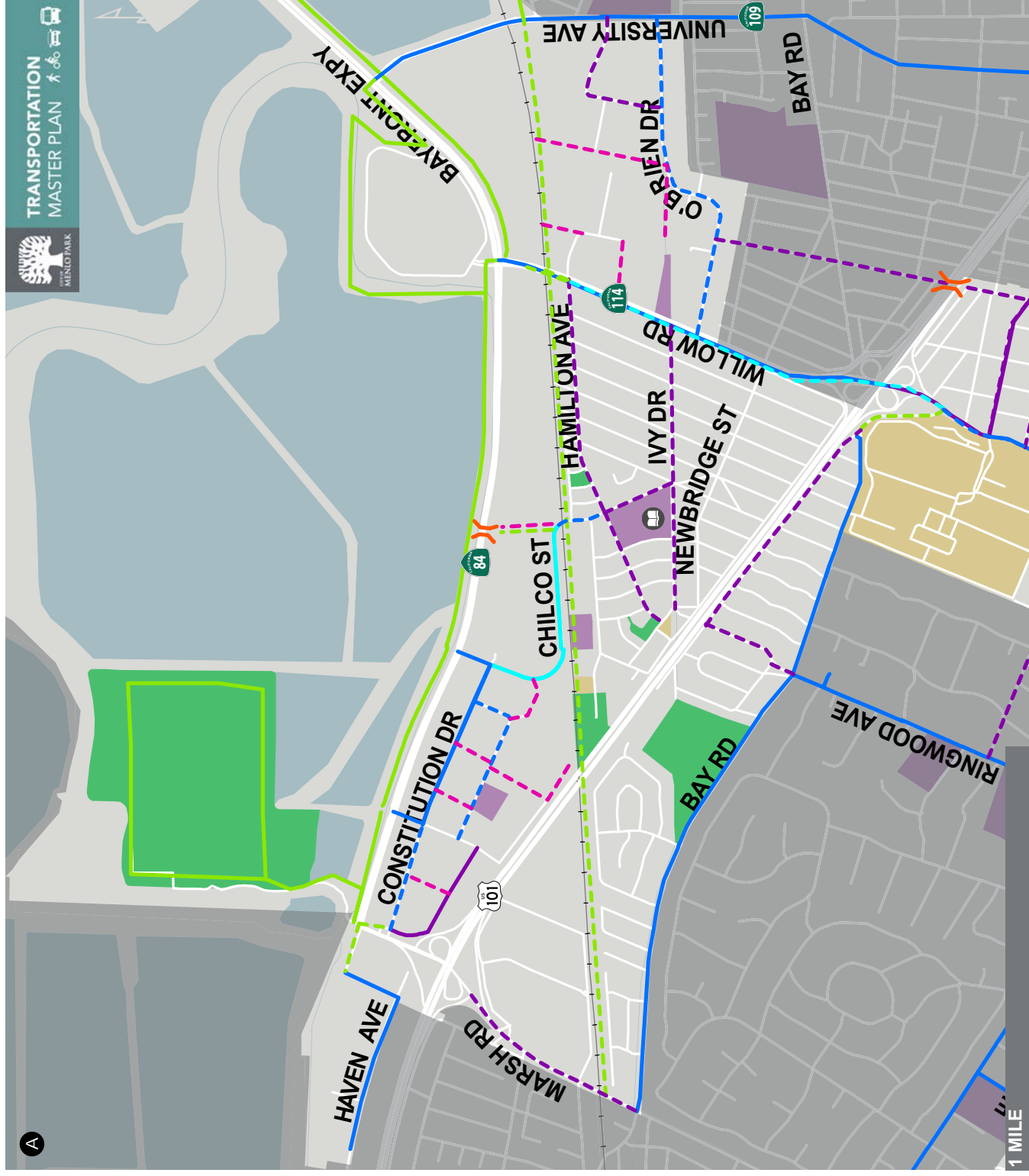


Figure 29 - North Menlo Park Bicycle Facilities Map

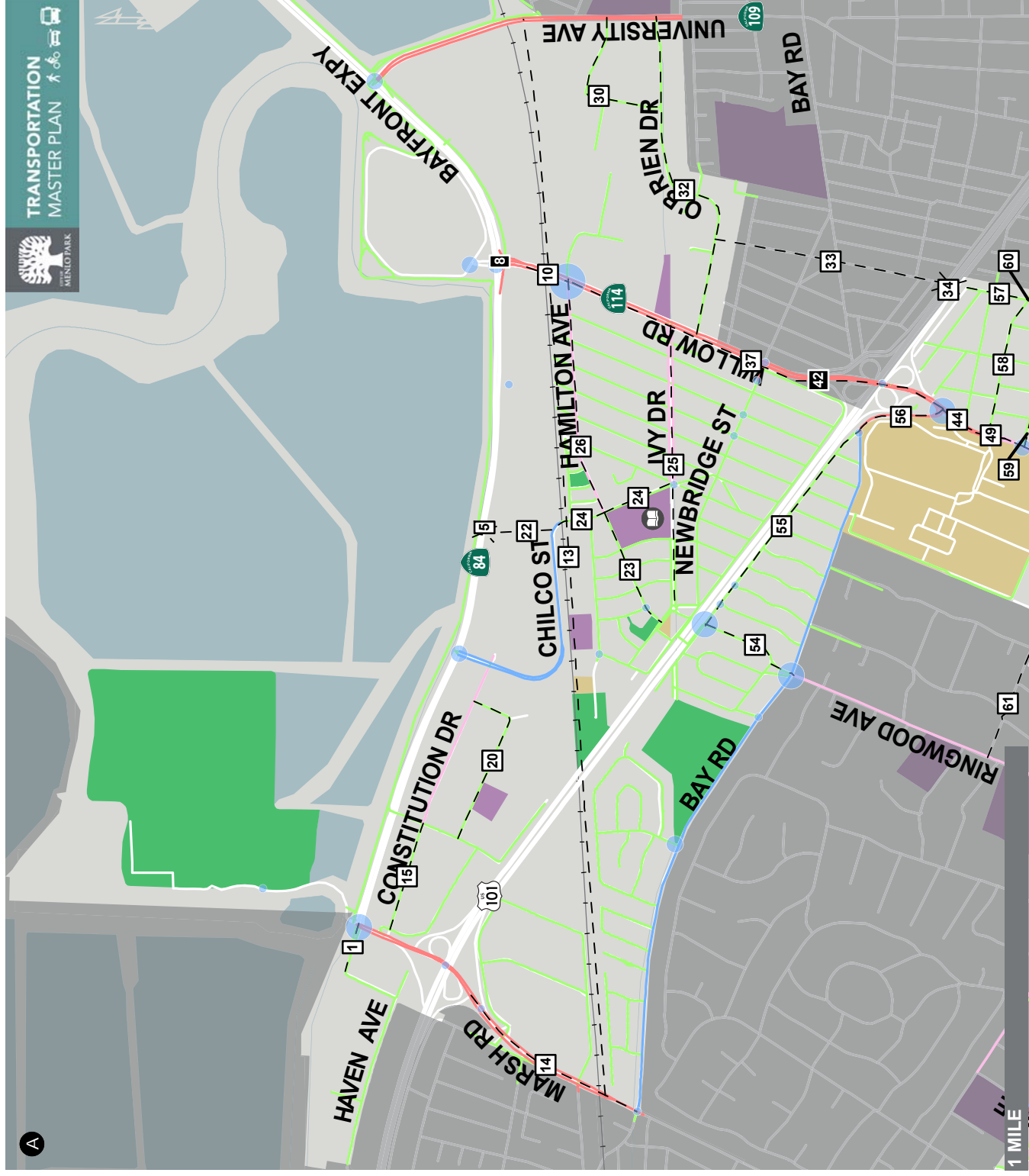


Figure 30 - North Menlo Park Bicycle Network Recommendations Map



Sustainability Improvement

- Spot Improvement
- Transit Improvement

- City Hall
- Library
- Caltrain Station
- Future Street Connection
- School/University
- Menlo Park Destination
- Park
- City of Menlo Park

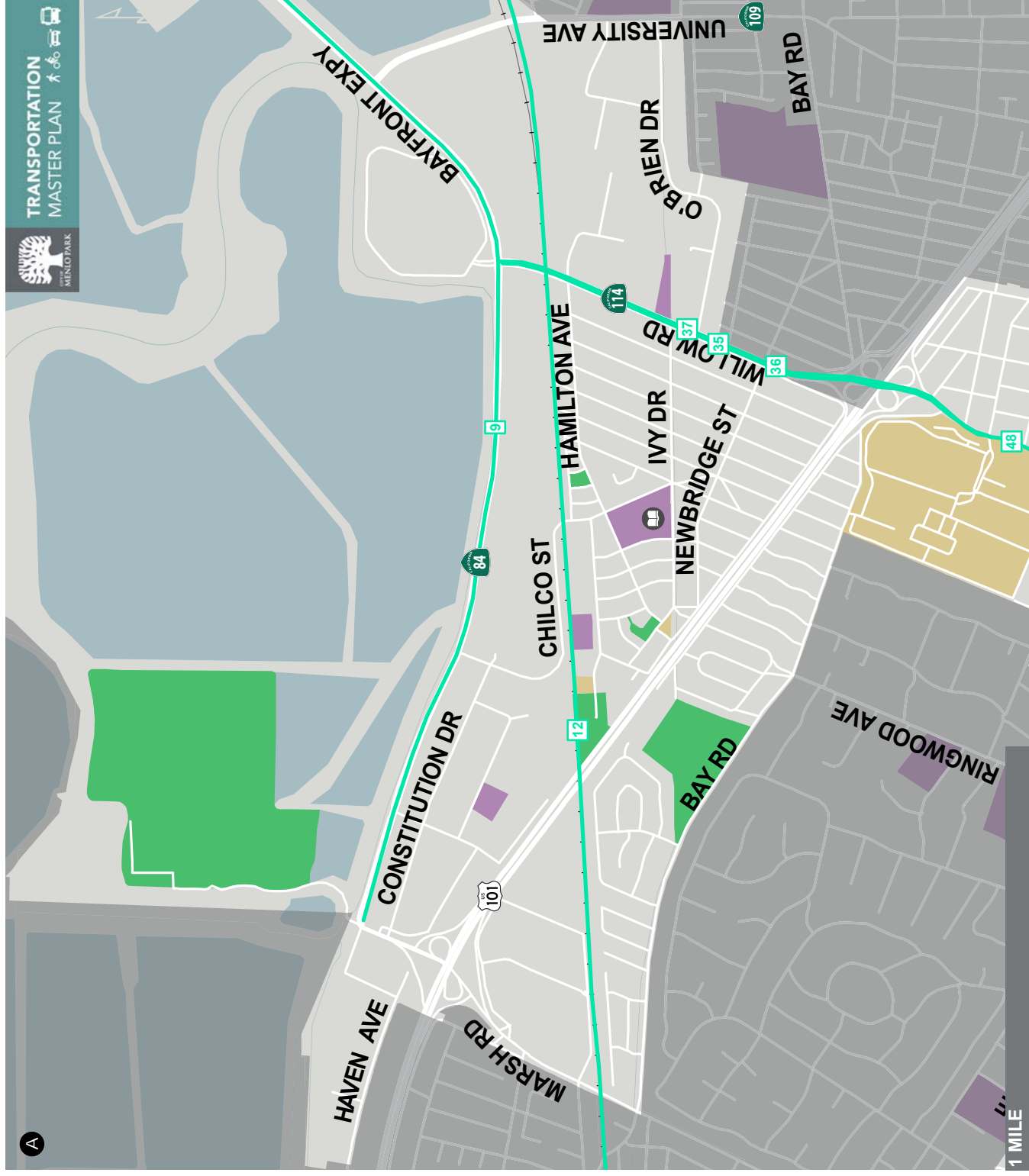
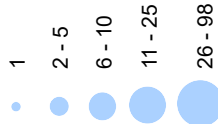


Figure 31 - North Menlo Park Sustainability Map



Five Year Collisions



Network Safety Improvement

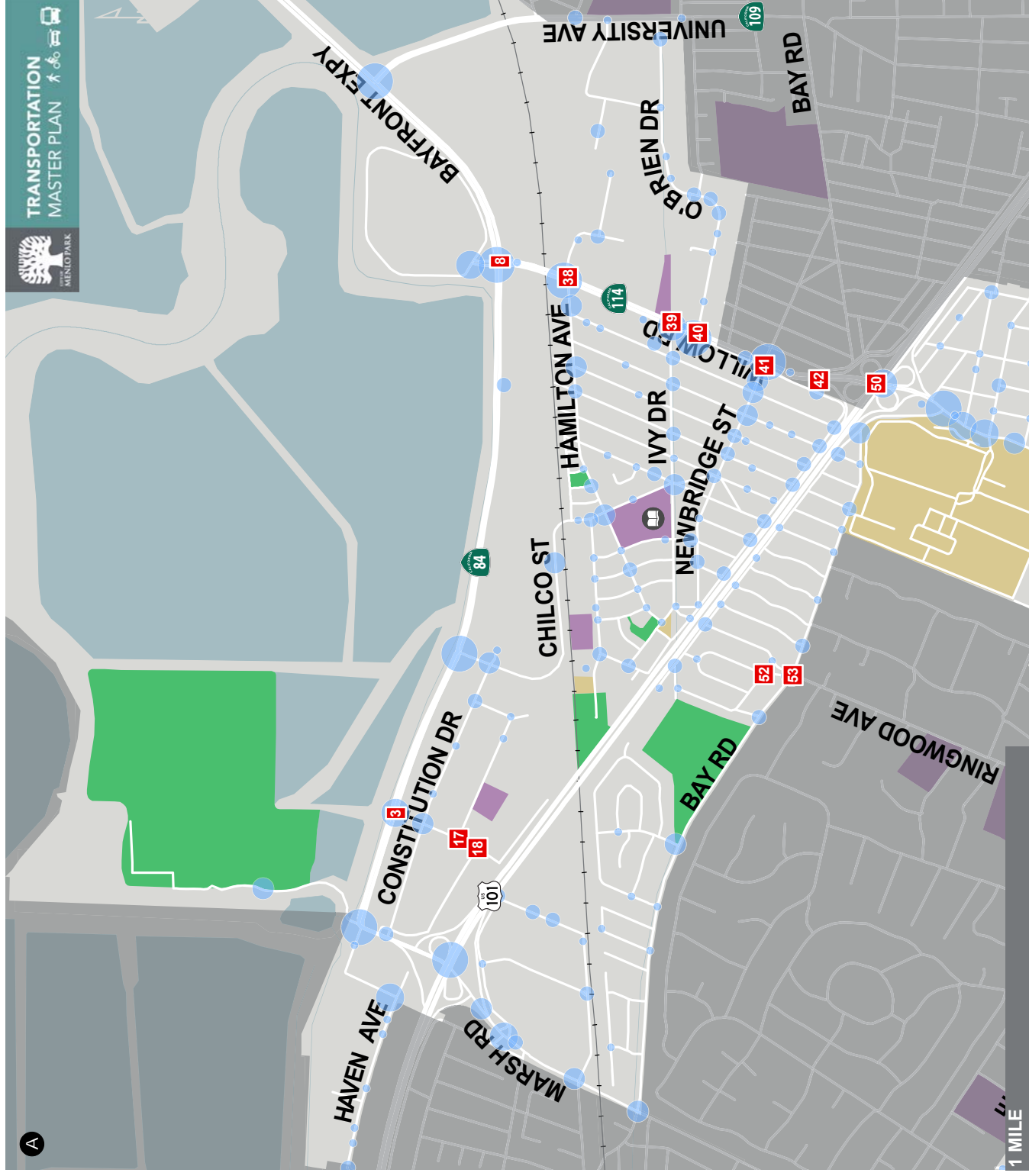
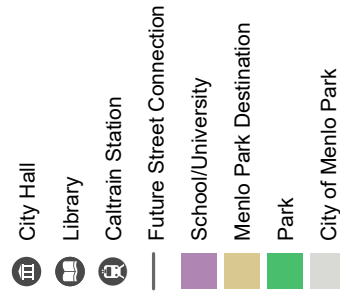
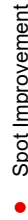


Figure 32 - North Menlo Park Safety Map



Congestion Relief Improvement

- Spot Improvement

2040 Intersection Congestion

- Deficient Level of Service (E/F)

- City Hall
- Library
- Caltrain Station
- Future Street Connection
- School/University
- Menlo Park Destination
- Park
- City of Menlo Park

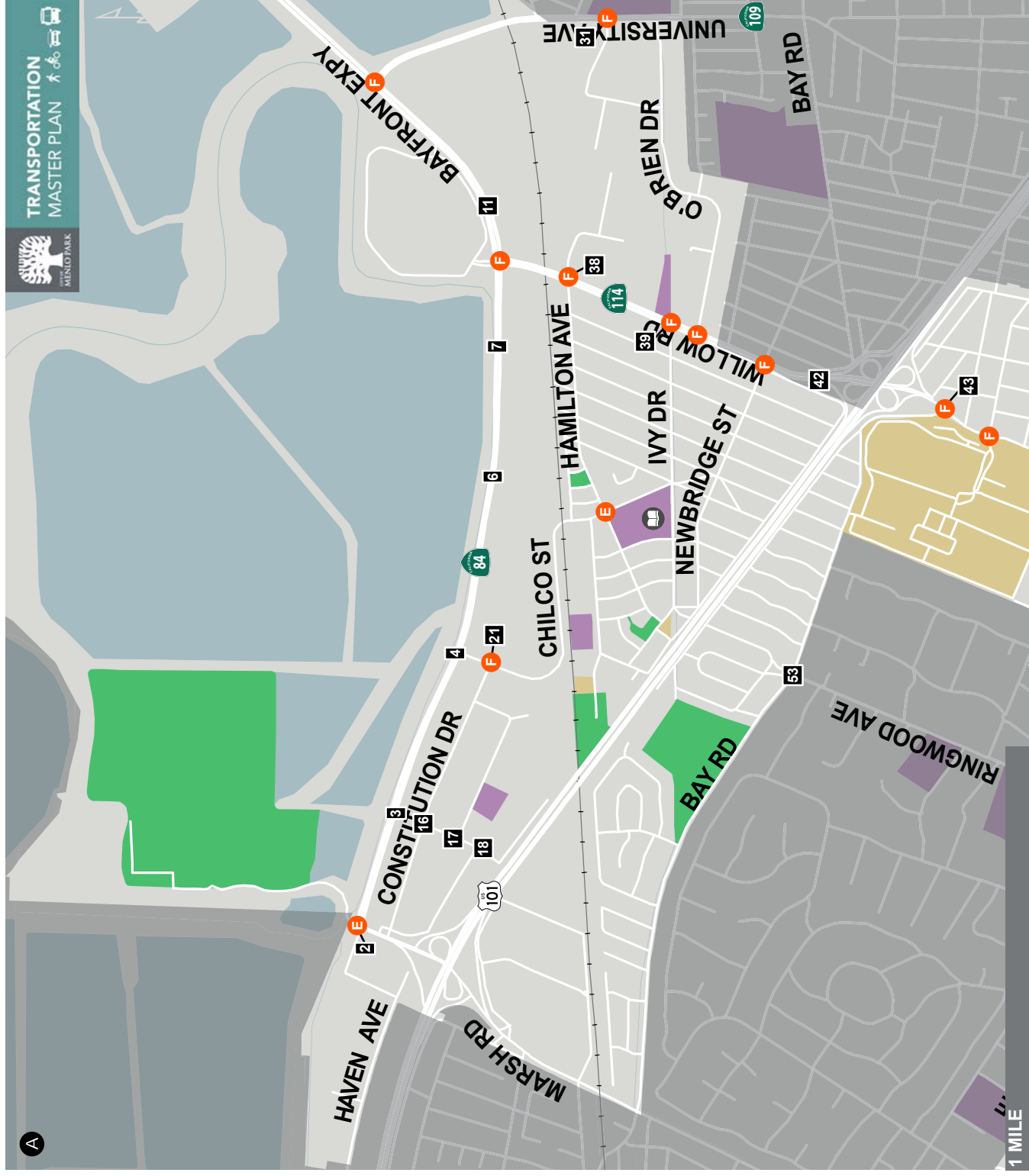


Figure 33 - North Menlo Park Congestion Relief Map

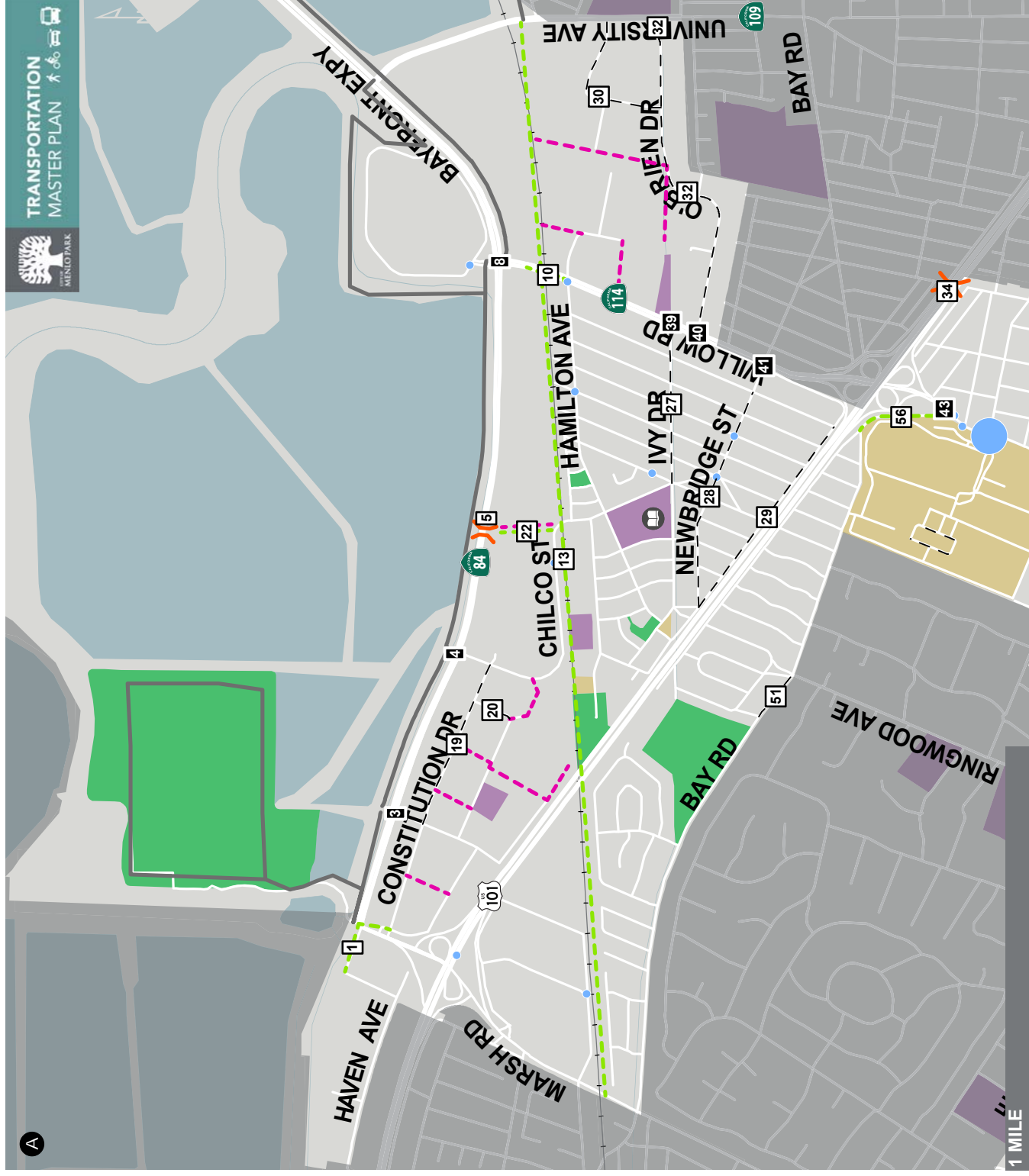


Figure 34 - North Menlo Park Pedestrian Network Recommendations Map

4.3 Central Menlo Park Projects

The transportation projects recommended for Central Menlo Park include those in the central third of Menlo Park, roughly between Bay Road and Hermosa Way. This area includes the downtown area, El Camino Real, Middlefield Road, Willow Road south of US-101, and much of Santa Cruz Avenue.

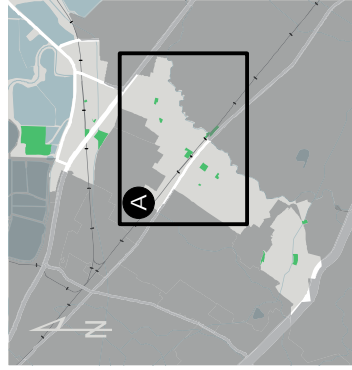
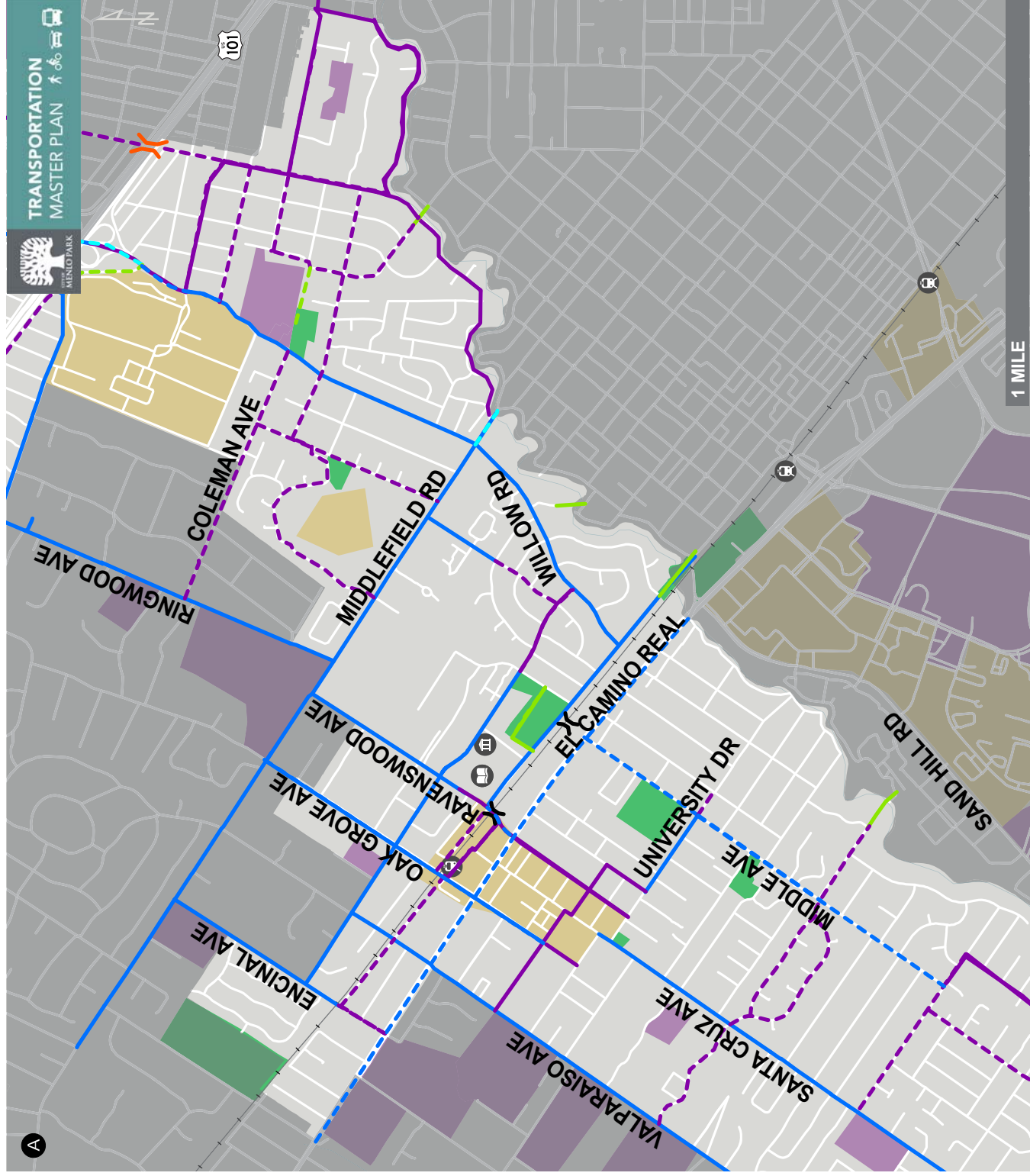
4.3.1 Central Area Project Discussion

The projects listed below are those which include tradeoffs to be considered should the strategies and recommendations presented in this paper be implemented. In many instances, the three goals of the TMP would only be met with some level of reduction in traffic operations such as level of service or queue length, or items such as on-street parking, private property, etc. Below is a list of projects in the Central Menlo Park area which require consideration of tradeoffs if implemented.

- 45. Willow Road/Coleman Avenue – Installing a right-turn lane on the southbound Coleman Avenue approach requires the removal of on-street parking for 150 feet along the west side of Coleman Avenue.
- 53. Bay Road/Ringwood Avenue-Sonoma Avenue – Installing a traffic signal at Bay Road/Ringwood Avenue-Sonoma Avenue can be configured in potentially two different ways. One configuration would add left-turn lanes on the east Ringwood Avenue and south Bay Road legs with protected left-turn phasing and require the full use of public right-of-way, which requires the removal of existing landscaping and the relocation of the existing utilities. Conversely, the intersection potentially could be signalized without adding left-turn lanes through the use of permitted left-turn phasing on Bay Road and split phasing on Ringwood Avenue-Sonoma Avenue. The permitted left-turn phasing on Bay Road increases the number of potential vehicle, pedestrian, and bicycle conflict points.
- 63. Middlefield Road/Ravenswood Avenue – Constructing a “jughandle” bicycle left-turn on the east side of Middlefield Road for cyclists would require right-of-way to be acquired.
- 64. Middlefield Road/Ringwood Ave-D Street – Removal of the southbound Middlefield Road channelized right-turn would decrease vehicle capacity, but also has the potential improve pedestrian safety.
- 69. Middlefield Road from Willow Road to Palo Alto Avenue – Establishing Class II Bicycle lanes would require the widening of Middlefield Road as properties are redeveloped.
- 74. Ravenswood Avenue/Laurel Street – To accommodate bicycle lanes at the intersection, parking would need to be removed along the west side of Laurel Street for a distance of 150 feet.
- 84-97. El Camino Real Corridor – Establishing Class II buffered bicycle lanes in each direction along the El Camino Real corridor would require the removal of on-street parking, or medians, or both where necessary.
- 110. Oak Grove Avenue – Installing a left-turn lane on westbound Oak Grove Avenue requires the removal of parking along the north side of east Oak Grove Avenue for a distance of 50 feet.
- 111. Santa Cruz Avenue between El Camino Real and University Drive – Widening sidewalks will require converting angled parking to parallel parking, thus the number of parking spaces will be reduced.
- 117. Middle Avenue from El Camino Real to University Avenue – Establishing Class II Bicycle Lanes will require the removal of on-street parking on the north side of Middle Avenue.

4.3.2 Maps of Projects

Maps depicting the locations of the transportation projects recommended for Central Menlo Park are provided in Figures 35 through 40.

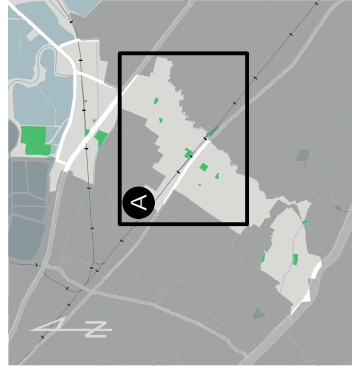
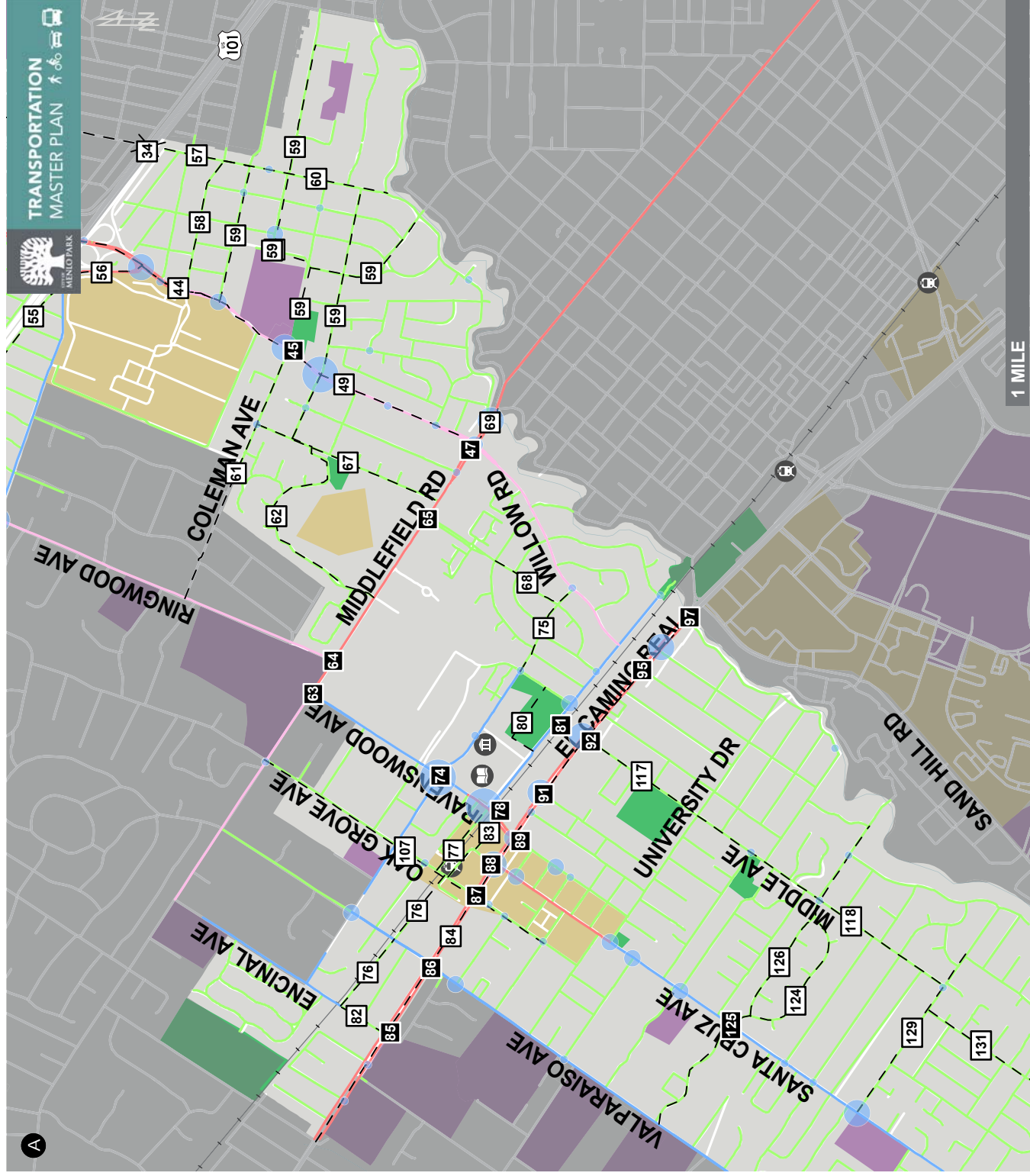


Proposed Bike Network

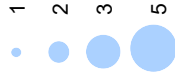
- Bike Bridge
 - Rail Crossing
 - Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route
 - Class IV Separated Bikeway
 - Paseo
- #### Existing Bike Network
- Class I Bike Path
 - Class II Bike Lane
 - Class III Bike Route
 - Class IV Separated Bikeway

- City Hall
- Library
- Caltrain Station
- Future Street Connection
- School/University
- Menlo Park Destination
- Park
- City of Menlo Park

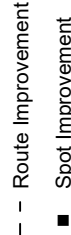
Figure 35 - Central Menlo Park Bicycle Facilities Map



Five Year Bicycle Collisions



Bicycle Network Improvement



Bicycle Level of Traffic Stress

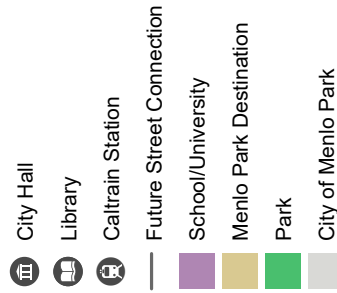
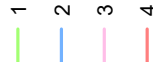
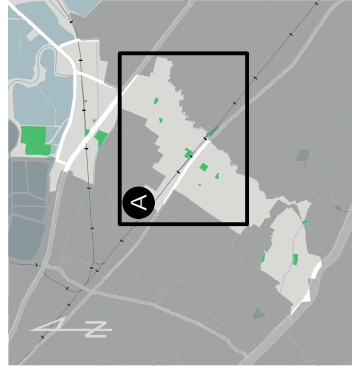
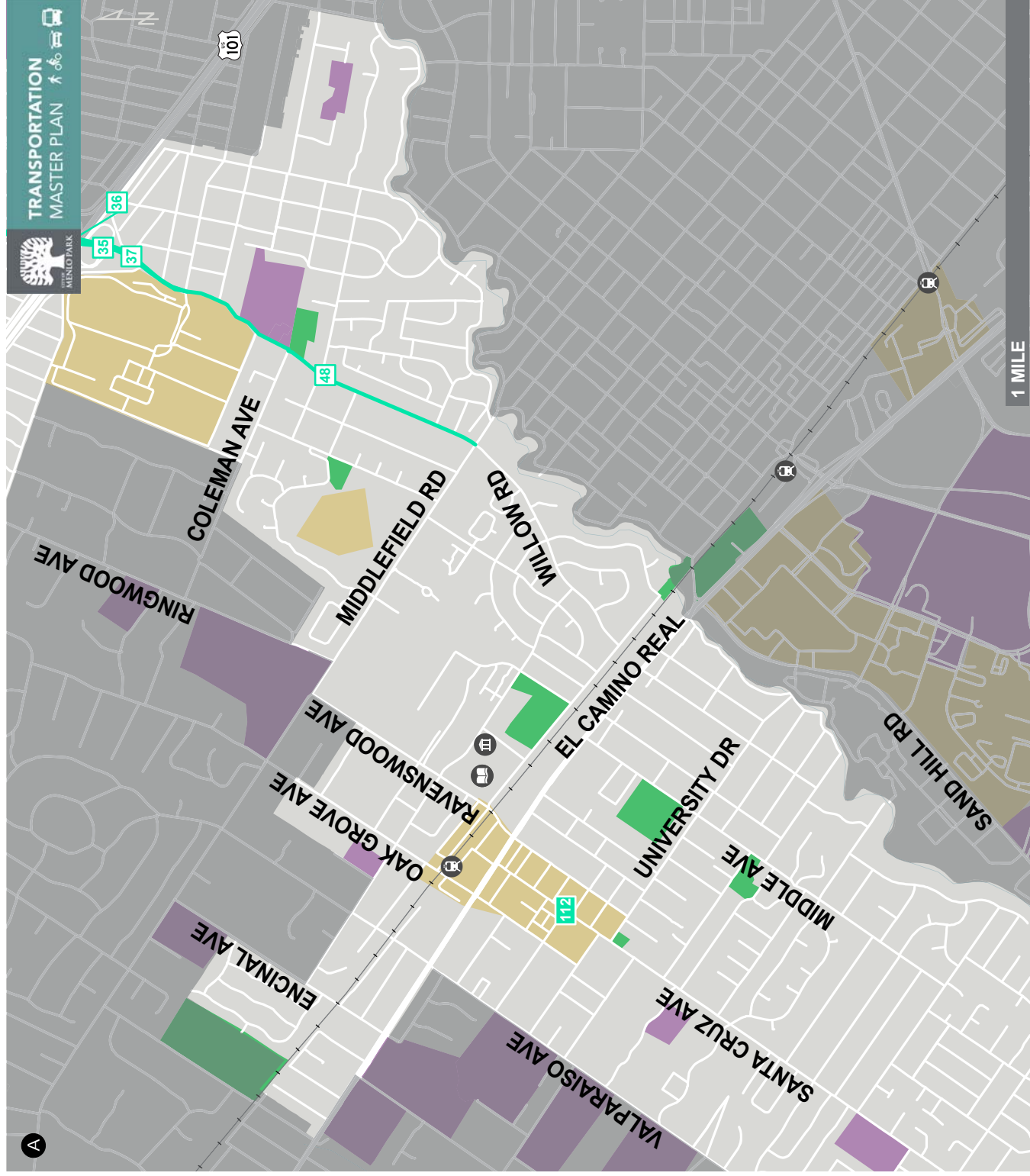


Figure 36 - Central Menlo Park Bicycle Network Recommendations Map

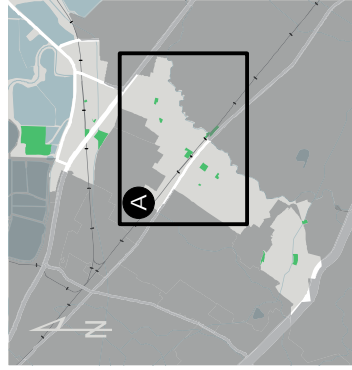
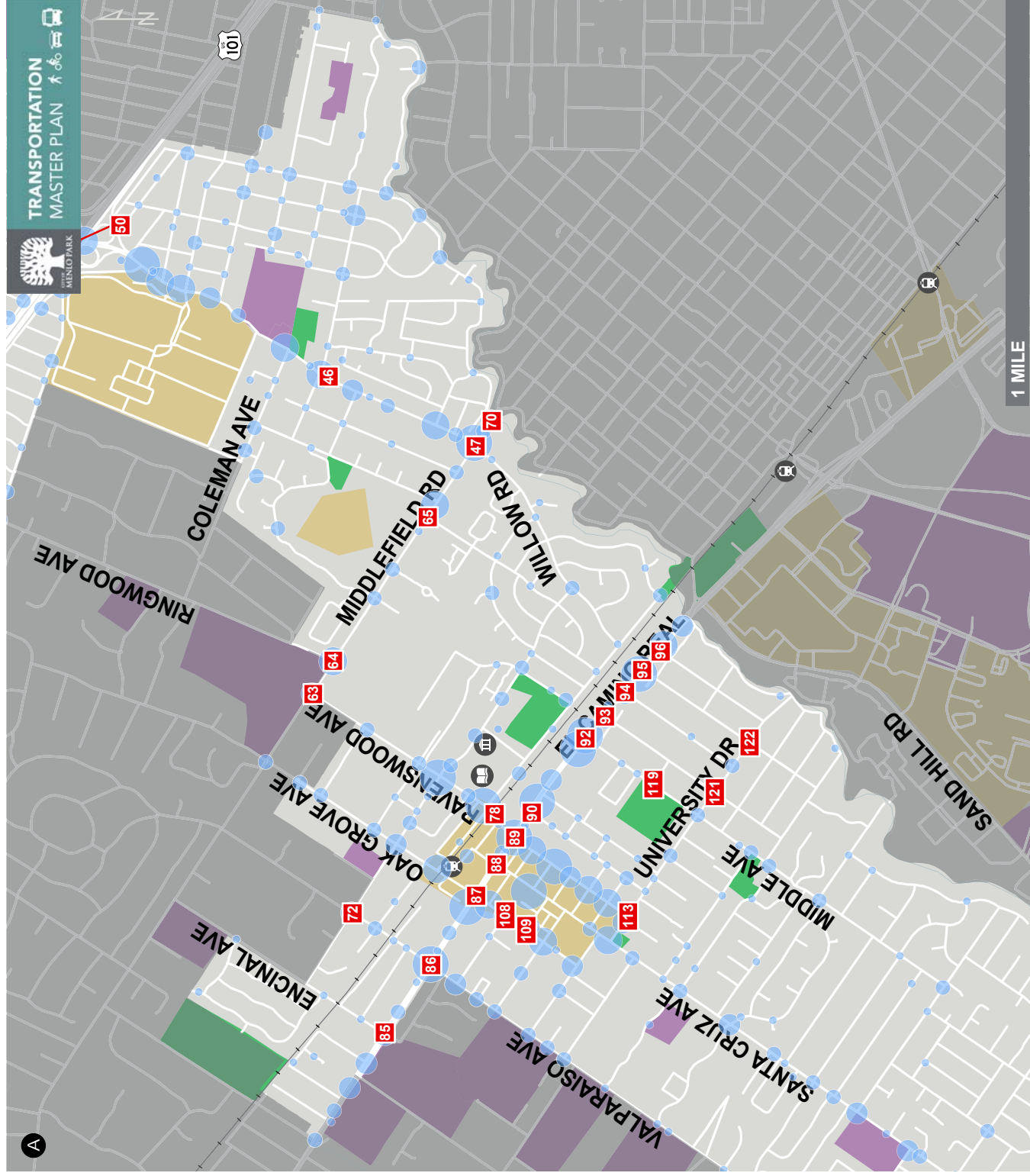


Sustainability Improvement

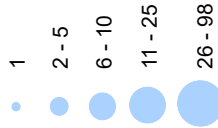
- Spot Improvement
- Transit Improvement

- City Hall
- Library
- Caltrain Station
- Future Street Connection
- School/University
- Menlo Park Destination
- Park
- City of Menlo Park

Figure 37 - Central Menlo Park Sustainability Map



Five Year Collisions



Network Safety Improvement

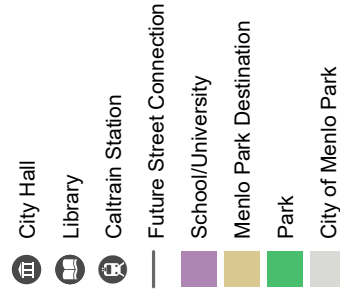
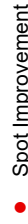
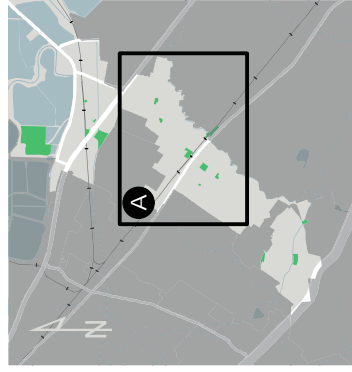


Figure 38 - Central Menlo Park Safety Map



Congestion Relief Improvement

- Spot Improvement

2040 Intersection Congestion

- Deficient Level of Service (E/F)

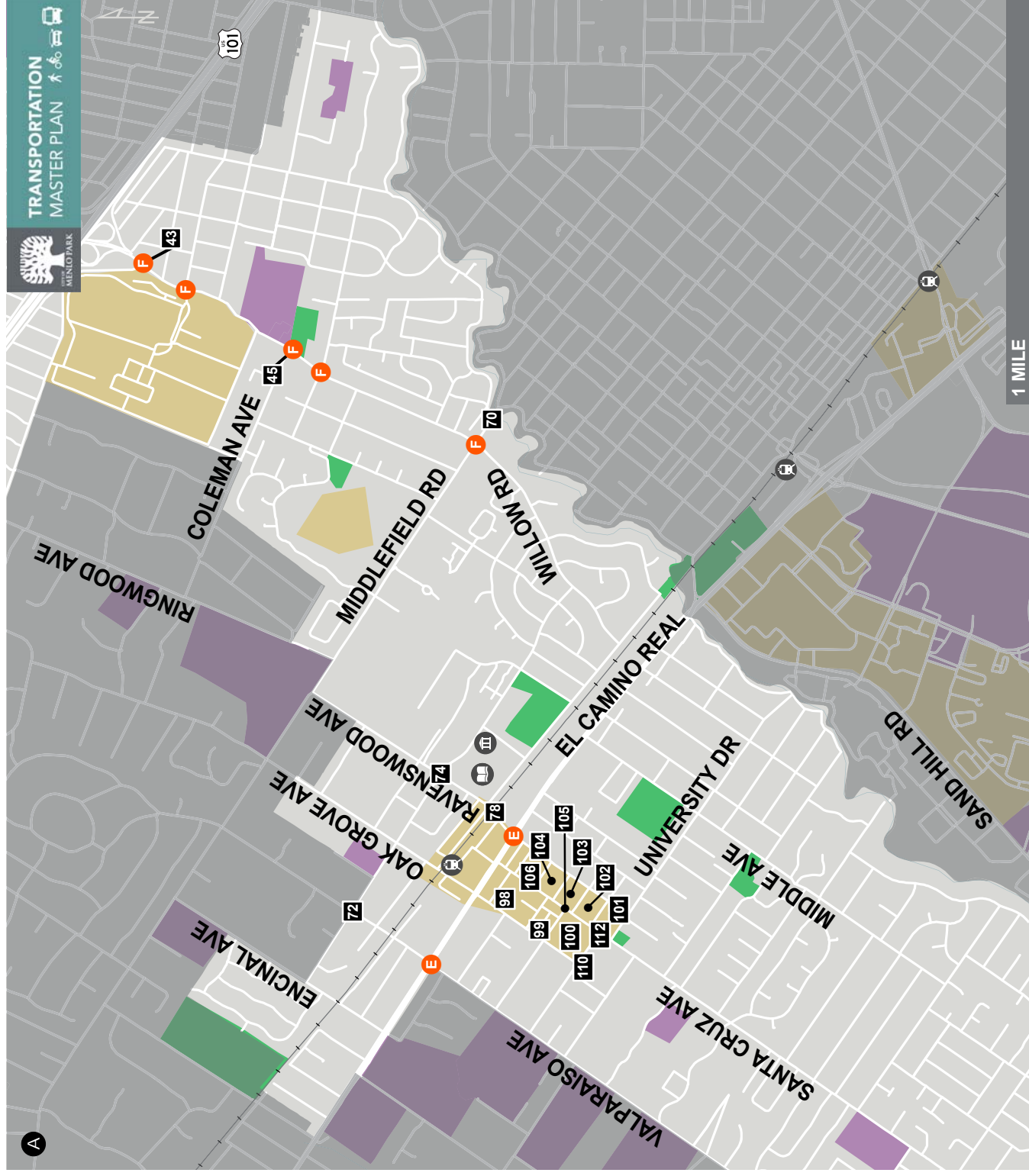


Figure 39 - Central Menlo Park Congestion Relief Map

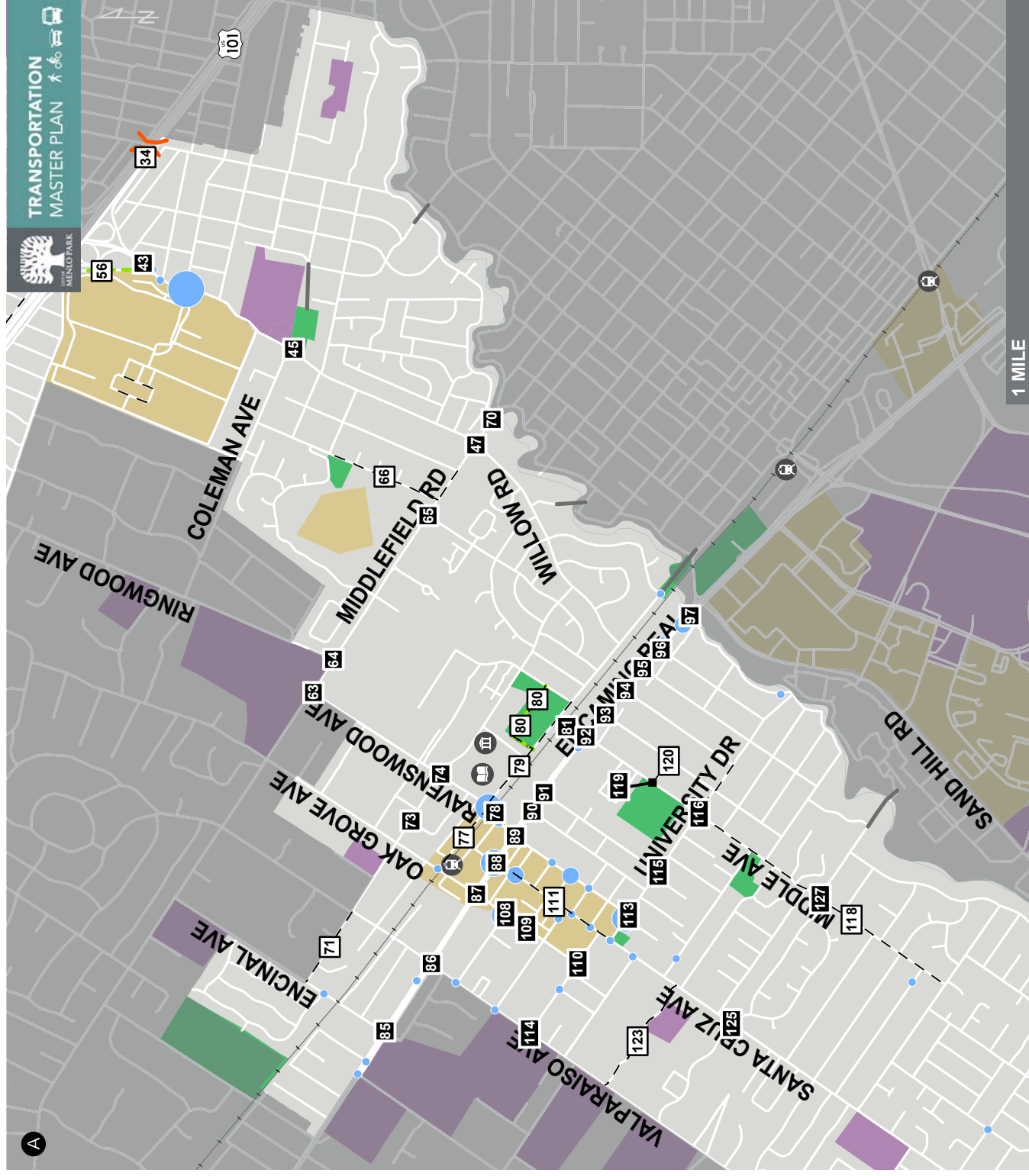
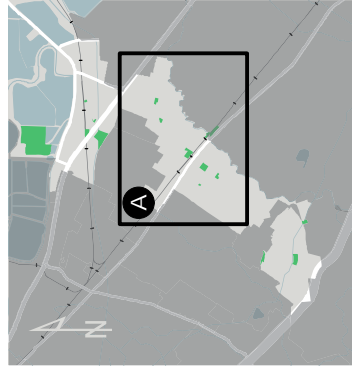


Figure 40 - Central Menlo Park Pedestrian Network Recommendations Map

4.4 South Menlo Park Projects

The transportation projects recommended for South Menlo Park include those in the southern third of Menlo Park, roughly southwest of Hermosa Way. This area includes the Sharon Heights neighborhood, neighborhoods west of Downtown, Sand Hill Road within the city limits, and portions of Santa Cruz Avenue.

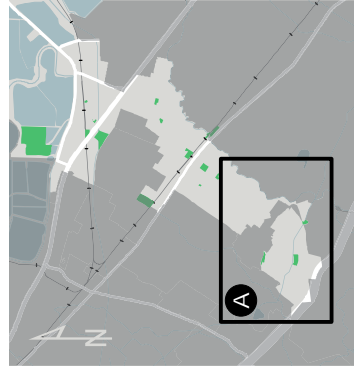
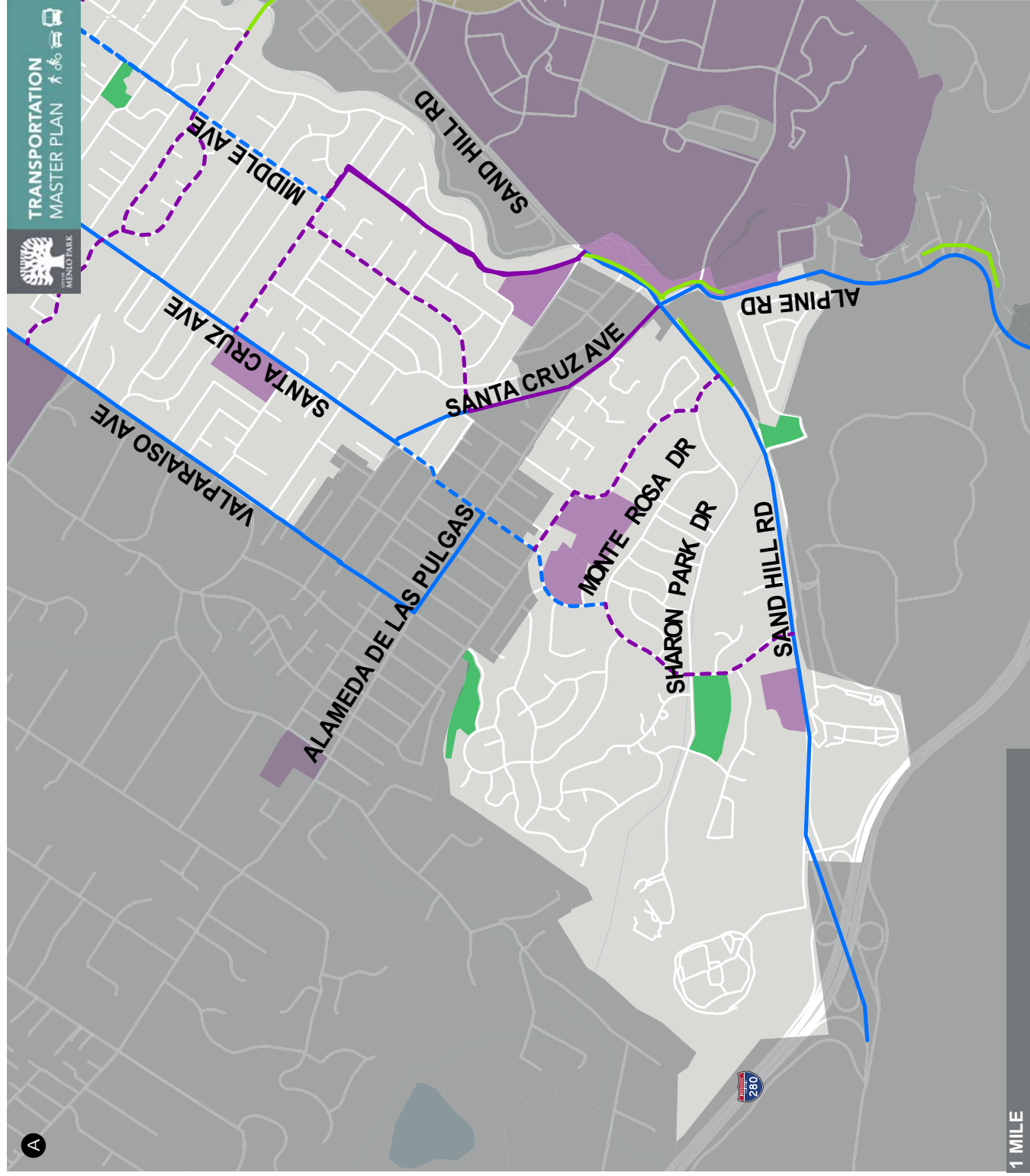
4.4.1 South Area Project Discussion

The projects listed below are those which include tradeoffs to be considered should the strategies and recommendations presented in this paper be implemented. In many instances, the three goals of the TMP would only be met with some level of reduction in traffic operations such as level of service or queue length, or items such as on-street parking, private property, etc. Below is a list of projects in the South Menlo Park area which require consideration of tradeoffs if implemented.

- 118. Middle Avenue from University Drive to Olive Street – Establishing Class II Bicycle Lanes will require the removal of on-street parking on one side of Middle Avenue.
- 134. Avy Avenue from Santa Cruz Avenue to Monte Rosa Drive - Establishing Class II Bicycle Lanes will require the removal of on-street parking on Avy Avenue.
- 136. Sharon Road from Altschul Avenue to Alameda De Las Pulgas – Installing sidewalk on the north side of Sharon Road requires the removal of parking on one side of the street.

4.4.2 Maps of Projects

Maps depicting the locations of the transportation projects recommended for South Menlo Park are provided in Figures 41 through 46.



Proposed Bike Network

- Bike Bridge
- Rail Crossing
- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway
- Paseo

Existing Bike Network

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- Class IV Separated Bikeway

- City Hall
- Library
- Caltrain Station
- Future Street Connection
- School/University
- Menlo Park Destination
- Park
- City of Menlo Park

Figure 41 - South Menlo Park Bicycle Facilities Map

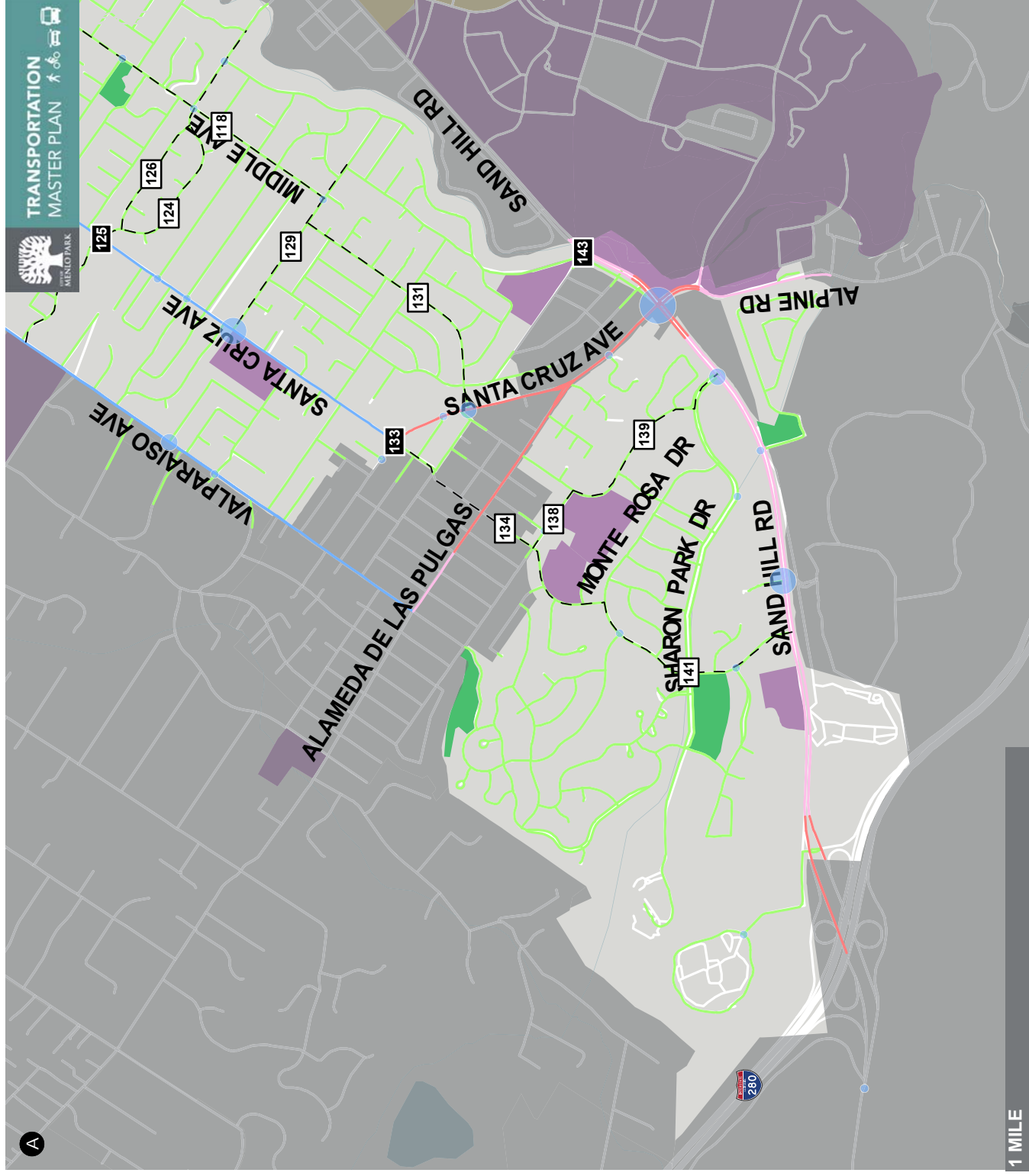
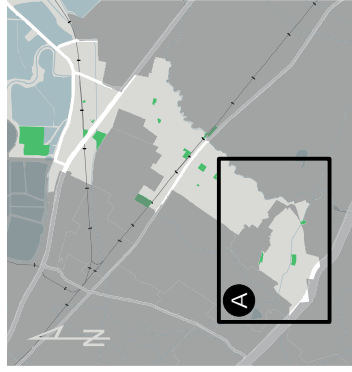
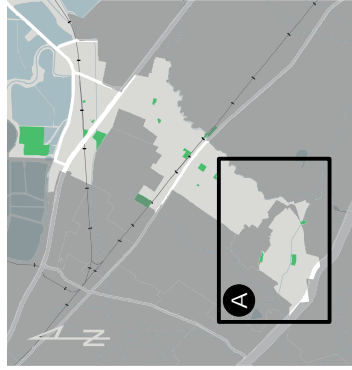


Figure 42 - South Menlo Park Bicycle Network Recommendations Map



Sustainability Improvement

- Spot Improvement
- Transit Improvement

- City Hall
- Library
- Caltrain Station
- Future Street Connection
- School/University
- Menlo Park Destination
- Park
- City of Menlo Park

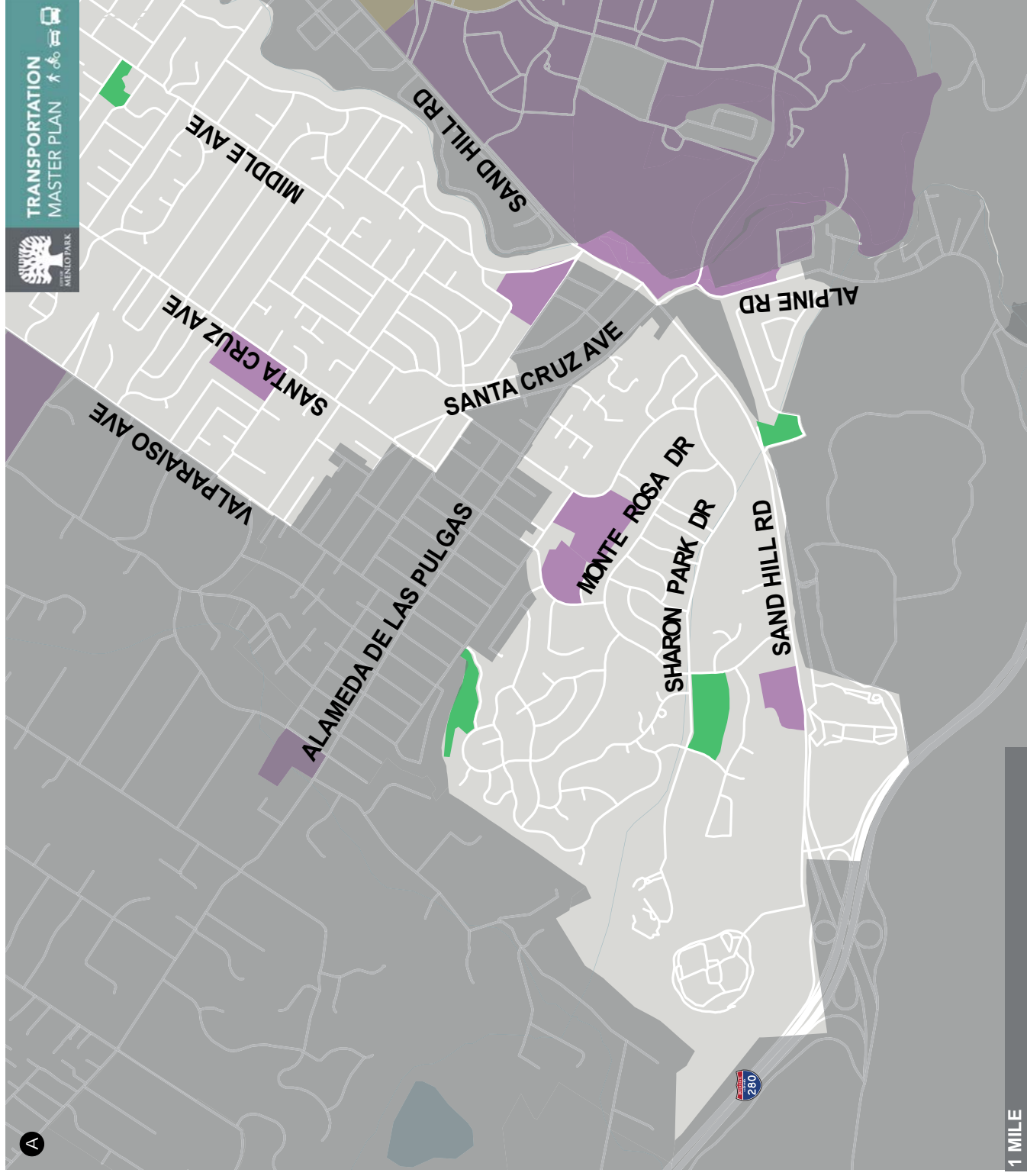
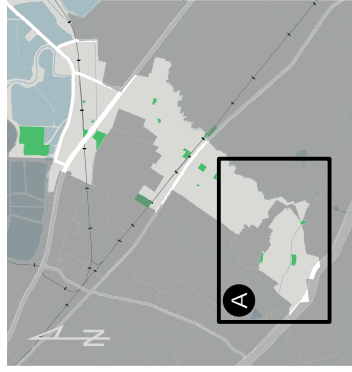
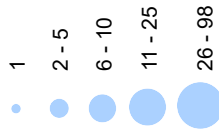


Figure 43 - South Menlo Park Sustainability Map



Five Year Collisions



Network Safety Improvement

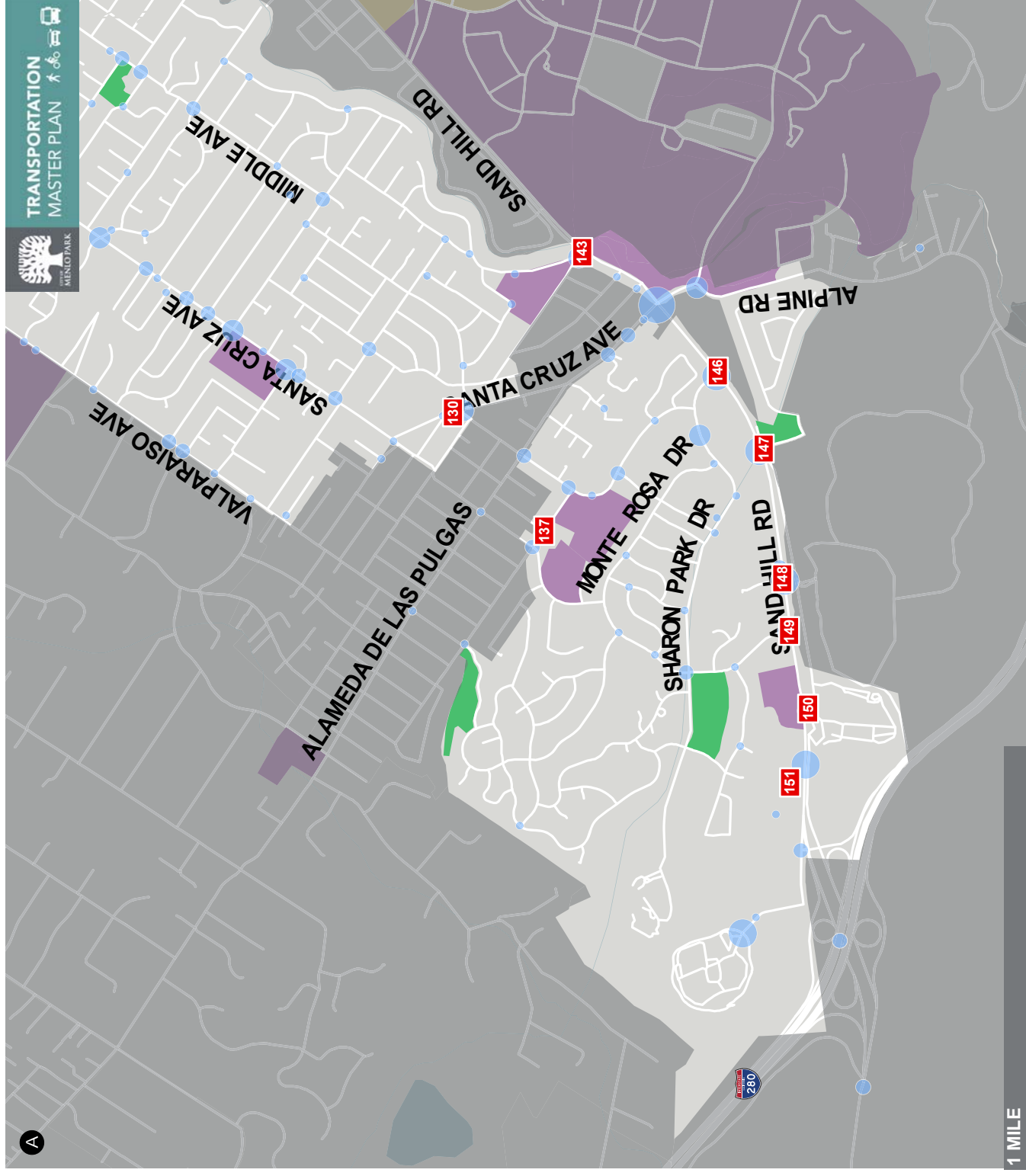
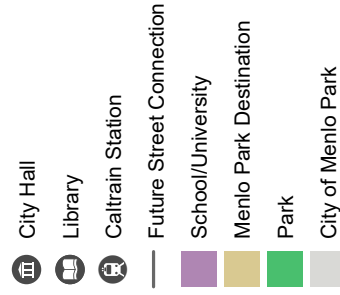
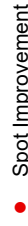
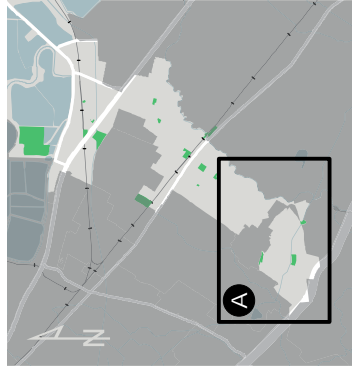


Figure 44 - South Menlo Park Safety Map



Congestion Relief Improvement

- Spot Improvement

2040 Intersection Congestion

- Deficient Level of Service (E/F)

- City Hall
- Library
- Caltrain Station
- Future Street Connection
- School/University
- Menlo Park Destination
- Park
- City of Menlo Park

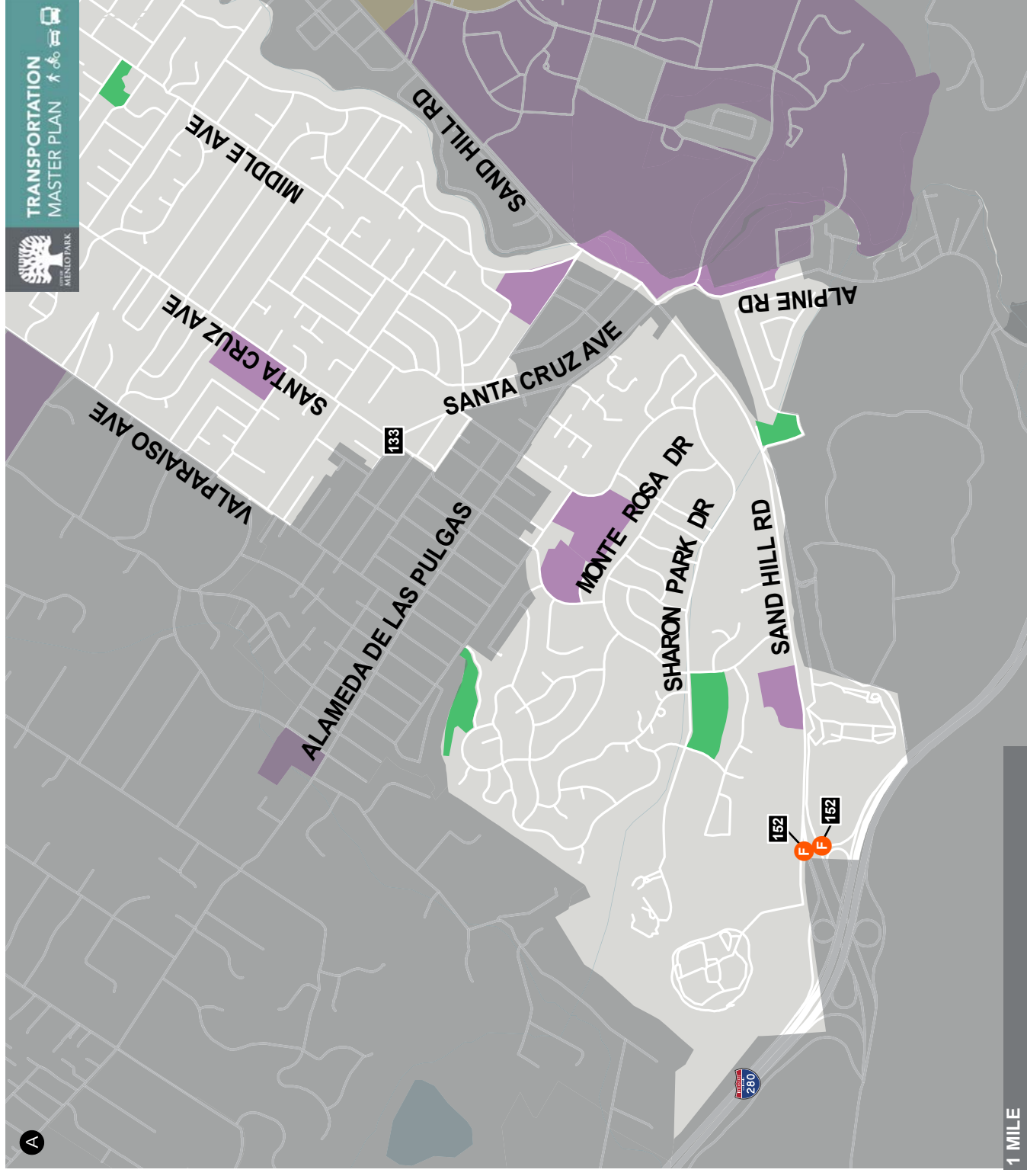
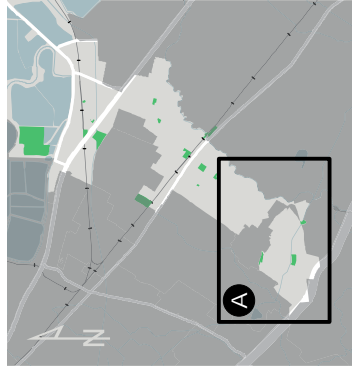


Figure 45 - South Menlo Park Congestion Relief Map



Five Year Pedestrian Collisions



Pedestrian Network Improvement

--- Route Improvement

■ Spot Improvement

Proposed Pedestrian Network

✕ Bike Bridge

--- Class I Multi-Use Path

--- Paseo

--- Existing Class I Multi-Use Path

City Hall

Library

Caltrain Station

Future Street Connection

School/University

Menlo Park Destination

Park

City of Menlo Park

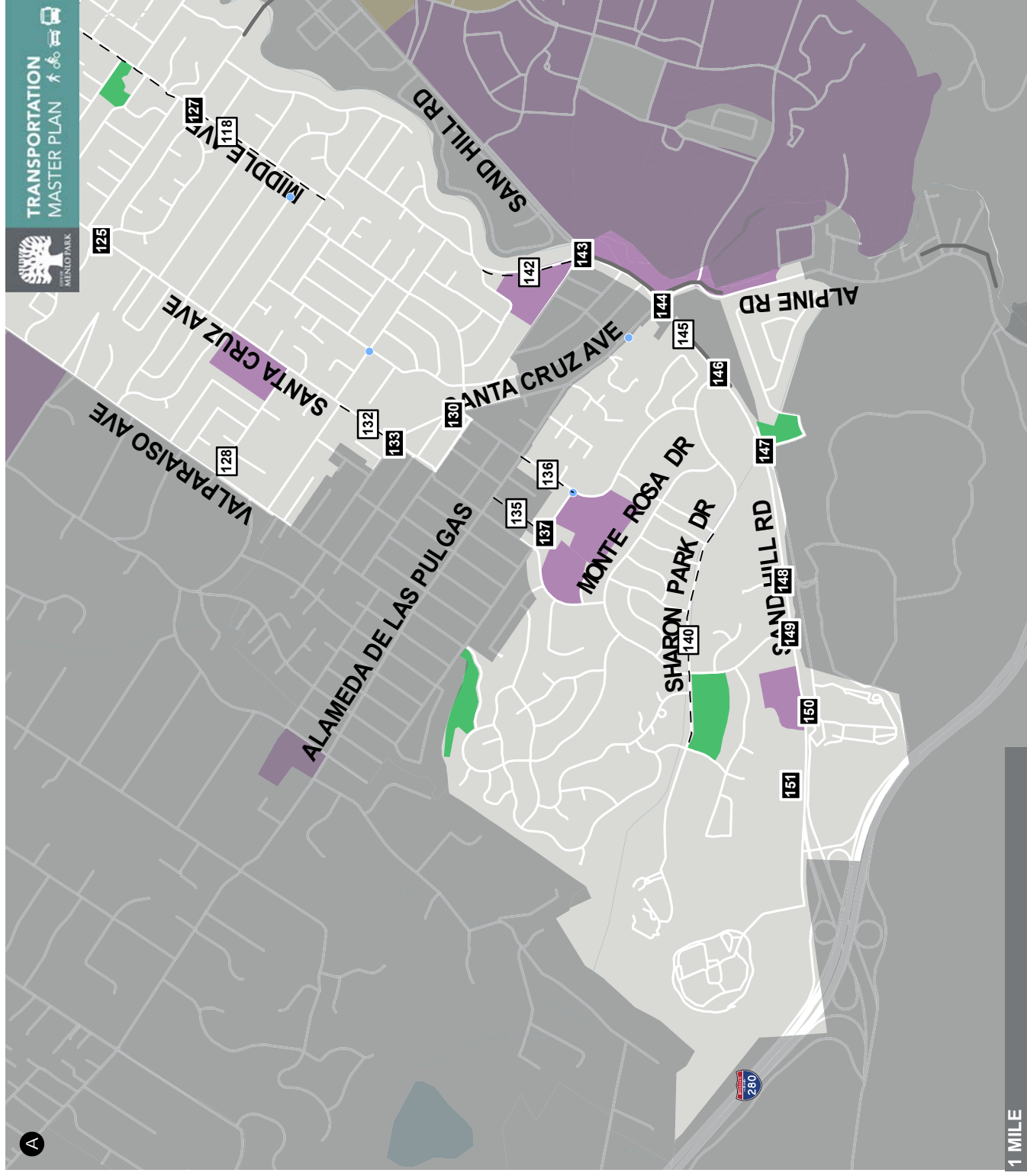


Figure 46 - South Menlo Park Pedestrian Network Recommendations Map

4.5 Operational Analysis

Several intersections have been identified for operational improvement, through the ConnectMenlo analysis, local and regional transportation plans, various development transportation impact studies, or the outreach efforts of the Transportation Master Plan. In several instances, improvement measures are recommended that would potentially improve traffic operations, reducing delay and queues of vehicles. There are also locations where recommendations are made that are designed to enhance pedestrian or bicyclist safety and mobility, with a trade-off of decreased vehicular travel time or removal of parking.

Each of the TMP recommendations are based on one or more goals: Safety, Mobility Choice and Sustainability as well as a detailed needs assessment. Below are descriptions of measures at several intersections that would benefit from operational and safety improvements.

4.5.1 Chrysler Drive & Jefferson Drive

This unsignalized intersection is anticipated to operate at LOS E during the p.m. peak hour under projected long-term future traffic demands. Converting this location to signalized operation would improve the operation from LOS E to LOS C.

A potential tradeoff is to install a single lane roundabout that would improve traffic operations to LOS A for both the a.m. and p.m. peak hours. A single lane roundabout would involve higher initial construction costs (compared to a traffic signal), potential land acquisition costs, and would require further engineering study to evaluate important elements such as stopping sight distances, fastest path analysis and right of way engineering. However, when compared with a traffic signal, roundabouts are considered to have traffic calming advantages along a corridor, lower long-term electrical and maintenance costs as well as several benefits in regards to safety of all users (includes pedestrians, bicyclist and autos).

A traffic signal installation would require lower initial construction costs, could be implemented more quickly because it would not need additional engineering study and could be constructed within the existing right of way without additional land acquisition.

4.5.2 Chrysler Drive & Independence Drive

This unsignalized intersection is anticipated to operate at LOS C during both of the a.m. and p.m. peak hours under projected long-term future traffic demands. Converting this location to signalized operation would not result in a change during the a.m. peak hour, which would remain at LOS C with either a traffic signal or as a two-way stop-controlled intersection. The LOS would improve from LOS C to LOS B during the p.m. peak hour with the traffic signal conversion.

A single lane roundabout would further improve auto operations with a LOS A for both the a.m. and p.m. peak hours. However, a single lane roundabout would involve higher initial construction costs (compared to a traffic signal), potential land acquisition costs, and would require further engineering study to evaluate important elements such as stopping sight distances, fastest path analysis and right of way engineering. When compared with a traffic signal, roundabouts are considered to have traffic calming advantages along a corridor, lower long-term electrical and maintenance costs as well as several benefits in regards to safety of all users (includes pedestrians, bicyclist and autos).

A traffic signal installation would require lower initial construction costs, could be implemented more quickly because it would not need additional engineering study and could be constructed within the existing right of way without additional land acquisition.

4.5.3 University Avenue & Adams Drive

This intersection is anticipated to operate at LOS F during both of the a.m. and p.m. peak hours under projected long-term future traffic demands. Converting this location to signalized operation would improve the level of service to LOS B during the a.m. peak hour and LOS C during the p.m. peak hour.

4.5.4 Willow Road & Hamilton Avenue

This intersection is anticipated to operate at LOS F during the p.m. peak hour under projected long-term future traffic demands. Modifying the signal operation to include “split phasing” along Hamilton Avenue and restriping the eastbound approach to include a left-through shared lane and right turn lane would result in improved operation of LOS E during the p.m. peak hour.

The tradeoff of this improvement is that modifications to the signal phasing and eastbound lane striping is anticipated to increase the 95th percentile queue in the northbound direction on Willow Road by an additional 276 feet, (about 11 car lengths) and in the southbound direction by an additional 823 feet (about 33 car lengths), during the p.m. peak hour, but would improve the eastbound direction by 1,095 feet (about 44 car lengths). The southbound queues would extend back to Bayfront Expressway.

4.5.5 Willow Road & Ivy Drive

This intersection is anticipated to operate at LOS B during the a.m. and p.m. peak hours under projected long-term future traffic demands. Modifying the signal operation to include an “overlap right turn phase” along Ivy Avenue would benefit the eastbound approach and optimize signal operations by allowing concurrent operation of the northbound (Willow Road) left turn and the eastbound right turn result in a nominal improvement to auto levels of service.

The 95th percentile queues for the eastbound approach on Ivy Drive would be reduced by 35 feet (about one and a half car lengths) in the a.m. peak hour, but would slightly increase by 11 feet (one-half car length) during the p.m. peak hour.

4.5.6 Willow Road & Newbridge Street

This signalized intersection is anticipated to operate at LOS E during the a.m. and p.m. peak hours under projected long-term future traffic demands. Modifying the signal operation so that the westbound approach of Newbridge Street receives a green signal first would result in an improved operation of LOS D during both the a.m. and p.m. peak hours. This operational change could improve the condition of pedestrian and bicyclist crossing the southern leg during the a.m. peak hour, where their right of way is consistently blocked by aggressively vehicles waiting in the southbound queue.

4.5.7 Willow Road & Middlefield Road

This signalized intersection is anticipated to operate at LOS E during the a.m. and p.m. peak hours under projected long-term future traffic demands. Removal of the westbound (Willow Road) channelized right turn would result in nominal increases in average delay per vehicle and the 95th percentile queue lengths. The tradeoff would be improved pedestrian and bicycle safety by encouraging slower average speeds of westbound right turning vehicles with the removal of the channelized right turn from Willow Road onto Middlefield Road.

4.5.8 Laurel Street & Glenwood Avenue

This unsignalized intersection is anticipated to operate at LOS F during the a.m. peak hour under projected long-term future traffic demands. Converting this location to signalized operation would improve the level of service to LOS B during the a.m. peak hour.

A potential tradeoff is to install a single lane roundabout that further improve traffic operations to LOS B during the a.m. peak hour. A single lane roundabout would involve higher initial construction costs (compared to a traffic signal), potential land acquisition costs, and would require further engineering study to evaluate important elements such as stopping sight distances, fastest path analysis and right of way engineering. However, when compared with a traffic signal, roundabouts are considered to have traffic calming advantages along a corridor, lower long-term electrical and maintenance costs as well as several benefits in regards to safety of all users (includes pedestrians, bicyclist and autos).

A traffic signal installation would require lower initial construction costs, could be implemented more quickly because it would not need additional engineering study and could be constructed within the existing right of way without additional land acquisition.

4.5.9 Santa Cruz Avenue & University Drive (North)

This unsignalized intersection is anticipated to operate at LOS F during both the a.m. and p.m. peak hours under projected long-term future traffic demands. Converting this location to signalized operation would improve the level of service to LOS C during the a.m. peak hour and LOS D for the p.m. peak hour. This improvement would require coordination with the existing signal at Santa Cruz Avenue and University Drive (South), as these two intersections are approximately 150 feet apart.

4.5.10 Santa Cruz Avenue & Orange Avenue-Avy Avenue

This unsignalized intersection is anticipated to operate at LOS F during both the a.m. and p.m. peak hours under projected long-term future traffic demands. Converting this location to signalized operation would improve the level of service to LOS D during both the a.m. and p.m. peak hours.

Full analysis tables are included in Appendix F.

Study Participants and References

Study Participants

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BKF	Brian Scott, PE Jason Mansfield, PE, PMP, LEED AP
Iteris	Rich Shinn David Huynh, PE
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Enviroissues	Katie DeLeuw
Dyett & Bhatia	Rajeev Bhatia, AICP, ASLA Katharine Pan, AICP

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Performance-Based Ranking of Treatment BMPs, California Department of Transportation, Division of Environmental Analysis, 2010

MPA022

Appendix A

Supporting Documents



Memorandum

Date: August 9, 2018
Project: MPA022
To: Ms. Kristiann Choy
Senior Transportation Engineer
City of Menlo Park
From: Mark Spencer
m Spencer@w-trans.com
Subject: Transportation Information Summary Memorandum

W-Trans has been tasked to prepare a citywide transportation information summary as part of the Transportation Master Plan update for Menlo Park to identify the needs, opportunities, and recommendations that are provided within various transportation-related studies. This document is intended to summarize transportation improvements and policies.

Active Transportation

Policy

The following documents provide guidance for improved conditions for active modes in the Menlo Park transportation system. A full list of policies is attached.

Comprehensive Bicycle Development Plan

- Enhance Menlo Park's Bikeway Network utilizing dedicated wayfinding signage.
- Improve roadway and intersection network for bicycle usability and safety.
- Set design standards for developers and ensure that capital improvement projects meet the needs of cyclists.
- Promote cycling as a healthy alternative and encourage employers to provide incentives to encourage ridership.
- Establish regular communication with affected jurisdictions to facilitate regional ridership growth.

ConnectMenlo Circulation Element

- Develop Safe Routes to School program in collaboration with local schools and maintain and create a connected network of bicycle lanes and sidewalks for safe active transportation.
- Establish municipal code requirements for new developments to incorporate safe and attractive facilities.
- Promote non-motorized transportation to reduce greenhouse gas emissions.
- Expand and maintain the citywide bikeway network pursuant to Downtown Specific Plan and Comprehensive Bicycle Development Plan.
- Improve bicycle transit-related amenities for convenient access and storage.
- Maintain and create a connected network of safe, livable sidewalks.

Downtown Vision Plan

- Provide greater east-west connectivity, pedestrian and bicycle railroad over/underpass, El Camino Real crossing.

- Provide integrated pedestrian and bicycle network parallel to El Camino Real and connection between Downtown and the Civic Center.
- Minimize conflict points between vehicular traffic and active modes at intersections.
- Develop strong connections extending from downtown to nearby cities.

Downtown Specific Plan

- Grade separate railroad track crossings near Santa Cruz Ave and Middle Ave.
- Enhance pedestrian facilities, countdown signals, wayfinding signs, high visibility crossings and wider sidewalks.
- Improve connectivity across El Camino Real and widen sidewalks.
- Create Santa Cruz Plaza and Chestnut Street Paseo.
- Improve linkage to Civic Center.

San Mateo County Transportation Plan

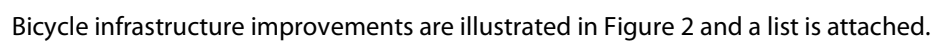
- Provide Grade separation for Caltrain where feasible.
- Work with local agencies to incentivize alternative modes with a focus on first/last mile mode integration.
- Provide integration of bicycle related services and support programs to encourage active modes.
- Support efforts to calm traffic and reduce barriers to bicycle and pedestrian access to enhance travel conditions for active modes.
- Encourage efforts to establish bike-sharing programs and other initiative at local and countywide level.
- Incorporate Complete Streets principals the ensure needs of pedestrian and cyclists are met.

Grand Boulevard Initiative

- Require new developments to improve El Camino Real Streetscape.
- Create space within the right-of-way to promote multi-modal travel, narrow travel lanes.

Bicycle Facilities

Existing and proposed citywide bicycle facilities are illustrated in Figure 1.



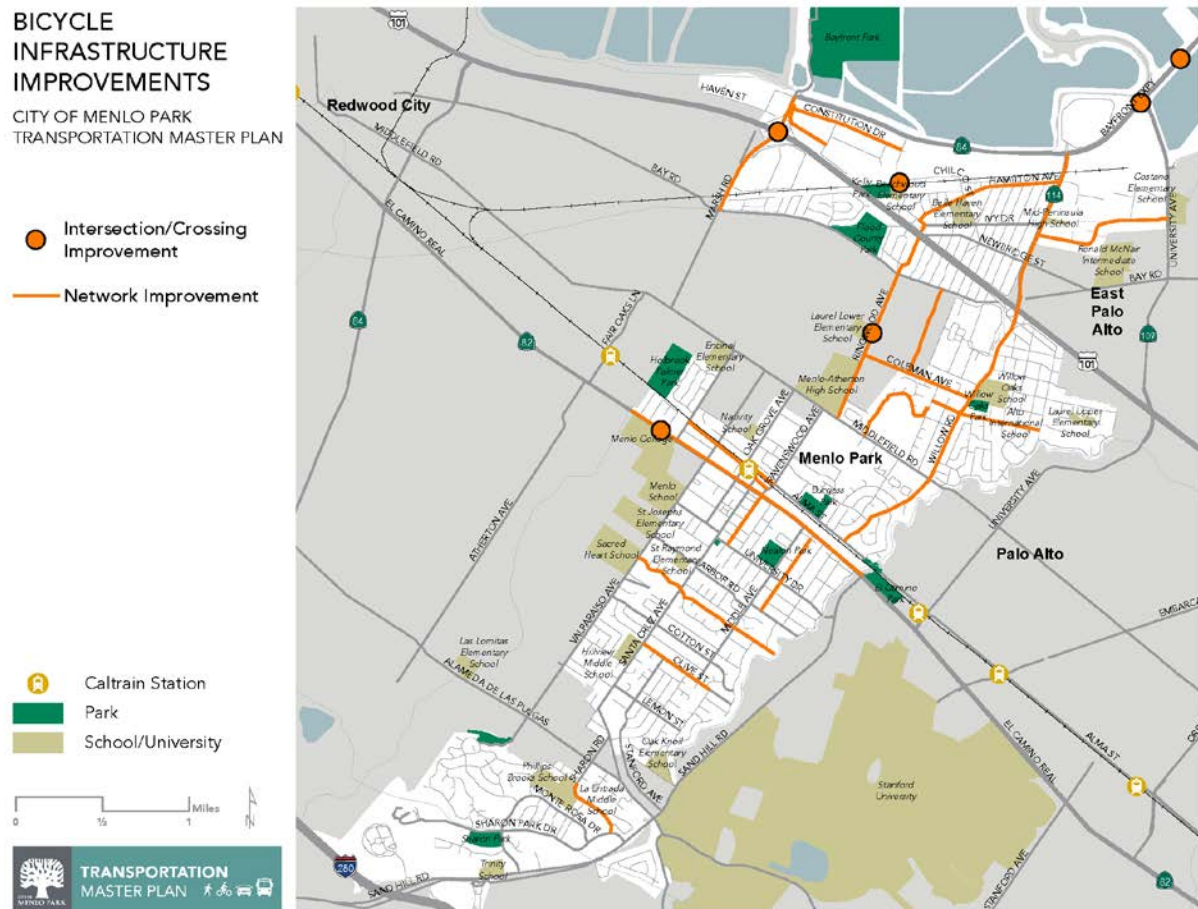


Figure 2: Bicycle infrastructure improvements

Pedestrian Facilities

Existing and planned citywide pedestrian facilities are illustrated in Figure 3 and includes marked pedestrian crossing locations and sidewalks.

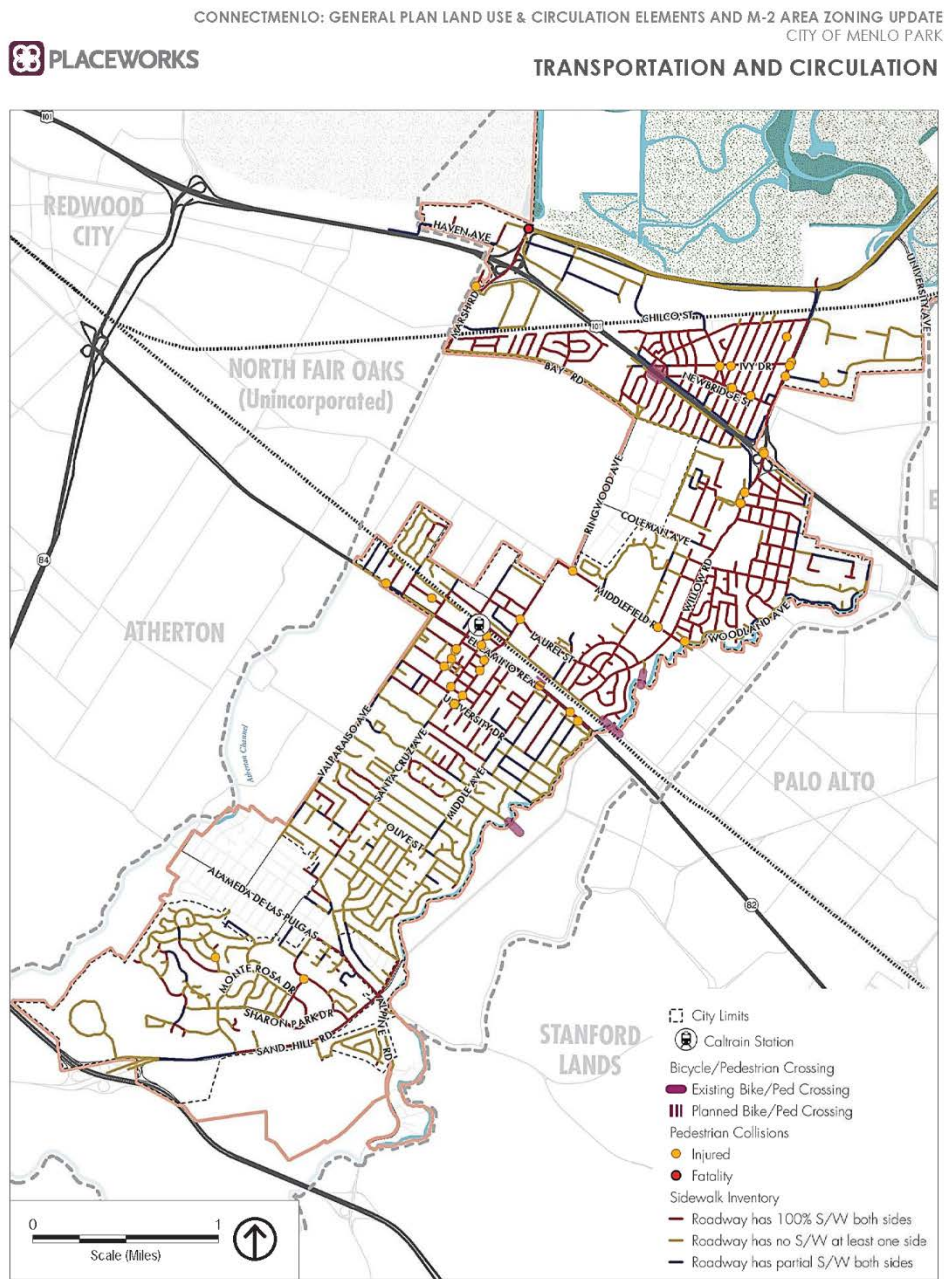





Figure 3: Pedestrian facilities map

The locations of enhanced crossings with Rectangular Rapid Flashing Beacons (RRFB) or other beacons or in-roadway lights are illustrated in Figure 4.

LIGHTED CROSSWALKS

CITY OF MENLO PARK
TRANSPORTATION MASTER PLAN

Type of Crossing

-  City Maintained
Lighted Crosswalk
-  City Maintained RRFB
-  Town of Atherton
Maintained RRFB

-  Caltrain Station
-  Park
-  School/University

0 1/2 1 Miles

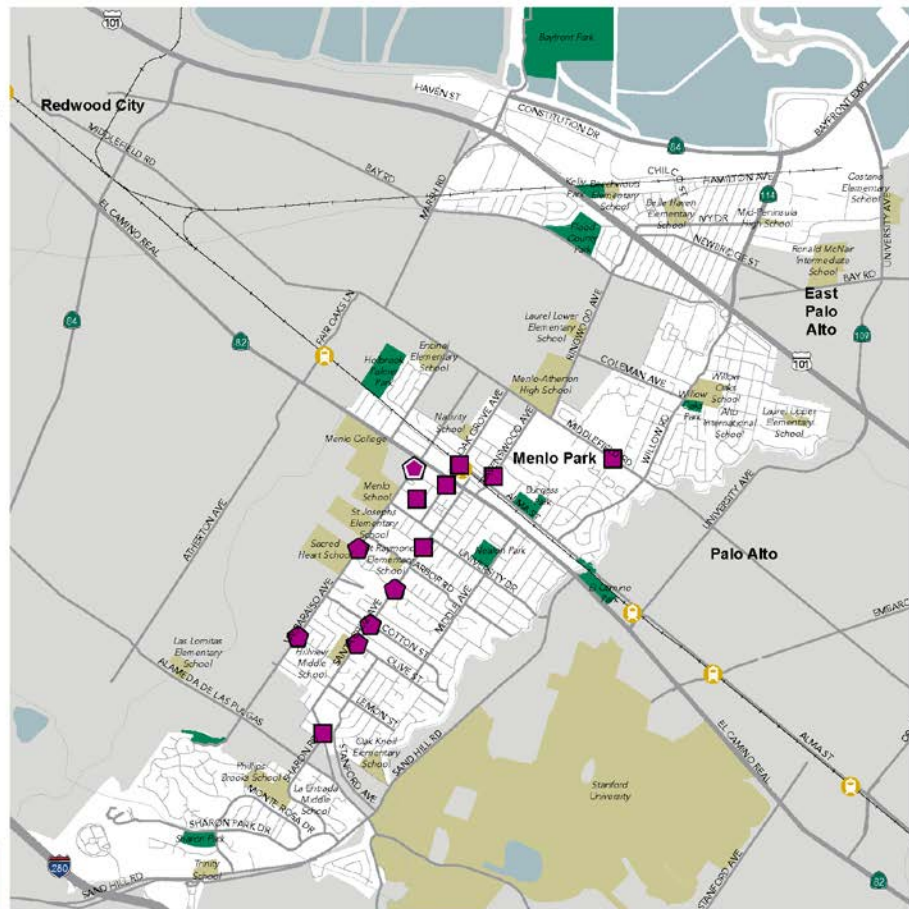


Figure 4: Enhanced crosswalk locations

Bicycle infrastructure improvements are illustrated in Figure 5 and a list is attached.

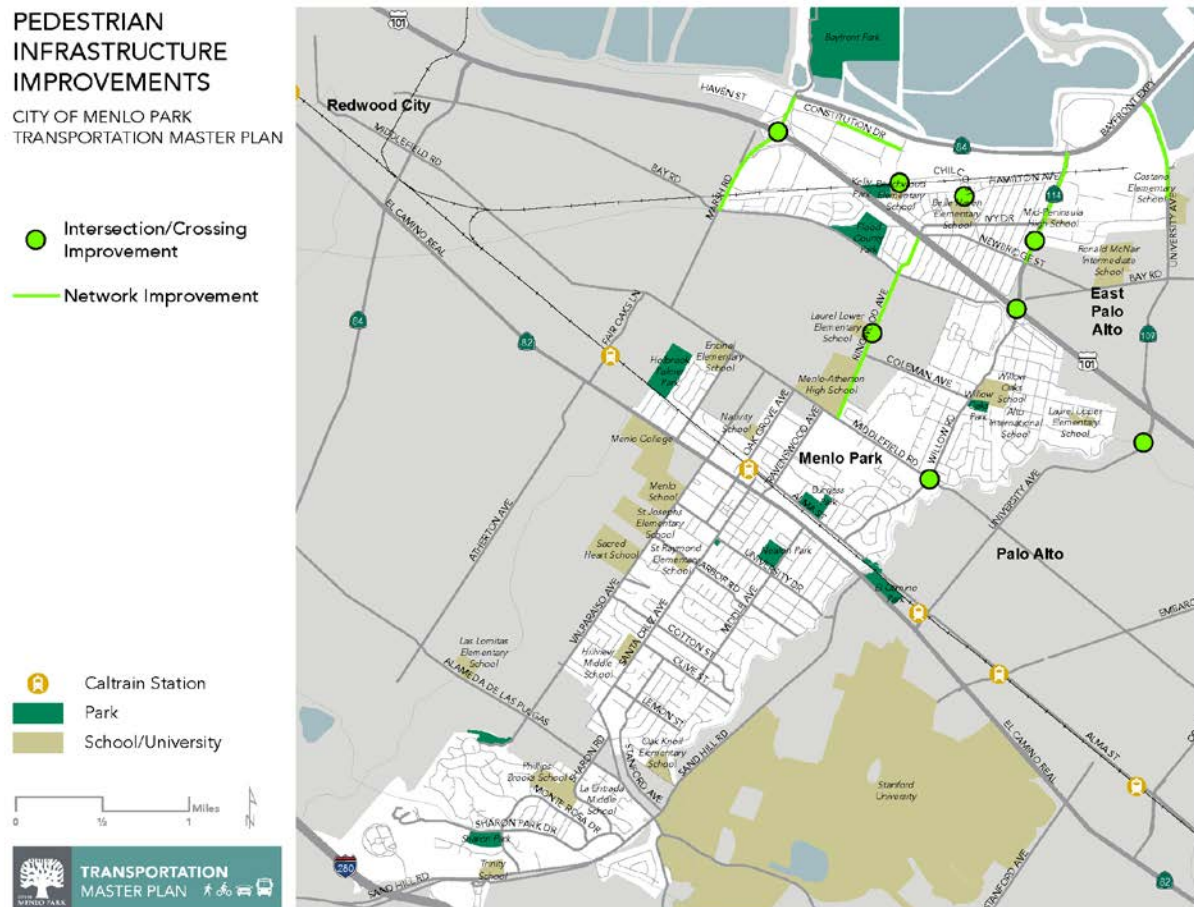


Figure 5: Pedestrian infrastructure improvements

On-Going Projects

- Willows Neighborhood Complete Streets Program
- Chilco Street and Sidewalk Installation
- Santa Cruz Avenue Streetscape Improvements – Downtown Streetscape Improvement Project (Specific Plan)
- Oak Grove, University, Crane Bicycle Improvement Pilot Program
- Sidewalk Repair Program
- El Camino Real Crossing Improvements
- Haven Avenue Streetscape Improvement
- Middle Avenue Caltrain Crossing Study

Complete Streets

Street Classifications

The ConnectMenlo Circulation Element established a new set of guidelines for street classifications, with an emphasis on complete streets. The street classifications are summarized in Table 1.

Table 1 – Description of Street Classifications

Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Freeway/ Expressway	Vehicle: ● Other modes: N/A	<i>Limited access, major regional freeways and expressways that are part of the state and regional network of highways and subject to state design standards.</i>	Bayfront Expressway	Expressway
Boulevard	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Major thoroughfare with higher frequency of transit service and mixed commercial and retail frontages.</i> Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes walking and transit and accommodates regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies. In areas of significant travel mode conflict, bicycle improvements may have lower priority if appropriate parallel corridors exist.	El Camino Real	Primary Arterial
Thoroughfare	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Major thoroughfare, limited mixed commercial frontages.</i> Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies.	Marsh Road, Sand Hill Road	Primary Arterial
Main Street	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>High intensity, pedestrian-oriented retail street.</i> Provides access to all travel modes in support of Downtown, includes on-street parking. Service to pedestrian-oriented retail is of prime importance. Vehicle performance indicators may be lowered to improve the pedestrian experience. Bicycle priority may be lower where appropriate parallel bicycle corridors exist.	Santa Cruz Avenue	Minor Arterial
Avenue – Mixed Use	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Streets with mixed residential and commercial frontages that serve as a main route for multiple modes.</i> Distributes trips to residential and commercial areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.	Willow Road (south of Bay), Middlefield Road	Minor Arterial

Table 1 – Description of Street Classifications

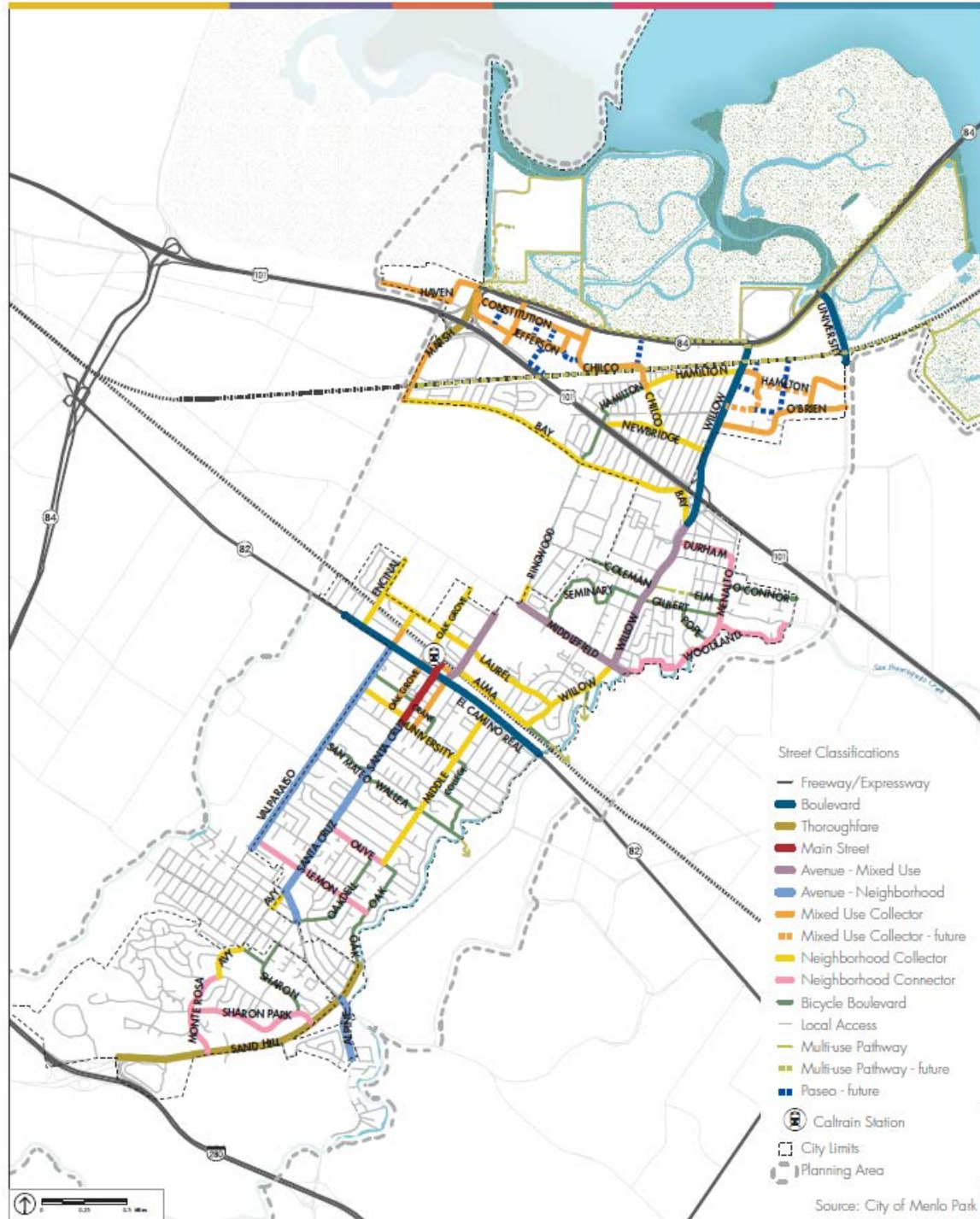
Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Avenue – Neighborhood	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ◐	<i>Streets with residential frontages that serve as a main route for multiple modes.</i> Distributes trips to residential areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.	Santa Cruz Avenue (south of University Drive), Valparaiso Avenue	Minor Arterial
Mixed-Use Collector	Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ◐	<i>Mixed-use street that serves a significant destination.</i> Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas.	Chilco Street (north of rail corridor), O'Brien Drive, Haven Avenue	Collector
Neighborhood Collector	Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ◐	<i>Primarily residential street that serves a significant destination.</i> Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge.	Bay Road, Laurel Street, Hamilton Avenue	Collector
Neighborhood Connector	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ◐	<i>Low-medium volume residential through street.</i> Primarily serves residential neighborhoods. Provides high quality conditions for walking and bicycling and distributes vehicle, pedestrian, and bicycle trips to and from other streets.	Monte Rose Avenue, Woodland Avenue	Local
Bicycle Boulevard	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ◐	<i>Low volume residential street, serving mostly local traffic, connecting key bicycle facilities.</i> Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike.	San Mateo Drive, Hamilton Avenue	Local
Local Access	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ◐	<i>Low volume residential street, serving mostly local traffic.</i> Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike.	San Mateo Drive	Local

Table 1 – Description of Street Classifications

Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Multi-Use Pathway	Bicycle: ● Pedestrian: ● Transit: N/A Vehicle: N/A	<i>Pedestrian and bicycle pathway.</i> Provides priority access to pedestrians and bicycles only, per Caltrans pathway minimum standards. Multi-use pathways feature highquality crossings where they traverse major roadways.	Bay Trail	N/A

● = High Priority ◐ = Medium Priority ○ = Low Priority

Street classifications for the City's roadway network as established in Connect Menlo are shown in Figure 6.

**Figure 6: Street classifications**

Policy

The following documents provide guidance for improved auto transportation conditions within the Menlo Park transportation system. A full list of policies is attached.

Downtown Vision Plan

- Improve vehicle connections across railroad tracks.
- Standardize cross-sections of El Camino Real where feasible for calmer traffic and reduced congestion.

Facebook Campus Expansion

- Provide measures to reduce cut-through traffic in Belle Haven neighborhood.
- Provide multimodal improvements on segments near project site and impacted segments.

ConnectMenlo Circulation Element

- Measure travel patterns bi-annually to evaluate circulation system efficiency, collaborate with Caltrans and regional transportation organizations.
- Accommodate all modes, plan and design to meet needs of all travel modes.
- Discourage use of city streets as alternative routes, maintaining classification standards and target design speeds, prioritizing quality of life in Menlo Park's residential neighborhoods.
- Work with Caltrans to ensure state controlled signals utilize modern technology and meet performance standards and investigate Caltrans relinquishment of city intersection and segment control.
- Maintain and develop TIA guidelines, TDM goals and metrics, and Design Standards inventory, assure compliance with state codes and use of VMT standard assessment.
- Maintain LOS D or better at all non-exempt intersections.

Grand Boulevard Initiative

- Explore flexible multimodal LOS policies.
- Evaluate intersections relative to full range of travel modes, utilizing a design vehicle that supports multimodal travel through intersections.
- Consider multiuse of designated travel lanes.

Peninsula Gateway Study

- Facilitate access to communities while reducing local impact due to commuting traffic.
- Improve connections between US 101 and Dumbarton Bridge and freeway access.
- Improve local access across US 101.
- Improve traffic management and accommodate impacts of major developments.

Plan Bay Area

- Reduce operations and maintenance cost due to pavement conditions.

San Mateo County Transportation Plan

- Increase roadway system connectivity and improve design where current geometric design is contributing to collisions and conflicts.
- Consider use of roundabout where appropriate.
- Develop more complete system of managed lanes to incentivize ridesharing and transit use.

- Invest in enhanced traffic signal systems and traffic detection systems to support initiative such as the Smart Corridor Project.
- Support employer trip reduction initiatives like shuttles, telecommute programs, and other incentive programs.

Dumbarton Transportation Corridor Study

- Enhance incident management through use of CCTV and dedicated freeway service patrol vehicles.
- Consider dedicated lanes for high-capacity autonomous vehicles.
- Pursue active transportation management strategies to include queue warnings, speed harmonization, and lane control signals to improve traffic flow.

Automobile Facilities

Automobile infrastructure improvements are illustrated in Figure 7 and a list is attached.

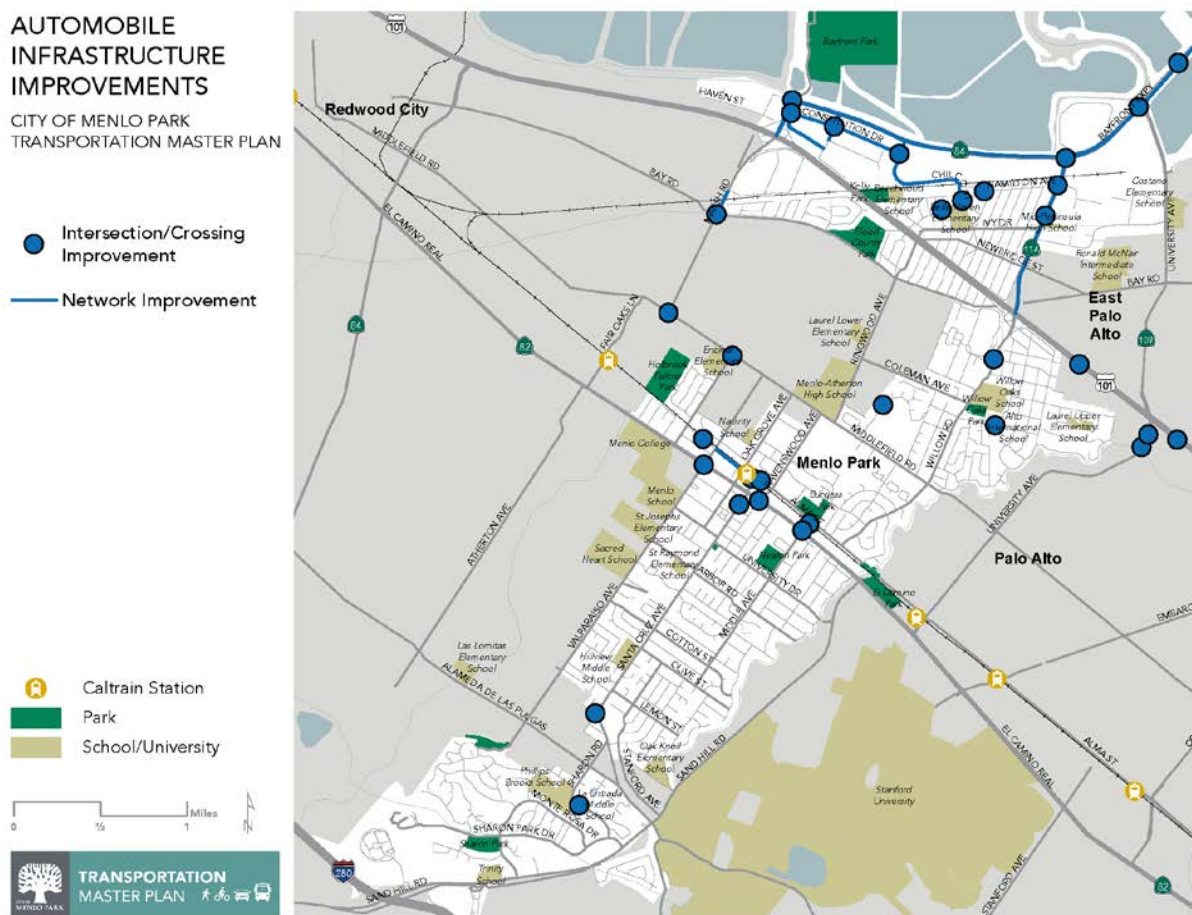


Figure 7: Automobile infrastructure improvements

Traffic Volumes

The citywide model used for traffic analysis for ConnectMenlo was created in the Vistro software package by PTV. An assessment was completed to compare traffic volumes used for the previously completed Existing Conditions analysis for ConnectMenlo, which were collected in 2014, to citywide traffic volumes collected in 2017. Generally, it was found that traffic volumes were shown to have gone down at intersections under deficient operation. It can be inferred that at these locations, the traffic volumes that were counted having gone through the intersection did indeed go down, but that those volumes do not represent the actual demand volumes of the intersection. This occurs at locations where traffic flow is under saturated conditions, where the demand flow is not met with sufficient capacity, or the number of vehicles that want to travel through the intersection is not served.

Traffic Circulation

Trip distribution for the City was established in the 2004 Circulation System Assessment (CSA) and is attached. Following describes a comparison between the distribution percentages that were determined for the 2004 CSA and the updated trip distribution that was determined using the most recent model update for Menlo Park that was developed and used in the traffic analysis for Connect Menlo.

New trip distribution percentages to be determined and compared. A summary will appear here.

Traffic Operations

Existing and Future (with the ConnectMenlo project) traffic operations were evaluated in the transportation section of the ConnectMenlo EIR. Figure 8 and Figure 9 depict existing and future traffic operations at the evaluated intersections.

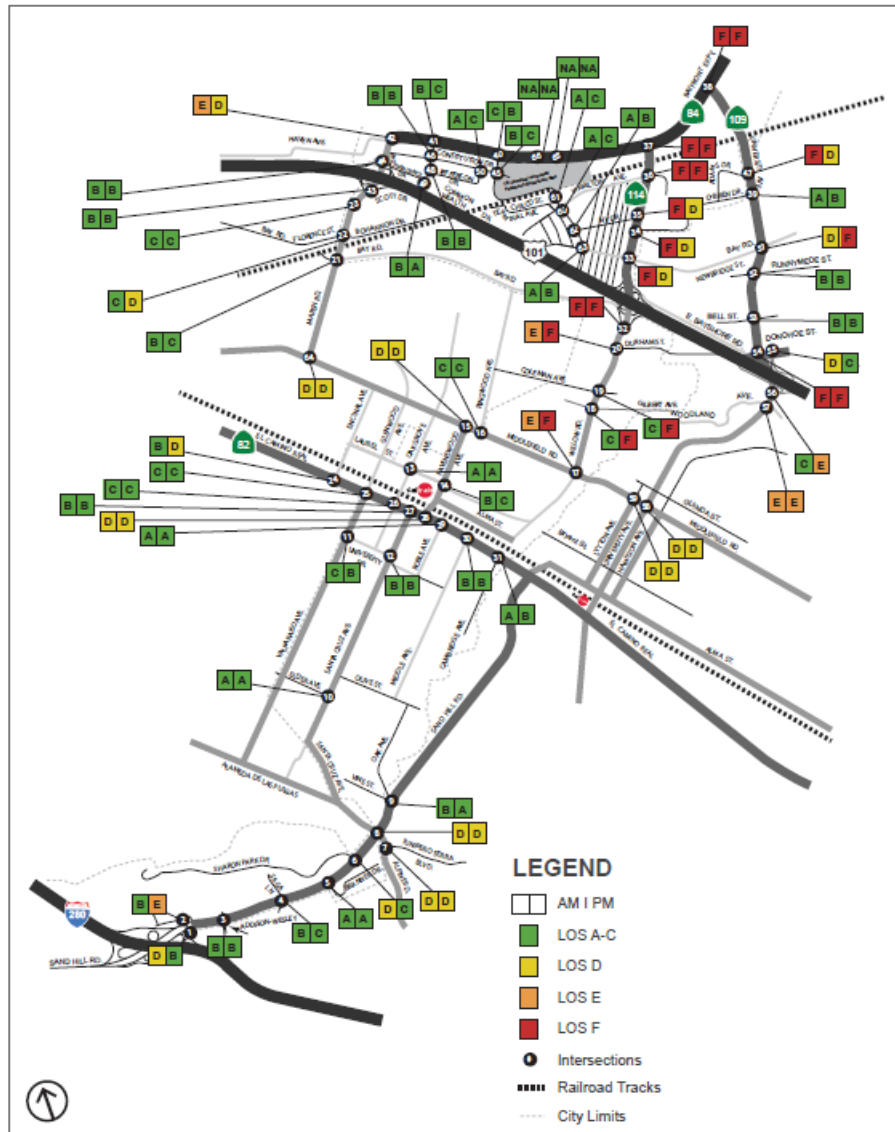


Figure 8: Existing level of service (LOS) operations

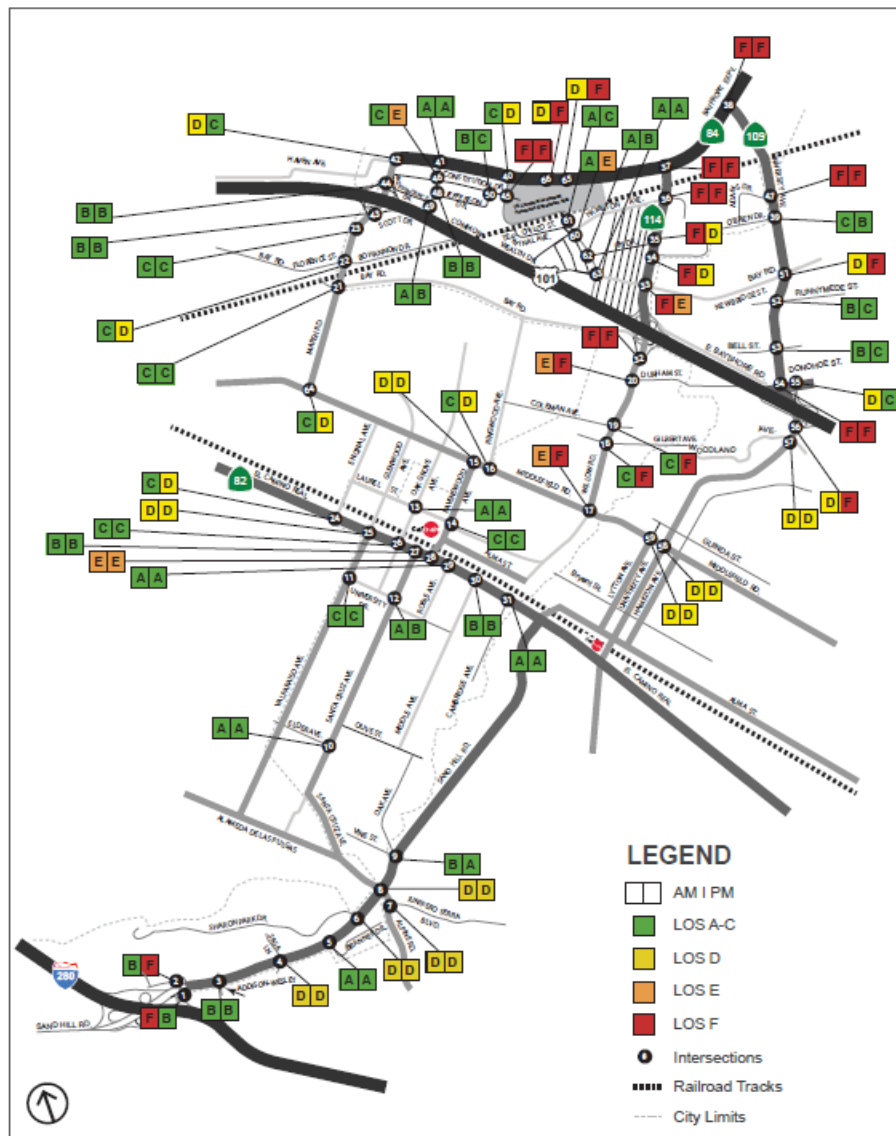


Figure 9: Future (2040) level of service (LOS) operations

Parking Policy

The following documents provide guidance for improved parking conditions in the Menlo Park transportation system. A full list of policies and improvements are provided in Appendix X.

Downtown Vision Plan

- Construct subterranean parking facilities.
- Redesign parking plazas to facilitate pedestrian activity, include plaza-facing storefronts and articulated walkways and landscaping.
- Develop a "Park Once" strategy.
- Balance parking pricing and limits to fit the needs of short-term and long-term users.

ConnectMenlo Circulation Element

- Ensure new developments provide appropriate parking facilities consistent with diverse users' needs.
- Ensure new and existing off-street parking is used efficiently through shared parking agreements and support "Park Once" methodology in mixed use areas.
- Improve access to Caltrain while providing adequate parking.
- Explore adoption of parking in-lieu fees.

Grand Boulevard Initiative

- Explore alternatives to on-street parking.
- Incrementally reduce off-street parking requirements.

Plan Bay Area

- Implement parking management programs, such as parking cash-out, priority parking for carpools and vanpools.

San Mateo County Transportation Plan

- Encourage adoption of parking reforms to reduce parking requirements for residential and commercial land uses and increase use of shared parking.
- Support comprehensive parking management programs to fully utilize parking resources.
- Explore additional opportunities to support travel by all modes through park-and-ride facilities.
- Promote "right-sized" parking provision for private autos at transit stations so that there is sufficient parking for patrons. Price accordingly.
- Discourage construction of parking structures with access that disrupts pedestrian use and creates "dead space".
- Foster implementation of use of "smart" metering.
- Encourage installation of charging stations and dedicated spaces for shared mobility programs.
- Promote the San Mateo County "Green Streets and Parking Lots Program" approach of using swales, permeable pavements, "rain gardens," and landscaping to capture storm water runoff, enhance aesthetics, and mitigate the urban and suburban "heat island" effect.

Parking

Existing parking in the Downtown area is illustrated in Figure 10.

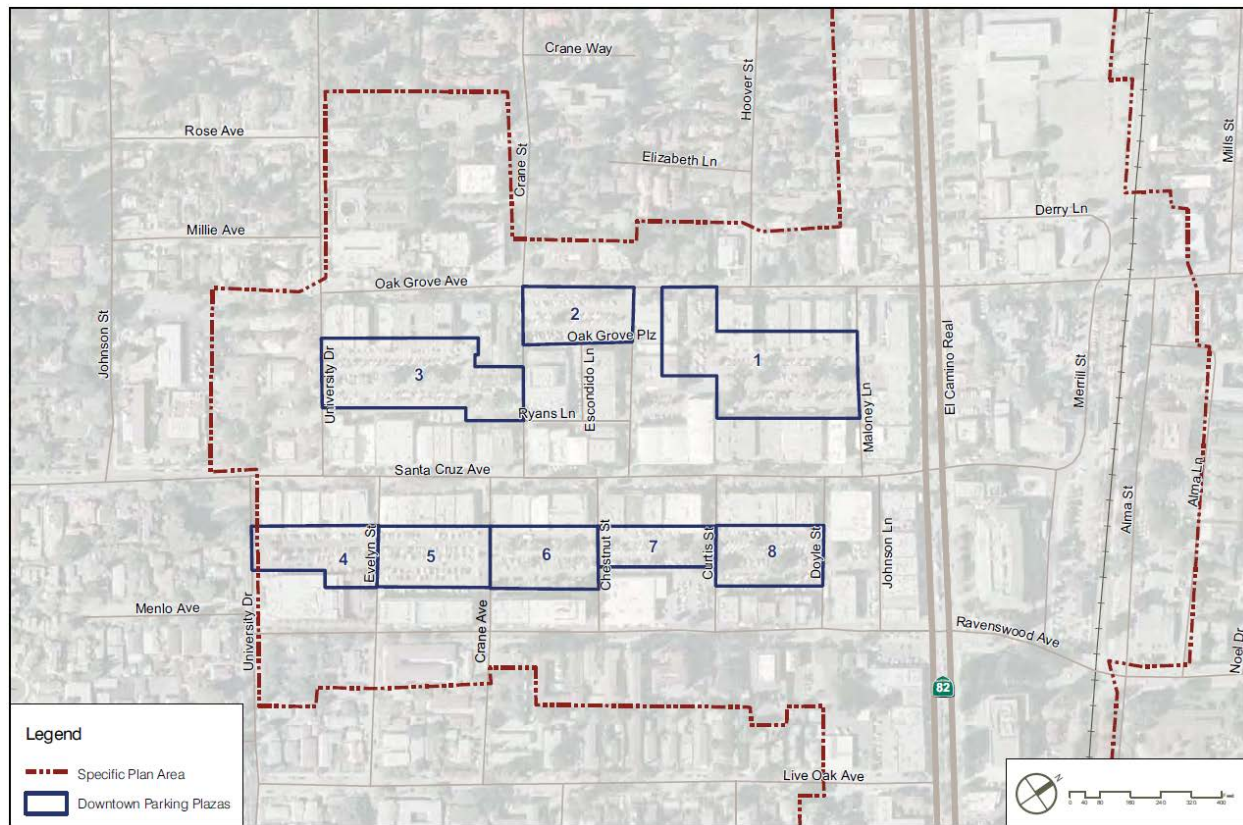


Figure 10: Downtown existing parking areas

Existing and future downtown parking supply was determined in the Menlo Park El Camino Real and Downtown Specific Plan. As summarized in Table 2, parking would be increased through the construction of two parking garages, while other streetscape improvements would result in the loss of some on-street parking.

Table 2 – Existing and Future Downtown Parking Supply

Parking Location	Existing Supply	Specific Plan Change	Change in Spaces	Future Supply
<u>Parking Plazas</u>				
Parking Plaza 1	249	Added Parking Garage	446	695
Parking Plaza 2	95	Added Parking Garage and Pocket Park	155	250
Parking Plaza 3	212	Added Parking Garage and Pocket Park	438	650
Parking Plaza 4	105	Pedestrian Link	-19	86
Parking Plaza 5	150	Pedestrian Link	-16	134
Parking Plaza 6	136	Pedestrian Link, Market Place	-32	104
Parking Plaza 7	94	Pedestrian Link, Market Place	-36	58
Parking Plaza 8	145	Pedestrian Link	-7	138
Total	1,186		929	2,115
Total with 2 Parking Garages	1,186		483 - 774	1,669 - 1,960
<u>On-Street Spaces</u>				
Santa Cruz Avenue	116	Sidewalk Widening	-48	68
Chestnut Street North	26	Sidewalk Widening	-11	15
Chestnut Street South	17	Chestnut Paseo	-11	6
Oak Grove Avenue	80	Added Bike Lanes	-35	45
Other Streets	170	No Change	0	170
Total	409		-105	304
Downtown Core Area Total	1,595		824	2419
Total with 2 Parking Garages	1,595		378 - 669	1,973 - 2,264

Truck Routes

Existing truck routes that have been designated in the City are shown in Figure 11.

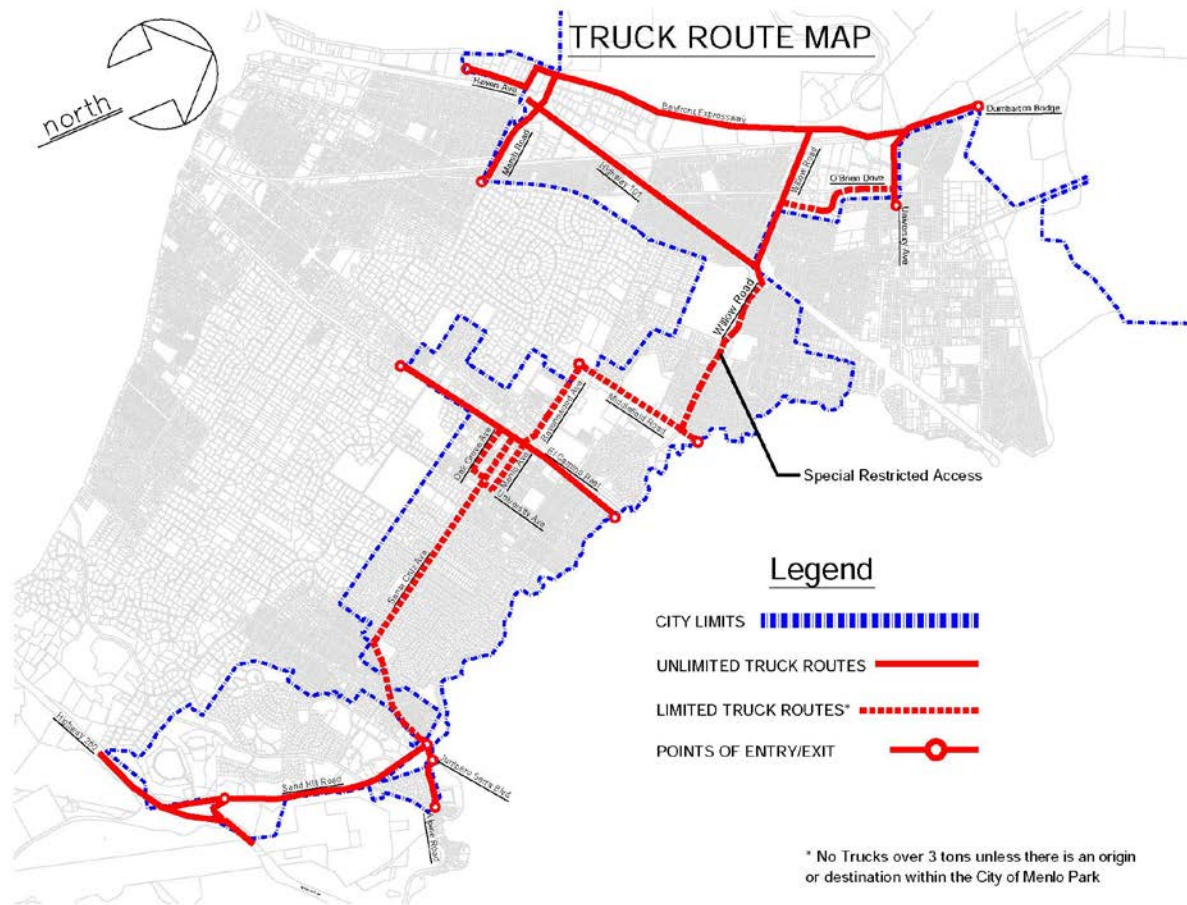


Figure 11: Truck route map

Emergency Response

Designated emergency response routes are shown in Figure 12.

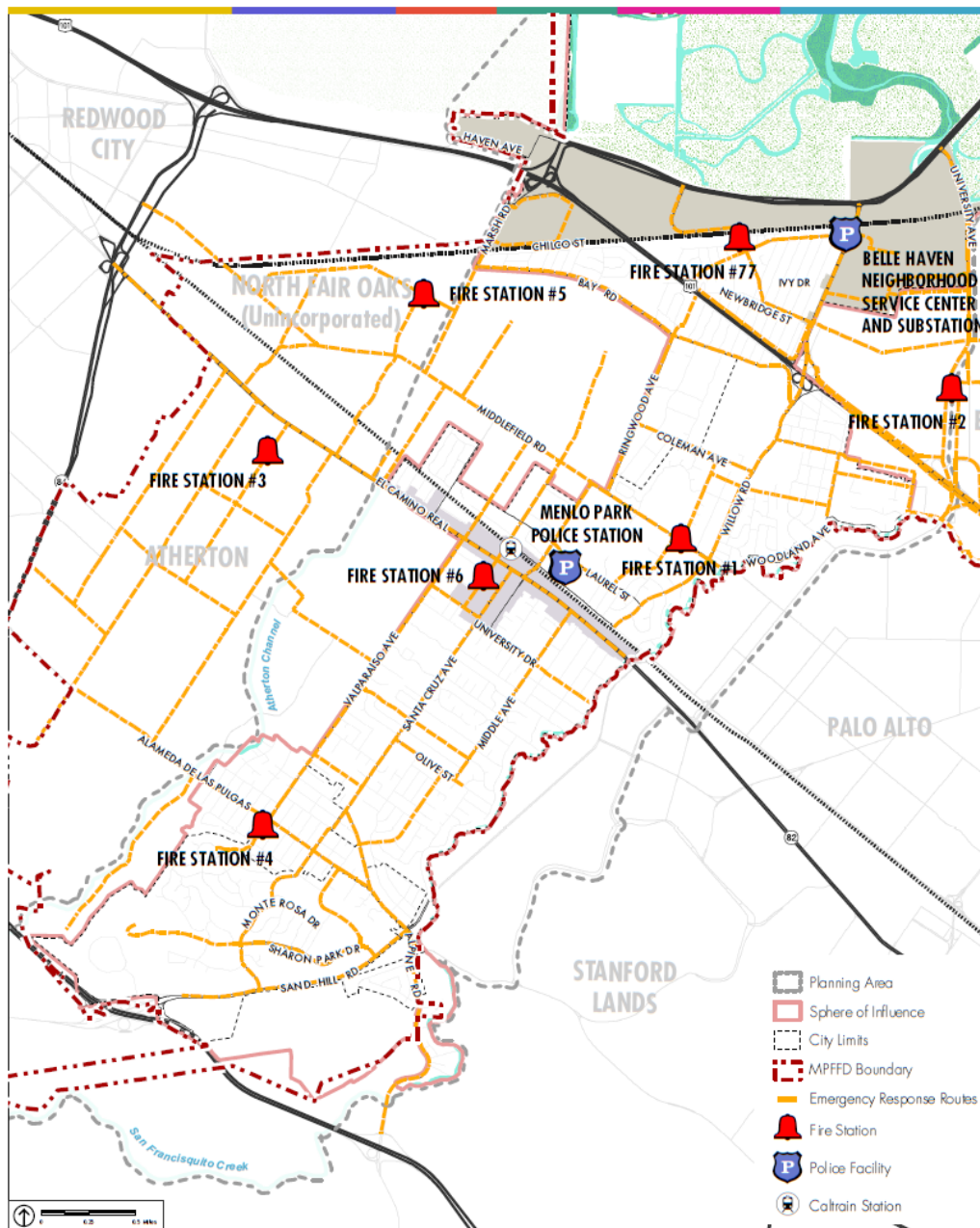


Figure 12: Emergency response routes

On-Going Projects

- Street Resurfacing
- Ravenswood Avenue/Caltrain Grade Separation
- Willow Road Transportation Study
- Willow/U.S. 101 Interchange Reconstruction
- Downtown Parking Structure Study

- Overnight Parking App

Transit

Policy

The following documents provide guidance for improved transit conditions in the Menlo Park transportation system. A full list of policies is attached.

Downtown Vision Plan

- Establish independent shuttle bus in Menlo Park with a downtown hub.
- Increase Caltrain service at Menlo Park station

ConnectMenlo Circulation Element

- Identify and support low-income and transit-dependent neighborhoods.
- Promote clustering of activity centers and encourage increased transit ridership to commercial destinations, school, and public facilities.
- Improve rail facilities and service in coordination with Caltrain and work to reactivate Dumbarton Rail.
- Work with appropriate agencies to invest in short and long term transit goals and coordinate Transportation Demand Management efforts with county agencies.
- Develop employer incentive programs and standards for trip reduction goals.

Downtown Specific plan

- Accommodate future transit infrastructure growth (e.g. BRT) serving travelers along El Camino Real.
- Increase shuttle services to employment centers for better east-west connectivity.
- Continue employer-sponsored programs to encourage transit use.

Grand Boulevard Initiative

- Support plans for BRT and enhanced transit.
- Plan for TOD schedules around transit stations with increased density.
- Explore multi-use of transit lanes.

Plan Bay Area

- Implement supporting infrastructure and Automated Transit Signal Priority to support express rapid bus service along El Camino Real.
- Reduce rider delay due to aged infrastructure.

San Mateo County Transportation Plan

- Develop more complete system of managed lanes for increased transit operating speeds and ridesharing.
- Grade separate Caltrain.
- Collaborate with local agencies and transit operators to ensure easy access to transit service stations for seamless transitions for pedestrian use.
- Provide coordinated transit service with the countywide transit system to improve system efficiency with low cost operations improvements.
- Explore needs of diverse user base for transit information and amenities.
- Support deployment of ITS systems and the Smart Corridor project to provide transit priority and complete real time information.

Dumbarton Transportation Corridor Study

- Add bus routes across Dumbarton Bridge.
- Increase frequency of bus service and provide last mile solutions.
- Consider dedicated lanes for high-capacity autonomous vehicles and use of autonomous vehicles for last-mile solutions.

Transit Facilities

Existing and proposed transit infrastructure are depicted in Figure 13.

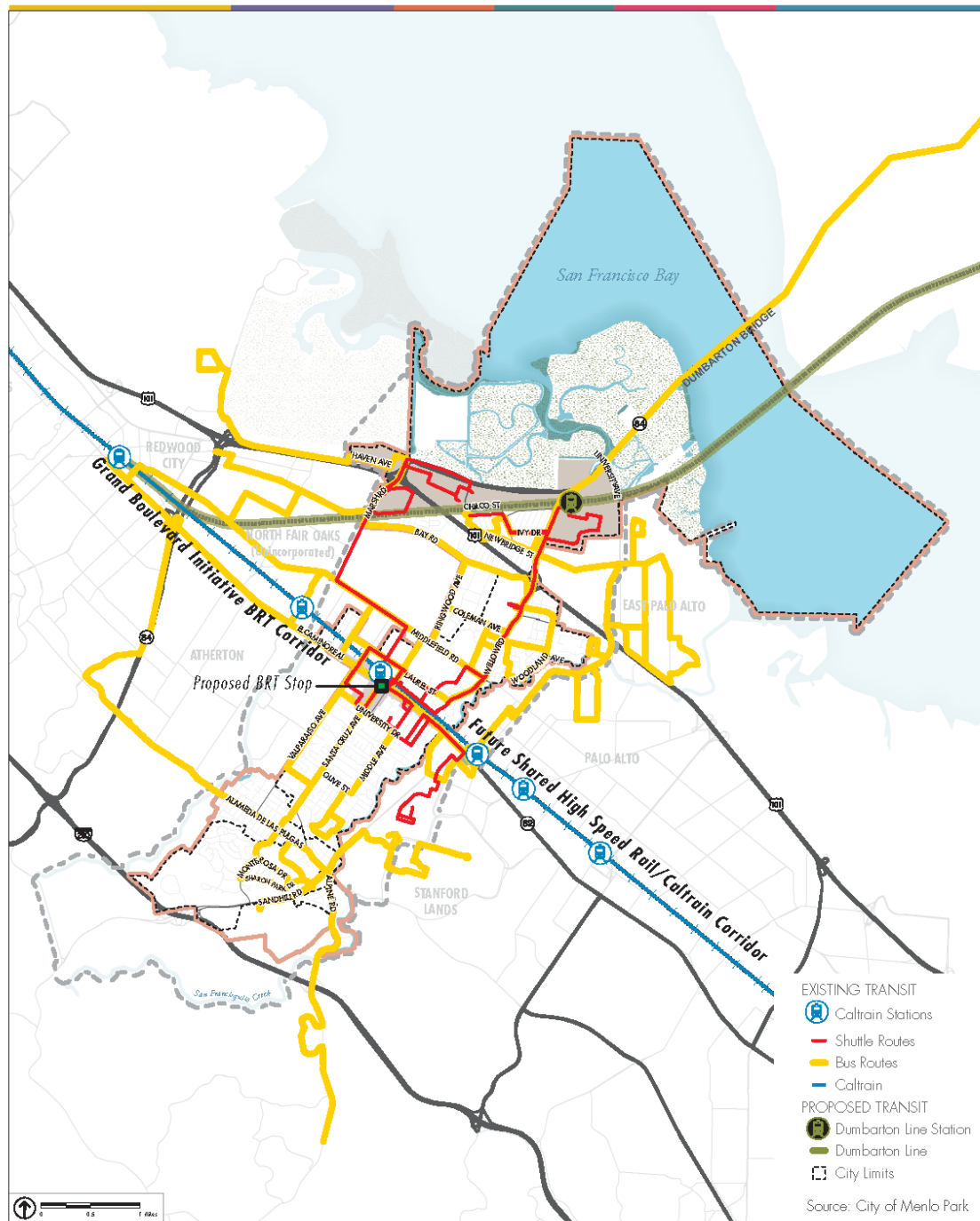


Figure 13: Existing and proposed transit infrastructure

On-Going Projects

- Transit Improvement Program
- Dumbarton Rail Corridor Planning Support

Safety

Policy

The following documents provide guidance for improved safety in the Menlo Park transportation system. A full list of policies is attached.

ConnectMenlo Circulation Element

- Embrace Vision Zero using data-driven finding and stricter enforcement programs to improve safety and reduce transportation fatalities by 50% by 2040.
- Coordinate and collaborate with Emergency Response Services to equip system with preemptive traffic signal devices as well as establishing circulation standards and adoption of new standard and alternative response routes to assure high quality service.
- Develop Safe Routes to School program and maintain and create a connected network of bicycle lanes and sidewalks for safe active transportation.

Collision History

Reported citywide collisions for July 2012 to June 2017 were obtained from Menlo Park Police Department and California Highway Patrol. The following figures illustrate collisions in Menlo Park and are categorized as: all collisions, fatal collisions, injury collisions, bicycle collisions, and pedestrian collisions. A complete listing of the reported collisions used in the analysis is attached.

Collisions that occurred within the five-year period are shown in Figure 14.

SAFETY ANALYSIS

CITY OF MENLO PARK
TRANSPORTATION MASTER PLAN

Number of Collisions
from July 2012 to June 2017

- 1
- 2 - 5
- 6 - 10
- 11 - 25
- 26 - 98

- Caltrain Station
- Park
- School/University

Data source: Menlo Park Police Department,
California Highway Patrol

0 1/2 1 Miles



Figure 14: All collisions

Fatal collisions that occurred within the five-year period are illustrated in Figure 15.

SAFETY ANALYSIS

CITY OF MENLO PARK
TRANSPORTATION MASTER PLAN



Fatal Collision
from July 2012
to June 2017



Caltrain Station



Park



School/University

Data source: Menlo Park Police Department,
California Highway Patrol



TRANSPORTATION
MASTER PLAN

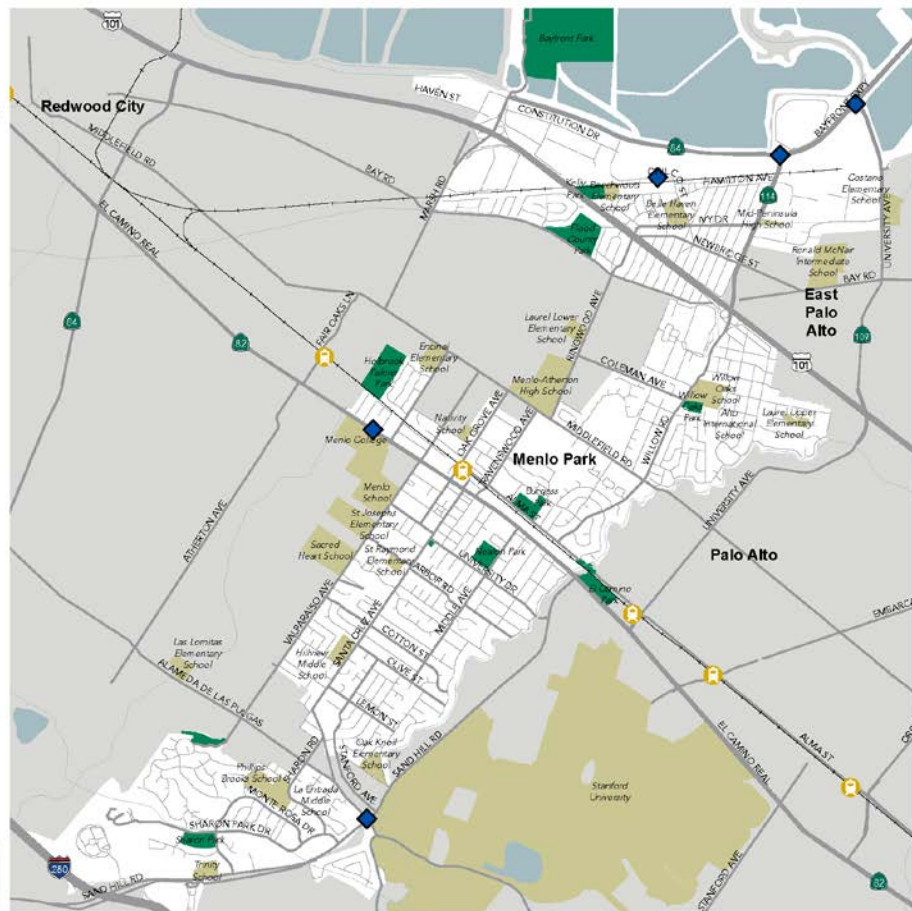


Figure 15: Fatal collisions

Injury collisions that occurred within the five-year period are shown in Figure 16.


SAFETY ANALYSIS

CITY OF MENLO PARK
TRANSPORTATION MASTER PLAN

Injury Collisions

from July 2012 to June 2017

- 1
- 2 - 5
- 6 - 10
- 11 - 25
- 26 - 42

-  Caltrain Station
-  Park
-  School/University

Data source: Menlo Park Police Department,
California Highway Patrol

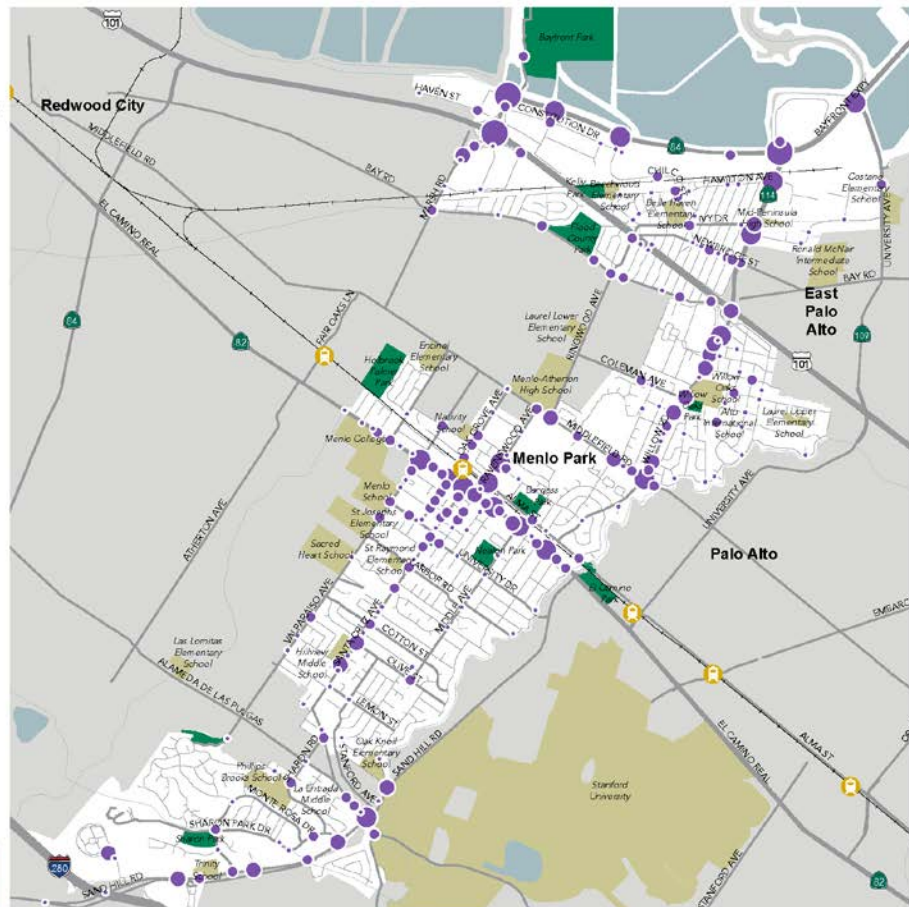


Figure 16: Injury collisions

Collisions that involved bicycles that occurred within the five-year period are illustrated in Figure 17.

SAFETY ANALYSIS

CITY OF MENLO PARK
TRANSPORTATION MASTER PLAN

Bicycle Collisions

from July 2012 to June 2016

- 1
- 2
- 3 - 4
- 5 - 6

-  Caltrain Station
-  Park
-  School/University

Data source: Menlo Park Police Department,
California Highway Patrol

0 1/2 1 Miles

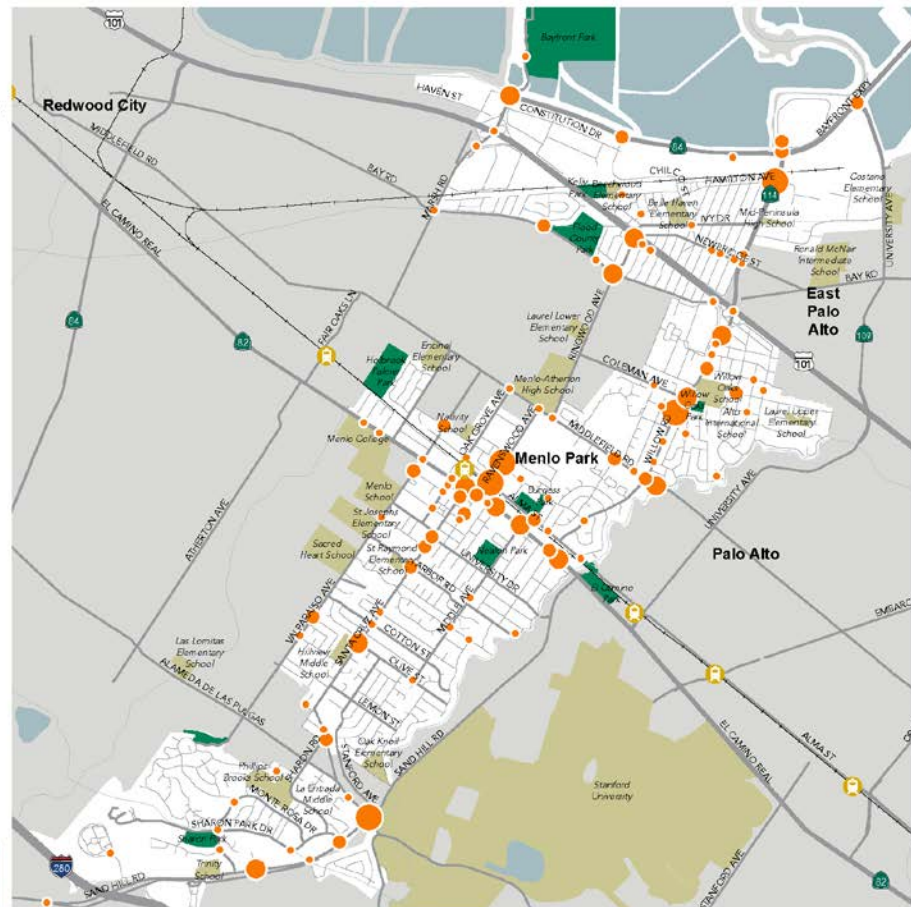


Figure 17: Bicycle-related collisions

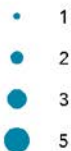
Collisions that were pedestrian-related and occurred within the five-year period are shown in Figure 18.

SAFETY ANALYSIS

CITY OF MENLO PARK
TRANSPORTATION MASTER PLAN

Pedestrian Collisions

from July 2012 to June 2016



Data source: Menlo Park Police Department,
California Highway Patrol

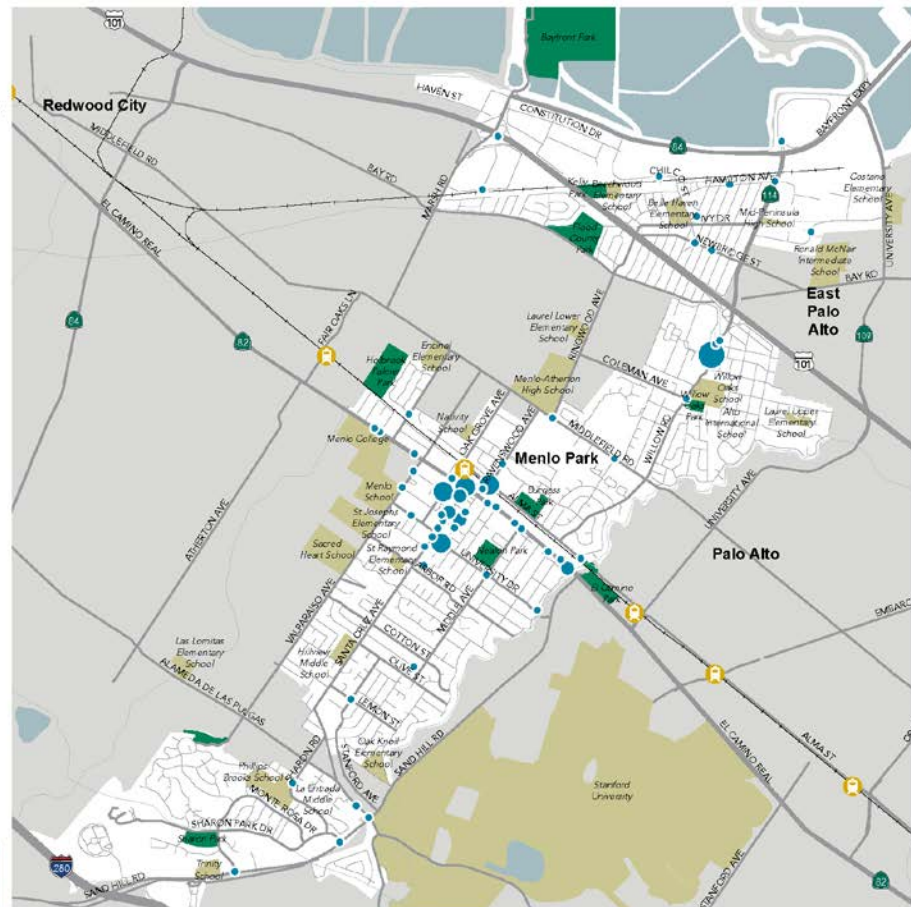


Figure 18: Pedestrian-related collisions

On-Going Projects

- Willows Neighborhood Complete Streets Program

School Attendance Boundaries

School districts and attendance boundaries are depicted in Figure 19. This information has been included to provide a sense of facilities that should be explored as part of the TMP to complement Safe Routes to School efforts.

SCHOOL DISTRICTS & ATTENDANCE BOUNDARIES

CITY OF MENLO PARK
TRANSPORTATION MASTER PLAN

School District Boundaries

- Menlo Park City School District
- Las Lomas School District
- Ravenswood City School District
- Redwood City Elementary School District

The black lines intersecting the Menlo Park City School District indicate public elementary school attendance boundaries. All 6-8th grade public school students in the Menlo Park City School District attend Hillview Middle School.

The Menlo Park city boundary extends into the Las Lomas School District, the Ravenswood City School District, and the Redwood City School District. Each of these districts has their own elementary and middle school attendance boundaries.

All public high school students within the City of Menlo Park are served by the Sequoia Union High School District. Most public high students who live within the Menlo Park city boundary attend Menlo-Atherton High School.

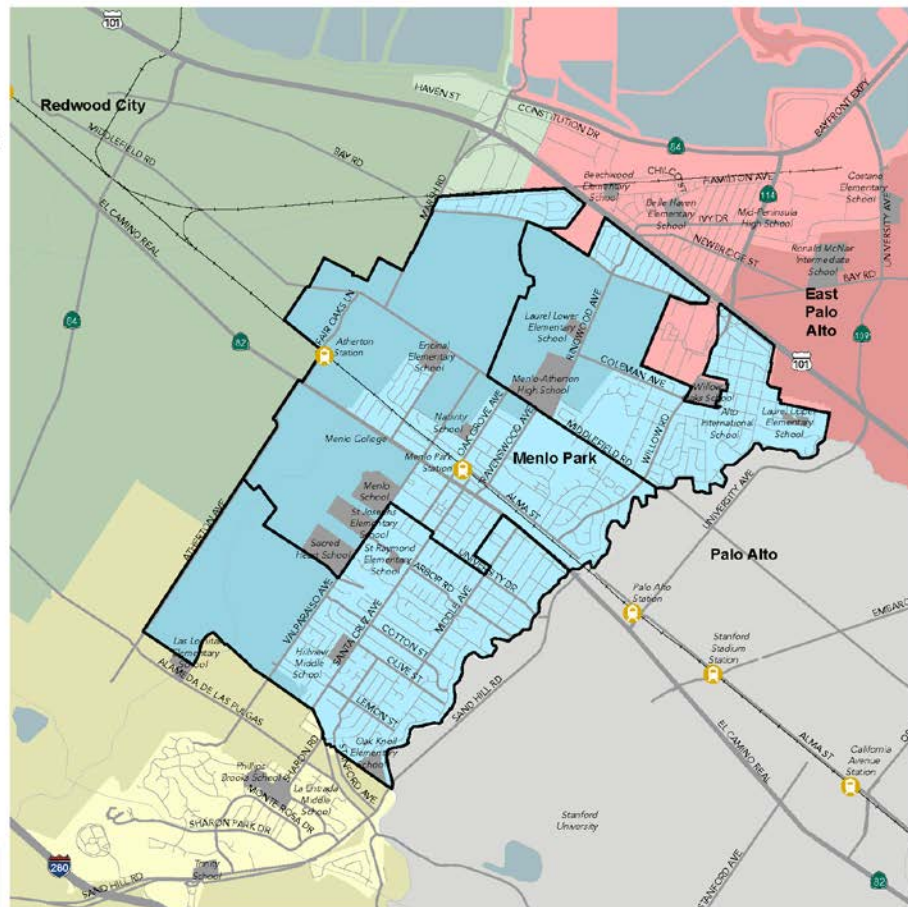
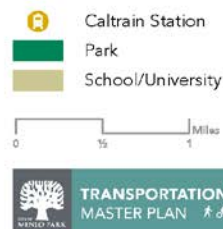


Figure 19: School districts and attendance boundaries

MES/sab/MPA022.M4

Attachments:

- List of Policies
- 2004 CSA Trip Distribution
- 2017 Trip Distribution Update
- Citywide Collision Data
- Bicycle Improvements
- Pedestrian Improvements
- Automobile Improvements



Memorandum

Date: December 4, 2017

Project: MPA022

To: Ms. Kristiann Choy
Senior Transportation Engineer
City of Menlo Park

From: Mark Spencer
mspencer@w-trans.com

Subject: Community Engagement: Defining the Vision and Goals Memorandum

W-Trans has been tasked to complete two phases of public engagement as part of the Transportation Master Plan (TMP) project. Phase I of the public engagement process intended to define the vision and goals of the community, through a series of outreach events and community engagement tools, in order to solicit feedback from City residents, business owners, and other stakeholders in the following areas:

- opportunities and challenges with the existing transportation system;
- their vision for Menlo Park's near- and long-term transportation system, and;
- specific policies, goals, or actions they would like to see advanced through the TMP.

Community engagement was conducted through the following activities, and are described in further detail within this memorandum:

- Online Engagement
- Block Party
- Music in the Park
- Walking Workshops

Online Engagement

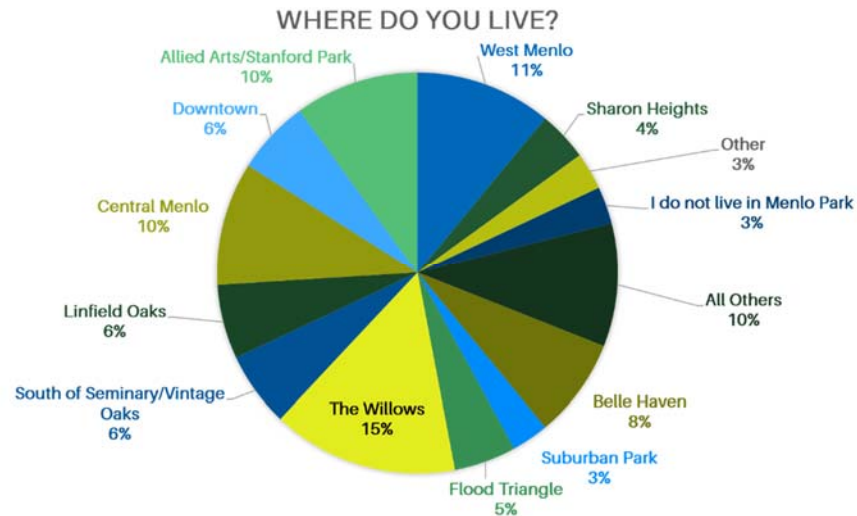
W-Trans worked with subconsultant Envirolssues to develop an online "open house", which solicited feedback on ideas, priorities, and vision relating to transportation within Menlo Park. The online open house was hosted from August 8 to September 30, 2017 and allowed anyone to respond. These stakeholders were asked to reflect and comment on the current state of transportation conditions in Menlo Park. The following summarizes the results from the online open house, and the full summary of the online engagement effort is attached.

Site analytics indicate that there were 1,177 sessions, with 812 unique users that visited the website.

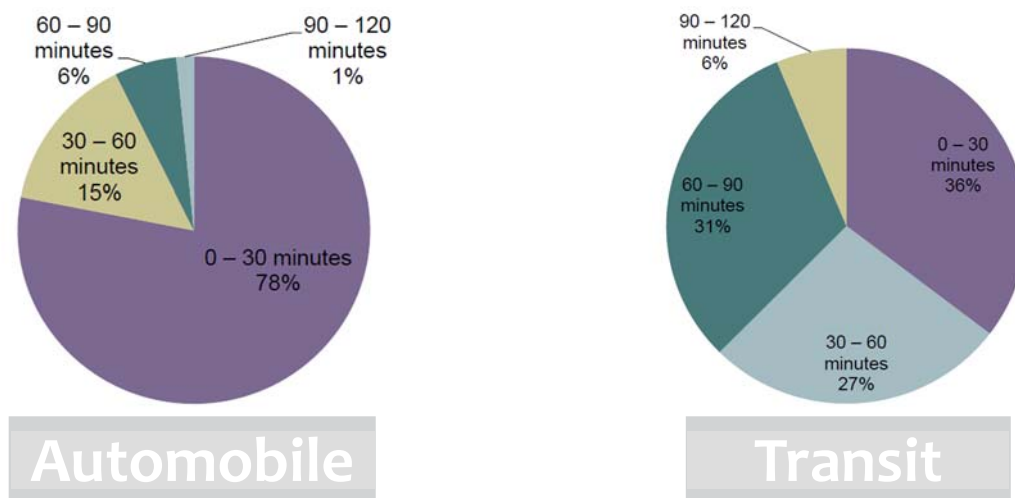
Responding stakeholders indicated the following (more than one representation could be selected):

- 86.8 percent residents
- 22.7 percent employed in the City
- 6.6 percent business owners
- 20.5 percent go to school or have children that go to school in Menlo Park

Respondents indicated where they live, whether in Menlo Park or outside of the City. Based on responses, a seemingly cross-section of residents participated in the online survey. Other and All Others live in Menlo Park but did not designate a neighborhood.



As shown in the figure below, door-to-door commute travel times were reported for those travelling via automobile and transit. The travel times are indicative that those who are commuting via automobile that live in the City either also work in the City, or work in a nearby City on the Peninsula. Transit users are split fairly evenly, and are likely headed toward, or from, other parts of the Peninsula, San Jose, or San Francisco.



Respondents ranked the importance of transportation improvements, and the list below was determined based on the weighted ranking of choices by respondents. This is indicative that a focus on connected active mode infrastructure should be prioritized, while balancing the need to address vehicle congestion.

1. Safer bike and pedestrian crossings
2. Reduced delays and travel time
3. Safe and convenient bicycle connectivity

4. Minimizing cut-through traffic on residential streets
5. Better regional transit service connectivity with other providers (Caltrain, SamTrans)
6. Increased local transit service (Menlo Park shuttle service)

The following sections summarize the events attended and feedback obtained at each. This information will be used to develop improvement recommendations, program strategies, and next steps in the TMP development process.

Block Party

W-Trans, along with City staff, and subconsultant Dyett & Bhatia, attended the Menlo Park Block Party, which was held on August 16, 2017. The event is held annually, and this year's theme was focused on transportation, which drew an audience with interest in the topic and potential engagement on the TMP. At the event, a booth was set up with the intent to inform the TMP planning process and provide opportunities to participate while also gathering initial comments on community members' experiences with the City's transportation system. Staff and consultants shared details of the concurrent online open house and survey and upcoming walking workshops, and answered questions related to the TMP. Attendees were asked to leave general comments on a whiteboard, butcher paper, or a city map and to view what other community members had written. Informational flyers were handed out with a call to action to participate in providing feedback for the TMP project, with a link to the online engagement tools, and dates and times for the walking workshops. A copy of a detailed Block Party Engagement Summary is attached.



The following is a summary of the most common comments and/or concerns that emerged at the event:

Bicycle and Pedestrian Network

- Pleased with expansion of bicycle network
- Requested expansion of bike facilities, safe connections to local schools
- Desired safety improvements to pedestrian network and safe routes to schools
- Requested improved bicycle and pedestrian crossings at Caltrain tracks and across El Camino Real

Public Transit

- Wanted expanded bus service in Menlo Park
- Requested increased shuttle services and work with Stanford on commuter options
- Desired improvements to rail crossings
- Mixed reactions to Dumbarton Rail: some community members were enthusiastic about having this project move forward, while others were less so.

Motorized Transportation

- Desired reductions in congestion
- Need to improve signal timing

Parking

- Need more parking
- Need to replace parking that has been removed

Music in the Park

W-Trans, along with City staff, attended the Menlo Park Music in the Park event on August 22, 2017 from 6:00 to 8:00 p.m. At the event, a booth was set up that was similar to the Block Party, with the intent to collect feedback on transportation issues and concerns in the City. However, the event was not well-attended, and little community feedback was collected.



Walking Workshops

Walking workshops or “walkshops” were organized for three neighborhoods in the City, and included Downtown/El Camino Real, Belle Haven/Willow Road, and West Menlo Park/Sand Hill Road. The routes were selected based on collision history and the overarching goal to conduct walkshops in neighborhoods in the east, west, and central parts of the City. The walkshops were intended to assess and discuss concerns along the routes and in the neighborhood related to safety, walkability, bicycle safety and infrastructure, and vehicle congestion. The walkshops were attended by City staff, consultants, and residents. An overview of the walkshops is detailed in the attached document.

The Downtown/El Camino Real walkshop was held on Thursday, September 7, 2017 from 6:00 to 7:30 p.m. Issues that were emphasized by residents include:

- Safety and convenience of bikes accessing Downtown
- Intersections difficult for pedestrians and bicyclists
- Gaps in bike lanes and narrow sidewalks
- Intersections prioritize vehicles
- Vehicle congestion and capacity on El Camino Real



The Belle Haven/Willow Road walkshop was held on Saturday, September 9, 2017 at 9:30 a.m. Issues that were brought up by residents include:

- Missing sidewalks on Willow Road
- Commuter cut-through traffic, congestion in and around the neighborhood making it difficult for residents to access their homes
- Narrow sidewalks and no marked crosswalks on Ivy Drive
- Pedestrian crossing time is not long enough at Willow Road/Ivy Drive



The West Menlo Park/Sand Hill Road walkshop was held on Saturday, September 9, 2017 at 1:30 p.m. Issues that were brought up by residents include:

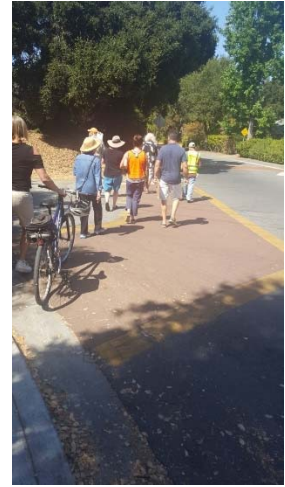
- Pedestrian and bicycle safety west side of Sand Hill Road
- Safe connections across Sand Hill Road
- Lack of sidewalk and faded crossings along Oak Ave, near Oak Knoll Elementary
- Speeding vehicles and distracted drivers looking for points of interest
- Cut-through traffic in neighborhood

Next Steps

The feedback received from the community will be used, in addition to the City's transportation vision and the assessment of existing and future conditions, to guide the initial transportation strategies and recommendations. Another phase of community outreach will be scheduled to solicit feedback on the initial transportation strategies and recommendations.

MES/sab/MPA022.M2

Attachments: Online Open House Survey Report
 Summary Block Party Engagement Summary
 Walkshop Summary





City of Menlo Park Transportation Master Plan ONLINE OPEN HOUSE SURVEY REPORT



October 2017

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Introduction

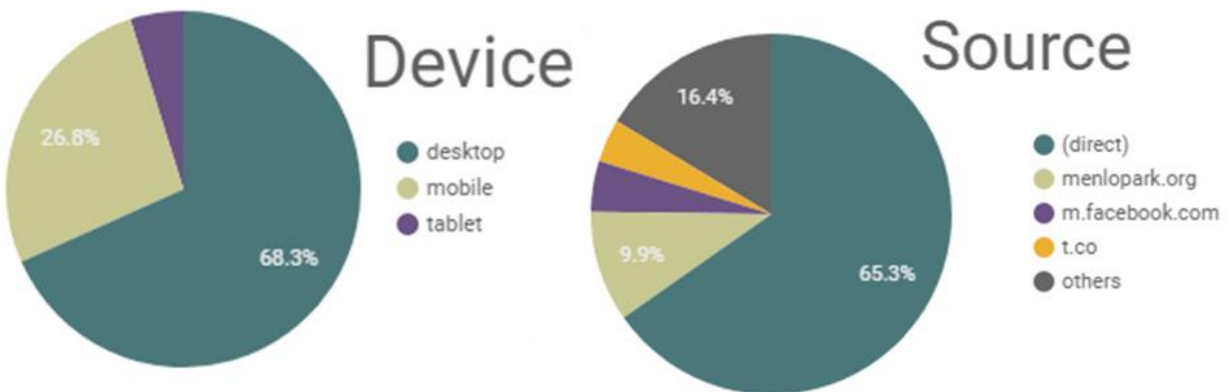
From Aug. 8 to Sept. 30, the city of Menlo Park hosted an online open house for residents, business owners and workers to reflect and comment on the state of transportation in Menlo Park and help inform the city's Transportation Master Plan. This document provides an overview of the site analytics and summary of survey results, followed by a comprehensive list of comments provided through the survey. Respondents' comments are verbatim and have not been corrected for typographical or grammatical errors.

Site Analytics

- Pages of online open house visited per session: 4.08
- Average session duration: 5.12 minutes
- Sessions: 1,177
- Unique users: 812

Device and source:

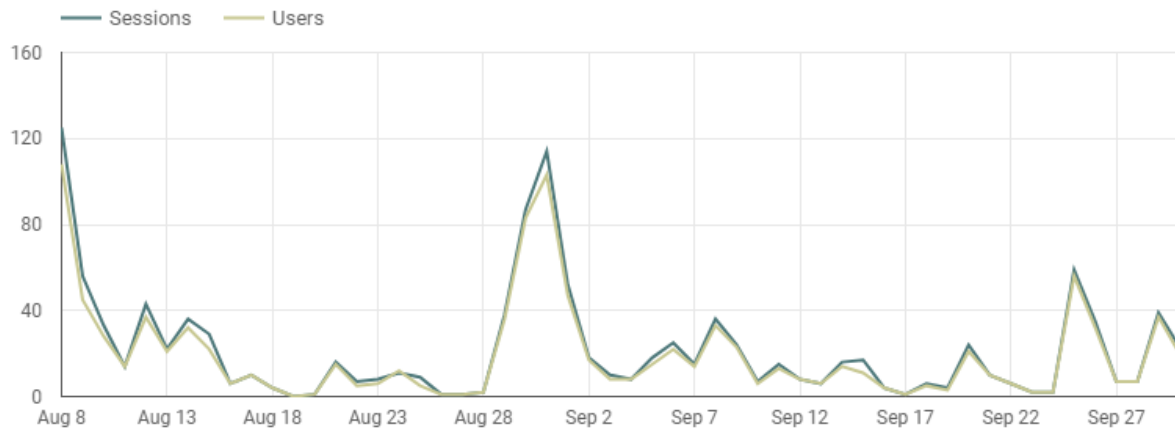
The device being used to access the site and the way users are accessing the site. Direct means typing the URL directly into a web browser; t.co is via Twitter.



Page views by title:

	Page Title	Pageviews ▾
1.	Menlo Park Transportation Master Plan - Welcome	1,646
2.	Menlo Park Transportation Master Plan - Background	608
3.	Menlo Park Transportation Master Plan - General	519
4.	Menlo Park Transportation Master Plan - Comment	435
5.	Menlo Park Transportation Master Plan - Process	367
6.	Menlo Park Transportation Master Plan - Driving	330
7.	Menlo Park Transportation Master Plan - Transit	308
8.	Menlo Park Transportation Master Plan - Biking	296
9.	Menlo Park Transportation Master Plan - Walking	278

Sessions and users:

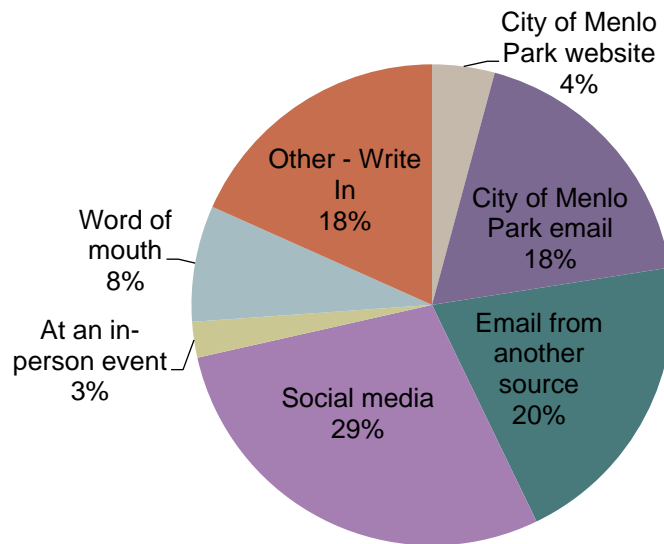


Welcome

209 respondents provided their names and email addresses; to maintain confidentiality, these were provided to the City of Menlo Park in a separate document for future outreach purposes.

How did you hear about this online open house?

409 responses



Other – write in responses:

- Nextdoor – 54 responses
- Parents for safe routes – 3 responses
- Mid-Peninsula High School Email – 2 responses
- Laurel School
- Co-worker
- Email
- Google alert
- LinkedIn
- Katie Behroozi, Associate Director of Academics & Project Management, Stanford Graduate School of Business
- My husband
- Neighbor
- Several of the above
- The Almanac
- News source
- new.google.com
- Transportation tribe
- No write in – 3 responses

What is your home zip code?

407 responses

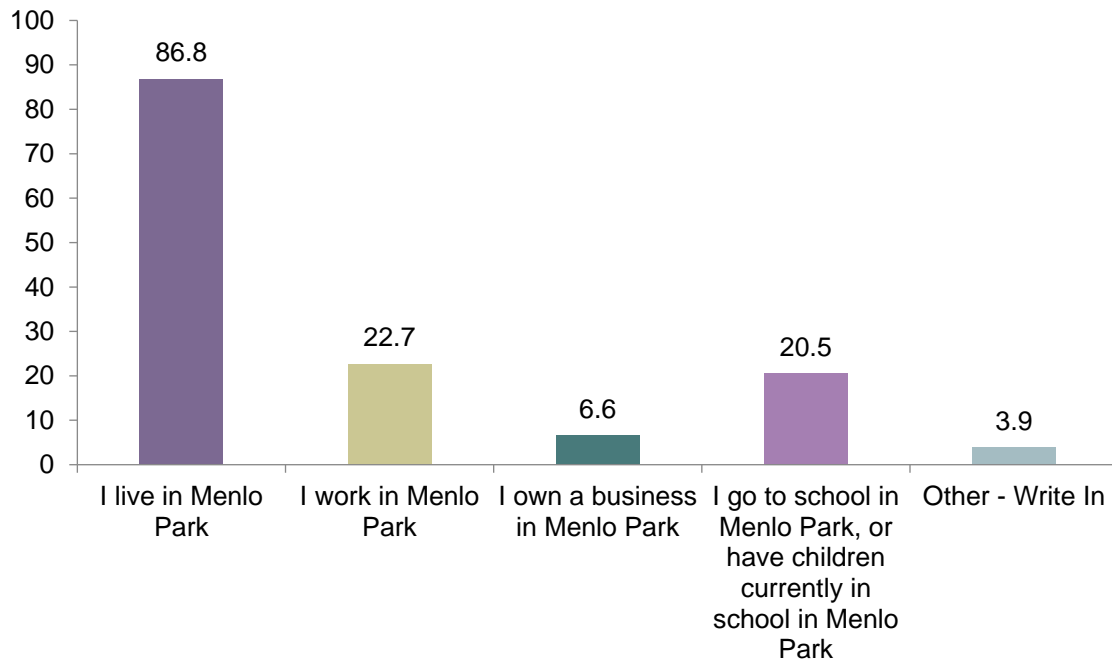
Zip code	Count
94025	354
94303	8
94301	5
94040	4
94027	3
94041	2
94043	2
94070	2
94086	2
94087	2
93619	1

Zip code	Count
94002	1
94022	1
94024	1
94035	1
94061	1
94063	1
94080	1
94105	1
94107	1
94402	1
94403	1

Zip code	Count
94523	1
94536	1
94587	1
94708	1
94903	1
95014	1
95032	1
95110	1
95113	1
95322	1
95928	1

What brings you to Menlo Park?

Shown in percentages; respondents could select more than one response.



Other – write in responses:

- Attend Church
- I have to drive through Menlo Park and the Willow Facebook campus will also affect my neighborhood
- I live in *unincorporated* Menlo Park and I shop and take trains and buses in the City of Menlo Park
- I live in Palo Alto and often ride my bike to downtown Menlo Park.
- I live on Kavanaugh and the O'Brien business park / Willow Facebook campus / Dumbarton - Willow corridor affects my community
- I own a rental house in Menlo Park
- I work and commute by bicycle through Menlo Park
- It's been home my entire life ~ 55 years!!
- Journalist
- Live in East Palo Alto, and constantly drive/walk/bike through Menlo Park areas
- Live on the boarder of East Palo Alto and Menlo Park
- My children are in daycare in MP
- Own rental property in MP
- Shop in Menlo.h
- We protect Menlo Park
- Shopping

General

How would you describe the current state of transportation in Menlo Park?




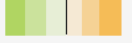


161 responses; full list provided in [appendix A](#)




As you think about the way you travel in, and around, Menlo Park, please select the frequency you use each mode of transportation, noted below.

	Daily Mon-Fri commuter	Daily traveler for non-commute trips	Occasional trips during the week	Occasional trips during the weekend	Do not use this mode
Drive in a vehicle Count	65	60	46	18	0
Take a local Menlo Park shuttle Count	1	0	3	0	155
Use regional transit service (Caltrain, SamTrans) Count	11	0	31	44	76
Ride a bike Count	40	19	37	31	48
Walk Count	14	49	60	36	18
Drive commercially (cab, Uber, Lyft, truck) Count	0	2	25	25	107

Transportation planning involves many modes of travel. Understanding how you value different options will help guide the City of Menlo Park in the development of the Transportation Master Plan. Please rank the items below in order of priority, 1 being the highest and 6 being the lowest

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Safer bike and pedestrian crossings	1		724	173
Reduced delays and travel time	2		674	173
Safe and convenient bicycle connectivity	3		661	162
Minimizing cut-through traffic on residential streets	4		633	182
Better regional transit service connectivity with other providers (Caltrain, SamTrans)	5		529	164
Increased local transit service (Menlo Park shuttle service)	6		417	172



Lowest Rank
Highest Rank

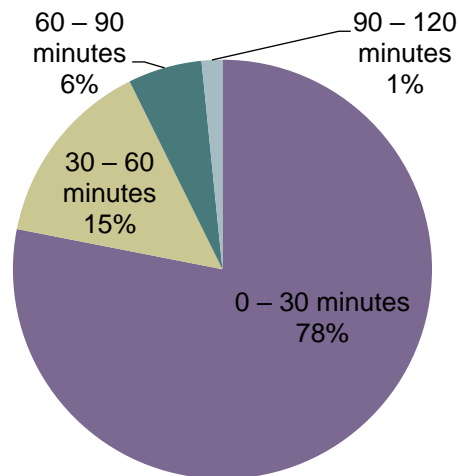
How do you think the City of Menlo Park should prioritize investing transportation dollars in the future?

	Very low priority	Low priority	Medium priority	High priority	Highest priority
Bike share Count	46	64	42	21	7
Car share Count	42	65	46	19	4
Connected vehicle technology Count	51	46	42	17	4
Enhance or improve existing bike paths/lanes Count	4	14	46	59	57
New bike paths or lanes Count	7	19	33	44	76
New sidewalks or pathways Count	3	27	42	45	58
Roadway maintenance Count	1	14	56	62	47
Self-driving car (autonomous) Count	78	57	20	16	4
Sidewalk maintenance Count	7	23	61	58	28
Supporting regional transportation projects Count	7	13	37	61	66

Driving

If you commute to or from Menlo Park in a car, how long is your commute one-way door-to-door?

112 responses



Respondents drive to:

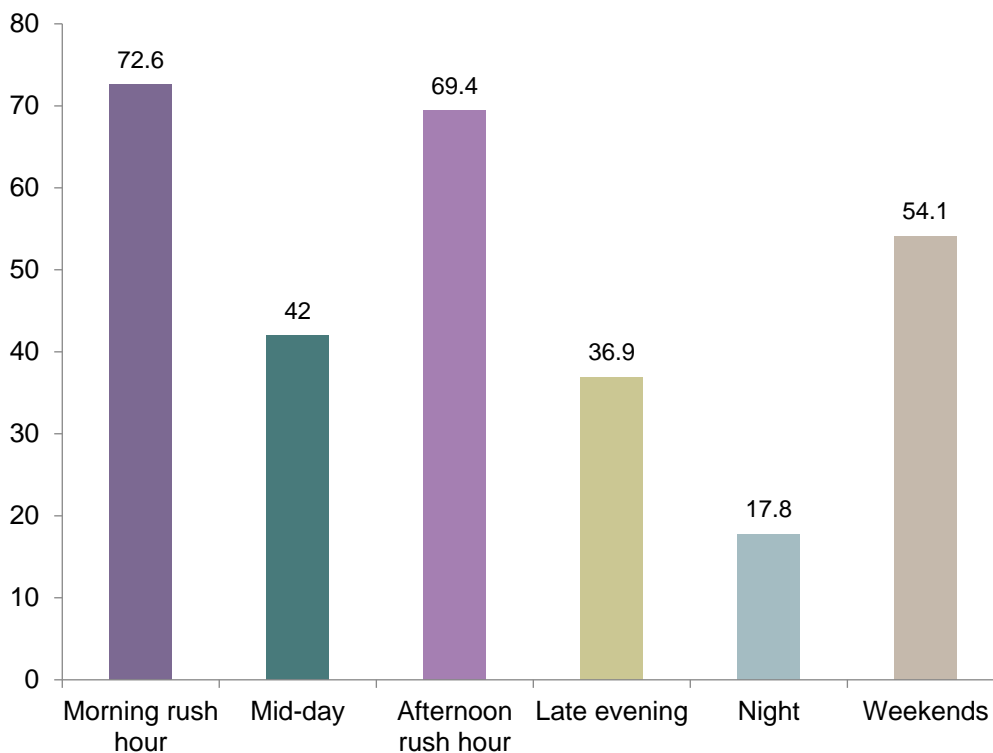
Menlo Park	24	East Menlo Park	1
Palo Alto	11	Emeryville	1
Redwood City	8	Encinal Elementary School	1
Mountain View	4	Foster City of Mountain View, depending on day	1
Palo Alto	4	Fremont	1
San Francisco	5	Heads up preschool	1
Facebook	3	Hiiview Middle School	1
Mid-Peninsula High School	3	Hiiview Middle School	1
San Mateo	3	I take my E bike for most commute/errands, but have to drive to San Mateo 1 x a week	1
South San Francisco	3	Marsh and 101 area	1
Sevier Avenue, Menlo Park	2	Menlo College	1
Downtown	3	Menlo Park City Hall	1
Haven Avenue	2	Milpitas	1
San Carlos	2	Oak Knoll Elementary	1
San Jose	2	Palo Alto High School	1
Sand Hill Road	2	San Leandro	1
Stanford	2	Santa Clara	1
Sunnyvale	2	St. Raymond School	1
Willow Rd, Menlo Park	1	Stanford Graduate School of Business	1
Bay Rd, Menlo Park	1	Stanford Research Park	1
Bayshore	1	West of 280	1
Belle Haven (Jefferson Ave)	1	Woodside	1
Cupertino	1		

Respondents drive from:

Menlo Park	57	Castro Valley	1
Palo Alto	5	Central Menlo	1
Mountain View	4	Downtown Menlo Park	1
The Willows	4	East Menlo Park	1
Allied Arts	3	East Palo Alto	1
Atherton	2	El Camino and Encinal	1
Belle Haven (Menlo Park east of Hwy 101)	2	Flood Park area	1
Constitution Drive, Menlo Park	2	Gilbert & Willow	1
Fremont Street	2	Kavanaugh Drive	1
Menlo Oaks	2	O'Brien Drive	1
Redwood City	2	San Jose	1
University Dr	2	San Rafael	1
Alameda and Valparaiso	1	Sharon Heights (Menlo park)	1
Belle Haven Elementary School	1	Sunnyvale	1
Belmont (ECR&R;Ralston)	1	Terminal Ave Menlo Park	1
Berkeley	1	Trinity Drive	1
Bryant st. Palo alto	1	West Menlo Park	1

What time of day do you typically drive in, and around Menlo Park?

Shown in percentages; respondents could select more than one response.



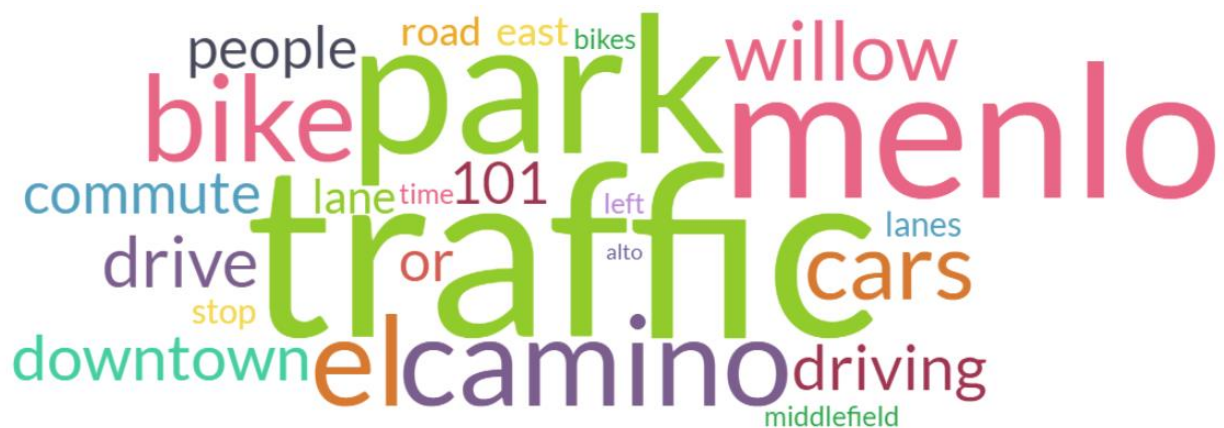
What have you experienced at specific locations while driving in Menlo Park? Drop a pin at the location you are commenting on and describe your thoughts in the comment box.

112 responses; word cloud is shown below; interactive map with comments associated with each pin can be viewed [online](#); full list provided in [appendix B](#).



Is there anything else you would like to add about your experience driving in Menlo Park?

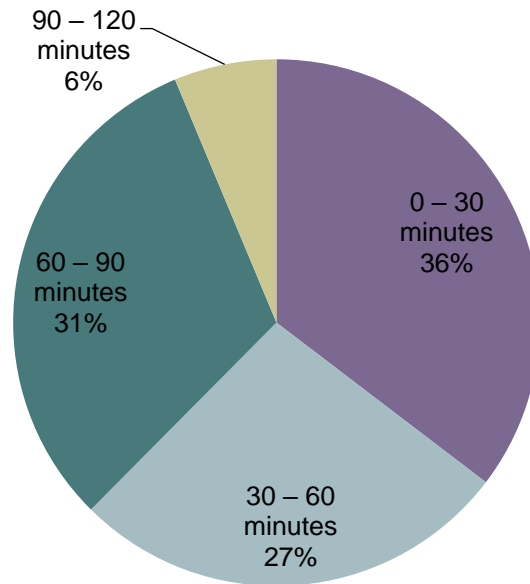
100 responses; full list provided in [appendix B](#).



Transit

If you commute to or from Menlo Park by transit, how long is your commute one-way door-to-door?

48 responses



Respondents are taking transit to:

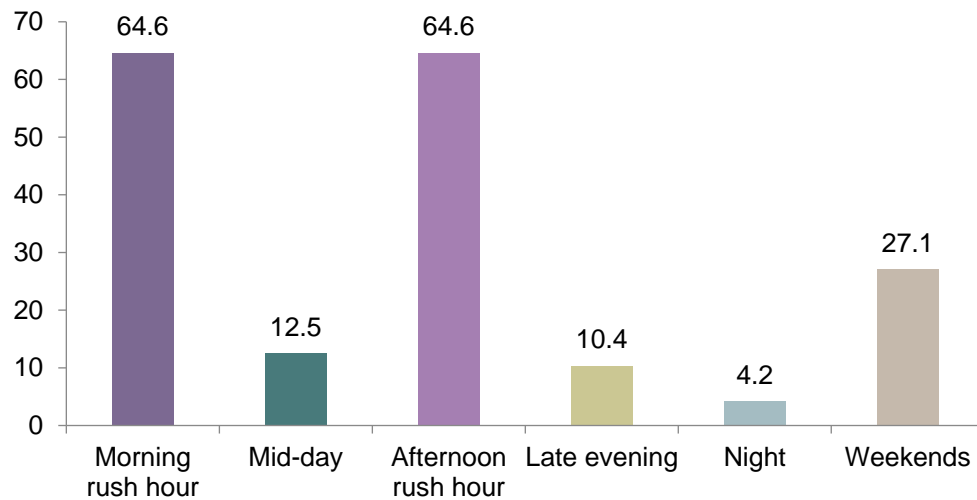
San Francisco	12	Cupertino	1
Menlo Park	7	Facebook	1
Mountain View	3	Redwood City	1
Downtown Menlo Park	3	San Mateo	1
Caltrain	2	Santa Clara	1
Belle Haven - Jefferson Avenue	1	South San Francisco	1
Cal Ave, Palo Alto	1	Stanford Hospital	1

Respondents are taking transit from:

Menlo Park	17	Los Gatos	1
Mountain View	4	Menlo Park Caltrain	1
Willows neighborhood	2	North Fair Oaks	1
Castro Valley	2	Palo Alto	1
Approx. Sand Hill & Santa Cruz (~NO pub trans now!)	1	San Francisco	1
College Av	1	San Jose	1
El Camino and Encinal	1	Santa Cruz Ave, Menlo Park	1
Home	1	South San Francisco	1
JobTrain	1	South of Market district, San Francisco	1

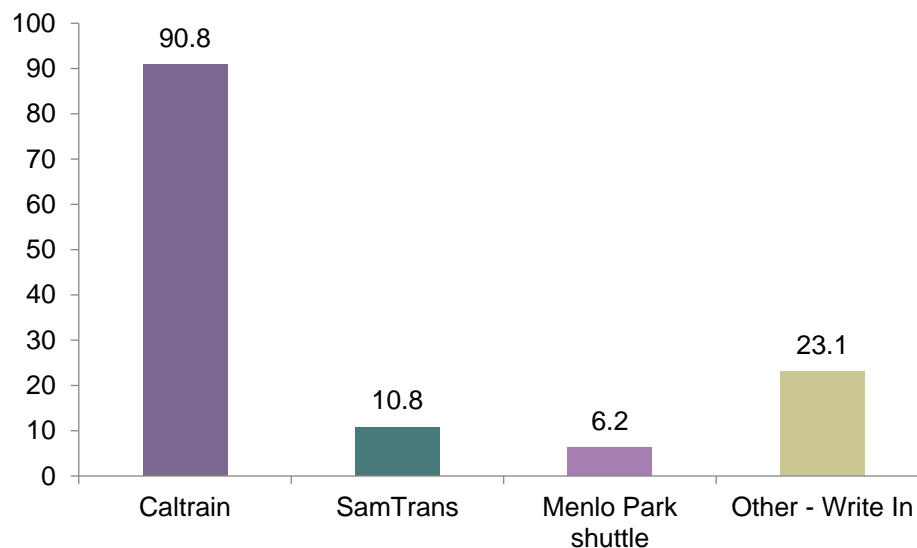
What time of day do you typically use transit to travel to or from Menlo Park?

Shown in percentages; respondents could select more than one response.



What types of transit do you use in Menlo Park? (check all that apply)

Shown in percentages; respondents could select more than one response.

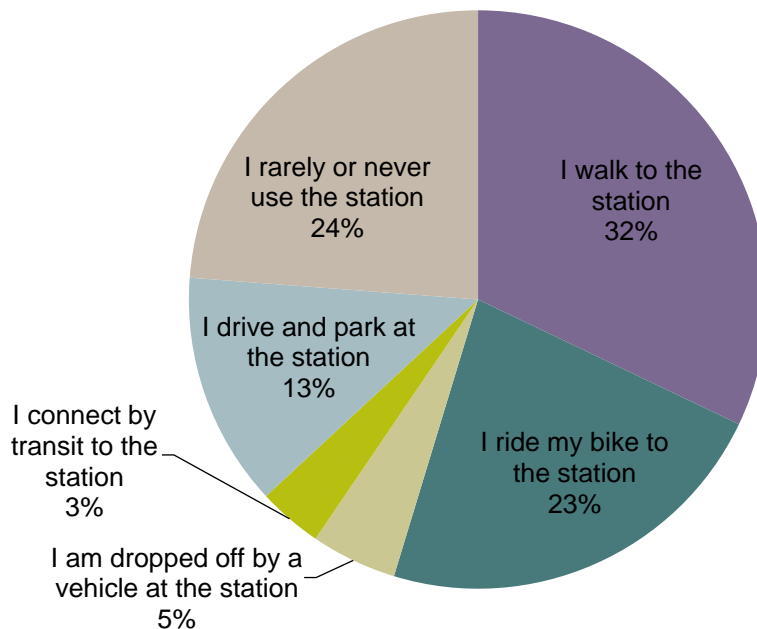


Other – write in responses:

- Facebook Shuttle – 3 responses
- Bike
- Feet
- I usually drive to Millbrae to take BART
- Kick Scooter
- Lyft
- Personal car
- Santa Clara Valley Transportation Bus
- Stanford Bohanan Bus
- Stanford Marguerite
- VTA Light Rail
- walking

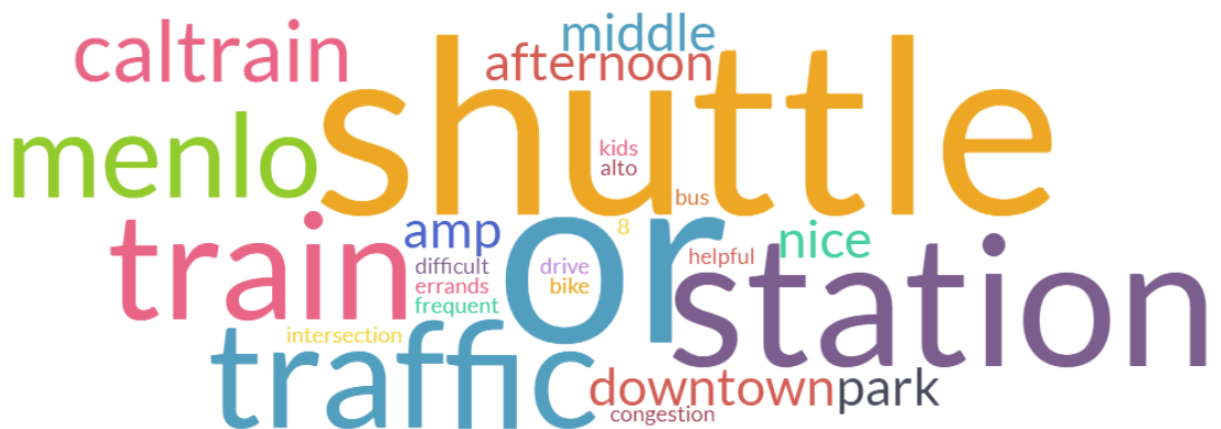
Please indicate the most common condition that applies to your use of the Menlo Park Caltrain station. (Select one)

84 responses



What have you experienced at specific locations while riding transit or using transit stops in Menlo Park? Drop a pin at the location you are commenting on and describe your thoughts in the comment box.

28 responses; word cloud is shown below; interactive map with comments associated with each pin can be viewed [online](#); full list provided in [appendix C](#).



Is there anything else you'd like to add about your experience riding transit in Menlo Park?

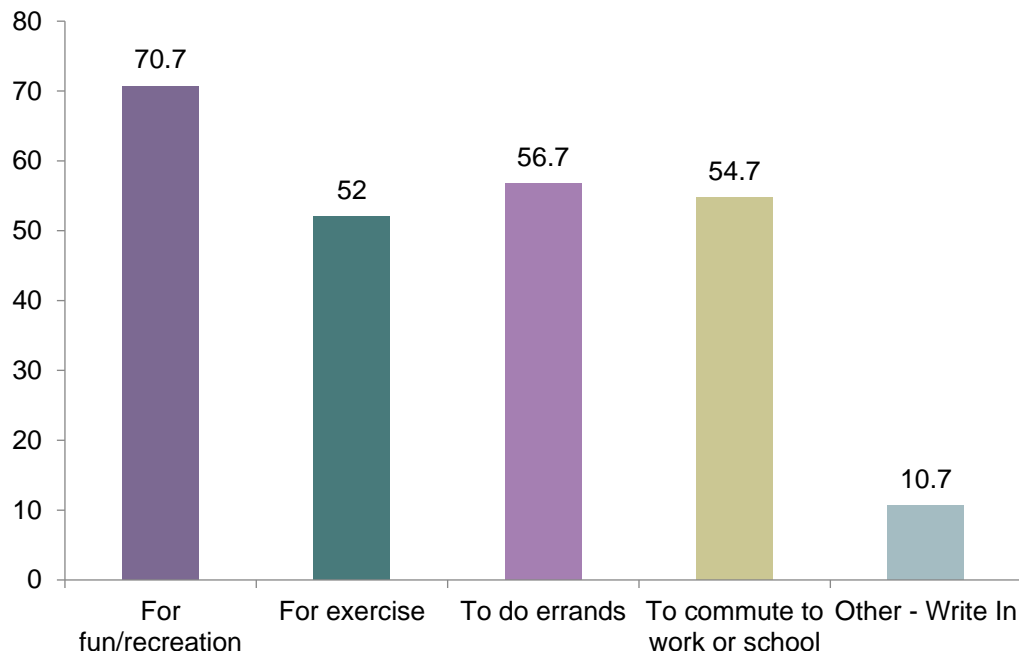
37 responses; full list provided in [appendix C](#).



Biking

Why do you ride a bike in Menlo Park?

Shown in percentages; respondents could select more than one response.



Other – write in responses:

- Bike my kids to
- Biking gets people to school, without cars, as well as
- Drop kids at school
- I do not bike or have my children bike because there are no bike lanes on my street (Olive St.), despite it being a major thoroughfare for Hillview students. It is not safe for kids to ride bikes on many major paths in Menlo Park.
- I don't ride a bike! I'm a senior with a hip transplant and riding a bike is truly not a desirable (or good) way for me to travel!
- I no longer ride in Menlo Park. There is simply too much car traffic.
- I plan to bike in 2018.
- Rare, but to get to work.
- To do volunteer work, quasi commute
- To get places, as a mode of transportation
- Want more students to use bikes to get to school.
- handicapped. Cannot ride a bike.
- to get to Palo Alto
- to take my kids to school
- transport children to school
- transport children to school

Respondents ride their bikes to:

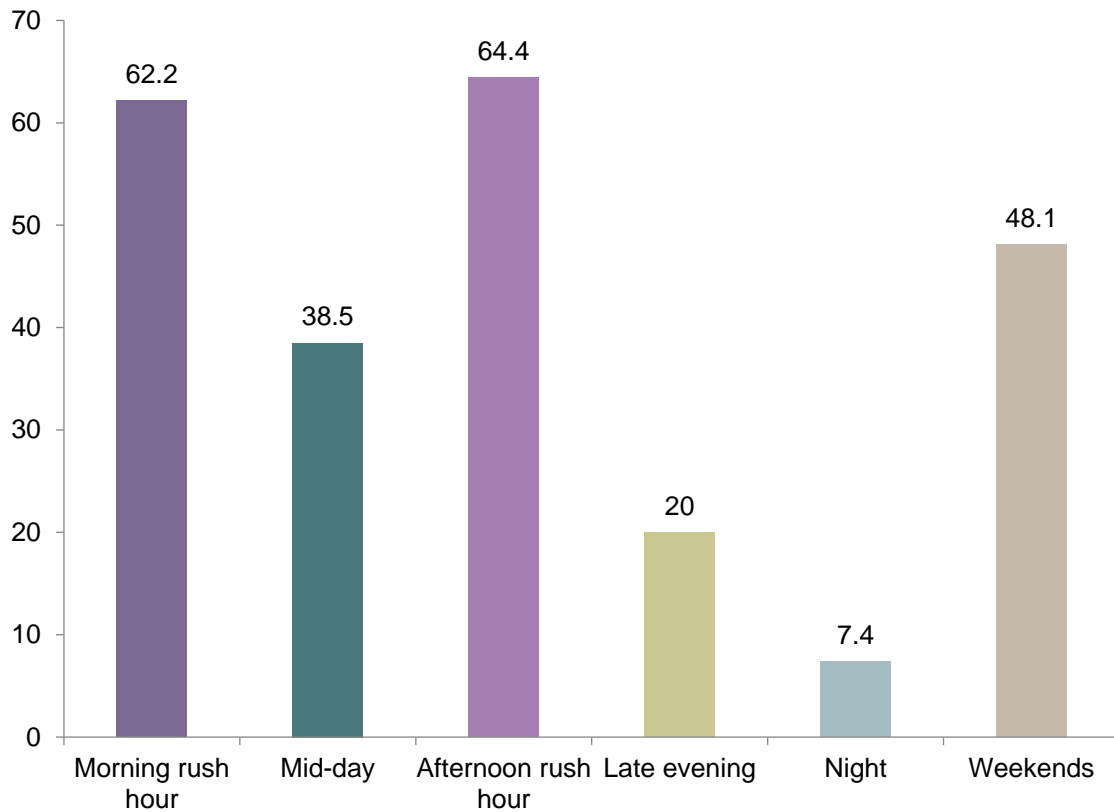
Menlo Park	17	Encinal School	1
Mountain View	8	Facebook	1
Palo Alto	8	Kids - to Hillview	1
Stanford	6	Marsh and 101 area	1
Downtown Menlo Park	4	Menlo Oaks Drive	1
Laurel school	4	Oakland Ave	1
Caltrain	3	PA Caltrain	1
Bedwell park, downtown	2	RWC	1
Middlefield Road	2	SLAC	1
Mid Pen High School	2	Sand Hill Road	1
Oak Knoll School	2	Santa Clara	1
Santa Cruz and Arbor, Menlo Park	2	Sevier Ave	1
Arbor Road	1	Shop	1
Allied Arts neighborhood	1	Stanford Research Park	1
Bayshore Trail, grocery stores	1	Sunnyvale	1
Belle Haven, MP	1	Timothy Lane, Menlo Park	1
Cale Ave, Palo Alto	1	Various (school, errands, work in palo alto, etc.)	1
Downtown Palo Alto	1	Walsh Road/Alamdea	1
Downtown, library, Stanford Shopping, West Menlo	1	random cycling locations	1

Respondents ride their bikes from:

Menlo Park	24	Hillview School and Encinal School	1
Belle Haven, Jefferson Ave	5	Home (Arlington Way)	1
Home	4	Home in Allied Arts	1
Willows	3	Home in Menlo Park	1
Allied Arts	2	Home on Sevier ave, Belle Haven	1
Flood Park Triangle	2	Kavanaugh	1
Mountain View	2	Laurel's Upper Campus	1
Palo Alto	2	Menlo Oaks	1
Stanford University	2	Menlo Park (Encinal and El Camino)	1
125 Constitution Drive	1	Menlo Park (Sharon Heights)	1
Atherton	1	North Fair Oaks	1
Belle Haven	1	O'Brien Drive	1
Belle Haven MP	1	Palo Alto/Professorville	1
Caltrain Station	1	Redwood City (Florence and 15th)	1
Downtown	1	Roble Ave	1
East Menlo Park	1	Sand Hill Road	1
East Palo Alto	1	Santa Cruz Ave and Fremont St, Menlo Park	1
El Camino and Encinal	1	Santa Cruz Ave.	1
Encinal Elementary School, Atherton	1	Seminary Park	1
Facebook	1	Suburban Park	1
Flood Park area	1	The Willows	1
Fremont Street	1	Vintage Oaks (Menlo Park)	1

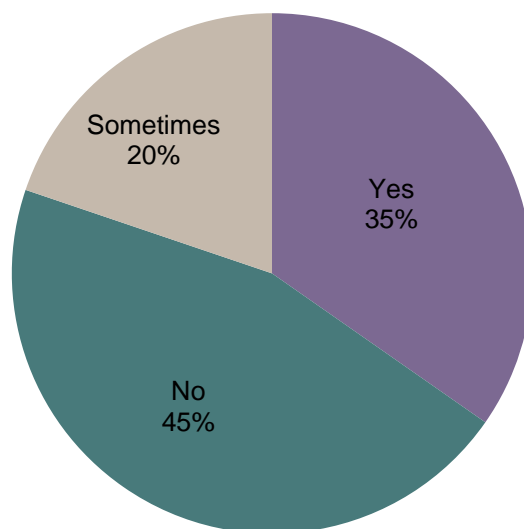
What time of day do you typically bike in, and around Menlo Park? (check all that apply)

Shown in percentages; respondents could select more than one response.



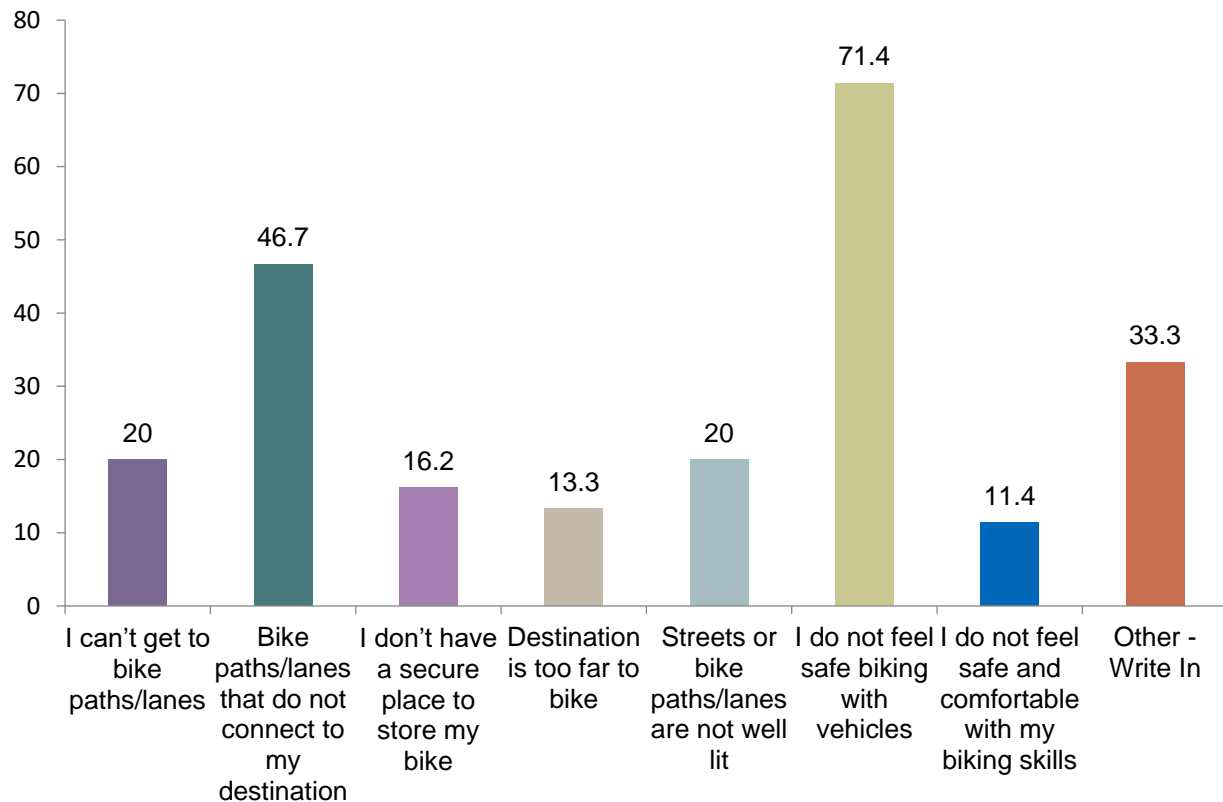
Do your children bike to school?

101 responses



If you are not a frequent bike rider, are there factors that prevent you, or your children, from riding your bike more frequently? (check all that apply)

Shown in percentages; respondents could select more than one response.



Other – write in responses:

- Takes 3 different cycles to cross intersection – 3 responses
- High Speed cars, trucks next to bike lanes – 2 responses
- no safe lanes for smaller children to bike. Cars speeding through side streets to cut to 101 – 2 responses
- Bike lanes inconsistent
- Bike paths through Atherton territory and by schools are dangerous
- Bikers often have helmets, tools, etc that need to be secured. Bike rack need to have extra facilities.
- Biking between upper and lower Laurel campus is an incredibly stressful experience. With young kids on bikes, no bike lanes and high traffic it makes for a very unsafe ride.
- Cannot carry heavy or bulky items on a bicycle.
- Don't own a bike, but like the Oak Grove test project for safe bike paths
- ECR is only convenient N/S route and it sucks for bikes.
- Even professional bikers feel threatened in MP, especially the Santa Cruz Avenue - Sand Hill Road intersection

Other – write in responses (continued):

- I am not comfortable letting my 10 year-old bike alone around Menlo Park yet. His skills are great but we don't yet have great cross-town routes, and major intersections are super sketchy. Plus, too many aggressive/distracted drivers.
- I can walk to most downtown locations so don't need to bike very much. And work from home.
- I have heard stories about unsafe vehicle practices with bikes.
- I usually don't want to ride my bike.
- I would have to cross 101 and there is no place to do that and not die.
- Lack of safe bike lanes
- Many intersections are so congested with cars, that it feels unsafe to be on a bike at them.
- My children are beginning bicyclists and we have congestion on Coleman Avenue getting to Laurel Elementary
- My kids bike all the time, but MP does not feel safe on a bike due to bad driving behavior- impatient, reckless drivers.
- Son hit in crosswalk while biking to school
- There are bike paths to my daughters schools, but there are gaps; also, she is five and too young to bike. I won't feel comfortable with her biking to school until she's 10 or 12.
- There are so many. Tons of gaps in the network. Disappearing bike lanes. Cars traveling 40 mph with only a white line separating (if lucky).
- There are too many automobiles on the road during the highest bike traffic. It is a lot to as cars to watch out for bikers when the lanes are so small and there are lots of cars. Especially when not all bikers follow rules of the road.
- Very poor maintenance of MP streets, especially along sides--trash, pavement issues, excessive crown to streets from way to many cheap paving jobs; lots of parked car obstacles.
- my children are too young to ride their own bikes. (I take them to school in the bike trailer.)
- my son goes to school in San Mateo too far to bike. My daughter is terrified to bike to MA High from Sharon Heights. Crossing over El Camino is terrifying and Val Paraio and Santa Cruz Ave are too busy. She's too scared to bike
- need to carry items that are too heavy or awkward for bike.
- no connection from west MP to the other side of El Camino. The safest option is to cross at Sand Hill, Middle is a nightmare because of all the traffic and other MP crossing aren't much better. I used to ride daily, now I never do.

What have you experienced at specific locations while biking in Menlo Park? Drop a pin at the location you are commenting on and describe your thoughts in the comment box.

112 responses; word cloud is shown below; interactive map with comments associated with each pin can be viewed [online](#); full list provided in [appendix D](#).



Is there anything else you'd like to add about your experience riding transit in Menlo Park?

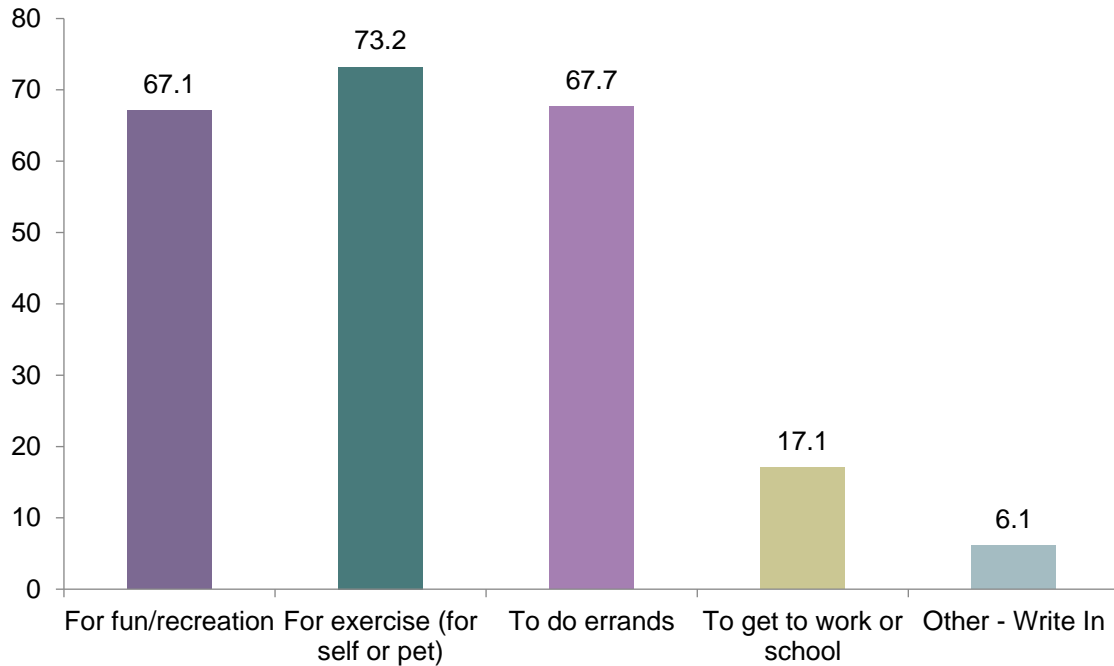
69 responses; full list provided in [appendix D](#).



Walking

Why do you walk in Menlo Park?

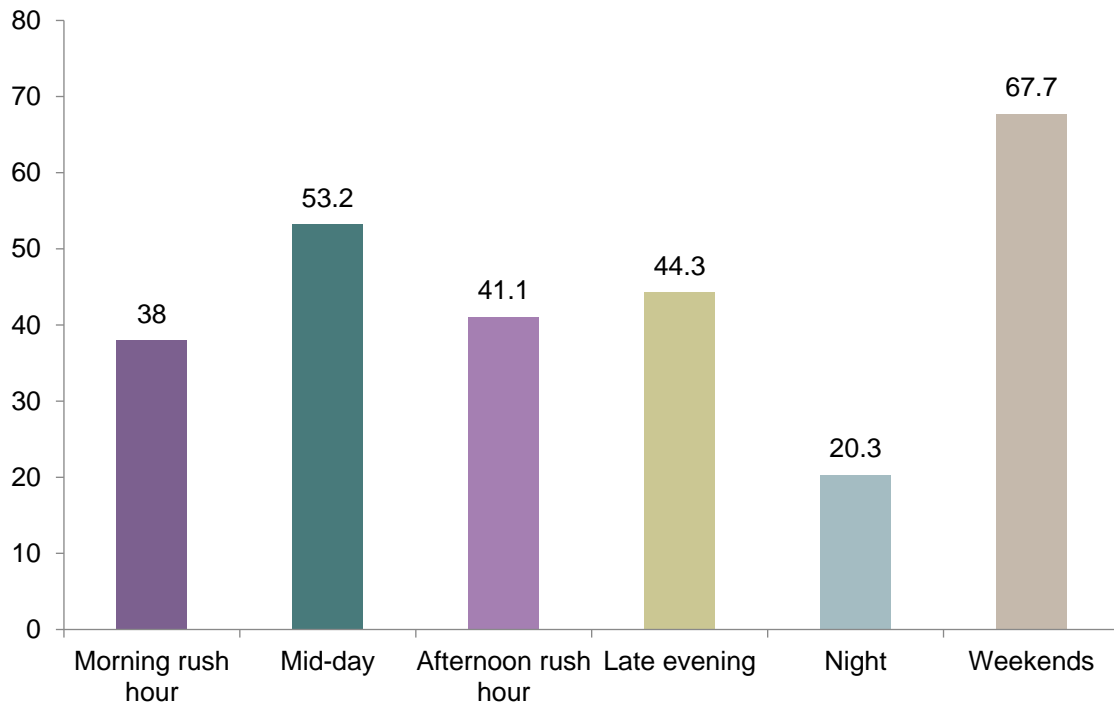
Shown in percentages; respondents could select more than one response.



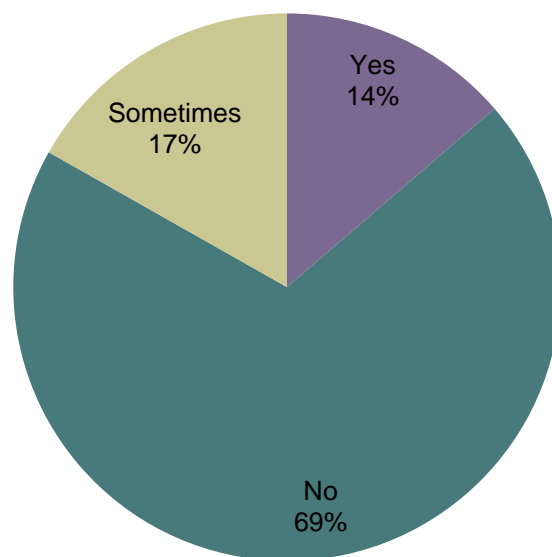
Other – write in responses:

- Bike my kids to school
- Cannot walk.
- Cut down on use of car/emmissions...
- Go shopping
- I walk in my neighborhood but only for pleasure, not shopping, etc. Stroller w/ kids
- To dine out, and occasionally shop.
- To get to neighborhood events
- shopping
- to get to Caltrain

What time of day do you typically walk in and around Menlo Park? (check all that apply)
Shown in percentages; respondents could select more than one response.

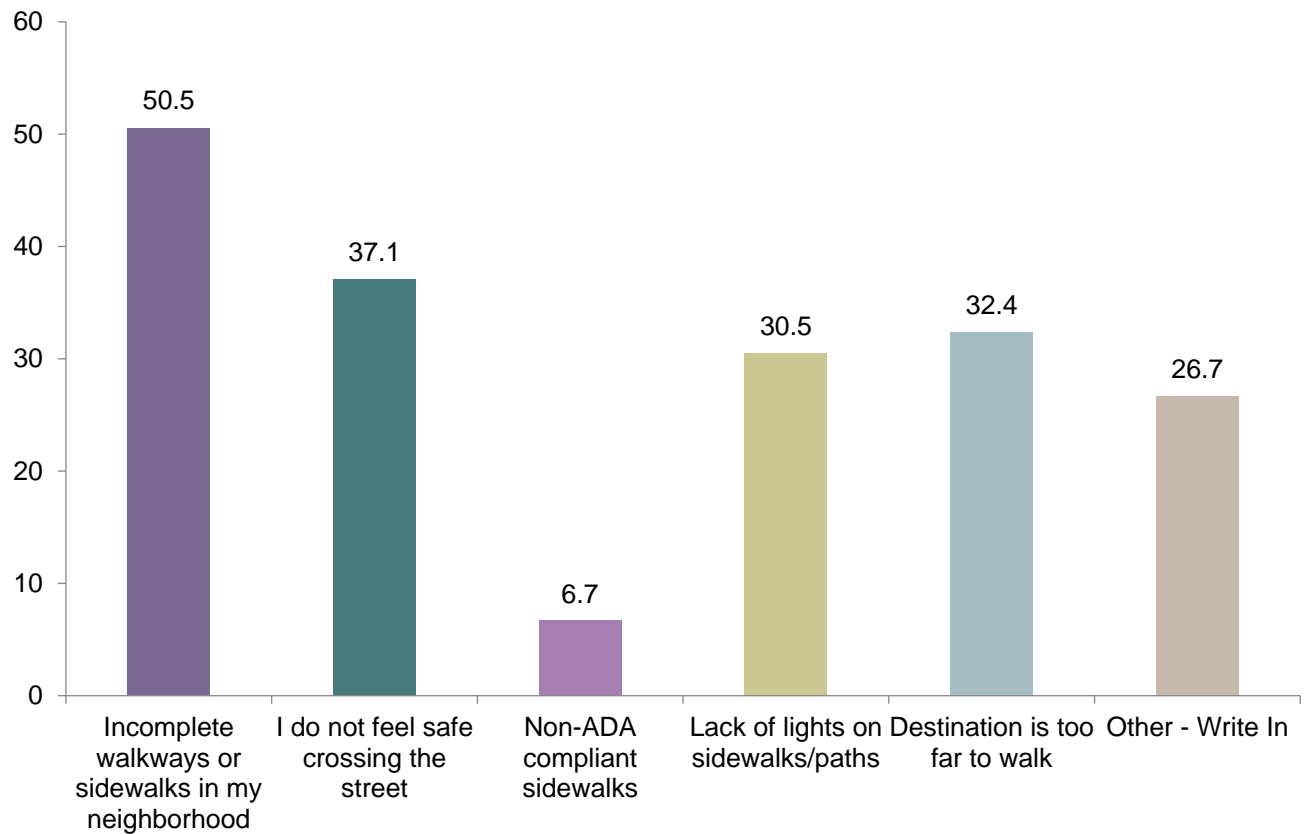


Do your children walk to school?
95 responses



Are there factors that prevent you or your children from walking around Menlo Park more often?

Shown in percentages; respondents could select more than one response.



Other – write in responses:

- need a light at Ravenswood and Alma. Yesterday – 2 responses
- No children – 2 responses
- Bushes and vehicles blocking sidewalk
- I do try to limit walking during the morning/afternoon rush traffic.
- Lack of shade in the summer- plant more shade trees!!!
- No crossing guards. Signals don't give enough time to cross street (Belle Haven)
- Sidewalks in our neighborhood are dangerous due to tree roots pushing up sidewalks
- Too young
- Traffic is moving too fast so can't motorists are too busy in traffic to see pedestrians
- Traffic is too fast and too close too walking.
- Walking takes too much time.
- Walkways are uneven
- When it rains, intersections are flooded (Middle at Morey and Kenwood). I worry that the new ADA corners and driveways on Santa Cruz Ave will flood, too, because the street crown is so high
- When walking existing sidewalks are often blocked by parked cars. Landscaping is often overgrown; obstructing the pathway.

Other – write in responses (continued):

- Menlo Park: Home of the oblivious driver.
- cut-through traffic speeding, ignoring signs, etc.
- lack of sufficient walking routes to cross train/El Camino between Ravenswood and Sand Hill Rd
- no sidewalks at all on many 'main' routes
- non-compliant speeding and rolling thru stop sign traffic
- some sidewalks in significant disrepair = dangerous
- we walk in the neighborhoods early to mid-morning
- weather too hot too rainy

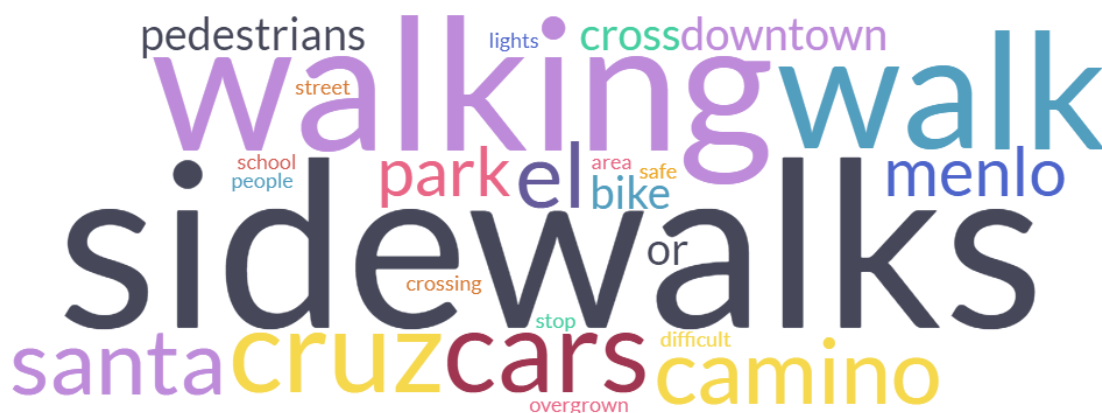
Use this map to describe what you've experienced while walking in Menlo Park. Drop a pin at the location you are commenting on and describe your thoughts in the comment box.

64 responses; word cloud is shown below; interactive map with comments associated with each pin can be viewed [online](#); full list provided in [appendix E](#).



Is there anything else you'd like to add about your experience riding transit in Menlo Park?

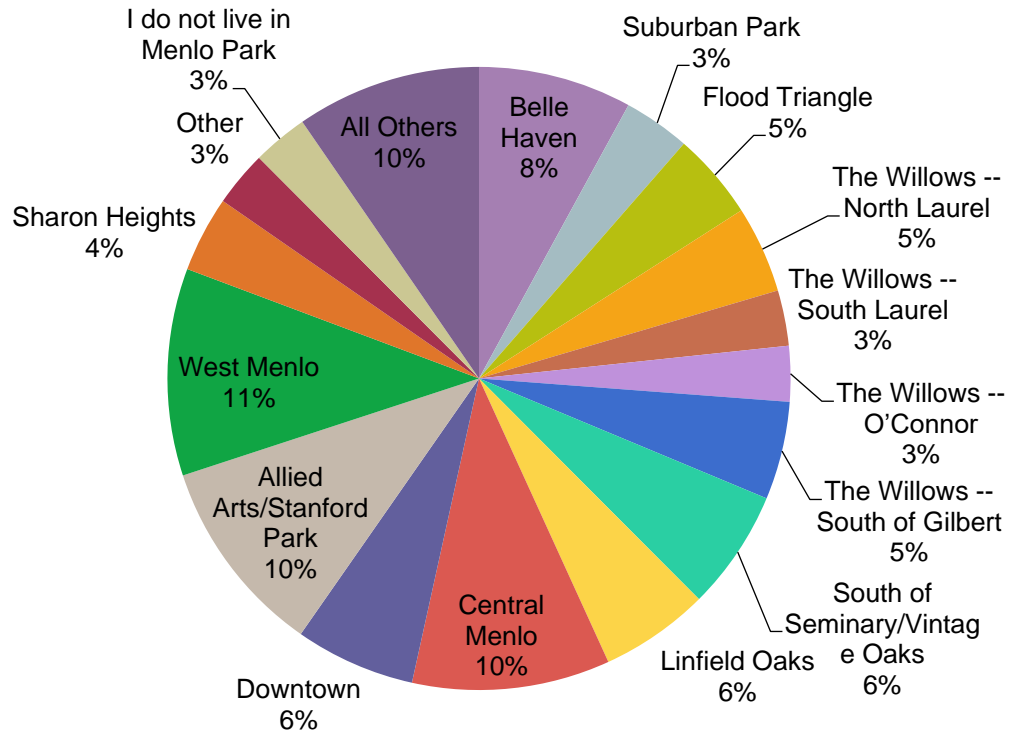
42 responses; full list provided in [appendix E](#).



Comment

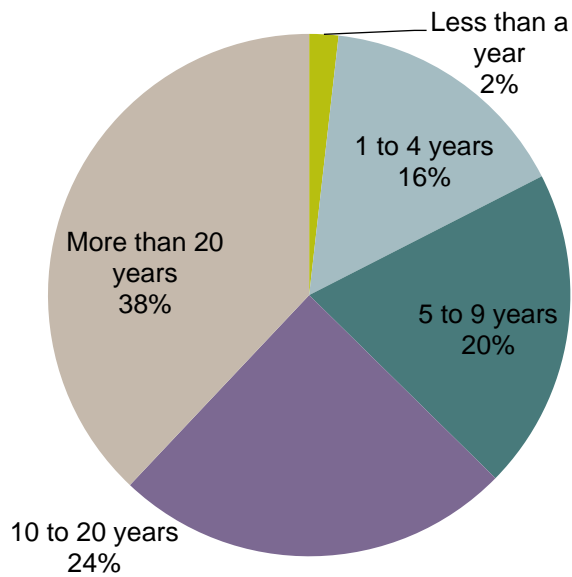
In which neighborhood do you live?

169 responses

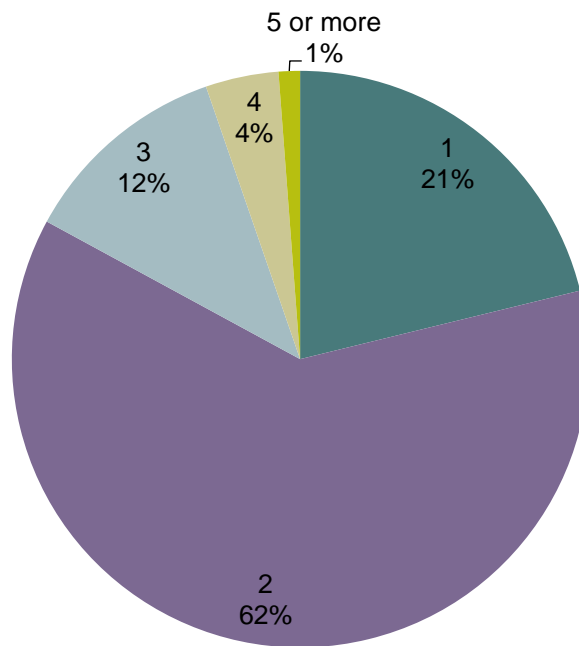


How long have you lived in Menlo Park?

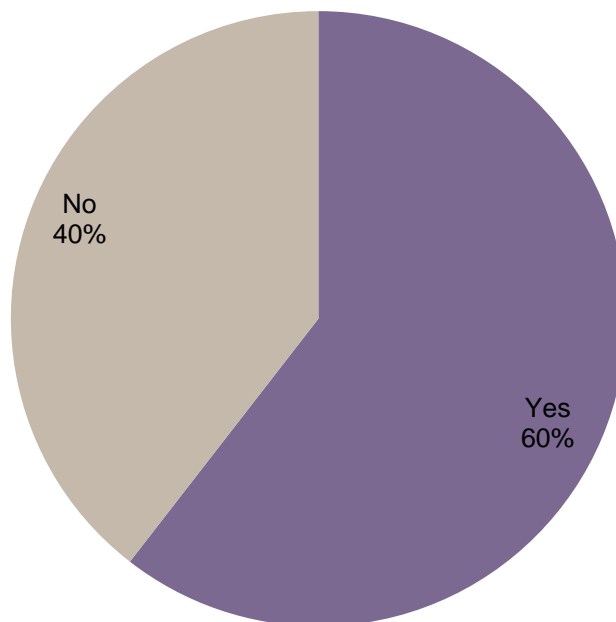
166 responses



How many cars are in your household?
170 responses

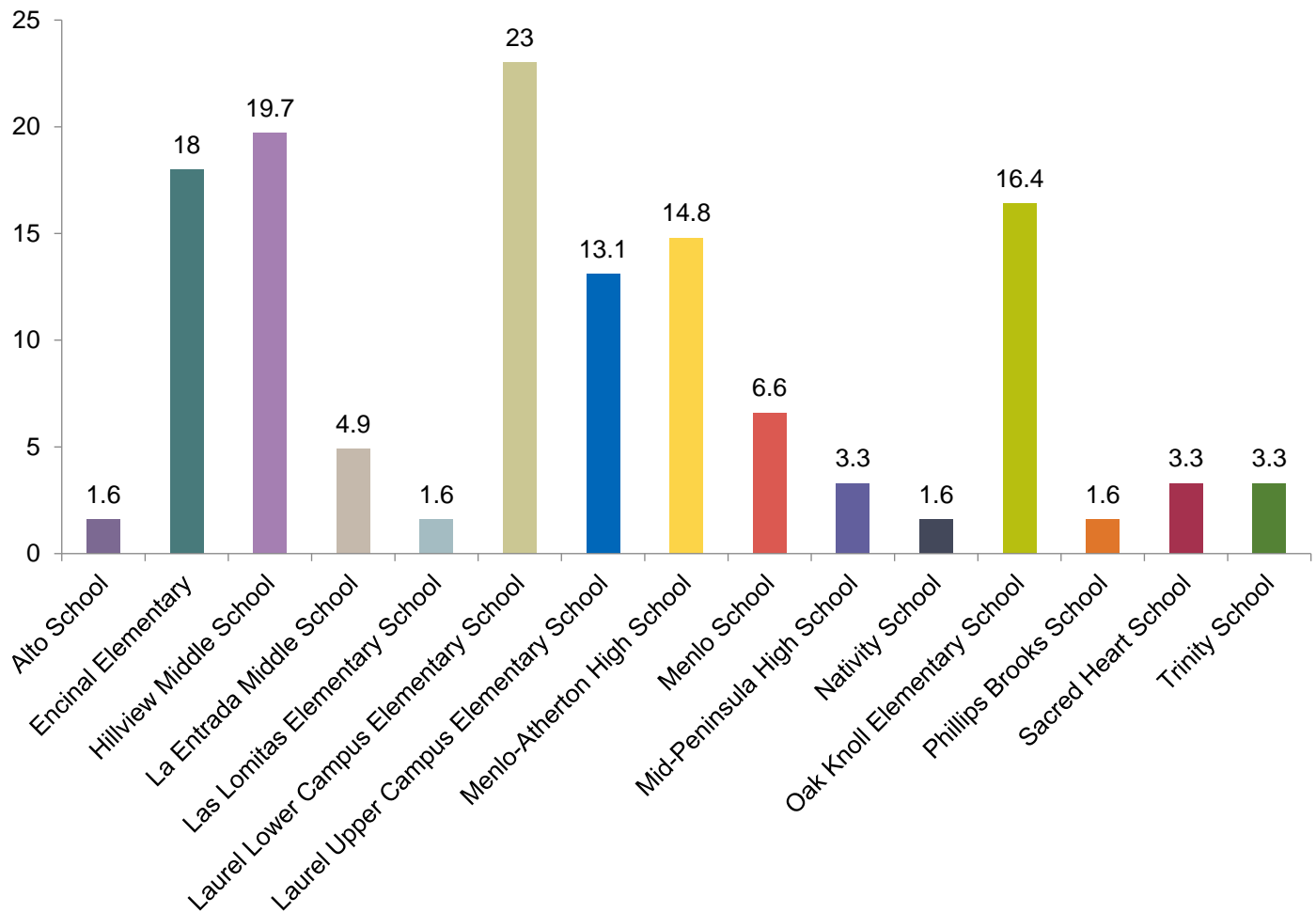


Do you have children?
162 responses



If your children attend school in or near Menlo Park, where do they attend? (check all that apply)

Shown in percentages; respondents could select more than one response.



Appendices

Appendix A: General comments

How would you describe the current state of transportation in Menlo Park?

Congested – 3 responses

Not great – 2 responses

I have only lived in Menlo Park about 10 years but the traffic congestion has gotten worse over that time. When I was working I rented an office less than 1 mile from my house so that it would be convenient for me.

9 days out of 10, it's really not bad. But those 10th days when things get snarled all over town, it can feel like you are confined to your home.

A few problem spots at peak times, but otherwise good.

Absolutely horrible. Too many people and too many cars. Stop building and bringing in more people than Menlo can handle.

At peak hours in the morning and late afternoon to early evening, traffic is very contested. Due to the push for bicycles sharing the road, the lanes are smaller and there is less parking in areas of the city. Menlo Park has two ways in from the 101 Freeway, Willow Rd and Marsh Rd. Unless these two roads can be made into 4 lane roads, traffic will get much worse with the planned development. El Camino is also a very busy road, and the plan will make this much worse as well. In the event of a disaster that requires Menlo Park to be evacuated, we are sitting ducks. The increased population of workers and residents will make this a much more dangerous situation.

Awful during commute times! I've lived in Menlo Park for 50 years, in my house in the Willows for 41 - and it's never been so bad to go anywhere while others are commuting. I work at home, and plan all my trips to be the middle of the day, or the evening. I'm afraid to bike with traffic, but I do walk to downtown Palo Alto some - it's closer for me than M.P.

Bad traffic on El Camino. Ok in my neighborhood. Pitiful public transportation.

Between the hours of 8pm and 6am lovely. Between the hours of 6am and 8pm - anything goes. Do not plan to get across Menlo Park or through Menlo Park without heavy traffic on the major routes: El Camino, Willow, Marsh, Sand Hill etc.

Car transit is congested and frustrating. Bike transit options are excellent.

Car-centric and limited.

Congested on off and on ramps. Very congested on Willow going toward Dunbarton Bridge.

How would you describe the current state of transportation in Menlo Park? (continued)

Could be better. Commute hours are rough, otherwise, just fine.

Critical

Crowded especially on Santa Cruz Ave up by Alameda with cars going too fast.

Currently, the overall system is disjointed. Pedestrian and bike crossings at stop lights are not managed consistently. Overall, the system is geared toward the ease of the vehicle.

Dangerous and frustrating. I am constantly trying to avoid crowded main roads during morning and evening rush hour. Getting the kids from school to after school activities ends up being a 2-3 hour event most nights. Happy though to see some more safe routes coming up for the schools.

Difficult for residents. Adversely impacts our quality of life. Adversely impacts the potential value of our property.

Disastrous. The major streets are congested Monday - Saturday and especially M-F in the early morning commute hours and in the afternoon at 3 pm to 7:30 pm. Many days on El Camino Real there is total gridlock. El Camino Real needs additional traffic signage (ie no U-Turns, no left turn, etc) to assist with safe ingress and egress from side streets.

Disjointed. It works more or less ok for cars, but it can be hard to use alternate methods of transportations (biking, walking) due to lack of safe routes.

El Camino congestion is impossible. Other areas of concern for pedestrians and drivers are around schools at opening and closing times.

El Camino has too much traffic The intersection of Sand Hill Road and Santa Cruz has too much traffic.

El Camino traffic is horrible, especially at rush hour. I'm not looking forward to new construction that will make it worse. Easy parking at rear of businesses is often good but some areas are increasingly difficult. Bicycling feels dangerous -- I look for ways around the main roads. Middlefield is difficult and Willow very slow at rush time and getting worse. Most of the time I adjust my timing and traffic is pretty good -- I'm not too impacted unless I have to go through El Camino near Santa Cruz. Once out of town center I don't complain. Public trans if was like the Stanford shuttle I might use for quick trips, but so far not an option. Walking is my thing; much of Menlo is pretty.

El camino is a bottleneck and I am very concerned that the already entitled and some under construction projects on el Camino have poorly envisioned entries that will create backed up right lanes of traffic ve waiting to enter the properties. The boutique hotel at corner of Oak Grove and ECR is prime example. If the have any special event or meeting where more than five driving attendees need to be ther and arrive at the same time, the stop light and ECR will be majorly impacted.

How would you describe the current state of transportation in Menlo Park? (continued)

Exits from 101 are getting very backed up really late into the evening.

Extremely poor – 2 responses

FUBAR. Menlo Park keeps approving new massive construction projects (Greenheart, Facebook, Stanford, etc.) without any consideration to neighborhood traffic impact.

Fair. Peak times are unmanageable.

Fine for local walking and biking for adults but does not facilitate longer distance commuting well.

Fragmented and incoherent

Fragmented. Streets don't connect. Bikeways are incomplete.

Frustrating as a driver; often dangerous as a cyclist. (When I commuted from Redwood City to Palo Alto on El Camino, it became abundantly evident that Menlo Park is the biggest choke point among the various cities, which made me grumpy.) I felt like I had to drive, though, because of unsafe bike conditions on alternate routes (e.g. Middlefield in North Fair Oaks.)

Generally good, but has trouble spots.

Going from poor to bad, with terrible and unbearable on the immediate horizon.

Gridlocked arteries near my neighborhood. Dangerous and disruptive cut-through traffic within my neighborhood.

Haphazard

Heavily congested at peak traffic times. El Camino is too congested. The intersections around the train track, especially at Ravenswood, are extremely dangerous to motorist, walkers and bikers. There are no safe bike routes/bike lanes to several of our schools. In particular, Laurel Elementary School.

Horrible during afternoon and evening commute hours!

Horrible! Neighborhoods being over-run by commuter traffic!

Horrible! Willow Road is a nightmare between 7:00-10:00AM and 3:00-7:00PM.

Horrible. It's difficult to get across town, let alone down the street with the large number of cars on the roads and traffic congestion.

Horrid during peak hours. Tolerable during off hours.

Horrific

How would you describe the current state of transportation in Menlo Park? (continued)

I am aware of very few transportation options. I am lucky that I can walk to caltrain from my home. I also bike to shops whenever I can. I avoid arterials during busy times of the day such as work or school rush hours.

I drive around town from the flood triangle to downtown mostly. Also drive bay rd to marsh ? It takes forever to get across El Camino at the lights at oak grove, glenwood, ravenswood. This does not help residents but commuters passing through. I travel at the speed limit on the long stretch of bay rd from Ringwood to marsh rd. It get honked at, tail gated, passed on the left. I asked the police to put the mobile speed limit sign out to remind drivers. They did but they do not have a clue where to put it. They placed it at the beginning of the stretch. The problem is the length allows drivers to creep over the limit so it needed to be placed half way as a reminder. Also could use the speed limit painted on the pavement. The point is I think the city and police do not always get the situation. I have lived in Menlo Park for over 30 years and the traffic is at it's worst which I am sure you are aware of. Please ignore the lack of capitalization or this would take me forever. I have notice

I live in Menlo Park on Roble Ave. I go north on Middlefield frequently to go to Costco. my Stanford doctors on Broadway, downtown RWC to shop at Grocery Outlet, etc. The only suggestion I would like to make is that the light at the intersection of Ravenswood and Middlefield to go north is very long while the traffic on Middlefield dwindles. Can't there be traffic-sensitive sensors underground to direct the traffic based on when there are cars waiting to turn? Many other traffic lights in MP have that capability. Thanks! I was disappointed when the MP shuttle stop at Little House no longer goes the route it used to-Stanford Shopping center, etc. I used to take it to go to MD appts. at Stanford med.center. That stop was convenient for me.

I live near Facebook on Hamilton Avenue, and the traffic at commute time is pretty bad.

I think that it is outdated and needs to be updated. There are significant choke-points for vehicle commuters (e.g. Willow Road, El Camino at Ravenswood etc). The bike capacity needs to be increased for safe routes for kids and bicyclists. As more people move into Menlo Park, the transportation grid must improve.

I think the current state of transportation in Menlo Park is very good.

I think they are good not great. There are quite a few streets that need to be repaved, and lanes made wider.

Improved, but Willow Road is too clogged.

How would you describe the current state of transportation in Menlo Park? (continued)

In general, it's ok. El Camino Real can be annoying when it gets backed up and I think that addressing it from a flow perspective should be a priority (three lanes each way would help). It's not clear at times why certain projects are undertaken. For example, I live in Sharon Heights where there are no sidewalks or curbs, but corner curbs were installed with yellow bumpy plastic inserts - this make no sense and was a waste of valuable resources. The reconfiguration of Santa Cruz that was just completed seems like another solution in search of a problem. It's a wide street that seemed to have plenty of room for all (walkers, bikes and cars), yet somewhere it was decided that a reconfiguration was needed that does not seem to change much.

Inadequate

Inconsistent and deteriorating. Traffic has become so much worse than when I bought my house here in 2011, especially in east Menlo Park, and on Willow and Marsh.

Inconsistent. There is no parking and the biking people think they are cars. I am in favor of bike lanes but not bicycles on the main road with cars that act like cars. Live oak was a huge fail. There is zero parking and the lanes do nothing since everyone bikes in the middle of the street

Increasing pass through traffic on the Willow corridor making it worse and worse for local residents.

Increasingly congested, frustrating and dangerous, with frequent traffic jams and overflow into neighborhood streets.

Incredibly congested and almost impossible to get around during key periods in the work week.

Infrastructure a little haphazard. Given our city layout we have a tough time optimizing for various modes. We have some bike facilities but they are of inconsistent quality and end abruptly in places. There's a pretty consistent lack of way-finding signage (the kind you see in Palo Alto). Sidewalks in many places could be better (e.g. wider). Traffic on El Camino, Middle, Ravenswood, Middlefield, and Santa Cruz seems too fast and there aren't enough safe places for bikes and pedestrians to cross. I've heard that downtown parking is a severe pain point but we don't seem to be managing it efficiently with pricing, etc. In general, things seem to be put together in a piecemeal fashion, so it's great to see a holistic attempt at prioritizing and creating policies. I'd like to see us look to Palo Alto as a model. Though we have half the population, we have a comparable # of people who reportedly bike or walk to work (~3500). We could probably increase that number (and take some pressure of

It has become too congested. More downtown parking is needed, however, I am downtown often & I seldom have a problem finding a space.

It is bad and getting worse, especially with all the growth along El Camino and with the growth of Facebook and Stanford

How would you describe the current state of transportation in Menlo Park? (continued)

It stinks. Hard to access train station with narrow openings for entry and exits and not enough parking. Terrible cut through traffic to avoid back ups on El Camino, Santa Cruz or to make faster time to freeways. Terrible new stop signs on Santa Cruz to repel traffic to a dying downtown. The ONLY think MP has done right in the last few years is install sidewalks on Santa Cruz for pedestrians. Even still, residents don't have room to put their garbage cans out without hampering and endangering bikers or pedestrians.

It's pretty good, and although I don't like the impact on parking, I'm glad to see more bike lanes in the city. I'd like to remind the council that a lot of people with mobility issues (especially seniors) may do a lot of their activities locally, but may still rely on cars as transportation, and the same is true of people with very young pre-school age children. I'd like to see more focus on sidewalks for these people. I'm really glad to see more light-up cross-walks as well. FYI, I appreciate that MP is focusing on commuter bike routes rather than recreational bike routes. I don't think that our public roadways should be designed to support people's hobbies, but their transit needs.

It's the top issue in Menlo Park!!!!

Lack of public transportation, which leads to excessive traffic and congestion on Marsh and Willow.

Let's just say that it is manifestly clear that the transportation planning process to this point has been ad hoc.

Let's just say that it is manifestly evident that the prior process has been "ad hoc."

Like all cities and regions in the area, the carrying capacity of the roads are overwhelmed during peak commute times. The main bottlenecks I encounter are mostly on Hwy 101, so not necessarily within the jurisdiction of MP, but something that could be positively affected by a well executed TP. I also commute 12 miles (each way) many days a week by bike. The majority of my ride is on bike paths in decent shape.

Lots of congestion at school start/end times as well as commute times at North-South corridors of 101, Middlefield, El Camino, Alameda de las Pulgas

Lots of congestion for car traffic during rush hours. Much faster for bikes, although feels dangerous.

Main roads are becoming increasingly saturated during rush hour, especially near highway 101. More traffic cutting through neighborhoods. Some issues with bike lanes. Otherwise pretty good.

Major streets overwhelmed with traffic a peak times.

Mediocre to poor; disconnected from current high level of development activity.

Meh

How would you describe the current state of transportation in Menlo Park? (continued)

Menlo Park currently has a fragmented transportation system. I ride my bike, walk and drive regularly around the city. There are few safe routes from my neighborhood (Allied Arts) to local parks and schools because of the lack of sidewalks and poor street lighting. There are no easy access points from downtown Menlo Park to downtown Palo Alto (Ravenswood crossing to Alma is the best way right now). Getting to Belle Haven is particularly difficult and divided our city and prevents equal access to opportunities for our families.

Menlo Park has been designed to inhibit transportation from the baylands to the hills (NE to SW). No single road crosses the city. In my last position I supervised large teams of temporary professionals coming into Menlo Park to work at our offices on Middlefield. It was a constant problem for anyone outside the area to get into work without frustrating traffic.

Menlo Park is challenged by the success of businesses in the area. We are blessed with a thriving economy but lack an infrastructure to support the increased growth needed. Commuting around town during rush hour or peak times for schools is challenging.

Menlo Park seems to favor single occupancy cars over all else. That is not good. The roads and parking lots are deteriorated terribly, and don't seem designed for the heavy equipment all the construction projects require. The bike lanes are not contiguous, so it isn't easy or safe for normal people, including kids, to get around. The public transit options are horrible - not enough frequency for them to be useful. This includes buses and shuttles, even the train (that favors other cities as hubs).

Moderate to frustrating

Most driving infrastructure is fine, with annoying congestion at rush hour. Most bicycle infrastructure (at least between the downtown and the 101) is good for adults, but is badly lacking for children, especially during congested periods.

Near gridlock traffic during commute hours. Minimal and under- publicized bus service. Use Caltrain from the PA station due to lack of trains stopping in MP. People seem obsessed with blocking traffic not creating better traffic flow

Need safer bike routes off of major streets. Need to figure out rush hour congestion on El Camino Real And Sandhill Drive.

Needs improvement. Biking: difficult to get around on bike. Difficult to get from the willows, across the middlefield/willow intersection, and once at ravenswood/ecr or santa cruz/ecr, super dangerous to get into town. Really unenjoyable and separates us from easy access to going downtown. Car: Traffic on willow of course is a mess, which makes the willows super unsafe for almost all modalities as folks speed thru.

Not bike friendly, congested/grid-lock, no easy ways to get around (lacks arteries).

Not enough convenient public transportation options (e.g., free shuttle). Traffic is "okay" but freeway arteries (e.g., Willow) definitely get clogged, and certain intersections can be dangerous for cycling (e.g., Willow @ Middlefield, Bay @ Ringwood).

How would you describe the current state of transportation in Menlo Park? (continued)

Not good--El Camino is currently at capacity much of the time and it is entirely unclear how it will absorb the significant increase in traffic to be expected from new development. It is not safe to bike on El Camino, but there is no good north-south alternative for biking. Getting across town is also difficult, requiring long waits at lights and circuitous routes. Again, biking is challenging at best.

Not great- very congested everywhere. We are spending a lot of time standing in traffic

Not very bicycle and pedestrian friendly. Car traffic is becoming heavier and often terrible. We feel trapped in our neighborhood because we don't have safe walking or biking alternatives to important destinations.

OK, except at rush hour, but not good for pedestrians and cyclists (although getting better).

OK. During the day travel via car is pretty straightforward. But during rush hours it is non stop stop and go traffic.

OK...but very inconsistent and not fully safe for pedestrians and bikes and not always clear right of ways for cars in the residential areas.

Ok, but needs a lot of work in residential areas, needs more sidewalks for safe walking (not driving) and Haven area needs proper sidewalks and bike pathways for the entire length

On the brink of chaos. The volume of traffic on Oak Grove combined with decreased lane size and bicycles at the end of the school day is dangerous. Please note that there are seniors on Oak Grove and Pine who are not able to park on Oak Grove to off load groceries and packages, and there is little room on Pine St. for additional parking/delivery due to Nativity School parking. I believe there are other issues for seniors and I hope this will be considered. The Ravenswood RR crossing still dangerous with pedestrians crossing and cars backed up and u-turns made right after Noel Drive.

Poor

Poor - limited rail, congestion on Willow

Poor at best

Poor- Bayshore highway in the evening going to dunbarton bridge is a nightmare. No good public transportation options

Poor. It's too dependent on cars. We have a city that is small enough to be navigated on bike and foot, but there just aren't enough safe routes to do so.

How would you describe the current state of transportation in Menlo Park? (continued)

Poor. Public transit is inadequate. Pedestrian rights - or the existence of people who choose to be pedestrians is too often ignored. This survey will not get good information. For example, in the next button choices, I occasionally drive on BOTH weekends and weekdays. WHY did you think people would do one and not the other? What data are you trying to suppress? Similarly I use walk on both weekdays and weekends, and use public transit, but less than weekly.

Poor. Too much congestion on main travel streets. Vehicles speed although even the posted speed limit is often too fast for pedestrians, bicycles, wheelchairs and getting in/out of driveways. I like the new focus on bike lanes and sidewalks.

Poor. Too congested during commute hours. Too many commercial vehicles on main roads. Vehicle speed too high during non commute. Public transportation not very useful except for Sam Tran routes dedicated for local schools.

Poor: The downtown traffic signage and crossing streets to Santa Cruz are terrible. Perhaps vehicle traffic should be banned from University to El Camino. The overall traffic at school times and rush hours are terrible. Very poor quality of life. The residential speed limits of 25mph or 30mph are very dangerous and degrade the quality of life.

Pretty good, though there are still some places that are dicey for cyclists

Pretty horrible. The current congestion encourages terrible driving and cycling behavior: running red lights, blocking intersections, ignoring pedestrians and bicycles, angry gestures, yelling, honking.

Problematic. Key roads are oversubscribed at rush hour. People drive too fast and too aggressively out of frustration. Huge numbers of drivers are paying more attention to their devices than to the road.

Roads in many parts of town were not designed to handle current levels of car traffic (namely, El Camino). Many main streets are unfriendly to bicyclists and pedestrians--it's particularly notable near our schools and parks, locations that are perfect for biking and walking to. There is a vicious cycle where levels of car traffic make people scared to bike, thus compounding the problem. To reverse this cycle, we need to go out of our way to invite bicyclists and pedestrians onto our streets.

Rush hour traffic is bad in some areas, like Willow, Alpine/ SandHill.

Safety for bikers and walkers is very poor, especially for students going to and from school by foot or bike. Need bike lines, sidewalks, and/or signs specifying no parking during school commute hours on major school commute thoroughfares, like Olive St, where Hillview kids are currently not safe.

Slow during afternoon commute hours. Especially bad between 101 and Dumbarton corridor.

Sometimes okay, sometimes impossible. Belle Haven is surrounded by bottlenecks that trap us in here.

How would you describe the current state of transportation in Menlo Park? (continued)

Spotty, inconvenient long-range transit options. Generally very car-centric, and very very congested because of that.

Super congested and getting worse!!!!

Terrible on El Camino, bad to not bad elsewhere depending on time of day. The pedestrian crosswalk at the Ravenswood grade crossing is still dangerous. The crosswalk should have a walk/don't walk light that is coordinated with the El Cam stop light and, more important, with the train gate. Headed east, I almost got stuck on the tracks when the cars in front of me stopped for several slow-moving pedestrians and the gate started coming down.

Terrible, all dependent on cars

Terrible, at times streets are impassable.

Terrible. All major routes are bogged down with too much traffic including those pass through town and those traveling within town.

Terrible. Roads are completely inadequate for traffic and it's virtually impossible to cross town west to east.

Terrible. There is a distinct lack of reliable public transportation to the west side of Menlo Park!!

The current state of Transportation is a huge mess. People who live on the East Side have been deeply affected by all this new construction. People who have their kids in Tinsley Programs and have to take their kids to West Menlo to school are stuck in traffic for so much time, its ridiculous.

The downtown and West side of Menlo Park is pretty friendly to multimode transportation.

The state of transportation is average for an older suburban, small city. Traffic congestion has worsened sharply in recent years. Although some roadways can accommodate people on bike or walking safely, many can't. The design is car-centric vs. people-centric. Public transit options are sparse.

There is a lack of a thoughtful solution consistently applied across town. Priority appears to be given to non-town, business, Palo Alto & commute traffic on thruways such as Sandhill - that does not consider local residents access, or ease of use.

There is a lack of bussing available to students from both west menlo park and east menlo park to high school. Buses are to full for students to get on or do not take a direct enough route to school to get them there on bell schedule. Students often are left at bus stops and must walk to school two to three times a week.

Through traffic has considerably increased, especially on the Willow Road corridor to Dumbarton bridge

How would you describe the current state of transportation in Menlo Park? (continued)

Too car centric

Too car centric, with existing traffic likely to get much worse as properties along El Camino and in Belle Haven are developed. Parents driving children to school greatly increase traffic in the mornings and when school lets out. Workers parking on side streets near downtown contribute to traffic backup on University between Santa Cruz and Middle, add the parked cars along University and this street is not easy for bikes despite being designated a bike route. Traffic along Middle has increased noticeably in the past couple of years, with frequent backups at the University Ave intersection. The Safeway/Shell Station/El Camino intersection of Middle is frequently a clogged free for all of cars going every which way. I love (and use!) the new sidewalks along Santa Cruz. We need sidewalks on the south side of Middle and on at least one side of Olive between Oak and Santa Cruz. Ringwood should also have a walking path on both sides of the street. Traffic heading out Willow in the mo

Too many traffic crowding/traffic jams, particularly on El Camino Real. Insufficient parking downtown and at CalTrain. Foolish usage of speed bumps and similar road blocks on residential streets. Wasteful use of traffic cameras that make certain intersections more dangerous. Inadequate alternatives to the private automobile. Over-focus on bike lanes on arterial streets.

Too much congestion, especially during commute hours, which have increased in time (7am -10am & 3pm - 7pm)

Too much traffic on residential streets

Too much traffic! I avoid going certain places (downtown MP) during peak traffic hours. Willow road is awful in the morning and afternoons!

Traffic congestion has gotten really challenging. Both downtown and crossing El Camino. Belle Haven is a disaster. The lights recently changed pattern and make it impossible to use a car to get in and out for many hours of the day. A safe bike route for kids through downtown is imperative. Making the city more bike friendly will be more sustainable than encouraging more cars by having a few parking spaces.

Traffic congestion is terrible in the mornings and evenings trying to leave or return home. There needs to be a fix to the flow of traffic to and from the Dunbarton bridge. There are so many cars coming from this direction in the morning that if I don't leave for work before 6:50am, it can take 10 minutes just to turn onto Willow Rd. from O'brian. This is made worse by the awful light timing at that intersection (dangerous zero delay between green and red, and the backup on Willow doesn't allow more than 2-3 cars to turn before our green arrow is red again). There is also no sidewalk from my house on Kavanaugh out to Melo Park. This makes running and biking to the store or for exercise less safe.

Traffic is becoming more congested every month, and it leads to frustration and bad decisions by drivers, bike riders, pedestrians and other travelers.

Traffic is very heavy at peak times Mon- Fri.

How would you describe the current state of transportation in Menlo Park? (continued)

Traffic on El Camino is terrible. It's difficult to get across MP by any means (car, bike, foot). Not enough bike lanes to feel safe riding.

Vehicle gridlock, not enough emphasis on safe biking and riding. No-one understands the free shuttle available to residents.

Very congested, especially El Camino

Very driver-centric, ignores bicycles and pedestrians

Very good in most areas, but has specific spots that could be improved.

Very poor. We have increased commute traffic through Menlo Park, particularly in the Willows neighborhood and along Willow Road. It can take 45 minutes to an hour to get from Gilbert where my home is to 101, which is less than a mile away.

We are in crisis. The roads are gridlocked, especially during peak travel times. Many walking and biking routes have terrible gaps that make them unsafe. Having all modes of transportation "share the road" is dangerous...some streets are better for some modes, other streets are better for other. We need a strategic vision.

Well, the clogged roads are a pretty clear sign that traffic is an issue. More affordable public transportation options would be great for residents and commuters.

West side – just fine. Typical delays at rush hours that would happen anywhere. East side – Marsh/Willow – crazy. We fundamentally had to change our habits to avoid going down those roads from 4pm-8pm, including no longer taking after school dance lessons at a studio in the vicinity, using a hair salon, or eating at Mardini's, etc.

challenging. el camino is often above capacity. cut thru traffic is risking children's safety in many residential neighborhoods. the rise of facebook has made intercorridor traffic near gridlock.

driving on El Camino is tedious, to say the least....

el camino traffic increasingly congested Bikers not given enough attention

feels like it's not well integrated or implemented with any kind of overall plan in mind. Ad hoc. Leads to disjointed areas that are hard to navigate between, unpredictable traffic patterns, and ripple effects where one incident quickly has far ranging impacts. I also notice quite a lot of traffic problems caused by unlawful driving behavior (e.g. packing an intersection when a light turns yellow then red, which keeps cross traffic from being able to move through the intersection when its their turn) that is very predictable (particular intersections / times), and no enforcement. If people were regularly ticketed for that behavior it might have a positive impact on traffic overall.

horrible, crowded, un safe, disorganized!

How would you describe the current state of transportation in Menlo Park? (continued)

i live in the willows. I want to be able to go to the grocery store at 4 in the afternoon, or any other time of day without spending significant time traveling. I want to know what's going to happen in an emergency. when cars are lined up, as they are every day, to cross the bay on Willow Road and university ave,, locking this neighborhood down. I want commuters to stop cutting through my neighborhood. I want parking on streets to be limited enough to allow traffic to flow both ways (there are areas where parking on both sides of the streets causes single car access to pass). I want bicyclists and more importantly pedestrians to me held to higher safety standards (no cell phones!!) and share street access more readkly I want double parking of delivery trucks to at least limited to less heavy traffic hours. I want to not be required to drive through Palo Alto or Ravenswood to get to stores.

in almost 20 years of living in Menlo Park, this is the worst I have ever experienced. I would rate on scale of 0 to 10 (10 being best) a 0.

in crisis

too dependent on cars/autos. Not enough thought to increase pedestrian and bike access and safety and therefore encourage people not to drive.

too much traffic, congestion, and accidents. Need more sidewalks, bike lanes and protected areas for pedestrians/cyclists.

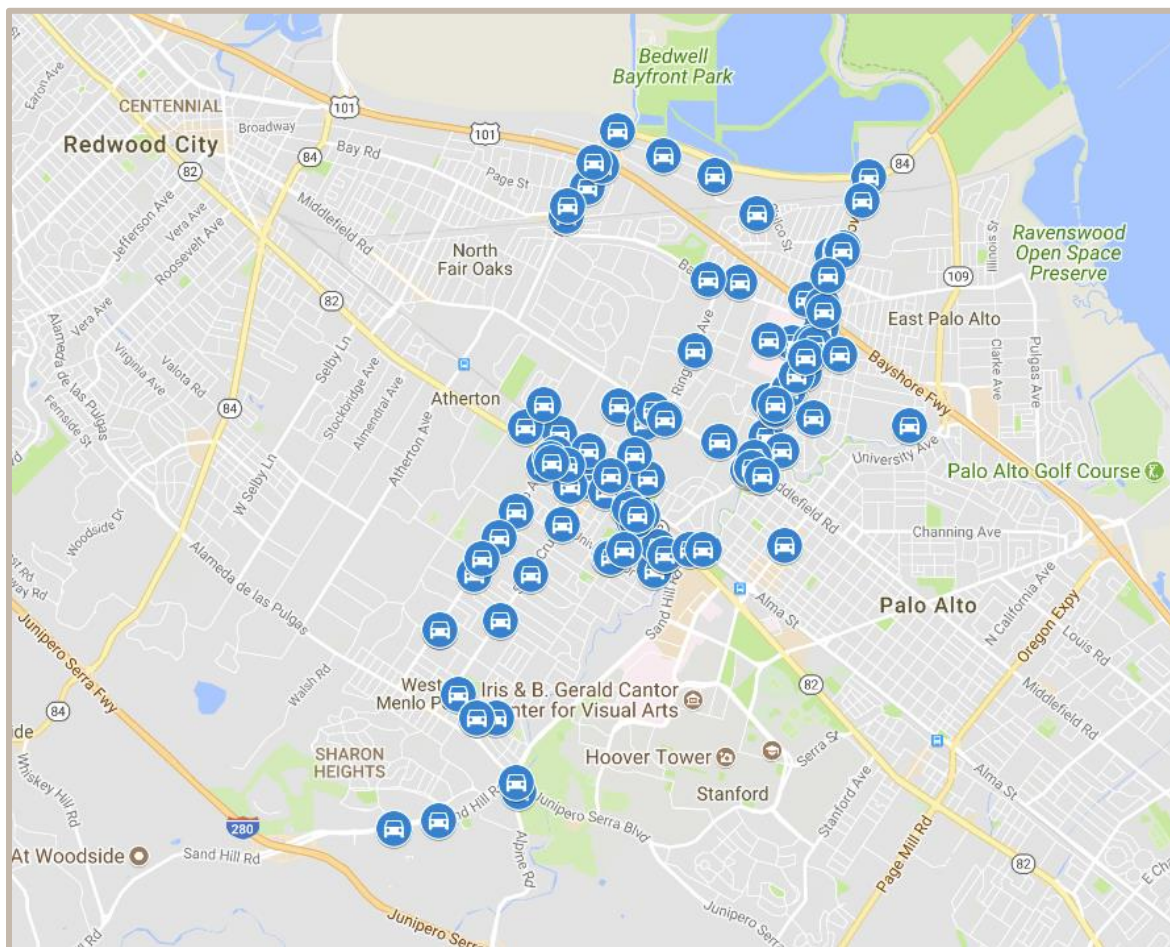
very congested and bottlenecks everywhere. Unsafe on bikes.

Appendix B: Driving map and comments

What have you experienced at specific locations while driving in Menlo Park? Drop a pin at the location you are commenting on and describe your thoughts in the comment box.

Map

Respondents indicated location-specific comments on a map; these comments are below and also available through an [interactive online map](#) that associates comments with locations.



Comments

Cut through traffic (2)

I am very concerned about the back up Oak Grove due to the new bike lanes that remove the possibility of cars flowing freely. Now with parents lining up on Oak Grove to pick up children at Nativity with no possibility of pulling over to the right side so cars can proceed through because of the new bike lanes are now in the way. Traffic is backing up terribly and those of us who live on Rebecca Lane, can't even get out of our neighborhood to turn left on Oak Grove. It is a nightmare. (2)

Slow traffic on elcamino and willow moves traffic through neighborhoods (2)

Driving map comments (continued)

Speeds on Valparaiso seem too high given the residences, schools, and churches that are on this street. There are a lot of cars trying to turn on and off the street and no controlled intersections except for the light on University. It may make sense to have a stop sign or two along the road, which would help slow traffic down and give people a place where they know they could turn easily. Driving on Valparaiso, the street signs (e.g., for N. Lemon Ave.) are really hard to see until you are almost past the intersection). Clear sightlines well in advance of the intersection would help considerably--if there aren't existing guidelines for street sign visibility, this would be a great thing to include in a Transportation Master Plan and have enforced around town. (2)

Traffic goes very fast on this stretch. Speed limits aren't adequate and there is never any policing here either. Also the traffic light at Santa Cruz going W and making a left towards Sand Hill Rd doesn't seem to be timed or triggered on the weekend. (2)

distracted drivers, commuters cutting through neighborhood to access 101/speeding, inappropriately blocking bike lanes and side roads to drop off at pool/gym. (2)

Around CalTrain station and Rec Center is most congested area with the most problems. Not sure how to fix it - I avoid this area except for very limited off times.

At a number of different spots on Gilbert Ave, the city has recently added some yellow crosswalks. I think this has made the intersections more dangerous. For example, at the intersection of Gilbert and Pope. Let me explain... The people driving on Pope have a stop sign, and the people driving on Gilbert do not. It has always been this way. But since the new crosswalks have been painted, I've seen several drivers on Pope pull up to the crosswalk, stop, and then immediately start to cross Gilbert as if they have the right of way, which they do not. The cars and bicyclists coming along Gilbert have the right of way. There is something about painted crosswalks on the asphalt which has now confused some of the Pope street drivers into thinking that this is now a 4-way stop intersection, which it is not, and never has been. Any resulting car crash here is not safe for drivers, pedestrians, or bicyclists. Please don't see this as a reason to convert that intersection into a 4-way st

Backup on El Camino around 4pm gets crazy. Often seems in part that it is because the lights aren't timed well.

Belle Haven building is way out of scale with ability of infrastructure to support, to the level a building moratorium should be considered. And all the FaceBook activity is piling on, at very high employee density levels. The El Camino/Alma left turn bad joke needs to be coordinated w/ Menlo Park and Palo Alto. The intersection is constantly congested, compounded by drivers from Palo Alto northbound on Alma routinely making a U turn at first intersection to backtrack and get to Sand Hill. The supposed roadblock isn't fooling anyone, Waze, Nav system or otherwise. OParking needs finally to be banned on El Camino, both in front of old car dealerships northbound and otherwise, and southbound near the clock store and theatre south of Ravenwood. Lone or two businesses who are cheap on parking ar holding ECR traffic hostage for very poor provincial reasons.

Driving map comments (continued)

Big traffic backups in afternoons and evenings leading to cut through traffic

Cannot get on to Sandhill from Monte Rosa easily anywhere from 5:30-6:45pm. Sandhill is backed up and Monte Rosa is the only road on Sandhill without a traffic light to assist vehicles getting on to Sandhill. I suggest that a traffic light be installed here.

Congested and gridlock.

Construction taking up sidewalk and a Lane of traffic.

Crazy slow traffic in afternoon peak hour. Bottleneck getting onto 101 South creates a major backup, even if just want to cross 101!

Cut through traffic & too many lyft/Uber & bus drivers who are either unfamiliar with area (causing delays), or aren't actually in use/ full. Over 90% of company buses in the M2 Area are unfilled or have very few riders.

Dangerous bike and pedestrian crosswalk at Middlefield and Lin field. Middlefield from willow to ringwood is dangerous -- too broad and nothing to slow down traffic. Cars routinely go 45mph here. Need something to slow cars down and we need better police speed enforcement.

Dangerous right turns onto Woodland from Middlefield. Lots of cut-through traffic and no marked crosswalk

Difficulty turning onto Santa Cruz Ave - even a right turn - at rush hour, which includes when school kids are being driven to/from school

Drastic increase of traffic and speed of vehicles over last 5 years.

Driving from home to Ladera and return in the morning before 9 AM is a nightmare with drivers coming off 280 at high speed and very angry.

Driving into Belle Haven during the evening commute can be very hard due to increased Facebook and Dumbarton Bridge traffic. Willow Rd will be backed up to Middlefield and Marsh Rd. to the Hwy 101 interchange. When we want to drop kids off at home (on Terminal Ave right by FB campus expansion), we often drop them off at the pedestrian overpass on Bay Rd, west of Hwy 101 so that they can walk into Belle Haven - they get home quicker that way.

Driving map comments (continued)

Driving on Willow Road is 3-4 times as long during the AM and PM rush hours. It can take 20 minutes to go from Middlefield to Bay. Living on Gilbert, this is a main route for us and the backup is consistent and dangerous. People drive "amad" and skirt around to try to avoid the traffic. Traveling on Gilbert across Willow toward Santa Margarita for example is difficult because there is a left turn lane and a shared straight/right lane. Most traffic trying to turn right gets backed up. So anyone who wants to go straight is stuck through multiple long light cycles or has to illegally go into the left hand lane and not turn. Or legally turn left and detour around. This is a main school route to three schools in the Willows. This is a huge issue for local traffic. In addition, it's not safe to have kids crossing this road on bike. My daughter nearly got hit just last year by a car that ran through the red light as she started to cross legally in the cross walk, walking h

During rush hour it becomes almost impossible to get from the Willows on 101 (Willow). There are long lines of cars on Chester, Durham etc. that are cutting through the Willows (most likely following Waze) to avoid the traffic backup on Willow Rd.

During rush hour it is impossible to get from the Willows on 101 (University) as there is an endless stream of cars (most likely using Waze) that hops of University and uses Woodland to join University again. It might save them 2 minutes, but it can take 20 minutes for the Willows residents to make the turn onto Woodland.

El Camino Real - the back ups that occur during certain times seem like they could be alleviated by making it three lanes throughout Menlo Park. Especially when all of the housing that is being built along El Camino Real is completed, we are going to need EL Camino to handle even more cars and traffic and the existing configuration is going to make traffic extremely slow and inefficient.

El Camino Real is a giant bottleneck for people trying to get through the city. Nobody wants to stop and shop downtown when they're losing precious time twiddling their thumbs in traffic because of the fat medians restricting the lane width/number. It makes me quite resentful toward the city. Willow Road is a congested mess around the clock; I often take Marsh because it's less congested. If I need to get to eastern Menlo Park during rush hour for a meeting, I'll literally put my bike in my car, drive downtown, and then cycle across the Pierce road bike bridge. (Which is ridiculous, no?) Sharon Heights and 280 are a breeze; I suggest the city encourage more development there to even out the density.

El Camino all through Menlo Park is bad. I try to avoid it.

Encinal Ave. has a bunch of traffic issues during school drop-off/pick-up times. The street gets backed up from people trying to make a left-turn into the school parking lot, resulting in all kinds of crazy driver behavior. People make U-turns in the middle of the street, honk, etc. More people might park on the side streets to pick up their kids if there were sidewalks on Encinal to make it safer to walk there and back. Right now the school is optimized for car pick-up vs. bicycling or walking. Middlefield is a main road and Encinal is a popular road for getting between Middlefield and El Camino. So having sidewalks and bike lanes along the whole length of Encinal would seem like the bare minimum if we want to improve the situation here.

Driving map comments (continued)

Entry onto Valpariso and Santa Cruz from the crossing side streets is very difficult especially at school and rush hours.

Extreme congestion throughout Belle Haven during commute times, with Willow backing up onto the 101, and cut through traffic blocking neighborhood streets like Hamilton and Chilco.

Extreme delays in traffic especially during commute hours. Too many commercial vehicle causing premature wear on the roads. Vehicles driving too fast and unsafe for residence. Too much traffic causing noise pollution. Unable to cross roads safely. No safe pedestrian cross walks except for Middlefield and Gilbert.

Extremely difficult and somewhat dangerous to make a left on middlefield from woodland. Also, bikers and pedestrian crossing middlefield at dangerous blind spots. I feel it's a disaster waiting to happen. During lunch hours and Monday evening at the Willow Market, employees from offices across the street and from Willow Road cross the intersections unsafely. Monday evening food trucks are exasperated the already heavy traffic area at Willow and Middlefield.

Extremely difficult to exit and enter the Belle Haven neighborhood due to cross and cut-through traffic. All cut-through traffic must be eliminated.

Extremely unsafe biking and walking conditions for Hillview students going to and from school on Olive St. There is tremendous traffic on Olive St during morning and afternoon times, when hundreds of Hillview students are going to and from school. Olive St. is a major thoroughfare for these students, yet there are no sidewalks or bike lanes or a much-needed cross walk (at Olive St. and Stanford Ave.). This means that hundreds of Hillview kids are putting their lives at risk by walking and biking well into the very busy street. Though we really need bike lanes and sidewalks for these children, an interim solution would be signs that authorize no parking during school morning and afternoon rushes. The portion of Olive St. that needs these signs is the portion from Middle Avenue to Santa Cruz. We also need a safe crosswalk at Olive St. and Stanford Avenue, where hundreds of Hillview students attempt to cross at a blind corner every day.

Getting down Willow is often not worth the frustration. If I have to drive 20 mph I'd rather do it on neighborhood streets where it's pretty. If the main roads are impassible, it's unfair to call people like me 'cut through traffic'. I avoid rush hours as much as possible but there are still bottlenecks and I try to avoid getting stuck. I know there is no real solution as long as people have to get to the bridges to get home from work. The burden will always land on the people who live near them.

Getting onto or off of Willow Road at most any time of day (leaving or entering the Willows neighborhood. So much cut-through traffic in the neighborhood and an endless line of cars on Willow Road that blocks intersections! The traffic in the Belle Haven is impossible! I don't know how people who live there can tolerate the traffic/congestion IN addition, El Camino is a mess!

Gridlock on Willow Rd between Alma Street and Highway 101 is very lamentable.

Driving map comments (continued)

Hamilton and Willow is completely congested and frightening at commute times; too many cars parked on the sides of Hamilton while cars are coming in and out of the gas station and shopping plaza. The stretch of Willow between 101 and Middlefield is a bottleneck.

Happy with how this area has improved by eliminating left turns from Ravenswood near the RR tracks. Maybe a pedestrian overpass (to cross Ravenswood) would help.

Heavy traffic on Willow

Horrible too much traffic

I am not able to walk, but must take car. I am concerned about the volume of traffic on Oak Grove with the new station 1300. Added to the railroad crossing and the bike traffic, this will be an area of concern.

I avoid driving on Willow and 101 when I can. Getting on 280 from SandHill is getting horrible, and Alpine is also bad.

I can drive from San Leandro to my children's daycare near Willow and Newbridge (27 miles) in 45 minutes at 5 pm. If coming from home at Willow and Alma at 5 pm, it takes 60 minutes to go 2.5 miles down Willow. The thought that MP wants to add more residential and commercial traffic to this nightmare terrifies me. Something has to be done to improve access to the Dumbarton Bridge from MP and PA.

I do not commute - but am frustrated by the increased traffic experienced while out and about during the day.

I don't commute

I have experienced all the issues listed @ <http://www.univpark.org/safe> but am most frustrated by the high speeds, high traffic volume and distracted drivers that I see daily. I've also developed asthma as an adult and feel that poor air quality, largely due to combustion engines is a significant contributing factor.

I have lived on Coleman Ave for almost 20 years and currently can't go east between 3 and 7 pm each day. This is unacceptable.

I live on Chester, and during the afternoon from 4 to 6 pm the road is often so congested (towards Willow Rd) that I cannot get to my house or leave (except away from Willow)

I try to avoid Willow, which seems to get backed up frequently.

I would describe biking on Marsh Rd as the most stressful part of my 12 mile commute (my commute includes Foothill Expressway, El Camino and Middlefield). Cannot believe that the primary strategy is to have signs telling bikes they may take a whole lane. Have you ever biked during rush hour on a bike taking a whole lane? Ridiculous.

Driving map comments (continued)

I'm going to have to switch jobs and start commuting again and seriously thinking of leaving Menlo Park and California because it will be too time consuming just getting in and out of Belle Haven. It is very difficult to get onto Willow from Newbridge in the morning. It can take 12 minutes to go 3 short blocks because only a few cars get through the light. The pedestrians are competing with the cars. The construction has been dragging on forever and there needs to be that 3rd lane to 101 N. And at 5pm it is impossible to get from downtown menlo park across 101 to Belle Haven. Reducing traffic through neighborhoods sounds nice, but the main roads are so packed and not moving and the cars on neighborhood streets can't move and there are too many cars. There has to be a better way connect the highways (e.g. Dumbarton and 101). I lived near Burgess park for 8 years and traffic moved easily. Belle Haven is a disaster and there are hours of the day when it take 20 minutes to go a

In this very busy portion of Haven there are no sidewalks or bike paths connecting new condos to bike bath to get to Facebook

Increased traffic and safety issued on Willow Road and O'Brien Drive

Increased traffic on Willow and back up on O'Brien.

Increasing use of Cambridge and University Drive as a cut-through especially at rush hours

Incredibly frustrating to be blockaded behind traffic queuing up for 101 and the Dumbarton, when all I need to do is to get across Willow to my home on the northwest side.

Insufficient parking downtown; I am often reluctant to leave my permitted parking place midday because often I cannot find another space in that lot when I return. It is difficult to see the stoplight at Elder and Santa Cruz because of hanging tree branches. This light also makes it difficult to turn left onto Olive Street from Santa Cruz Avenue because it allows great groups of cars to continue towards downtown (the Santa Cruz Avenue left turn lane is often full or overflowing during the peak hours). I'd also like to see all left turns (onto and off of) Oakdell at Santa Cruz.

It is very congested.

Just a ridiculous intersection where Ringwood and Ravenswood meat Middlefield. The city is so lucky that accident rates are not higher here.

Lack of on-street parking when dropping off my kid at Nativity Elementary. Bottleneck from Bay Road to Laurel and Oak Grove caused by Encinal Elementary (which also has inadequate parking), Laurel School, and MA High School. I also really wish there were MORE off-freeway cut-throughs and alternate routes. The conjection on 101 is largely caused by local, in-town traffic (I shouldn't have to get on the highway to get to Redwood City, but because of civic design, it's unavoidable).

Driving map comments (continued)

Leaving Menlo Park in the morning isn't too difficult depending upon Bay Front and North bound 101, but returning home before 7pm is very difficult. Mostly the delays are either on Chilco returning into my residential area with the Instagram and Facebook buses and pedestrians working there. Or heaven forbid I try to take Willow from 101 into Bell Haven, that can take forever because of the intense congestion.

Long delays on El Camino Real, particularly in the afternoon, in both directions and at all times of the year.

M-A: signals and route east-west through this area of major auto/bike/bus, truck access is two decades out of step Willow: travel through this area is overwhelmed by commuters to palo alto, locking residents out of roadway Menlo-Ravenswood: east-west travel is compromised by Menlo Ave ROW; north south travel is compromised by bottleneck ECR Cambridge: travel backs up from bottleneck locking residents out of roadway ECR Valparaiso: travel backs up from bottleneck Valparaiso: traffic compromised by lack of sensor programming at University, lack of left turn pockets and enforcement of no driving in (when empty) bike lanes.

Marsh Road exit off 101 has gotten substantially worse trying to make a right turn. It seems that the traffic to the Dumbarton bridge is a leading cause. Maybe the City can work on traffic light adjustments and Caltrans to create a separate right turn exit.

Middlefield & Woodland. From Woodland, turning onto Middlefield going south This corner is basically a blind turn. Cars are shooting north on Middlefield. Turn lane onto Woodland reduces vision of cars going south. Willow Market loading on Middlefield reduces vision of cars going south, Need to merge into traffic gaining speed going south. No signage to slow down or alert cars on Middlefield that cars are coming out of Woodland. High t-bone risk.

Middlefield and Ringwood, better cyclist facilities such as bike lanes and box at light needed for left hand turn on Middlefield from Ringwood. Cyclist coming or going to SRI compete with cars making right hand turn or high school student go wrong way at light crossing to avoid narrow stretch to make left hand turn into school parking student lot. Bikers, vehicles and pedestrians compete in space which ties up traffic in area. Flow could be improved for Oak Grove, Ravenswood and Ringwood thru Middlefield with better planning.

Middlefield and Willow frequently backs up with to/from bridge traffic (same for Willow / Bay) and significant impact of irresponsible driving behavior of filling up the intersection when it's yellow / red. This activity should be ticketed and curtailed as it ends up creating unnecessary problems for cross traffic.

Driving map comments (continued)

Morning about 9am: 1) southbound Junipero Serra between Santa Cruz and West Campus Drive gets backed up due to poor light timing at West Campus Drive Evening about 6pm: 2) Poor traffic light timing at the intersection of Sand Hill Road and Santa Cruz when heading north on Santa Cruz. Cars back up on Santa Cruz and block the intersection with Junipero Serra. 3) The right turn lane from northbound Santa Cruz to eastbound Sand Hill Road is too short; lengthening it would allow northbound Santa Cruz traffic to clear the intersection faster.

My placement here might not be accurate (was hard to move the red marker across town within the frame). I want to highlight that Santa Cruz Avenue near Oakdell is dangerous as well. Cars are going surprisingly fast, maybe because they're heading downhill. I've seen kids almost get hit on a couple of different occasions. The one crosswalk is in a really counterintuitive place, not where kids would actually use it.

Need to improve traffic control coordination at this complex two-stage intersection, e.g. consider preventing "right on red" traffic in rush hours from Junipero Serra Blvd toward Sand Hill, currently it backs up Alpine Road badly.

Often after 8 PM I find that I have to wait at this signal even if there is no traffic coming from any other direction. Please install a traffic sensor so that the signal will turn the light green if a car is at the intersection there are no other car there.

Pretty much most of El Camino Real. It's basically a parking lot during rush hours.

Primarily travel 101 to the Marsh exit. The 2 left turn lanes to Scott Dr. merging down to 1 on sharp turn is asking for trouble. People are idiots.

Ravenswood/El Camino intersection is really a mess, almost always backed up around the train tracks. I regularly see cyclists--usually kids--cut through the Barrone Plaza bc there is too much traffic congestion to navigate toward this intersection on a bike. My son was involved in a bike/car collision in the crosswalk os this intersection. The traffic lights need to be calibrated with cyclists/pedestrians given more time to cross before cars can turn right--possibly "no right on red" during certain hours? The sharrows markings do not make this a safe route. There just seems to be way too much traffic funneling through this tight spot.

Rush hour gridlock on El Camino must be solved. Move the bike lanes off of a congested El Camino and move them to parallel side streets like Alma and Laurel

Rush-hour congestion between the 101 & Willow Rd (& University) is terrible. I stay at work extra hours just to avoid the awful slow downs.

Speaking as a "woke" driver, I've had some close calls here with kids trying to cross in front of me. The section of Middle between University and San Mateo is super dangerous for bikes/pedestrians. The crosswalks aren't well-marked and are often used by kids who don't accurately gauge the speed of oncoming traffic. I'd like to see roundabouts instead of stop signs at strategic locations along Middle (e.g. University, San Mateo, Olive intersections), proper bike lanes, improved crosswalks, and whatever it takes to lower the speed of drivers.

Driving map comments (continued)

Terrible access points to cross El Camino at all locations, Willow Rd is simply not tolerable at almost all times of the day, back ups and delays at El Camino along the Menlo Park corridor (and adding bike lanes will cause MORE not less traffic!!!), speeding vehicles along Santa Cruz to San Hill and now along Middle Ave to access Olive or Oak to get to Sand Hill/280/Junipero Serra. Oh and lets not forget the new stop signs on Santa Cruz make it impossible to drive down the street to get to the train station. Who thought that was a good idea??

Terrible traffic along Willow Road. If I want to leave my home in the evening, I am basically trapped. It takes 30 minutes to 1 hour to get from my home in the Willows to Highway 101 which is less than a mile away. Reducing traffic along Willow Road, which backs up from people trying to access the Dumbarton Bridge should be a priority.

Terrible traffic delays during evening commute times.

Terrible westbound traffic congestion during the week between 4 and 6 PM.

The City of Menlo Park is just waiting for a child to be killed on Coleman Avenue. It is appalling. Coleman Avenue serves as the main motorist/bike/pedestrian route between Laurel Elementary School's Lower and Upper Campus. Almost all families that attend Laurel have children in both campuses (one on Edge Road in Atherton and one off O'Connor Street in the Willows). There is no safe bike/pedestrian route between the two campuses. I personally bike daily with my 6 year old to Laurel's Lower Campus at Edge Road, however, we have no bike lane and share the road with motorist. Many of the motorist are high school students speeding to MA High School and do not slow down for children. The afternoon is horrible. We only have to be on Coleman for a short stretch so we continue to bike (although I don't feel every safe) but I have no way to bike with him to the Upper Campus in 2 years because there is no safe route. BOTTOM LINE: Coleman and Gilbert need a bike lane for elementary school childre

The Willow exit is a mess from 4-8pm. It get backed up and cars drive right up to the exit to merge, so those who got into the line, like good citizens, are waiting for a very long time. If all these people are trying to get on the bridge to Fremont, perhaps we need a direct connection from 101, that avoids the ground roads and doesnt load them up.

The congestion on the Willow on and off ramps to Menlo Park is terrible during rush hours, and often in the early evening. Traffic on Willow leading to the Dunbarton Bridge and to Facebook frequently backs up so that drivers cannot enter or leave business driveways.

The corner Elena and Valparaiso is very busy at morning and afternoon school rush hour times with bikes and cars going to many local schools. It is impossible to make a left turn from Elena onto Valparaiso because there is no break in traffic. Because there is also no light or stop sign the entire length of Valparaiso from Alameda to University, this leads to cars traveling at high speed. This also leads to dangerous conditions for bikers and joggers. There really needs to be a stop sign or light to make this intersection safer.

Driving map comments (continued)

The gridlock on Marsh Road between Bay and Bayfront already is problematic. With all the new commercial and residential construction going on in the area east of 101, this is going to get unbearable. I cannot fathom the level of incompetency involved with approving the development plan for that area with significant improvements in transportation infrastructure.

The intersection between Willow and Coleman has a traffic light that switches too quickly in the morning. It is impossible to get onto Willow from Coleman, and I spend 10-15 min in a jam in the morning. There is a lot of pedestrian traffic there as well, which slows down traffic even more. Something has to be done about this!

The intersection of Middle Ave and University Drive is very dangerous. It is a high traffic area at rush hour, when school lets out and even on weekends, but has no traffic light. It is also a school bus stop location. There are many bikers, pedestrians, moms with strollers and seniors with walkers due to the nearby senior center and park. I have seen many near accidents at this intersection and there needs to be an intervention.

The intersection of Middle and El Camino is difficult to navigate at almost any time of the day because of traffic entering/exiting the Safeway parking lot and the Shell Station. Having pan handlers begging at the Safeway exit only makes matters worse. Cars backing out of parking places on Middle at Nealon Park cause further delays; redesign that parking to get it off the street.

The light at Durham and Willow for cars going west on Willow needs to be longer. There is always a huge back up all the way to the 101 overpass. The merge from 2 lanes to one causes a back up, but if the light was a bit longer, it would be so much better!

The number and timing of lights on El Camino through downtown is ridiculous. What's going to happen when El Camino is fully developed?

The traffic on Willow Road is always an issue. The construction at the entrances and exits to 101 has made traffic worse, and I look forward to the day when that work is done. I also understand that much work will be done on Willow Road itself. Thinking about it gives me headaches!

The traffic on marsh Road is insane.

The wrong location was pinned and I can't fix it.

There are frequent cut throughs on this side street from University to El Camino

There has recently been a loss of parking along various parts of Oak Grove Ave. It's a recent project I believe. I think this just makes things worse, since now people have to drive around even more to find parking. I think the lack of parking might make drivers more frustrated. Then because they are frustrated they start driving more aggressively, which could endanger other drivers, pedestrians, and bicyclists. Can a lack of adequate parking lead to more road rage?

Driving map comments (continued)

There is tremendous traffic on El Camino at all times of the day. The traffic signal at Middlefield/Ringwood is terribly timed. Going south on Middlefield or turning off Ravenswood onto S. Middlefield is made worse by the very slow left turn signal from Middlefield onto Ringwood (cars trying to turn left back up into the lane of cars wanting to continue south on Middlefield. The signal for those continuing south does not change to green when there are no left turners from N. Middlefield into SRI. The left turn light onto Ringwood does not change even though there is no traffic coming north on Middlefield from Willow. No cross traffic from Ringwood either. Makes everyone want to run the red light. A lot of cars use that turn to get onto Bay to connect to south Hwy. 101. Then add the school traffic from the high, middle and charter schools--just really bad. It gets worse each year. Nicole knows about it, but says a 'study' needs to be done. Just put an intelligent person on

There would be improved throughput to University during afternoon rush hour if you could u-turn from Bayfront (bay/bridge-side) instead of requiring the turn onto Willow.

This intersection always scares me. Kids bike across the crosswalk on their way to school, sometimes in a steady stream, seemingly oblivious to the danger they face from four lanes of traffic merging to three. People seem to get stuck on the tracks more often than they should. Speed is too high--should be 25 throughout this section and cars are usually going over 30. Grade separation will help but it's hard to get hopeful about something so remote.

This intersection should not be forced to carry Palo Alto traffic avoiding the University/101 Interchange at afternoon rush hour. There should be NO RIGHT HAND TURN from Northbound Middlefield (from Palo Alto) from 3pm to 7pm onto Willow Road.

This is a very dangerous area during school start and end times. It is not safe for bikers, walkers or drivers. Three weeks ago my son was "doored" while riding his bike to school. A car pulled over in front of him on Olive Street near Santa Cruz to quickly unload a student and as my son passed the car he was "doored" and sustained a fractured collar bone. This area can NOT be a drop off zone as well as a path for bikers and walkers. Now that I drive my son to school, I see drivers cutting off bikers and walkers as well as making illegal u-turns on Olive after dropping off students which is not safe. I also see students cutting across Olive Street in front of moving cars and before the crosswalk on their bikes or by walking to avoid the cars pulling over to quickly unload. This is an area where a more major accident than my own son's accident is waiting to happen. Something must change. A start would be to make Olive Street a NO STOPPING zone during school start and end times.

This is the worst intersection in Menlo Park. In the afternoon rush hour, cars travel east on Ravenswood and turn right on Middlefield. Then they line up to get in the left hand turn lane to turn left onto Ringwood. The result is complete gridlock, every afternoon. Cars traveling south on Middlefield cannot proceed through the intersection, even on a green light, because the left hand turn lane on Ringwood spills over into the through lane.

Driving map comments (continued)

This region is a mess and reflects the city's rush to allow development dollars to flow into the coffers without requiring the developments and developers to fund adequate transportation infrastructure PRIOR to the development. I read in absolute disbelief the draft report on traffic relief options for the region. The report is talking about solutions that reach 10+ years into the future when the problem exists NOW! The rail corridor between downtown Redwood City and Bay Shore should be immediately developed for both light rail and pedestrian/bicycle access. If the corridor is too narrow to allow for this, the eminent domain process should be invoked in order to make it happen.

This site is comical. Does the city/county/state have any real transportation engineers who simulate the type of change planned here? It all sounds so good and healthy - widen the bridge, add bike lanes and pedestrian paths, make egress from the freeway easier. Did any of that really work at Marsh? No, the traffic over the bridge there has flowed less efficiently since the 101 exit and overpass were rebuilt. At Willow it makes even less sense when you throw in the added variables of the intersection at Bay Road being less than 150 feet from the freeway exit and the immediate narrowing of Willow Road to a single lane that occurs after Bay Road.

This whole area of Willow heading to the bridge is very bad. Some days it takes me over an hour to get from Middlefield to Bayshore if I'm heading to the East Bay after work.

Too congested. Challenging to merge to left on Middlefield from Oak Grove for Ringwood. Long line of traffic on Middlefield both way.

Too congested. Traffic signal creates long line that the section of street doesn't accommodate.

Too much congestion on Willow Road between El Camino Real and Hwy 101

Traffic at El Camino and Sand Hill/Alma is frequently backed up by multiple light changes at non-rush hour times both entering and leaving the city. This is due in some measure to Palo Alto's unwillingness to take their fair share of the traffic generated by the shopping center and development on Sand Hill. East bound Sand Hill traffic cannot continue onto Alma without turning onto ECR, making a u-turn at Cambridge and returning for the protected left turn onto Alma. huge waste of time and gasoline. However traffic northbound ECR at evening rush hour is very backed up and I try to avoid this route whenever possible.

Traffic backs up at the corner of Glenwood/Valpariso and ECR. It has been made much worse by the construction in this area. Contractors should not be allowed to encroach onto the streets. Construction vehicles and equipment have reduced visibility and space for residents in cars and on bikes. Children on bikes going to school are especially endangered.

Traffic flow from Palo Alto through Menlo Park to Willow Road seems to have improved since the North and South bound lanes of Middlefield have been reduced to one lane in each direction. It has made that route less attractive to "Waze" traffic. I would support keeping Willow at one lane in each direction to minimize the chance of encouraging the use of that route to get to the East Bay and 101.

Driving map comments (continued)

Traffic is very congested on Willow Road. This is both annoying as a driver, and also bad because it causes backups on collectors like Coleman and Gilbert, and also cut-through traffic on residential streets, like the one in front of my house (Riordan Pl.) and in front of my old house (McKendry Dr.)

Traffic on Chester street at 4pm

Traffic on el Camino is terrible due to lack of synchronization of traffic lights. Should easily be improved.

Unpredictable delays due to excessive traffic

Unsafe 4-way stop at university and middle for the amount of pedestrian, car, bike and school bus traffic.

Valparaiso Ave. has major congestion and a terrible intersection with El Camino. Intersection needs to be redesigned. Often have to sit through multiple light changes to turn left (northbound) onto El Camino from Valparaiso.

Valparaiso doesn't have a safe way to do left turns or cross for bikes and pedestrians. We need some lights.

Valparaiso east bound is frequently clogged. Even at non rush hour times. I have started to avoid this street even in the late evenings.

Very difficult to turn left onto Santa Cruz avenue during morning rush hour. There are simply no breaks in the cars.

We live on the San Clemente - Santa Monica intersection. Each morning I have to take Coleman to turn left to Willow to get to 101. It has been horrible lately (and not just because of the construction on Bay Rd and on both ramps). The traffic light at the Coleman and Willow is extremely quick for people who are standing on Coleman waiting to turn into Willow. Sometimes I have to wait for my turn 4-5 times!! It takes me longer to get through this traffic light than the entire commute to work! I need someone to increase the time the green light is on, especially during times when the school is on. We have 2 kids ourselves and I understand the importance of bikes, scooters, etc, but we also have to get to work and not be late each morning.

We need a 101 bypass that connects to the Dumbarton Bridge please! Everyone who needs to get to the Dumbarton is creating major traffic in Palo Alto and Menlo Park even though they are just passing through. And, the extension needs to connect to the El Camino, and Alma as well.

We need consistency. On Santa Cruz avenue, either have stop signs on every corner or none. So confusing. There is no parking. That is a huge issue. And the downtown is so inconsistent

Willow @ Middlefield is a dangerous intersection for cyclists: speeding cars don't pay attention to cyclists/pedestrians. Bay Rd. @ Ringwood is dangerous for cyclists. Too much cut-through traffic in the Flood triangle (down Bay Rd from Willow to Ringwood).

Driving map comments (continued)

Willow Rd between Bayshore and 101 is a parking lot at most hours of the day during the week, particularly weekday rush hours. Between 101 and Middlefield it is almost as bad. Since Facebook moved in several years ago, the commute time for most of the families at the school where I work at the intersection of Willow and Ivy has lengthened significantly. I have heard from many families who used to have a 10-15 minute drive to drop off their children in the morning now facing a 45 minute drive, mostly because of congestion on Willow Rd.

Willow Rd from Middlefield to hwy 84 cannot handle the volume of traffic currently. More lanes needed now. Will only get worse as East Menlo Park grows.

Willow Rd is a parking lot from 3:30 until 6:30. The lights for cross streets need to be longer in the morning to accommodate cars crossing Willow. Ringwood in the afternoon is very crowded from the high school down to Bay Rd. Bikers very often ride on the incorrect side of the road which is dangerous for drivers. The rules of the road need to be unforced with bikers as well as drivers. Many bikers are also on cell phones which is dangerous.

Willow Road is a nightmare!!!! Facebook has destroyed the once quiet community! Facebook traffic is horrible

Willow Road regularly backs up all the way from Middlefield to 101. It's taken over half an hour for me to travel this stretch during evening commute hours.

Willow and bay. I live off bay rd. I have to get onto bay rd to leave my house. The last few years, since FB took over the city, bay rd has started backing up in the afternoon and I can't get home without creeping along in it. I wait a long time to cross Willow at Gilbert as Willow traffic gets priority. If the light at bay were longer maybe it would not back up on bay rd.

Willow road is a disaster. Many kids need to cross Willow to get to school and it is unsafe. Also, Willow is bumper to bumper. I hate having to get to Hwy 101 during peak hours. It can take 20 minutes to go 1 mile!

Willow road is always congested no matter what time of day. Although around rush hour it gets ten times worse.

Willow road is always congested no matter what time of day. Although around rush hour it gets ten times worse. Downtown, Santa Cruz ave, are people allowed to make u-turns right there in the middle of Santa Cruz??? They do it all the time, it completely stops traffic on both sides, the road isn't even wide enough for it so they come close to hitting a parked car!

Willow road is heavily congested

Driving map comments (continued)

Willow road saturated from Middlefield to 101 at rush hours. Heavy cut through traffic in Willows and Linfield neighborhoods, attempting to bypass main arteries. This traffic often moves too fast, rolls through stop signs, and makes it difficult or unsafe for residents, especially children.

always congested

driving down El Camino to Palo Alto is too tedious for words with traffic backed up even at green lights due to the next light being red -- even outside of rush hour.

el camino grid lock. massive allied arts cut thru traffic on cambridge and university (very dangerous). grid lock between el camino and dunbarton via willow connector thru facebook campus.

retired, so not commuting at all.

this is a very dangerous area already with many conflicting turns and considerable congestion. Not just at rush hour but also around the times school is out. No room for bicycles. Stanford project will cause huge negative impacts on safety and time, making it even more dangerous.

traffic heading towards Facebook during evening rush hour is like a parking lot.

traffic is awful-- would be great to have traffic signals connected to traffic flow-- we would not wait forever when NO cars are coming.

unsafe driving in exit only lane off of Willow rd from 101 going South in evenings. Many drivers drive in exit lane until last moment and then get back in traffic on freeway to skip the line. Also extremely unsafe driving accross the willow rd overpass accross 101- very frightening and unsafe for pedestrians and bikes (currently not an option) Bike bridge to the North is safer, but could use better security around neighborhood in East MP.

willow road is a mess. there are limited ways to exit and or enter the Willows neighborhood and all are constantly competing with commuter traffic. Ravenswood at Alma is just plain frightening. Pedestrians and bicyclists need to be routed safely immediately. I think nothing short of underground tunnels will correct this extraordinarily dangerous situation. Move the train underground too. El Camino - what can I say? commuter traffic congestion is offensive and plans indicate that it will get worse? Underground solutions should be considered You cannot talk menlo park traffic planning without coordination with Palo Alto and other surrounding communities.

Is there anything else you would like to add about your experience driving in Menlo Park?

I hear it can take an amazing amount of time getting from W Menlo to E Menlo or to 101 during commute hours although I don't go that route. It shouldn't take more than 15 minutes to get across town! (2)

It's healthier for all to have traffic move through Menlo Park without a lot of stops as it increases pollution while the cars just sit there idling. When I drive to downtown Menlo Park, it is important to have easy access to parking and the ability to drive through downtown without a traffic jam. We have many older citizens in Menlo Park and Atherton and they need to be able to access areas as well as young children on bikes. I feel you are slanting the transportation plan to just the young and not our older citizens. You need to balance both concerns! You also need to make sure the traffic lights on El Camino are always synchronized so people can move quickly through Menlo Park and alleviate the traffic jams. (2)

We use the Ravenswood/Ringwood route between El Camino to Flood Park frequently and it is highly congested. The merging into one lane eastbound on Ravenswood brings traffic to a stand still. And the left turn from Middlefield onto Ringwood backs up onto Ravenswood during evening commute at times. Cars making that left turn onto Ringwood often block those traveling straight on Middlefield. I think it is the worst part of driving in Menlo Park. (2)

Also, all across Menlo park use of roundabouts should be increased.

Annoyed with the reduction of parking downtown. First the restaurants adding outdoor seating, then the "parklet"? What's wrong with Kelly park or Burgess? Or for that matter, the duck pond in Sharon Heights?

Attempts to fix so-called "cut through traffic" in the Willows are misguided and try to privatize public roads for private benefit. Further, I fear the solutions to that "problem" are going to prevent people from entering their own neighborhood at a number of points.

Bay Road between Marsh and Willow has seen an extraordinary increase in the amount and speed of traffic. Sometimes it's stopped and backed up. Often it's a regular flow of fast moving traffic. This is the only road that kids in Lorelei, Lorelei Manor and Suburban Park can take to bike to Encinal, Hillview and MA. It's feeling very unsafe, kids ride the wrong way on the street because there are not safe places to cross and the bike lane next to the Lindenwood Wall feels narrow and visibility does not seem great. Please improve this road! It's becoming a 101 alternative route and we're all suffering.

Been commuting to Menlo Park from Mountain View since 1999. After years in a car, recently shifted to bike commute for exercise and health benefits. Roads are not comfortable for cycling, but it often takes the same time to bike as driving the 9 miles, and is faster on worst days for 101. Each time 101 or Willow is expanded, it just attracts more cars.

Bike and pedestrian pathways must be segregated from those for automobiles.

Cars drive faster than posted speeds. I would like to see many street speeds reduced to 25mph for the safety of peds and bikes and other non-drivers using MP streets.

Is there anything else you would like to add about your experience driving in Menlo Park? (continued)

Drivers are too distracted. There is generally plenty of parking downtown MP if you are willing to walk 1-3 blocks. Walking actually gives merchants a better chance to draw shoppers into their store. And it is healthier for all. Too many drivers drive in bike lanes or center lanes. Need better signage and outreach along with some enforcement.

Chilco is another big bottleneck because it's so narrow. There need to be routes for emergency vehicles that are available 24/7, not blocked at certain times by impassible traffic jams. Menlo Park has a history of not planning for emergency vehicle access, I think because the Fire District isn't part of the City Government. We're just lucky that when we needed an ambulance we were a five minute walk from the firehouse and they got here very quickly. I have seen too many ambulances and fire trucks stuck in traffic.

Congested

Consider eliminating light controlled intersections at at least half of the ones that currently exist. Or make the lights green for a very long time when traveling along El Camino. Cross traffic should wait much longer. Move the train rails up like in Belmont.

Driving within Menlo Park is a disaster, especially during commute times. Too many cars on the road, driving too fast on Santa Cruz Ave; unable to drive on El Camino Real.

Due to the excessive traffic by everyone, there is no efficient way to get through east of bayshore to bridge. If bridge traffic was limited to 1 road - marsh? - the lights could be synced up to move everyone along.

During week limited to 10 am to 3 pm and after 7 pm

East-west routes are generally horrible. As a Willows resident, it is more convenient and appealing to frequent businesses in downtown Palo Alto than downtown Menlo Park.

Easy except at rush hour

Enforcement should be increased. Every time I ride my motorcycle along Valparaiso Avenue vehicles will invariably use the bike lane to pass other vehicles that are waiting to make an unprotected left turn.

Extremely difficult to into downtown area from Belle Haven during week days.

I bike almost every day. Downtown Santa Cruz Ave. always feels crowded and unsafe.

I bike during this time to avoid commute traffic.

I cannot leave the Belle Haven neighborhood during commute times. I feel trapped!

I don't drive much in Menlo Park because the traffic is very heavy along El Camino and because there are more enjoyable, faster, and convenient alternatives. Both biking and walking, thanks to bike bridges, and faster than driving to my work. We should be investing more on expanding the alternatives.

Is there anything else you would like to add about your experience driving in Menlo Park? (continued)

I feel terrible about the impacts of the current traffic on the families in East Menlo Park trying to return home at night.

I generally drive on days when I don't bike. Driving reminds me of why I bike. :-)

I like where Menlo Park has planted trees within the median such as on El Camino. I would encourage more work like this that improves the quality of the environment.

I live in Belle Haven and cant leave my house in a car during rush hours. The traffic on Willow is terrible. Also the merge lane getting onto the 101 S is horrible short. Feels like s death trap.

I live in the South of Seminary neighborhood, just a mile from 101 and Willow Road. That mile can take me as long as 45 minutes to drive when traffic is bad, especially during the evening commute time. It is untenable.

I often find myself sitting in stand still traffic in MP because a 2 lane rd decreases to a 1 lane, or a three lane to a 2 lane. IT took far too long to even expand Sand Hill because MP was in denial about worsening traffic. IT helped temporarily, but traffic continues to build. We really, really, really need to improve our public transit system to get people out of their cars. The train doesn't go enough places or run frequently enough to really be appealing. Bart would be great in this area! At least from parts east- anything to get people quickly to their work places and out of cars! The buses help, but are still sitting in stand still traffic!

I think everyone knows that Willow Rd is overly contested during commute hours. The Bay Area as a whole needs better transportation infrastructure, that will certainly have positive impact on Menlo Park.....it's not solely a MP issue.

I think we need a second light rail line along Alameda de las Pulgas or near 280.

I try to limit it as much as possible.

I try to ride a bike during rush hour. But the key trouble spots are the Willow corridor and Ravenswood by the Caltrain

I work in downtown Menlo Park, and have noted that the parklet does stop the flow of traffic (and some get confused).

I'm all for more bicycles, but there is no enforcement of bicycles obeying traffic law. I am constantly blind-sided on the right by a cyclist that comes up behind me (either in a bike lane or not) then cuts in front of me at an intersection and turns left with no hand signals, or indication of intentions. Bikes need to act predictably. No running stop signs when car traffic is present. Passing on the left of the cars to turn left (rather than getting in the lane with the car.

Is there anything else you would like to add about your experience driving in Menlo Park? (continued)

I'm also frustrated with Stanford and Palo Alto not doing their fair share to mitigate Menlo Park traffic. I am speechless/overwhelmed that Stanford can build more MP office complexes/space without contributing more housing and traffic mitigation! I'm now retired so don't have the daily commute but do walk & ride my e-bike or other bikes daily. I estimate that every other day I experience either stress or actual danger from a vehicle.

I'm concerned that the congestion frustrates drivers and makes it even less safe for people on bikes.

I'm in favor of building a parking garage (or two) in downtown and eliminating some of the parking places along University and Menlo, especially the ones adjacent to Draeger's and Trader Joes. Driving in downtown Menlo Park is like navigating a rabbit warren; too many streets that don't line up and are constricted because of parking on both sides of the street. I'm in favor of closing Chestnut or Crane (or both) and using those streets as outdoor venues for cafés. Menlo Park would be more enjoyable if we moved the car parking into garages and eliminated parking along Santa Cruz and side streets downtown.

If construction is causing a single lane with a traffic light situation, I would expect the construction to be fast and efficient, with people working round the clock so that the second lane can be opened up as soon as possible.

Improve El Camino traffic lights for through traffic in Menlo Park--often can drive just fine in Atherton and Palo Alto on El Camino, but Menlo Park is the bottleneck.

Improve traffic flow into Dumbarton Bridge/East bay- add Connect Menlo Park with Bart, add lanes to 84

In conjunction with looking at the new FaceBook Willow campus development, the Complete Street Commission as a project for this year or next should assess the vehicle/bicycle/pedestrian situation on Willow Road east in partnership with Bell Have Menlo Park and East Palo Alto residents and make further improvement with the transportation city staff. Below are some suggestions: 1. Side streets for local residents traffic and access to Willow Road should be facilitated and prioritized over non local through traffic on Willow Road between Dumbarton and US101. For instance the duration of the traffic light to make a left/right on Willow Road from O'Brien Drive is too short and should be better coordinated specifically with the Newbridge light (and also Ivy light). At peak hour due to heavy traffic on Willow Road sometimes only one or two vehicles can turn from O'Brien to Willow causing a major backup on O'Brien Drive all the way to Kelly Court. The light on Newbridge and Ivy to go West

It has become more difficult to park in downtown Menlo Park. This will drive away shoppers and diners. Reducing parking and size of parking spaces is counterproductive to attracting spenders.

It is easier to reach from 101 El Camino through Palo Alto then Menlo Park streets

Is there anything else you would like to add about your experience driving in Menlo Park? (continued)

It used to be that if you could just avoid El Camino between Ravenswood and Glenwood Ave at 8, 12, and 5 you could travel in MP just fine. Now, El Camino is backed up all day long. Middle Ave has become the new Santa Cruz Ave with drivers speeding to beat the Santa Cruz traffic, blowing through pedestrian cross walks with kids in them, Getting from West Menlo to East Menlo takes 40 -60 minutes some days. And adding bike lanes because they're green proves this cities values are focused on the needs of a few at the expense of many.

It would be wonderful if we could have more police to give tickets to all of the people that do not STOP and stop signs or while a pedestrian is walking across the street in a pedestrian lane.

It's difficult to drive in Menlo Park because the street grid is choppy and therefore channels you onto major streets such as El Camino, Middlefield, Middle Avenue.

It's miserable more often than not.

Lived here for 35 years. Never could comprehend why the entire available width of El Camino is not used for as many traffic lanes as possible instead of taken away to provide a couple dozen parallel parking spaces which are a hazard to get in and out of.

Menlo Park seems to highly prioritize the residential communities west of El Camino over the residential communities east of El Camino. All members of the community should receive the same consideration in terms of reducing traffic impacts throughout the community.

Menlo Park transportation has not responded to two decades of complaints about traffic with solutions that target the 95% of daily users.

More people are short-tempered while driving. Many could be more thoughtful, for example - moving further to the left while waiting to turn left on a busy street where there would be plenty of room for others in a long line to turn right if they had thought about it. Would be great if we were all just more thoughtful and kinder to each other, and give everyone the benefit of the doubt. I am trying! Kids need better training about bike safety - they so often aren't paying attention, or sometimes even in the middle of the road while cars are coming. Too many speed bumps! (It doesn't slow down the speeders, only inconvenient for those already being careful.) Please no more speed bumps or roundabouts! Better planning AND communication on major projects like the Willow Road / Hwy 101 interchange - so tragic to cut all those gorgeous old trees - and without preparing residents for it, or getting people on board for why it was being torn up. Even knowing about the plan, I didn'

More police stopping cyclist for illegal behavior. Palo Alto makes kids go to traffic school, let educate people on rules to improve traffic flow.

My concerns: 1. Bike Lanes for children biking to school especially on Coleman and Gilbert connecting Upper and Lower Laurel Elementary School's two campuses. 2.

Is there anything else you would like to add about your experience driving in Menlo Park? (continued)

Congestion and cars turning after train tracks. Ravenswood continues to be a dangerous railway crossing. 3. Underpass under El Camino connecting the east to the west side for bikes and pedestrians

Nearly all main roads are too congested making it nearly impossible to travel anywhere during commute hours. El Camino, Middlefield and Willow is over burdened during commute hours. Resident living on Willow Road hear continuous vehicle noise all day and into the night. For commercial zones that's fine. But not for residential.

Need to reduce time spent waiting to cross El Camino, and add additional access under/across the railroad tracks.

Not good. Much deteriorated in last 5 years (as a 30 year resident) as developers have focused much more on MP.

Overall, driving is acceptable

Please open more roads its crazy for working families that live in area and are stuck in traffic.

Please suggest building a separate/direct exit off 101 to Dumbarton bridge. Marsh and Willow can not handle the volume. Build it like exit to 92/ San Mateo Bridge. Build out bike lanes so people can safely bike and stay out of cars.

Poor traffic flow on El Camino

Recently a bunch of stop signs have sprouted in downtown on Santa Cruz. There are too many! Putting in a mini-park is a nice idea, but the location next to Trader Joe's is terrible. Pick a less used side road. It wastes gas to circle around the block.

See first note. El Camino worst. Rush hour is bad. Generally if I choose my time right, I'm not stopped too much. Rush hour is so bad, I stay at home and avoid it.

Stop approving new developments until you solve the transportation issues like Willows Cut Through Traffic!!!

Suggestions for the Willow east corridor: 1. Going East on CA 114 towards the Dumbarton bridge, the sign next to the sidewalk indicating that Willow through traffic must merge left near the intersection of Willow Road and O'Brien Drive is too close to the intersection/traffic light. It does not give cars enough distance to move to the left if going straight. This gives the impression that there are 3 lanes instead of 2 and at peak commute hour creates a bottle neck for people who want to turn right on O'Brien Drive. The "Through traffic must merge left" sign should be moved before Albemni Street EPA to give enough time for drivers to get off the right lane and not block it (and may be a "Lane ends merge left" sign could be added on the far right lane on the large overhang traffic light pole after Newbridge street). Some "Right arrows" should also be painted just after Albemni Street EPA on the right lane to reinforce the message. 2. Going West on CA 114 towards US 101, the new

Is there anything else you would like to add about your experience driving in Menlo Park? (continued)

The O'Brien and Willow intersection is particularly bad. Cars going towards the Dumbarton block the intersection. The light pattern allows cars going towards 101 to continue while the left turn arrow is on. Then O'Brian gets the left turn and I've seen multiple cars run the red light on Willow heading towards 101 as they didn't expect it to change. I've almost been hit when I'm turning left onto Willow on my bike. The light at Newbridge recently changed pattern and now there is no space for cars to turn left onto Willow. It's gotten even more dangerous.

The Ringwood/Ravenswood/Middlefield intersection needs help. Middlefield should be narrowed to 1 lane in each direction with a center turn lane between the PA and Atherton borders. The Oak Grove bike pilot still forces cyclists to "share the road" with cars on Santa Cruz. Dangerous. The conditions getting out of Belle Haven onto Willow are awful. Even once the Willow/101 interchange is fixed for cyclists they will still have to "share the road" between 101 and the VA (near Bay). This is not ok.

The intersection at Ravenswood and Middlefield needs to be reworked. Traffic from Ravenswood that is turning onto southbound Middlefield in order to access Ringwood is a disaster. This could be remedied by reworking the right turn options and ensuring that there are two separate options for turning: one that funnels traffic to the left turn lane on Middlefield to Ringwood, and one that allows those that want to continue unimpeded on Middlefield.

The lack of bike lanes and sidewalks for students going to and from school is abysmal. I drive my kids to and from Oak Knoll, despite the short distance, because the paths are decidedly unsafe. As a driver, I worry every morning about the kids on bikes and foot because there is so much morning chaos, with kids on feet and bikes walking well into streets.

The neighborhood of Belle Haven feels like a trap. The only ways to get in and out are Marsh and Willow and both of those can be a traffic nightmare.

The railroad crossing between burgess and the MP train station is extremely hazardous - especially going east towards middle field because pedestrians unpredictably cross forcing cars to stop and traffic often backs up with cars stuck on the tracks.

The small town roads are not current equipped to handle the big city like traffic. The business center on Willow (closer to Alma) where Boot Up sits has changed the area and added unnecessary complexity to the neighborhood. All of that land and the old Sunset building should be housing! We need an Urban planning mentality. I no longer consider Menlo Park as the Burbs! :)

There are some bad sunken spots on Willow heading from the bay towards 101 in the right-most lane. This isn't a pothole, but rather a sunken spot that seems likely to damage/slow vehicles.

Is there anything else you would like to add about your experience driving in Menlo Park? (continued)

There have been many new residences constructed on Haven Ave and yet the 200 yards on Haven going into Marsh has no lanes, no shoulders, no bike paths and no sidewalks. And it is getting busier each day

There is currently limited ability for bikers and cars to coexist safely. Very happy with new Oak grove bike lanes but need more! Kids walking and biking in and around school areas do not seem like they have a safe route

There is inadequate parking in downtown Menlo Park, inadequate parking for CalTrain, and difficulty driving with the traffic cameras, always worrying that the

Menlo Park is a bottleneck for traffic flow - Alma doesn't connect, willow doesn't go through to El Camino, Not to mention 280. We need grade separation for the railroad crossings to make it safer as well as not blocking traffic. Our traffic flow makes no sense

Menlo Park is a charming town that is known as a desirable place to live. Even for those who do not enjoy walking and biking, they should know the value of their home is tied to our small town feel. This is getting destroyed by the traffic congestion and is changing Menlo Park for the worse. We need to stop this before it is too late!

camera will go off incorrectly, which I have observed many, many times.

There is no easy way to get across town from the Trinity Drive/ Sharon Heights area. Driving across town is slow. There are also frequently skate boarders on the Trinity Drive near Valpariso & also on Valpariso near Hallmark Circle making driving more interesting!

Think BIG. Streetcars, tunnels, banning cars from downtown. Increased density housing near public transportation. We need real solutions, not band-aids. Stanford and other developers should be charged the REAL cost of development and finance public transportation.

To many people do not live here they are just driving here. Have you thought about charging to come in from the east bay like London? I know that is not what you were asking but I have thought about it many times.

Too much traffic going through residential streets from other areas.

Traffic is making Menlo Park an undesirable place to live, and it will only get worse with the new Facebook developments.

Is there anything else you would like to add about your experience driving in Menlo Park? (continued)

Traffic is terrible in Menlo Park! On Sand Hill in am and pm, on Willow all day long, Middlefield between MA High and Marsh, Marsh road all day long and El camino between Atherton Ave and all the way through to Sand Hill in Palo Alto. Not to mention driving down Santa Cruz ave and Val Paraiso at school drop off/pick up times. I was so fed up with traffic in Menlo Park that I bought an E Bike. It is the best thing I've done. No more traffic nightmares and it only takes me about 2-5 min longer than driving. We should be promoting people GET OUT OF THEIR CARS!!! ESPECIALLY PARENTS DRIVING THEIR KIDS TO SCHOOL!! That is the major cause of traffic in Menlo Park. We have flat streets, everything is only 2-5 miles away max and we have the best weather. There is no need to drive here!!

Traffic on El Camino and Middlefield is insane

Traffic should be cut off at Willow and 84. Route traffic to Marsh and make that a highway to the bridge. No lights. Make FB pay for all changes along that route.

Walking downtown is dangerous; driving downtown is dangerous with people darting into the street from walkways hidden by bushes. Now we have 3 or 4 stop signs in the space of about 25 yards that some drivers ignore. I have no idea what the city is thinking ?

We need to widen the lanes on El Camino and stop pinching the traffic in hopes that people will not drive. We must drive in many cases, and you need to support that.

When I am driving, I wish I lived in Mountain View where road designs and surfaces are far superior.

When school is in session, North/South driving commute through Menlo Park is untenably slow. I ride my bike instead and find it to be faster than driving between North Fair Oaks and Palo Alto.

When the bikes are off the roads during school holidays, the roads feel much safer. Bikers need to follow the proper rules of the road. Often they do not stop at stop signs, fail to ride single file, fail to signal, ride on the incorrect side of the road (wrong bike lane as well) and often are on a cell phone. The roads were not designed to manage a heavy traffic population. The morning and late afternoon to early evening rush hours are too congested. We do not need to make this worse by increasing the population of Menlo Park.

Willow Road east of Middlefield, and especially east of hwy 101, is absurdly congested. The area near Safeway shopping center and gas station at Middle and El Camino Real is highly congested, with bad driver behaviors. I cannot imagine adding bikers and more cars to that with the Stanford project. Bad accidents waiting to happen!

Willow Road, Middlefield, and El Camino have all become completely jammed.

increasingly congested but still not bad overall, just a few predictable pain points.

Is there anything else you would like to add about your experience driving in Menlo Park? (continued)

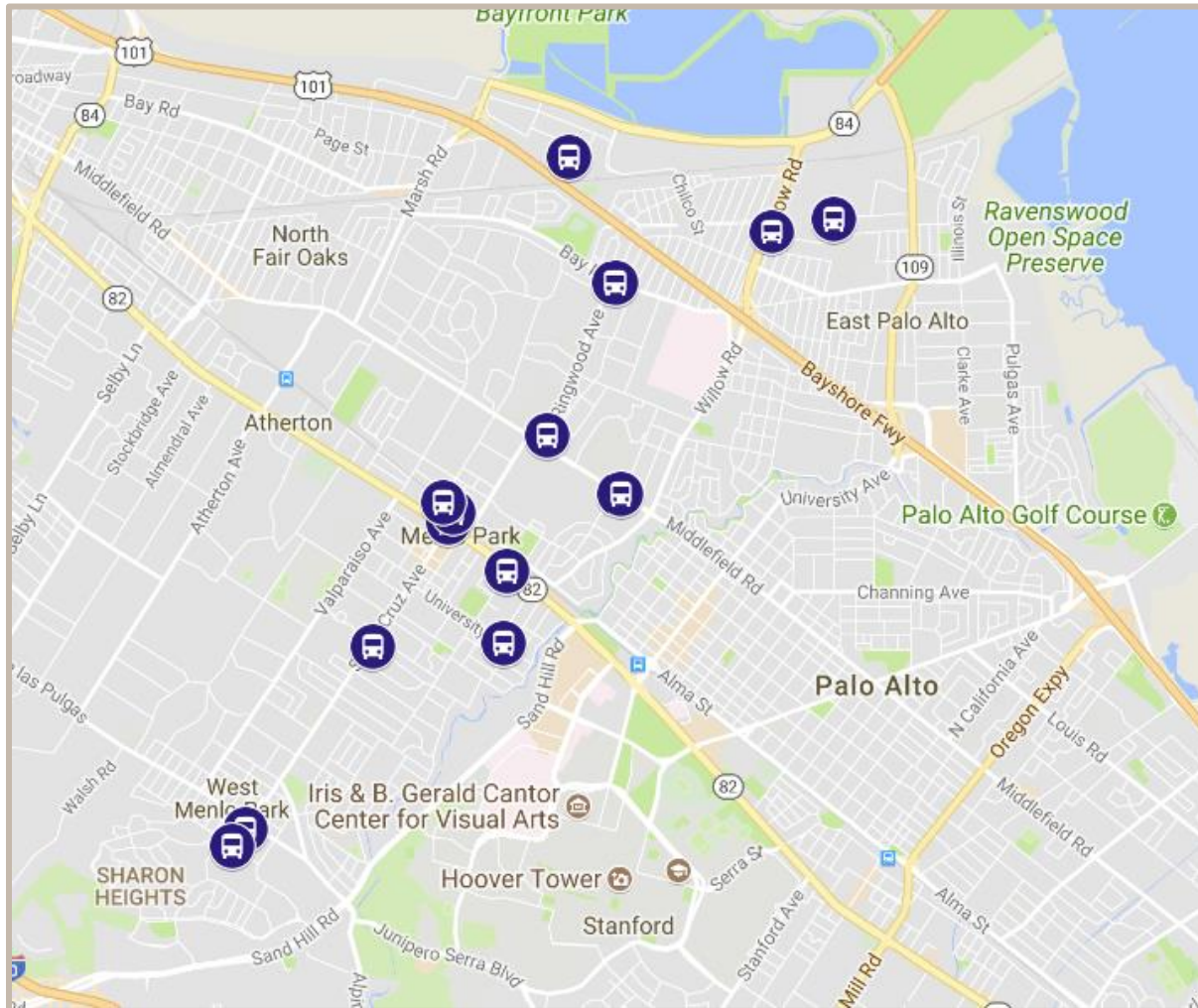
parking is most difficult!!! especially now that dining has taken over the parking spaces--- now Oak Grove has no parking. We find our street being used for those working in the downtown and we have to save parking spaces for guests-- The mini park is a joke -- we would rather have parking!!!!

Appendix C: Transit map and comments

What have you experienced at specific locations while driving in Menlo Park? Drop a pin at the location you are commenting on and describe your thoughts in the comment box.

Map

Respondents indicated location-specific comments on a map; these comments are below and also available through an [interactive online map](#) that associates comments with locations.



Comments

I don't commute for a job, I do drive around town doing errands and other activities. I try to do it after the morning commute or before the afternoon commute due to the traffic congestion. (2)

Caltrains too infrequent in the middle of the day.

Difficult to get to crossings to connect Palo Alto train station to downtown Menlo Park.

Transit map comments (continued)

Dont use it.

For 8 years I took the train from Palo Alto to Millbrae and it was great. Occasionally when there were incidents i could take the bus and while it took 2 hours, I did get home. Caltrain is great, but would be helpful to have more bike carrier space. It took an hour each way on average.

Frequent illegal left turns from southbound Middlefield onto Santa Monica Ave

I frequently encounter the homeless and have been threatened by them. It makes me want to avoid using public transportation.

I know nothing about the shuttle service in Menlo Park and how it operates. Menlo Park needs an awareness campaign as to what is available.

I walk in this area before school starts. It is a VERY dangerous intersection for students walking to school at La Entrada. Many cars seem to be unaware of the stop sign on Altschul (heading towards La Entrada) and I have personally witnessed many near misses! There needs to be additional traffic monitoring here - It would be awful to have someone injured. I've mentioned this before to the School Superintendent but haven't seen changes made at the intersection.

It would be nice to have more frequent transit options and better visibility of the wait time for the O'Brien/Caltrain shuttle. The shuttle gets caught on Willow Road traffic which makes it a bit inefficient.

Long Distance from Train Station

Middle Avenue intersection with El Camino is a nightmare!!! Vehicles headed north on ECR stopped in the left & U turn lane at Middle often have near miss collisions with vehicles turning "right on red" from Middle onto ECR southbound.

My daughter typically takes the Willow Road shuttle stop at Mid-Pen HS 3:18pm or O'Brien and Willow Rd at 4:59pm to the Menlo Park Caltrain station. The shuttle tends to run late because of the congestion of traffic on Willow Rd in the afternoons.

Not sure what "shuttle" you are talking about. But Samtrans has a bus, #286, that runs 2x in the morning and 2x in the afternoon. If you go to school or have to be downtown for anything before 9 it works. Coming back it stops before 5. Pretty useless.

Now that the Stanford shuttle changed its route from Bay Rd to Middlefield, there is nothing that serves the neighborhoods along Bay Rd between Marsh & Willow. It would be nice to have a way to get to downtown without driving. I should be nice to have an MP shuttle that runs along Bay and runs more frequently.

One of my kids goes to Mid Pen, and mostly rides his bike (which I worry about all the time with traffic). Sometimes he takes the shuttle to Caltrain to get him closer to home after school. Traffic makes it slow. More departure times in the afternoon (after sports practices) would be helpful- and a stop at Mid-Pen for 5:30 after sports or play practice or something would also be really helpful and safer.

Transit map comments (continued)

Parking spots are limited, access points into and out of parking spots are narrow and difficult to navigate, roads leading to parking at train station are blocked or difficult to access. How do you expect people to take the train when you so clearly don't want them to get there?

Santa Margarita shuttle use to drop off and pick up here, but no longer. Menlo Park Shuttle should provide services for MAHS students and adults from this location and East Menlo Park to CalTran Via Bay & Ringwood.

Sidewalks do not go the entire length of University. Sidewalks should go the entire length of all thoroughfares in MP

The MP shuttle often lets people out in the middle of a turn at the OakGrove/Laurel intersection stopping traffic and creating an unsafe situation

The Menlo station is skipped by most rush hour trains. It'd be nice to get a shuttle to and from one of the pivot stations on either side - RWC or PA.

There should be public transit with a serious schedule here. There should be a bus from ECR to Rosewood that runs back and forth all the time. There are people - esp. visitors, kids & teens, older people, all of whom don't drive or don't have a vehicle - in Stanford West, Oak Creek, Sharon Heights, SLAC, Quadrus, Rosewood who would USE a bus to get to shopping, run errands, go to work, etc. if there were intelligent bus service. Palo Alto and Stanford should chip in for this. There should also be adequate bus service so that kids in West Menlo could take a bus to K-8 schools and M-A. And there should be adequate safe crosswalks.

To get to the train station, crossing Oak Grove at Alma (by the 7-11) is always a bit hairy on a bike. There are cars going both ways on Oak Grove and then cars coming out of Alma. Acting like a car and waiting in the middle of Oak Grove to make a left feels very exposed since there is no turn lane or "official place" to wait. Creating the equivalent of a "Safe Routes to Train Station" plan for those coming by bike and foot from all different corners would be really useful.

Using Caltrain from the downtown station is fine. It would be nice to have more frequent service at off-peak times, however. If you miss the 8:43 train, you are stuck on a local train to get to SF.

Way too limited. I have considered using the shuttle, buses etc. but planning trips using one or more of several different public systems is almost as horrifying as choosing a Medicare drug plan. FAR too complicated and limited.

it is difficult to find parking near the train station

the frequency and hours aren't helpful - too infrequent and not early/late enough to be useful. Kids don't use buses, shuttles enough. I wonder if those match their schedules to the schools' schedules, which change by day of week and by week/month.

Is there anything else you'd like to add about your experience riding transit in Menlo Park?

Although I live in Menlo Park, I usually use the Palo Alto Caltrain station since it has more trains.

Caltrain service is inconvenient and inadequate. Not enough trains and frequently late. Service is only every hour on the weekends vs BART which is every 20 minutes. This means many people, myself included, end up driving when we could be taking public transportation.

Caltrain to the city is great, but overcrowded so I avoid it now. I used to take the train to the city or south SF, but service times and crowding were very limiting issues.

Caltrain works great however it is really limited in its usefulness by the low frequency. The buses are really limited by the county boundary. Buses are also not frequent enough. They are not designed as a real option for people with cars; they seem to be designed to serve people who have no other options and thus they mostly serve people with no other options. It'd be great to see more investment in public transit to make it an attractive option to a broader segment of the population, in which case it can really help reduce congestion. I'd love to see Bus Rapid Transit.

Don't use Caltrain station in favor of the PA station which has far more train options

Fragmented connection points through the city make biking unsafe.

Getting to stops and Transferring adds quite a bit of time, making bus and shuttles undesirable in most cases

I don't do this too often but it's great to have the option.

I don't know much at all about the Menlo Park shuttle. Is it free? Would like to learn more.

I don't ride transit in Menlo Park as it's pretty non-existent or inconvenient where we live. I do drive to Millbrae to pick up BART to go to the city.

I feel like my neighborhood is a transit desert. Taking transit to work in downtown Palo Alto used to be reasonable, as I could use the Atherton Caltrain stop. Now it requires a walk, a slow Samtrans route to the Menlo Park Caltrain, and then one stop on Caltrain to reach Palo Alto. It takes forever, so I ride my bike instead. I sometimes take Caltrain to commute to San Francisco. I have found that the Menlo Park station is seldom useful for meeting efficient trains that will reach San Francisco in time for a 9am work start. I end up biking to Palo Alto and boarding the train there or driving to Redwood City and boarding the train there. If the Menlo Park Caltrain station had better bike parking options, or if Caltrain had fewer instances of cyclists being bumped from trains, then the Menlo Park station would be somewhat more useful. I wish there was better bus connectivity between North Fair Oaks and the following: downtown Menlo Park, downtown Palo Alto, Redwood City

Is there anything else you'd like to add about your experience riding transit in Menlo Park? (continued)

I guess I need to learn more about getting around by bus - I've been so intensely stressed and busy taking care of my parents - and too exhausted - just had to use the car at my own timing.

I hardly ever use transit because it doesn't go where I want to go and doesn't go when I need to go. I have lived in big cities where I never used a car but that isn't possible here. We have tried a number of times to utilize transit to get to/from airports (SFO and SJC) but the train schedules and BART's are not synchronized. The signage is poor - especially for people who don't speak English or understand our area. For example, why does the sign to the train say Platform x rather than San Francisco or San Jose? The Platform name means nothing to anybody but the Caltrain employees. Also, it isn't clear how/where to use ticket machines. We now have Clipper Cards, but even that was tricky. Not all stations (e.g., San Mateo) have obvious sign-off machines.

I have no idea of the bus schedules and could never rely on a SamTrans bus to get me anywhere on time. Buses worked only when I lived in a more densely populated and compact city (e.g. New York City; Grenoble, France). The CalTrain connection to BART is poor and there is not sufficient parking at the CalTrain station, which is why I drive to Millbrae to take BART to SF. I have tried riding the bus and found it unreliable, time wise.

I know people of Menlo Park don't ride the bus enough so the system can't support itself. When redesigning your system, please don't forget about West Menlo we need a bus too.

I like the idea of the MP shuttle and as I get older (no longer able to walk or bike) could see incorporating it, however, I'd much rather have a system like FRED in San Diego -- Freeride in New York, Santa Monica, Venice, Marina Del Rey! An on demand electric shuttle would be awesome! I much prefer electric over the subsidized uber/lyft that Mayor Keith recently introduced in a city council meeting. This may be far afield but I did work @ Stanford for a bit and really like their shuttle system (including the online aspect). They just need to establish park & rides/shuttle at 280/101 and Dumbarton bridge.

I love the new bike lane on Oak Grove - keep it up!!!

I only use caltrain to travel to the city for recreational purposes.

I rarely use Caltrain because it's so, so expensive and it doesn't connect to other modes of transportation at it's stopping points.

I use CalTrain a few times a month. It would be nice to have more frequent trains nights and on weekends. Also to have more seating during commute hours.

I wish there were a CalTrain overpass on Ravenswood Avenue. It would improve traffic there immensely.

I would rather not use transit, thank you.

Is there anything else you'd like to add about your experience riding transit in Menlo Park? (continued)

I would ride bus down El Camino to Palo Alto if there were more frequent buses available in the middle of the day.

I'm retired and i will never be interested in spending a day on public transit to run a couple errands.

It's great if you have no time constraints and can adapt your schedule to the very infrequent buses. But that's not the way to build and satisfy demand for non-car transportation - walk or bike + bus or train.

It's rather convenient when I am heading to the city, but I rarely use it to get around locally.

Many small intersections have no signage so right of way is not clear

More protected bike lanes please!! especially to and from transit centers like the CalTrain stops

My son rides to and from school every day. I am grateful he has the train to get him to Burlingame. It would be nice if there were a few more pickups in the morning.

No easy way to get from East Bay. expand the roads, provide more public transportation options (train/bart)

Over the past 10 years, the choices have steadily diminished until they're near zero now.

There is no direct route from East Menlo Park to Downtown via SamTrans. Why aren't there ways to get to Safeways to Belle Haven?

This section is a joke! No one uses public transportation in Menlo or Atherton!! Maybe a few elderly people, but seriously...

Unable to use public transit due to the nature of my employment. If I attempted to use public transportation from Belle Haven to Cañada College, it would take approximately 90 minutes. Additionally I travel to various hospitals along the Peninsula.

When I was initially tried to find the Menlo Park shuttle stops for my daughter at the Menlo Park Station it was confusing because the signs still say "Midday Shuttle" and no one could tell me where the Belle-Haven stop was. I eventually figured out that the Midday shuttle sign was for the Belle-Haven stop. You should change the sign at the Menlo Park Station and Ivy Drive to include or say "Belle-Haven Shuttle". Thanks.

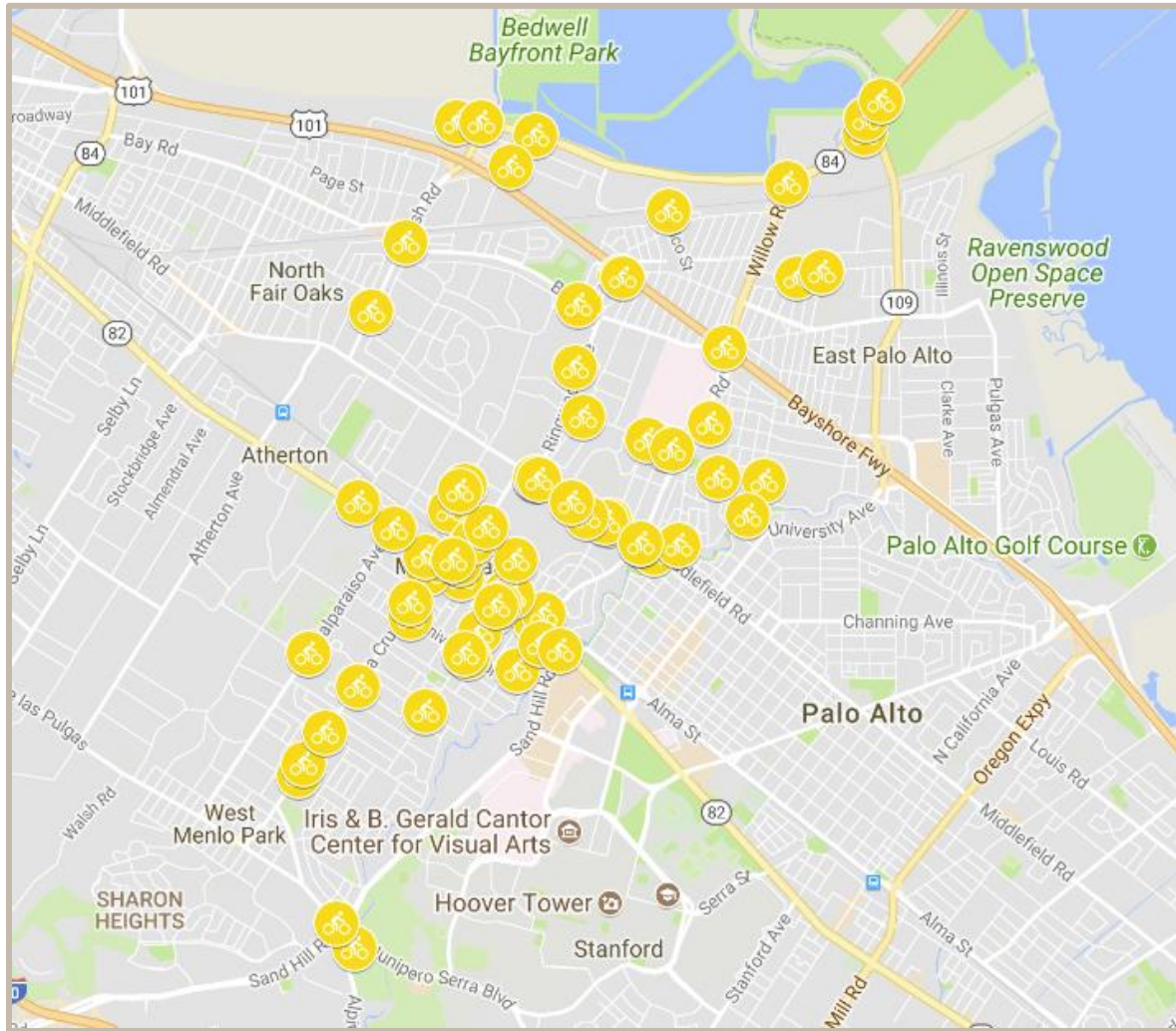
the Menlo Park shuttle has limited hours and stops, so it is not useful to me.

Appendix D: Biking map and comments

What have you experienced at specific locations while biking in Menlo Park? Drop a pin at the location you are commenting on and describe your thoughts in the comment box.

Map

Respondents indicated location-specific comments on a map; these comments are below and also available through an [interactive online map](#) that associates comments with locations.



Comments

In many ways Alma should be an ideal north-south route, connecting the civic center to the train station and other amenities. It's also wider than Laurel, with bike lanes the whole way. But the current Ravenswood crossing feels unsafe. Not sure how to fix this without the whole grade separation thing but wanted to mention it. This is also where the wonderful Ravenswood bike lanes come to an abrupt end. A lot of people ride here anyway. I'm hoping that we can soon improve this section of road. (2)

Bike map comments (continued)

*When cycling and turning left onto Middlefield from Ringwood, the takes *FOREVER*, and this is true even when there is little traffic on Middlefield. This makes it more annoying to use the ped bridge/Ringwood, and is one of the reasons to drive instead of cycling. (2)*

Across Menlo I have seen issues with cars wandering into bike lanes and young bikers wandering into car lanes. I think better marking of bike routes would increase safety. Both bikers and drivers would benefit from better awareness of road space allocation.

Along most major streets (and in neighborhoods), vegetation grows too high at the intersections, blocking visibility for cars. They then bolt forward without adequately looking for bikers and pedestrians. I know of people, including kids, who have been hit by cars, and there have been many close calls. I have experienced a number of them myself while walking or on a bike. We need regular code enforcement to ensure there is pruning done. I have heard there is only one code enforcement person. That is not enough for a town with as many different types of code issues as we have, and with the difficulties getting around town. Safety is a very very big issue. People don't/won't prune unless required to do so. This should be a regular thing. We have trees and bushes growing in the sight triangles on many, many street corners. FIX IT.

As mentioned before every other day I encounter a vehicle that either stresses or endangers me in some fashion. I used to work @ Sun Micro (where Facebook is now) and would occasionally bike to work from West Menlo Park. I never felt completely safe doing that however (even when young and invincible). :)

Bay Rd has had a dramatic increase in volume and speed of traffic with no increased bike path or speed control measures.

Bay road traffic is not very bike friendly. More speed enforcement would be a plus. Certain areas where school bike traffic is common in the mornings have particularly challenging bike / car dynamics that could use traffic calming intervention and/or enforcement (e.g. blind curves through Lindenwood, etc.)

Better bike paths should be implemented on the O'Brien business park as it will connect to the new FaceBook Willow Campus

Bike lanes and walking lanes needed on Coleman Ave. It is a main thoroughfare for Laurel and MA High School and the daily cyclists and pedestrians that have to walk or ride in the car lanes is insanely dangerous.

Bikepath along Eastbound Bayfront Expressway ends at traffic signal and has no path of travel to get to shoulder on Southbound University Avenue. There is no cycle in the traffic signal for bikes. Bike are required to cut across left turn traffic from University Avenue or stop, walk bike and wait for a 2nd and 3rd pedestrian signal to cross intersection and resume riding. It is ridiculous to wait for 3 different signals to cross intersection and adds a delay of over 6 minutes to cross intersection.

Biking feels quite dangerous at this intersection. I try to find alternate routes or ride at non-peak times.

Bike map comments (continued)

Cannot conveniently ride between Middle Avenue and Burgess Park.

Cars go too fast and do not stop even when dismounted at crosswalk.

Crossing El Camino Real is very difficult.

Crossing Marsh road from Eastbound Haven to Bayfront express way is hazardous and confusing for bikes. Cars turning for Marsh to Bayfront don't stop even when light is red, because they seldom see traffic coming from Haven. Pavement marking for bike lane and path of travel is not clear. Need green bike lane and flashing warning to cars that bikes are coming. Saw fatal bike collision at intersection hear a couple hears ago and nothing has improved.

Crossing Middlefield is a hazardous part of my last routine commute.

Crossing el camino at sand hill is a nightmare, even with the light.

Dangerous intersection!!!

Difficult to cross 3 high speed lanes of traffic to make left turn from northbound University Avenue shoulder bike lane to Westbound Bayfront Expressway. Traffic has gotten much heavier last 2 years so both are dangerous for bikes.

Difficult to cross 4 high speed lanes of traffic to make left turn from northbound Willow Road bike lane to Westbound Bayfront Expressway. Same issue applies on North bound University Avenue from Westbound Bayfront Expressway. University used to have lighter traffic but has gotten much heavier last 2 years so both are dangerous for bikes.

Difficult to cross El Camino on Ravenswood. Do not like sharing vehicle lanes with vehicles on Menlo.

Getting around downtown MP can be challenging on a bike - lots of cars, parking/parked cars and lack of areas to lock bike. Crossing El Camino from Menlo Ave to downtown and back is a challenge -- especially from downtown going east - you have to jockey to fit in the car lane on Menlo Ave, when cars often don't leave room for a bike, and then hope they see you and know you're going straight. Riding a bike on Middlefield Rd does not feel safe AT ALL. Too many cars, merges with right turning cars and bikes, dirt shoulders.. Laurel St near Nativity is equally bad with dropoffs/pickups . N/S routes leave much to be desired in terms of perceived/actual safety. No way would I ride my bike from Burgess Park to Bohannon PO or Marsh Manor for instance . And you note a N/S bike route on El Camino between Isabella and Encinal (?). You must be nuts - no way to cross the wide street, cars have no awareness, cars jockeying to pass other cars, higher speed limit. If there can be a street more i

Gilbert and other streets to upper Laurel campus do not have bike lanes, are congested and dangerous. We do not let our daughter ride to school because of this even though we live in the willows.

Haven't ridden enough around town to pick any one specific area.

Bike map comments (continued)

I cannot see how to move the pin, but the lighted crosswalk at Middlefield and Linfield is extremely dangerous, particularly in the morning hours when the sun is in the eyes of drivers. I use this crosswalk regularly, and typically only about 30% of cars stop. I am an experienced and able cyclist, and this intersection terrifies me. The crossing of ECR at Ravenswood is fine in sections, and in other areas, the bike lanes (on either side) basically disappear into car lanes. This is also really unsafe.

I commuted to work by bike for almost 10 years, but am now retired, so this comment is made with that knowledge: the new Downtown Plan added the railroad under/over pass at Middle and El Camino Real with the intent of providing Oak Knoll and Hillview students after-school access to Burgess complex via extending the Middle Avenue "safe bike route" (Not green on this map!) from University Drive to ECR and across the RR tracks. RR crossing has had public meetings, etc. but there has been NO ACTION (at least publicly) on the Middle Avenue bike lane extensions needed, and the very complicated ECR intersection.

I do bike on Sandhill toward Portola Valley & also toward Junipero Serra. Generally I feel vulnerable at most junctions - there is too much car traffic. The Junction of Foothill & Sandhill feels risky to use. Similarly biking in bike lane on Sandhill near the Sharon Heights Golf club and heading over the 280 bridge also make me feel at risk of not being seen or being hit by a car.

I do not bike across El Camino, because I have not found a safe place to cross El Camino and then the railroad tracks.

I get very frustrated trying to get to locations in southern Menlo Park along El Camino Real when I'm coming from Palo Alto. I have to take Alma and go all the way to Ravenswood and then back along El Camino, or I have to cross El Camino -- and both end with sketchy sidewalk cycling that feels unsafe. I don't see any reason not to paint lanes along Monte Rosa Drive or other roads in Sharon Heights that are plenty wide, where people tend to drive fast in their fancy cars. The bike lane ends suddenly at Willow Road near Bay Road, which makes me very anxious on a bike.

I live in Menlo Park and do not bike. But I watch bikers run stop signs all the time. Particularly at bay and Ringwood.

I love new bike facilities on Oak Grove!!!

I primarily bike through neighborhoods to my work in downtown Palo Alto. Street parking by cars puts bikes into the car lanes, bike lanes should be improved, particularly on school routes.

I ride the loop, and Canada Road mostly to avoid the traffic. I sometimes am on Alpine Road heading into Menlo Park during morning commute and it's uncomfortable because there is so much traffic. Sand Hill Road exit from freeway onto Sand Hill Road heading into Menlo Park is not good for bikes either, the merge is very bad when it's the morning commute.

Bike map comments (continued)

I would consider biking instead of driving to my office in Palo Alto if there was a bike lane that connected to the bike lane that runs along El Camino in Palo Alto.

I would describe biking on Marsh Rd as the most stressful part of my 12 mile commute (my commute includes Foothill Expressway, El Camino and Middlefield). Cannot believe that the primary strategy is to have signs telling bikes they may take a whole lane. Have you ever biked during rush hour on a bike taking a whole lane? Ridiculous.

I would like to see better sidewalks on Marsh Road, now that the bike lanes are gone.

I would very much like to bike to Laurel with my son, who is in kindergarten. It would be more convenient for me, set a better example for my son, and also reduce the congestion and backup on the streets around Laurel. However, Coleman Ave. is far too crowded and dangerous to bike with my son. It feels like an extremely dangerous situation with so many people walking, biking, and driving all on the same narrow strip of road without sidewalks or bike lanes. These four blocks should be a first priority for the city to make walking and biking safe for children in Menlo Park.

I'd like to ride to Stanford and Stanford shopping center, maybe Safeway. But all such locations require crossing El Camino and/or, as with driving, going significantly north or south to get across town. I use street and other bike paths in Palo Alto more frequently but just recreationally.

I'd love to see in the Transportation Master Plan (or other city document) a requirement that all major developments on street corners next to residential areas have a bike/walk path around them. The development on the northeast corner of El Camino is a perfect example. It has a parking lot behind the building that is accessed from El Camino and from Encinal Ave. The parking lot becomes a through route for bicyclists who are trying to avoid the traffic pileup at the intersection of El Camino/Encinal and pedestrians looking for a more pleasant route away from the main road. It would be even better if there was a dedicated path that went around the parking lot to accommodate.

I'm excited about the potential to replicate the Homer Ave Undercrossing concept here. What would make it even better would be good connectivity between Roble and Cambridge on the downtown side of the tracks. There should be multiple access points, just as there are in Palo Alto.

Inadequate connection. Often require heavy traffic street crossing to get to the location

It is super unsafe for bike riders to go from Elder to Santa Cruz, and Santa Cruz to Lemon. These are prime locations for Hillview students and Oak Knoll students. We would bike to school except for those two corners. Santa Cruz itself and the sidewalks are a total mess between Elder and Alameda (we watched a bike rider fall there a couple weeks ago seemingly from the bumps in the sidewalk – children don't have a chance!). Cars COMPLETELY ignore the crosswalk at Lemon, both for pedestrians and bikers. There will be a fatal accident there at some point.

Bike map comments (continued)

It would be nice to have a bike path on O'Brien Drive/Kavanaugh Way connecting to Willow Road and University Avenue. The area should also have also better and more lighting in the O'Brien business park.

It's really difficult to bicycle on El Camino. I use the sidewalk. This should be considered the bike path on this state highway.

Lanes riding along Valparaiso, Santa Cruz, and Middle are not safe for kids with cars going the speeds they are allowed to go currently.

Laurel Elementary School expanded last year to open a new Upper Campus off of O'Connor Street in the Willows serving 3-5. The Lower Campus still exists on Edge Road in Atherton serving K-2. Most families have children attending both campuses. THERE IS NO SAFE WAY TO BIKE BETWEEN THE CAMPUSES!! The route most motorists, bikers and pedestrians take between the two campuses is down Coleman Avenue and Gilbert Avenue. There is NO bike lane on either of these two roads. I ride my bike daily with my 6 year old son to Lower Laurel. We luckily live nearby, but still have bike a short stretch along Coleman. It's a daily nightmare. The street is narrow, many motorists go fast (especially high school students rushing to and from MA High School) and I worry about our safety. We will have no safe way to bike to the Laurel Upper Campus in two years and will have to drive. My friends that live farther away have no safe way to bike to school because Coleman is too dangerous. Please make a bike lane for t

Lots of traffic at middle and university. It feels unsafe during rush hours trying to cross with kids.

Many people use this street as a connection to El Camino from University

Marsh road between Middlefield and Bay stinks for bikes. Nice drainage ditch, though, thanks.

Menalto and Oak Court is a major place for biking to Upper Laurel. It is very dangerous with cars backing out of spots. Other areas: Coleman Ave. - Volume, speed, parked cars, buses, new drivers, kids riding unsteady. Absent bike lanes on Willow Road in key dangerous places (near 101 on both sides). Gilbert - kids swerving around parked cars. Crossing of Middlefield at fire station (Linfield). Middlefield in general - cars traveling too fast to have only a thin white line. Middlefield/Ravenswood/Ringwood intersection. So many problems there. All crossings of El Camino. Biking through downtown dangerous. Need better bike crossings of Santa Cruz near Hillview. Santa Cruz Ave and Sharon Road, very dangerous to cross. Sharon Road near La Entrada - no dedicated biking (or walking) path. Belle Haven!

Middle is not safe for kids. Construction trucks and cars consistently block the bike lanes and force kids to ride their bikes into traffic. Cars with drivers unfamiliar to our neighborhoods frequently miss pedestrian crosswalks because there are no crosswalk lights or flags.

Bike map comments (continued)

Middle near Safeway is a terrifying area. I have been caught in the middle of the street, heading east and trying to turn left into the parking lot. Cars were turning from the parking lot in front of me. Cars were lined up in front, beside, and behind me. Cars were rushing around. Cars heading west on Middle were turning right into the parking lot and not looking for bikes. I have tried to cross El Camino at Middle, going east. There is no lane! Cars trying to turn right (south) onto El Camino are in a hurry and not looking for bikers sandwiched in the gutter.

Might need a cyclist triggered stop light here for safety.

N/A

Need connection at Ravenswood.

New bike lanes on Oak Grove are terribly designed, and I would NEVER use them. You put the bike lane hard up against the curb on a sidehill sloped road surface with a lane that appears narrower than standard. I would never ride in this space. The amount of road and tree detritus that accumulates in that narrow corridor makes bicycling there comparable to riding through a mine field. One is just waiting for a flat tire. Also not safe in wet conditions. I realize some mother whose kids never really bicycle anyway really wanted something done on this street, but the solution is a joke. No safe path of travel for bikes from bikepath on bay (north side) of Bayfront Expressway to southbound Chrysler Avenue. Cyclists are required to ride in cross walk against traffic then turn swerve to right in front of cars turning left which confuses drivers. A crossing is needed on west side of Chrysler for bike with warning to yield to oncoming bikes, or cycle needs to be added to allow bikes to cross before cars exit Chrysler with green light.

No safe routes

Not fully connected. Willow Lane bike lanes are a joke. Need better separation. Need to move away from paint only on busy roads.

Nothing in particular, although bike lanes could be better (bigger) on many of the streets. Find myself going around parked cars so I am in traffic in order to do that.

Olive Street near Santa Cruz needs to become a NO STOPPING zone during school start and end times. It is not safe and another accident is waiting to happen. My son was "doored" here on his way to school three weeks ago and sustained a fractured collar bone. PLEASE make a change.

On my commute, I ride up the west side of San Francisquito Creek on the west side, which is great for biking, then cross over to the bike path on the north side of El Camino Real. Unfortunately, there's no good way to get between the two, except to go from Creek Drive up the large ramp onto the sidewalk portion of El Camino Real crossing the creek, where there's not much room for even one bike going one direction, to get to the crosswalk crossing El Camino Real. I see a lot of other bikers taking this route as well, but that one section crossing on the sidewalk is not safe.

Bike map comments (continued)

Our 2nd grader crosses this intersection every morning to get to Laurel School. This is by far the most dangerous non-bike lane street / intersection. There was a modest improvement with the crosswalk installed, but it doesn't have flashing lights for pedestrians trying to cross. Additionally, the sunlight for south bound traffic in the AM commute is glaring directly into their direction.

Our kids did bike to school when they were k-12. Biking downtown and on Ravenswood Ave feel dangerous although I've never actually been injured there. On El Camino I commonly ride on the side walks instead of the street for safety. It's not in Menlo Park, but the intersection of El Camino and Sandhills is very dangerous for bikes and pedestrians and the No Turn on Red rule is almost never enforced.

Please make it safer for bike riders to travel from Alpine Road to the Alameda!

Riding on Coleman to Lower Laurel School is not possible with a school age child. Way to dangerous. Total bumner. Getting kids to school from the Willows on bike is too dangerous in the morning.

Santa cruz has not been very safe for kids biking to the middle school. Bike riding should be encouraged and made easy to save all of the parent's trips to and from school. Kids biking is a real win-win around every school!

Stop working on every other piddly bike project that has no real value, and build an underpass here where Burgess Road can be connected with Middle. Don't hire some consultant to waste more money studying it, just get out there and dig. This would be the most useful way to connect areas east and west of ECR, and to provide better bicycle/pedestrian access to the Burgesses Center from the west and to downtown from the East.

The 90 degree turn from the bike path here makes it very difficult to see traffic and there is no stop sign for vehicular traffic. I'd feel much more safe if there was a stop sign here, as there is on the other side of the ped bridge.

The Ringwood / Menlo Avenue route to downtown is a dangerous choke point for bicycling, I often use Oak Grove from Atherton up into downtown instead. A well designed elimination of the grade level crossings may help.

The bike lanes along Bay Rd. are relatively great and are getting used more and more by High School students travelling to Menlo-Atherton. One of the continuing sore spots, however, is the area surrounding Bohannon Dr., Marsh Rd. and Bay Rd. on the Redwood City side of the city border. Marsh Manor is a significant impediment to bicycling as is the too narrow section of Marsh Rd. between Bay Rd. and Bohannon Dr. I thoroughly believe that improving the stretch of Marsh between Bay and Bohannon would enable many more employees in the Bohannon office complexes to consider biking to work. In addition, placing a pedestrian/bike crossing across the train tracks where Bay Rd. would normally cross, would have a DRAMATIC impact on the bikability and walkability of the entire area. I realize that it is not in the city limits of Menlo Park, but I think that a pedestrian bike railroad crossing at Bay Rd. would provide a major bikability improvement to the residents of neighborhoods like Subu

Bike map comments (continued)

The corner of Ravenswood and Alma is a difficult location for safety. Drivers tend to be very attentive, but they are going fast with fairly heavy traffic. Alma is a great bike route and is important in many people's commutes.

The diagonal parking in downtown on Santa Cruz seems really unsafe for everyone. Drivers can't always see clearly when backing out. We had that tragic incident a few years ago with the driver hopping the curb and pinning the kids against the wall at Walgreen's. And it just adds to the visual confusion, along with the crosswalks in places you don't necessarily expect them. Honestly, Santa Cruz Avenue would be ideal for a pedestrian mall with a bikeway through the middle. Parking isn't decorative or fun or village-like. It would be better to route cars around town (since there are so many crosswalks and stop signs on Santa Cruz already) and turn this into the bustling retail and dining scene that it could be.

The intersection of Middlefield and Ravenswood is very difficult to navigate on a bike.

The lack of bike lanes on Menlo, especially on the west side of El Camino near the intersection is quite unsafe. My husband, an avid biker, won't even bike there. I am not an avid biker but go there sometimes. I have to bike in the gutter IF there is not a car already there, eager to turn right onto southbound El Camino.

The point on Ravenswood in which the westbound bike lane ends and dumps you into the car lane is right up there on my least-favorite points on the road in Menlo Park. Ravenswood x El Camino is pretty unfriendly to bikes in general, but having the bike lane just end like that really makes you feel like a second-class road user.

The stretch from ringwood and middlefield to Encinal school could really be much better. I'd prefer a more protected bike lane all the way from Laurel school, passed MA, and over to Encinal. More kids would be walking and biking if this were a safer more protected route. I feel nervous taking my kids through here, so from the bike bridge over the 101 I take a circuitous route through residential streets to get to Encinal.

There is no safe way to bike over the 101 on Willow Road. This would be an awesome thing for my entire household!

There is no safe way to get through downtown on my bike. The streets are too narrow and crowded. I would love more protected bike lanes.

This crossing is super funky. It would be nice if we could connect our Middlefield bike lanes to the improved bike connection by the Palo Alto creek.

This intersection (really the Ravenswood one, actually) is kind of funky for non-vehicular cyclists. I see a lot of people turning left from Middlefield onto Ravenswood and few of them actually use the turn lane. In part, this is because they have to merge across a lane of high-speed traffic. A lot of them are kids. They tend to cross Middlefield at the red light and then cross Ravenswood during that same light (not waiting until they get a walk light). Heading from Ravenswood to right on Middlefield is dodgy as well, with a high-speed merge and mixing with cars. I tend to go straight across Middlefield, through the high school, and then left on Ringwood from the high school parking lot.

Bike map comments (continued)

This intersection needs to be improved soon. Currently cars heading for 101 come screaming down Alma toward Willow and make a high-speed left, often without signaling. Thing is, this is also a major commute route for cyclists heading north from the Palo Alto bike bridge. I've had a number of close calls here. I think a 3-way stop sign might be indicated, as the speed bumps don't handle the visibility/lack of signaling issues. Or maybe a roundabout.

This is a great location for the double HAWK beacon concept that the Fire Dept suggested. I hope we can work it into the plan. Santa Monica is a great road for bikes—wide, quite, low traffic. And riders who want to get from the Willows to Burgess and downtown could really use a more comfortable route than Willow Road.

This is a really busy street, with lots of bikers and walkers of all ages. It's also really dangerous. The city needs to address safety on this street.

This is a very dangerous intersection for bikers. Cars on Valparaiso often pass other cars in the bike line.

This location needs a stop-sign or something. A lot of kids come across the bridge in the morning and cross without looking. This is an accident waiting to happen.

This signal upgrade a couple of years ago was a game-changer for safety—would like to see it improved on Ravenswood (a lot of people want to turn left on Laurel and run the gauntlet) and similarly improved at Laurel-Oak Grove.

This was super problematic last time I was riding it: you have a two-way cycle track abruptly ending and dumping cyclists out on the wrong side of the road. Maybe it's fixed now?

Uncomfortable sharing street with vehicles on University between Santa Cruz and Menlo Avenue.

Vehicles getting closer than 3 feet, vehicle not stopping at stop sign, speeding, vehicle extended too far into bike lane

Vehicles turning right pay too little attention to bikers and pedestrians. Parked cars and cars entering or leaving parking lots often block sidewalks and bike lanes. Bikers should not be using sidewalks; it is hazardous for pedestrians.

Very unsafe to bike along Middlefield going South- no bike lane, and the sidewalk is far too narrow to be used on a bike, so cars honk, almost hit you, and it feels like playing chicken! Going North is great! Wide bike lane and sidewalk!

WE bike/scooter with our kindergartner to Laurel from Flood Park on Ringwood. It is a bit terrifying. I think that cars using that route at that time of day are accustomed to children, but I have seen cars that are pretty impatient. Part of the issue is the lack of sidewalk - it makes it so that young kids who are new on their bike/scooter are even more squirrely with the rain gutter, dips, and uneven pavement. A sidewalk, or even a mild curb to separate cars from pedestrians would make the route feel much more safe.

Bike map comments (continued)

We have great bike lanes here and new bike lanes on Oak Grove—but they don't connect to each other well. There's not a great way for bikes to turn left onto Oak Grove (still no three-way or left-turn signal, which I thought we were going to install) and I noticed that the righthand turn from Oak Grove onto southbound Laurel is funky as well. I think maybe there's even a bus stop there, right where a bike might want to turn right?

We need more bike lanes and better visibility at intersections. Pavement ought to be maintained better and plants kept cut back from roads. A lot of bicyclists take too many risks. They act like pedestrians with wheels when they should act like vehicles. Maybe licensing bicyclists would help them be more responsible. (This is provided by my spouse who rides regularly.)

We no longer bike to from our home to Laurel's Upper Campus because the section of Coleman that we have to travel along is way too dangerous for bikers. It is not worth the risk to my young sons life or health to attempt to bike along Coleman any longer.

We've just added bike lanes to University and there are a lot of folks who bike on Middle between Olive and University. We don't have an optimal way for them to make a left-hand turn onto University. Skilled vehicular cyclists will signal and integrate with the cars, taking their turn. I frequently see people trying to turn left from the not-really-a-bike-lane bike lane to the right of cars. If cars are also going left, it's not a big deal, but sometimes they're going straight and it's hard to know since people don't always signal. A roundabout here (check out the ones on Stanford campus) could integrate cyclists more fluidly and reduce backup and four-way-stop confusion. Not sure how well those work for pedestrians but the current situation needs improvement.

When I bike from Allied Arts to Palo Alto, I can't easily/safely get to/from there. Here are issues with different routes: Going down Middle means losing the bike lane and getting squished by cars near El Camino. Then I have to bike ON El Camino. That is scary. Returning from Palo Alto, I cross at Sand Hill Rd and have to use the sidewalk on the bridge to get to the neighborhood. If I want to go to Safeway or downtown from Palo Alto (e.g., to stop at a store), I either have to ride on El Camino (too many cars for my comfort) or take Alma to Ravenswood/Menlo where there isn't a bike lane. Those who think using Alma to get north/south don't understand that many of us don't like having to choose between Ravenswood and Sand Hill Rd because we need to get someplace(s) in between those. The proposed bike tunnel at Middle might help BUT it dumps us onto the extremely dangerous Middle Ave mess near Safeway.

When riding East on Willow approaching the intersection with Middlefield, I have consistently had trouble tripping the traffic light signal when no cars are present. (It's possible that this problem has been fixed. I have not ridden my bike through the intersection for at least 8 months because I was pregnant or caring for a newborn.)

While the new sign here to stop for pedestrians has added awareness to the crossing here, I often watch cars fly right by without noticing a pedestrian has dismounted from a bike and is stopped waiting to walk across it. It seems only cars stop if there are strollers waiting - they don't see pedestrians well here also.

Bike map comments (continued)

Woodland avenue is a very narrow road. It has a double-yellow line and no bike lanes. People bike and walk along the side of the road. It is impossible to give people the legal 3' clearance without crossing the double-yellow line. Virtually every resident of the Willows must cross the double-yellow line to safely pass pedestrians and cyclists on a daily basis. Cut through traffic often speeds and creates unsafe conditions. The road looks too narrow for a bike lane. Either need to add a bike lane, remove the double yellow lines, or create an alternative route for bikes.

at the corner of university drive and middle ave, we need to make the intersection/crosswalk safer. This could be done with a traffic light or even a well lit crosswalk would help (with flashing lights, flags etc). Many bikers cross this intersection but there have been too many near misses due to the poor design of this intersection.

bike lanes often blocked by cars stopped/parked illegally

cars in bike lanes, parked

coleman avenue and Gilbert avenue are not safe enough for kids to ride bikes. no bikelines, parked cars on the street, cars are not careful enough.

congested. feels unsafe to bike over 101 interchange

the el camino bridge and side walk connecting menlo park and palo alto is incredibly dangerous. the connection between creek drive and the bridge/sidewalk is horrendous.

there are now many new condos on Haven and there are no bike paths or side walks on the final 200 yards that connect Haven to Marsh and it is very dangerous and confusing...even for cars

traffic on El CAmino makes crossing difficult

Is there anything else you'd like to add about your experience biking in Menlo Park?

Cars on Willow Road and Bayfront Expressway are driving at Freeway speeds through intersections. (3)

Connections between bike lanes and bike paths across intersections and Belle Haven are poor or non-existent. (2)

I started bike commuting in Boston, home to some of the worst drivers on the planet. It was a great place to learn self-preservation skills and so I'm comfortable merging with traffic and basically riding as though I were a car, with all that this implies (yes, signaling and stopping!) That said, I know I'm faster and street-savvier than most of the people in our town who bike. And I've had some scary experiences, almost all of them involving distracted drivers. We need to design our streets with non-expert users of all kinds in mind. (2)

Already added earlier. Cyclists need safe routes, but also need to be enforced on obeying the traffic laws so they have predictable actions that cars can see and be aware of.

As a life-long bicyclist (and driver) I really don't think that bike lanes and bright green bike lanes are any help at all in keeping me safe from cars. If drivers aren't paying close attention to their driving duties, then even the biggest brightest bike lane isn't going to help me. I do take steps to increase my personal visibility. Bright, reflective clothing, and lights for the bike both front and rear. I try to stick to the wider streets when possible. But even these personal measures won't help if a driver isn't being careful when they drive. I think these bright green bike lanes are going to be expensive to maintain in the long run. City funds are always limited. I'd rather see money being spent on other community issues, such as housing and homelessness.

Because I find the biking conditions in Menlo Park to be less safe than other places I have lived (such as Palo Alto and Mountain View), I suspect that my kids will not bike to school at as early a grade as they would if we lived elsewhere. There are not enough bike routes and the ones that we do have are mixed with too much vehicle traffic. The connection between North Fair Oaks and the rest of Menlo Park (and Redwood City) is particularly weak, in my opinion, but in fairness much of my complaint in this area is due to unsafe bike conditions on Atherton streets.

Bicycle boulevards are needed.

Bicycle routes for the kids going to school could be improved

Biking during commute hours is a deadly proposition. On the east-west routes like Willow Rd, Ravenswood Ave, and Middle Ave, cars frequently make dangerous right turns or unprotected left turns without looking for bicyclists.

Coleman avenue is a disaster waiting to happen for bikers. Sooner or later a kid will get killed, and then everyone will wonder why nothing has been done.

Drivers and bicyclists are becoming far too hostile and self-righteous. I am not sure how we can reintroduce civility between these two groups.

Is there anything else you'd like to add about your experience biking in Menlo Park? (continued)

ECR stinks, and it's frequently the only good N/S route. Put in bike lanes. There are lots of racks for parking downtown! Ped/bike bridge over 101 is great.

Getting across the Sand Hill Rd/El Camino Real intersection to access the bike path in both direction is dangerous and could be re-evaluated for safer crossing.

Getting across the tracks is a pain. Need a rail under crossing to get up to Safeway, forcing everyone in the Willows, Flood Park Triangle, etc. to shift over to Ringwood and back is foolish.

I REALLY REALLY like the new bike lane on Oak Grove!! It is wonderful. My family uses it on the weekends to bike to downtown Menlo Park and the west side. Before there was no safe way for us to bike to the other side of El Camino. It is also helpful during school rush hours to know that students heading to Hillview Middle School and MA High School are going to be using that route so you can expect them. Having students use non-bike routes made it unpredictable when you might encounter one on a random road. Please keep this route and implement the same on Coleman and Gilbert Avenue.

I am disappointed Menlo Park hasn't done anything to make biking and walking routes to schools safer. When the new Laurel Upper Campus opened, no bike lanes were put in to encourage children to ride bikes, and there is increased neighborhood traffic from Waze and other sites, and Menlo Park hasn't implemented common sense traffic regulations to decrease cut through traffic. The combination of no bike lanes and no efforts to reduce cut through traffic make roads unsafe for children, which discourages parents from sending their children to school by foot or bike.

I appreciate the "bike-lanes" on Bay, Middlefield, and Ringwood Ave. I would appreciate a physical barrier even more. The small curb on the South-West corner separating cars and the bike lane at Bay Rd. and Ringwood Ave. is appreciated and a good example of at least a small attempt to separate bikes and cars.

I do appreciate the more bike friendly green painted lanes although cars do not always pay attention to the solid no drive areas especially near Stanford on Alpine Rd.

I dont bike into town, as I dont know where to store my bike.

I love the bike bridge connecting Belle Haven to the rest of Menlo Park. Thank you! My husband also uses the bridge to bike to work to Redwood City and we wish there wer better bike lanes on Marsh road.

I love the new bike lane on Oak Grove. The bike lane on Santa Cruz is also a wonderful improvement for Hillview students - thank you!!!

I used to bike across residential area from my house to the bike bridge over Oregon Expy to bike to Shoreline Park, but got too busy taking care of parents... Now I feel too nervous to bike yet. Need to take off some weight and probably have another knee surgery....

Is there anything else you'd like to add about your experience biking in Menlo Park? (continued)

I used to commute to work by bicycle every day from near the Willows to Page Mill Road. Traffic has become increasing worse. Drivers are frequently not paying attention to the road, everyday I see numerous drivers running red lights, erratically changing lanes, and driving in the bike lanes- all of this makes it very hard for bicyclists. We don't have dedicated bike roads like the Danes or the Dutch, and quite frankly a little stripe on the side of the road doesn't make cyclists safe. Add to that the infrequent street cleaning and maintenance, and riding is a miserable, dangerous experience. No more riding for me until bike roads that are safely separated from car traffic are built.

I want to compliment the city on completing the Santa Cruz corridor between town and Hillview school. My bike rides most often start and end there, but the real benefit will accrue to the students of Hillview. They can now do what they have always done, that is walk and bike to school, and to town after school, but do it much more safely.

Would like to see safer bike routes for kids to ride to school. Our kids go to Laurel and Coleman is a disaster. MA and Laurel kids trying to get to school with lots of cars and 3-4 roundabouts that make it not very safe or enjoyable. Thanks for your help if trying to improve Coleman.

Would love to be able to bike to and from the Laurel School campuses and not have my BP rise every morning with the stress of trying to keep my kids safe.

better connectivity to Redwood City would be nice

better connectivity to east menlo park would be nice

overall dramatic increase in dedicated bike lanes and better (ie, safer) bike connections between menlo park and palo alto, and transiting el camino w/in menlo much needed.

I want to say that Atherton continues to be a major problem for biking in Menlo Park. Getting from Encinal School to Holbrook Palmer Park, for example, is ridiculously difficult and dangerous on a bike. Whenever I think of comparisons between Menlo Park and Palo Alto, I always have to come to the immediate conclusion that Palo Alto is in another stratosphere when it comes to bikeability and this is largely due to the fact that Palo Alto does not have to deal with impediments such as Atherton. These are major quality of life issues especially when considering allowing children to bike to school on their own. Menlo Park has a long way to go before it achieves the levels that Palo Alto reached years ago. I wish cops would ticket more on school routes, especially middle ave. People speed during school commute and pass in the bike lane. This almost caused a deadly accident for my kids who were crossing Middle and someone swooped around in the bike lane, nearly missing them.

I would bike much, much more frequently if it was safer.

I've nearly been run off the road the few times I've biked by people parking in the bike lane. I could wish the drivers would be less awful to bicyclists.

In general traffic is scary when biking.

Is there anything else you'd like to add about your experience biking in Menlo Park? (continued)

It can be scary... cars cutting through and moving at higher speeds than safe for residential areas.

It makes zero sense that these bike lanes are in middle of traffic. So unsafe. Will not let my kids ride unless on streets with bike lanes on shoulder. We need parking not more bike lanes. Live oak is a joke

It takes me far less time to bike across Willow Rd than to drive. Biking downtown is easy. The bike bridge over 101 is great! Need better bike lanes for kids to get through downtown. Having people bike downtown helps with congestion.

It would be wonderful to have more ways to get from east to west MP safely on a bike. Right now, good options are limited to the edges of town - Sand Hill and and Valparaiso.

It'd be amazing if we could have dedicated bike paths around town, so cars and bikes don't have to compete on the same roads.

It's dangerous to bike on many streets in Menlo Park as an adult and it's pretty much untenable to send kids out into the streets to bike safely. The city needs to make a larger effort to reduce traffic, car speeds, and improve bike lanes / bike safety.

It's scary biking in Menlo Park from west to east. Only two streets connect east to west... Val Paraiso and Santa Cruz and they are both crazy busy with cars that it's frightening. I feel more safe biking on Junipero Serra than on Val paraiso. Bike lanes are too close to the cars. We need a dedicated bike lane on Val Paraiso thats not on the street. There seems to be room to put a bike lane going both directions on the left side of the street as you are going east on Val paraiso. Removing cars on University and Oak Grove and Santa Cruz will be a huge help!

Kids going to, and especially from, school tend to bike side by side. The bike lanes need to be full, ideally, with buffer. I fear that the new lanes on Santa Cruz are more narrow than before and that there will be issues with aggressive drivers and kids. Way too many people roll right past the stop line on streets without looking side to side. This is really dangerous for bikers and pedestrians.

Let's improve.. it is a great way to get out. Enjoy our weather, out low traffic neighborhood streets, etc.

Living near a couple of the schools, watching drivers around the kids on bikes, makes me not want to ride. I've nearly been hit once

Menlo Park could be a great bike town, but unfortunately so many of the most popular locations are not bike-friendly and in some cases even bike-hostile. The downtown is encircled by narrow roads that are parked with cars, making it a challenging environment for bicyclists. We only have a very small handful of wide/buffered bike lanes around town and expanding them should be a major priority if we want to get people out of their cars. We should also consider that people are using bike trailers to haul kids, groceries, and other stuff around town so bike lanes should be able to accommodate a double-wide bike trailer.

Is there anything else you'd like to add about your experience biking in Menlo Park? (continued)

Menlo Park lags behind its neighbors in cycling infrastructure. While I am an experienced and confident cyclist, Menlo Park is not a good place for folks who are newer to biking around town. Also, there are very few bike racks around town. Even when people come to visit me, there is no good place for them to lock their bikes as there are few street signs and no bike racks outside of Santa Cruz Ave. Things are slowly changing -- there is the new bike lane on Oak Grove and a couple of signs indicating a bike route. There is a lot that could be done to show cyclists that they are welcome and to make it easier and safer.

Menlo Park should be an easy place to get around on bikes safely. Many of us are within biking distance of downtown, city facilities, shopping centers, and parks. But it isn't easy or safe to get to them on bikes.

N/A

Need better bike lanes, better signage. Protected bike lanes on arterial streets. Bike lanes should be wider than 5'. Make car lanes narrower.

Need more bicycle crossings at the railroad tracks. Also need better enforcement of bicycle traffic laws on bicyclists and cars alike.

One stretch where biking feels safe is going North on Middlefield between Willow and Ringwood. Also, like the bike bridge overpass over 101. Separated bike lanes are always preferred if available in terms of bike safety, especially for kids. If kids can bike safely, parents can be out of cars more often!!!

Our kids could easily bike to school at Encinal however the path to get to school has a lot of traffic with little or no separation for bikes. As an adult, I've almost been hit by drivers not paying attention, when walking them.

Overall, love it!

Put bike lanes on parallel side streets as opposed to high trafficked streets like El Camino Real

Recent activity, e.g., Santa Cruz Avenue, has made good improvements for biking.

Since we moved here almost 10 years ago, the bike awareness was non-existent, until now. This community is perfect for bike infrastructure, and we are very behind compared to Palo Alto and other bay area communities. There is a massive opportunity for MP to take the next step and build the right infrastructure for this community and keep the kids that bike to school/activities safe.

Thank you for the new safe routes to school! I really appreciate the already safer downtown biking and look forward to the Santa Cruz Ave. repaving.

The lack of continuous safe lanes is a very real issue that must be addressed. Until it is, I do not recommend regular neighbors or kids bike around town. It is too unsafe.

There is no safe route to school at La Entrada.

Is there anything else you'd like to add about your experience biking in Menlo Park? (continued)

Too many locations to comment on. - Biking along El Camino to run errands (like going to Safeway or to our bike store - Menlo Velo) or to go with the kids to the Oasis needs to be safer. When will we get bike lanes, so our kids can safely bike after school to the Oasis or Safeway?

Trucks are often parked in the bike lanes (often times City trucks). Overgrown shubbery. Push buttons for traffic signals not there. No wayfinding signs.

We have quite a bike friendly atmosphere! Cars almost always stop when I need to cross the road.

We live in a great place to get around by bike! Flat, close, good mixed-use areas in close proximity. We could do more to make it safer.

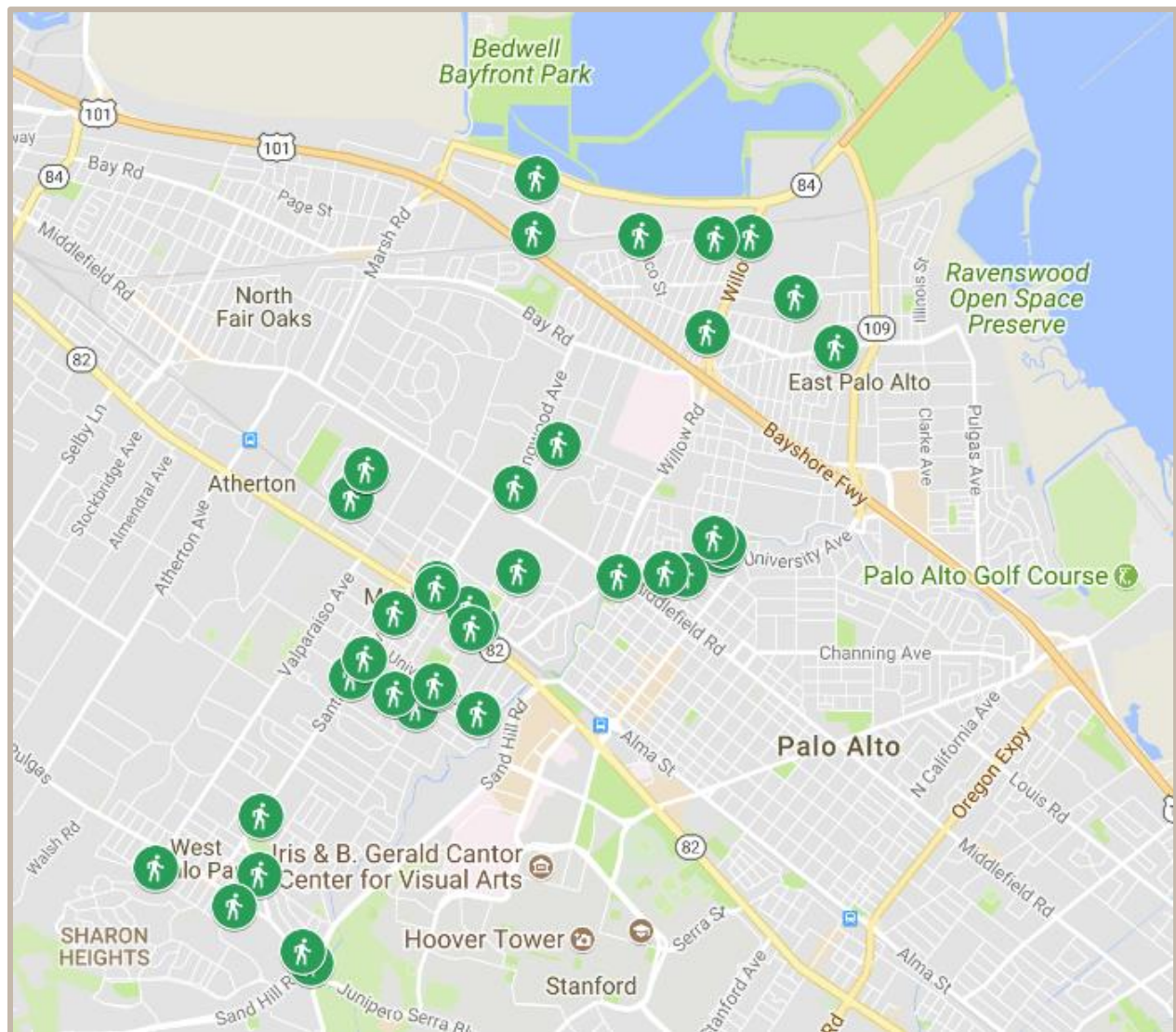
We need to permanently designate Bay Laurel as a bike Lane connecting MA High School to downtown Menlo Park, as well as improve Coleman Avenue

Appendix E: Walking map and comments

What have you experienced at specific locations while biking in Menlo Park? Drop a pin at the location you are commenting on and describe your thoughts in the comment box.

Map

Respondents indicated location-specific comments on a map; these comments are below and also available through an [interactive online map](#) that associates comments with locations.



Comments

It is silly that there are no sidewalks in many of the surrounding areas leading to an elementary school, Encinal. This includes Laurel and the corner of Laurel and Encinal. I understand that this requires coordination with Atherton.

Walking map comments (continued)

Crossing the street to Emily Avenue and then into Atherton is precarious. Traffic doesn't tend to stop on Valparaiso especially in the morning rush-hour and one takes ones life in one hand crossing the intersection

Cars turning right on Oakdell are often going too fast. I have actually been hit at that corner while waiting to turn left (in a car) by a car going too fast. Until I developed the habit of using the north side of Oakdell (while walking) before I turned left onto Santa Cruz, I was worried that the vegetation would/could prevent traffic from seeing me on foot.

Coleman Ave is the primary way that school children get to Laurel Elementary school, but the last few blocks have neither sidewalks nor bike lanes. It feels like a very dangerous situation to have people driving, walking, and biking on the same narrow strip of road. This should be a priority for Menlo Park and San Mateo County to fix.

Coleman Avenue is extremely unsafe M-F particularly during morning commute and when the schools get out. Crossing Willow during morning enand evening M-F feels very unsafe

Cut-through traffic on Woodland, Gilbert, etc. impacts safe walking.

Disjointed path with no good connection to the park north of the Bayfront expy.

Extremely dangerous pedestrian crossing. Cars accelerate to avoid train tracks and ignore pedestrians

Fremont Street, Arbor Road, and others have badly heaved (tree roots) and badly broken sidewalks. Major tripping hazards. Need to push for immediate repairs.

From Alma & Ravenswood, there aren't good options for proceeding into the downtown. For instance going to Peet's on University or Amici's on Santa Cruz. Menlo Ave is dangerous for bikes as is Santa Cruz. Young bikers don't have protected lanes for traversing to shops other locations.

Having crosswalks across ECR on only one side (eg only the north side of Middle) is very inconvenient and can add several minutes to certain routes if you hit the lights wrong.

High speed traffic on Santa Cruz Avenue. Finally, sidewalks after 50 years of debate.

I don't mind not having sidewalks in the Allied Arts area, I think it adds to the charm.

I have lived here almost 30 yrs. No much has stopped me from walking around town. Whether it be for fun (growing up living in Sharon Heights) or out of needing to because it was my only option to get somewhere. (Lack of bus)

I know a lot of Ringwood is technically Atherton but it's worth mentioning that the "no Parking" signs along the bike lane across from the high school are routinely ignored and it becomes quite dangerous when cars are stacked up here for an event, with doors opening, people suddenly re-entering traffic, etc. (one reason I can't let my son regularly bike to and from town)

Walking map comments (continued)

I mentioned this in the biking section - we bike/walk from Flood Park to Laurel Elementary along Ringwood and it can be a bit scary. Most cars are used to children, but some get impatient and the small children are still learning their rights and responsibilities as pedestrians. It isn't a great combination and a proper sidewalk or curb would go a long way to making the situation feel safer.

I run around Menlo Park every morning. Cars move way too fast through town and there are wide safe sidewalks. Now that traffic is so much heavier, the issue is so much worse.

I use a walker or a cane and find the unevenness of sidewalks (in my neighborhood) and parking lots (downtown) to be a real problem. It would also help to have a few more disabled parking spots downtown and to have them in predictable places. It would be good for city staff to go around the city and around city office areas, particularly at night, with a walker or a cane, and find the "hidden" traps--where light is insufficient and drop-offs can't be seen. My "favorite" one is exiting the CC chambers to the parking downhill on Laurel Street.

I walk 3-6 miles most days, but usually not in Menlo Park. Menlo Park is dusty from construction and leaf blowers, lacks sidewalks along many routes, has poorly maintained sidewalks that are overgrown with shrubs, covered with debris and too narrow for more than one person in many places. Often power poles, newspaper boxes, and other infrastructure obstruct the pedestrian right of ways. That would never be allowed on car routes, but somehow....we just don't care about the comfort and safety of pedestrians. Want to know where? It's everywhere. All over Menlo Park. El Camino is terrible for walking, Middle only has a sidewalk on one side and it's always overgrown in places, West MP has no sidewalks, Santa Cruz finally has sidewalks, but they don't reach Avy, Ringwood is a major route to schools but has no safe sidewalks, Vintage Oaks has tiny little narrow sidewalks on one side of the street only and no sidewalk at the exit to Middlefield on the north side, which is the direction sch

I walk a lot and don't have any trouble walking on the sidewalks or the edge of the road, we have a lot of roads that don't have sidewalks so our drivers are more aware of pedestrians because they are used to it in town.

I would like to see better sidewalks on Marsh Road and Bay Road.

I'm really happy to see real sidewalks going in finally.

Inadequate side walks on Valpariso

Lack of decent lighting on Coleman Avenue. Very dangerous during the winter months. Unsafe given the volumes of traffic and angry drivers to have kids walk across Willow by themselves to get to school.

Walking map comments (continued)

Look, its not safe to walk the streets sometimes. Cars OFTEN blow through cross walks - even the lighted ones - with kids and pedestrians in them. There are just way too many cars cutting through to access the main streets. Don't forget to count hundreds of construction trucks barreling down our side streets and and into neighborhoods at all hours of the day. When they're blocking the side roads, double parking, blocking driveways, parking in front of fire hydrants, etc, it makes for an almost hellish obstacle course if you walk a dog or go for a jog.

Middle and Blake is a dangerous intersection right in front of Nealon Park. A mandatory stop sign should be put there for all traffic until a permanent solution is in place.

More resturants, shops, cafes, grocery stores in residential neighborhoods would be great, improve walkablity.

More stop signs in downtown on Santa Cruz Ave. have added confusion for pedestrians.

Need a way to cross train/El Camino in this area.

No side walks

Payment at Railroad tracks crossing at Chilco and Willow is uneven making walking challenging.

Recent stop sign additions are a step in the right direction. So many clueless drivers here. Might be good to have an officer or two issue citations for some of the silliness that is seen.

Santa Cruz Ave traffic is allowed to go too fast, speed limit much to high for road conditions, the 26 driveways, curve in road, senior center, and extremely high accident rate. Speed should be 30 mph at most, like the rest of Santa Cruz. Sidewalks on the south side of Santa Cruz Ave between Fremont and University are in poor condition and too narrow.

Sometimes it isn't cold or wet.

Thank you for the new sidewalks on Santa Cruz Avenue. The novelty has not worn off for me and it makes it easier to go to the farmers market or hardware store without having to drive.

The East Palo Alto sidewalks on Kavanaugh Drive terminate at the city limit. In conjunction with the Willow FaceBook campus, new sidewalks should be constructed and connect on the Menlo Park side of Kavanaugh Drive and O'Brien Drive (JobTrain/Polytec) and throughout the O'Brien business park where there are incomplete sidewalks and poor lighting (short poles every other block mostly obscured in the trees). Need more/better/longer poles lighting in the O'Brien business park.

The O'Brien business park needs sidewalks (there are some in Kavanaugh East Palo Alto side but it does not continue on the Menlo Park side). The area is also very poorly lit (low light intensity and not on every electrical pole).

Walking map comments (continued)

The crosswalk to get across El Camino Real at Santa Cruz is really slow. West Menlo Park sidewalks are terrible/nonexistent, especially where Santa Cruz Ave becomes Avy. When I jog there, I always get really nervous, and have almost been hit while out at night. (Maybe the county can do something about that?)

The intersection of Middle and University needs to be safer for pedestrians to cross. There is no sidewalk on many parts of these streets and the four way stop is very dangerous with many accidents and near accidents. This needs a traffic light and possibly speed bumps and a better labeled crosswalk.

The pedestrian controlled crosswalk at Ravenswood and Alma is great. (I'm not sure if it's called a HAWK crossing, or something else.) It has those super bright flashing yellow lights embedded in the roadway/crosswalk. It's very helpful at dusk and night, and even during the day.

The sidewalks are too narrow from Johnson downtown, with poles and boxes in the way. Shrubs grow across the narrow sidewalk, making it even more difficult. All along Santa Cruz, the shrubs and trees are not kept far enough back to make it easy or safe. Also, with the new Santa Cruz sidewalk, some people are putting their recycling bins on the sidewalk. The trucks sometimes put the bins back in the middle of the sidewalk, making it difficult for strollers and those with walkers to move the bins and pass by.

The walking conditions on Olive St. are terribly unsafe, as described earlier, especially for Hillview students going to and from school during heavy vehicle times. Yet, this is a major thoroughfare for Hillview students. We desperately need bike lanes and sidewalks on this street. We also need a cross walk at Olive St. and Stanford Avenue, where hundreds of kids attempt to cross at a blind corner.

This area of Middle has a lot of kids crossing back and forth, often in danger. We need to stop imagining that our drivers are actually paying attention and will stop for a tentative-looking kid on a bike or on foot hovering by the side of the road.

This crossing is bad for people walking. It's quite busy now with Facebook bikers and cars and walkers. Some sort of pedestrian overpass would be great because cars get really impatient about turning left from Hamilton into Willow.

This is a biased junction against pedestrians. Traffic lights take far too long to change to red so a pedestrian can cross safely - Feels like 2+ minutes. When it is safe to cross, the pedestrian green lights do not seem to last long enough to safely cross the entire road without running. The count down starts before I get 1/2 way across the road. In addition, pedestrians have to watch out for cars turning right without stopping while pedestrians have the right of way to cross any of the roads from all directions. I like to walk down to the golf course from here and it's on my daily walk ... this junction is simply awful for anyone on foot or indeed on a bike..

This part of Belle Haven has good sidewalks but not every street has good lighting in the evenings, so I don't always feel safe.

Walking map comments (continued)

Too many locations to comment. Cars racing down residential streets, not stopping at crosswalks for pedestrians, getting upset if a pedestrian enters the crosswalk, etc. has become a more frequent occurrence. Especially residential streets need to be a safe place for people to take a walk, walk their dog, etc. Cut through traffic should be eliminated as much as possible and speeding should be made harder. Why is Central in the Willows still missing 4 way stops on so many intersections that are crossed by children on their way to school?

Too much traffic at University and Middle to feel safe crossing with kids and doesn't feel safe during rush hours

Uneven sidewalks

Walking downtown is a nightmare. I have almost got struck by a car at least 10 times.

Walkways are being used by bicyclists, even when there is a special lane. Alma St. library has all ages of bicyclists riding around on the sidewalks where there are baby strollers and young children. I have told people to get off and walk their bicycles. (Shocked). These are walkways/sidewalks, not bicycle ways....

We would walk to Oak Knoll, except cars constantly ignore the crosswalk at Lemon and I have witnessed too many near accidents.

Woodland Ave is a favorite place to walk/jog but many speeding cars and inconsistent sidewalks.

Woodland avenue is very narrow and does not have sidewalks in the section near Middlefield road. There is one blind curve with a large bush and a power pole that creates a blind choke point. This is unsafe for cars, pedestrians, and cyclists alike. Consider a sidewalk in the section of Woodland near Middlefield.

access across foot bridges to palo alto is great

cars turning at intersections do not look left and right for pedestrians

cars turning blindly from encinal to laurel cut into bike and walking area.

dangerous now. needs a light while waiting for the 8 year plan to take place.

on most of the main high priority sidewalks as per the 2009 plan there are still no sidewalks let alone sidewalks on med priority For people to be able to not use cars for errands etc it is key that sidewalks be installed on high and med priority streets that connect commercial areas and especially schools to homes

spot where I fell and seriously injured my knee because of plants that were overgrown on the sidewalk Lots of other places this happens in the Willows

Walking map comments (continued)

streets are dark at night, pedestrians hard to see, stop lights are timed quickly and sometimes cars don't see pedestrians before turning or continuing. There are NEVER flags at flashing light crossings (e.g. library) and in bright sun the flashing lights are impossible to see (library, Middlefield Rd at Linfield). People walking over the 101 overpass are taking their lives in their hands...

traffic rushes to make the no turn on red...install a camera to deter cheaters.....enforce speeders.....and those who block the box/intersection

Is there anything else you'd like to add about your experience walking in Menlo Park?

Many motorists do not mind pedestrians crossing in crosswalks. Much stricter police enforcement necessary

Annoying, but not hazardous, are hedges and plantings that have overgrown the sidewalks so much that one is forced into the street. A little publicity and reminders might solve this. LOVE the new Santa Cruz sidewalks (and bike lanes)!!

Belle Haven is built to be walkable, which is one of its good points. I don't feel safe walking at night but that would be true in most places.

Complete the sidewalks on Santa Cruz Avenue and Avy Avenue.

Crosswalks on Willow and Bayfront expressway are dangerous with cars not slowing down to turn. Can take multiple signal cycles to cross Bayfront at University since crosswalk is only on East side of University Avenue. Walking toward bay is pretty, so needs to be safer.

Difficult to cross railroad tracks - limited crossings force us to go out of our way.

Difficult to walk across Santa Cruz Ave. outside of downtown.

Don't make the walk signals "on-demand". You miss the light by a few seconds and then have to wait for several minutes. Make them always "walk" at least for a little bit when the light goes green.

Drivers are usually very observant of pedestrian crossings. It is unclear if bikes are permitted on the sidewalks downtown. I don't see anything posted about this. Bike riders coming down the sidewalk behind me make me very nervous.

Drivers do not stop at intersections where they should. I have had too many close calls while walking and while biking with eager drivers pulling out without looking both ways. We need better enforcement of rules. Vegetation, both bushes and trees, have grown into too many sight triangles at corners and across existing sidewalks. We need enforcement of rules and required regular pruning! It is really unsafe at many intersections on major streets that families use. The Santa Cruz sidewalks are often overgrown. Investment in code enforcement is critical for community safety.

Generally the automobiles speed by. I pick up litter a lot on Ravenswood between Middlefield and El Camino. It helps that there are 5 trash bins along the way.

I am a runner and my experience is that the traffic lights are all timed for cars and not pedestrians. Pressing the buttons doesn't seem to help on several of the traffic lights especially on El Camino.

I am a runner and my experience is that the traffic lights are all timed for cars and not pedestrians. Pressing the buttons doesn't seem to help on several of the traffic lights especially on El Camino. The crosswalk on Oak Grove between Laurel and El Camino needs lights. I have been nearly run over several times by cars speeding despite there being signs on both sides of the street.

Is there anything else you'd like to add about your experience walking in Menlo Park? (continued)

I do not have any complaints about walking in Menlo Park. I generally walk to Palo Alto more frequently but try to walk to Burgess Park for classes/library regularly. Walking is just not an efficient way to get things done.

I typically don't walk at night as it isn't safe -- no/poor quality sidewalks or lighting. Also traffic is going too fast & visibility is poor. I also walk my neighbors dog fairly often and do not feel safe crossing any of the major streets in West Menlo Park except Avy & Alameda.

I'm astonished by the number of times that I have almost been hit while crossing in cross-walks (even with green lights!) The El Camino crossing near Safeway is horrible in that regard. I'm also astonished at how many people won't stop for pedestrians (including school children) that are waiting at cross-walks without lights. And I've witnessed numerous people passing in the bike line when cars are stopped at crosswalks, both on Middle and Ringwood (near Laurel).

In the beginning of the survey you asked whether children go to school in Menlo Park and your map shows the boundary of Menlo Park. By doing it that way you automatically get a "no" from everyone who has children at Encinal, Laurel (lower) and MA as all these schools are in Atherton.

Lack of sidewalks in my neighborhood not an issue

Lighting on streets is limited in Belle Haven

Like the wild pretty places like the creek area and the bike bridge to stanford trees or in the neighborhood which is often interesting and attractive...unless new construction has cut down the nice trees. Love my town.

New Sidewalks on Santa Cruz are great until get near downtown where we need nice clear wide sidewalks.

No issues walking.

Not a transportation issue but it would be nice if there were trash cans on streets besides Santa Cruz Avenue.

Over the years I've seen reliable transportation disappear from this area. How do you plan to bring it back and maintain it?

Overgrown trees and hedges often make walking in the Flood Park Triangle area difficult. In particular the asphalt sidewalks along Van Buren seem to get overgrown every couple of years.

Sidewalks here are in such bad condition that we often have to use the roadway. See the UnivPark.org/safe website for the documentation of sidewalk issues.

Sidewalks in the Willows are really difficult to walk because of overgrown shrubbery encroaching on the sidewalks.

Is there anything else you'd like to add about your experience walking in Menlo Park? (continued)

Sidewalks on El Camino Real are too narrow and poorly maintained.

Stay consistent

Street lights are way too inadequate for walking in the evening or at dusk.

Thank you for new sidewalks on Santa Cruz!!!

There is some tension between walkers and cars in MP as for the most part there are no sidewalks and so walkers HAVE to walk on the street and cars are usually going too fast or there is too high a volume of cars/walkers.....er University....the whole length.....or Middle etc

Walking in Menlo Park is excellent and one of my top reasons for living here.

We appreciate the "talking pedestrian signals along El Camino -- Please keep them working correctly.

We need far more sidewalks. And you need to connect them to parts of town that go through unincorporated areas in west Menlo Park.

We need more crossing guards. Due to the multi-jurisdictional nature of our community and the many school districts, the City must share the cost/responsibility for funding more crossing guards. We need them in many locations!

We spend a lot of time walking in the Allied Arts area near where we live. I find that the traffic calming mechanisms (for example the speed bumps on Cambridge are too small and easy to go over at a speed greater than 15mph) do not work, and many people do not complete stops at the stop signs at Cambridge and Cornell. Also traffic calming on Creek drive would be recommended given the speed limit is 15mph and often cars are driving much faster than that. I've seen that other areas of the city have put in better traffic calming mechanisms (such as indented curbs by stop signs that prevent people from driving more than 15mph).

When we used to have trial roundabouts in the Willows, it was much scarier to walk with my young daughter (especially when I had the stroller, and she was really young) - the way they're designed there's less room for walking, and the cars are coming right at you for a time -quite frightening. I like to walk on quiet streets where I can look at trees or gardens, and I skip the main thoroughfares. Love to walk downtown though - Palo Alto, as I am on the far south end of M.P.

Is there anything else you'd like to add about your experience walking in Menlo Park? (continued)

Why is there a huge ugly utility cabinet located right in the pedestrian pathway at the corner of Ravenswood and El Camino at Menlo Center?! Why can't you at least ban leaf blowers before 9am so children and adults can get to school/work without going through a cloud of dirt? It would make walking and riding much safer and more pleasant if you restrict the hours for using blowers and ban all gas powered blowers. Especially on San Mateo Drive going toward the bike bridge and on the safe routes to schools. Installing dog waste bags and trash cans in downtown and at the parks might possibly encourage people to clean up after their dogs. Eliminate some of the news stands- there are over 100 of them between El Camino and University on Santa Cruz. Do we really need a bank of them next to Pete's and another bank in the parking lot between Pete's and Dragger's?

great town. more people should be encouraged to walk!

walking/pedestrians is seen by cars as in their way...they don't respect stop signs and crosswalks and speed limits...hefty fines for violations and cameras would serve as deterrents.....

Summer Block Party Engagement Summary

1 Introduction

The City of Menlo Park is developing its first Transportation Master Plan (TMP), which will help identify appropriate projects to enhance the transportation network in a manner consistent with the community's goals and values, as well as prioritize the implementation of transportation projects based on need. When completed, the TMP will provide a detailed vision for the transportation system, establish goals and metrics for network performance, and outline an implementation strategy for local improvements and local contributions towards regional improvements. The TMP will also serve as an update to the City's bicycle and sidewalk plans.

As part of the first phase of public engagement for the project, City staff and members of the consultant team set up a booth at Menlo Park's annual Downtown Block Party on August 16, 2017 to inform community members of the TMP planning process and opportunities to participate while also gathering initial comments on community members' experiences with the city's transportation system. Staff and consultants shared details of the concurrent online open house and survey and upcoming walking workshops, and answered questions related to the TMP. Attendees were asked to leave general comments on a whiteboard, butcher paper, or a city map and to view what other community members had written. This document summarizes the comments collected at the event.

2 Themes

Some themes emerged among the comments left by community members. These are summarized below and may be used to inform future community engagement activities over the course of this project. Individual comments are transcribed in Section 3.

- **Bicycle and Pedestrian Network.** Many community members who commented on bicycle facilities were pleased with the expansion of the bicycle network. They requested continued expansion of facilities, with attention given to safety and connections with local schools. Commenters also requested safety improvements to the pedestrian network and safe routes to schools. Bicycle and pedestrian crossings were requested for the Caltrain tracks and El Camino Real.
- **Public and Mass Transit.** Comments related to public and mass transit included those requesting expanded bus service in Menlo Park; innovation in transportation demand management, such as examining options for shuttle services and working with Stanford on commuter options; improving rail crossings; and positive and negative reactions to Dumbarton Rail.
- **Motorized Transportation.** Comments related to roadways and motorized transportation were often related to congestion and the need to improve signal timing.

- **Parking.** Comments related to parking generally stated a need for more parking or the need to replace parking that had been removed.

3 Comments

GENERAL COMMENTS

The following comments were left at the butcher paper and whiteboard stations and have been organized into categories based on theme. Text in [blue](#) indicates comments that were added by different community members to one another's comments.


Bicycle and Pedestrian Network

- Bike and pedestrian lanes on Dumbarton Rail
- Pedestrian bridge over Caltrain
- Make it safer to bike to Encina Elementary
- Bike lanes on ECR. Make Santa Cruz Av a pedestrian mall
- I like riding a bike
- Atherton needs more biking lanes
- Need bike parking at Caltrain
- Yay on new bike lanes 😊 need more <3
- Near the small Safeway could have better sidewalks
- Thank you for bike lanes!!
- More bike lanes!!
- 100+ bikes came to Block Party. Thanks for the bike racks!
- Bike lanes on ECR. Now!
- Make Santa Cruz Av a pedestrian mall. Look around you. [←YES!!](#)
- Build the bike-ped undercrossing at Middle Av. We've been waiting >20 years.
- Not everyone can take/use a bike!
- <3 <3 <3 bike lanes, thank you
- Safe bike lanes everywhere
- Sand Hill/ECR pedestrian-bike crossings. Replace RTOR sign with image
- Safe routes to Hillview
- There is not a bike path on University Dr. between Santa Cruz and Middle Ave. (To get from MP downtown to the San Mateo bike bridge). Just hit by a car yesterday which could have been avoided. Thank you!

Public and Mass Transit

- Please have the KX bus to stop in Menlo Park as it was in the past!
- More buses and more stops. See Victoria BC as a plan
- Look into ad-supported on-demand shuttles (Venice, San Diego, Santa Monica) as alternative to subsidizing Uber or Lyft
- Improve awareness of shuttles. Add to google maps?
 - Edgewood
 - Stanford
 - Menlo
 - Etc.
- Get the Peninsula together to deal with Caltrain crossings
- Park-n-ride @ 280 and from East Bay connecting to other transit – can this be a requirement from Stanford? And tie into the Marguerite shuttle system.
- More buses to Stanford
- Dumbarton Rail – Get it done!
- Rail crossing quiet zones!
- Safe crossing on Bay Road during school bus hours
- Dumbarton Rail is bad
- Bus Rapid Transit

Motorized Transportation

- Get Waze to remove neighborhood streets from their routes
- Keep the lanes on ECR – parking and driving
- Traffic on ECR is bad
- Improve signal timing – on weekends needs are different than on weekdays
- Difference between rural and urban road construction
 - Diagram:

- ECR – signal timing leads to congestion
- Traffic between Palo Alto and Menlo Park – ugh!
- Please make urban roadways flat

Parking

- Paint parking lines on Pine St. Please!
- Make sure there is enough parking places (free)!

- No parking on El Camino
- Stop taking away our downtown parking!
- We need parking. Put it back! ← Boo 😞 Love the bike lanes <3 <3
- Parking structures (2)
- No parking on ECR

Other

- We don't need no \$350,000 study...
- What is pre-planning?
- Stop de-populating California!!
- Please give us our (drawing of a tree) back. Yes!

MAP COMMENTS

The following comments were location-based comments left on a city map. Figure 1 shows where comments were placed on the map. Commenters also left stickers in locations where they wanted to see improvements, corresponding to the type of improvement (bicycle, motorized, pedestrian).

Bicycle Improvements

- Sharon Rd + Santa Cruz + Oak Dell univpark.org
- Bike lanes on University
- Yes bike lanes on University
- Bike safety for getting to Encinal Elementary School
- Bike tunnel under RR tracks (500 El Camino) off of College
- Bike tunnel would be safer than El Camino crossing!
- Paint the Middlefield bike lanes Green!!
- Coleman bike lane to Laurel School

Motorized Improvements

- Fix signal timing!
- Fix neighborhood traffic volume during rush hour. Lots of non-locals are clogging our street (Coleman) despite signage stating local traffic only
- Traffic circle (TC) Arnold + Chester unsafe
 - Pushes cars towards pedestrians
 - Blind corner
 - Doesn't function like TC
 - *Another sticky note with diagram*

Pedestrian Improvements

Pedestrian improvement stickers were placed near the intersections of Alameda de las Pulgas/Sharon Road and Sharon Road/Santa Cruz Avenue, but no comments were left.

4 Next Steps

Input gathered at the Downtown Block Party, along with community input collected at other community engagement activities and background studies conducted by the consultant team, will help the City identify transportation issues and potential areas for improvement. Additional efforts conducted as part of the first phase of community engagement include an online open house and survey (www.menloparktmp.participate.online), an informational booth at the August 22 Summer Concert at Kelly Park; and walking workshops to take place at three locations where safety and congestion concerns have made transportation improvements a high priority.

Walkshop Summary

I Introduction

The City of Menlo Park is developing its first Transportation Master Plan (TMP), which will help identify appropriate projects to enhance the transportation network in a manner consistent with the community's goals and values, as well as prioritize the implementation of transportation projects based on need. When completed, the TMP will provide a detailed vision for the transportation system, establish goals and metrics for network performance, and outline an implementation strategy for local improvements and local contributions towards regional improvements. The TMP will also serve as an update to the City's bicycle and sidewalk plans.

In order to take an in-depth look into local transportation issues, the City held three walkshops (walking workshops) in three different neighborhoods in Menlo Park. Community members were invited to join City staff and consultants from W-Trans, Dyett & Bhatia, and Alta Planning & Design in assessing safety concerns along the various routes and to discuss their experiences walking, bicycling, and/or driving in those areas. The three walkshop locations included Downtown at El Camino Real, Belle Haven at Willow Avenue, and West Menlo Park at Sand Hill Road. City staff selected these locations based on a review of collision data, with the goal of visiting neighborhoods in the eastern, western, and central areas of the city. The City advertised the walkshops at public events, including the annual Downtown Block Party and Summer Concert Series; at neighborhood events; through social media such as NextDoor; on the project's online Open House page (<https://menloparktmp.participate.online>); and on the City's website. Participants recorded their observations and comments on maps of the routes, and staff and consultants made additional notes of the discussions. This document summarizes the comments collected at the walkshops. Copies of the route maps for each walkshop are included in Appendix A.

2 Walkshop Themes

This section describes the walkshops and summarizes comments from each walkshop according to location and/or major themes.

DOWNTOWN/EL CAMINO REAL

The Downtown/El Camino Real walkshop was held at 7:30 pm on Thursday, September 7. The walkshop began at the intersection of Ravenswood Ave. and Laurel St., followed Laurel St. west to Oak Grove Ave., then south along Oak Grove Ave. to El Camino Real, then east along El Camino Real to Live Oak Ave., and north along Ravenswood Ave. to end at Laurel St. Participants also took a detour to view Santa Cruz Ave. at El Camino Real to view a new parklet. Seven community members attended the walkshop.

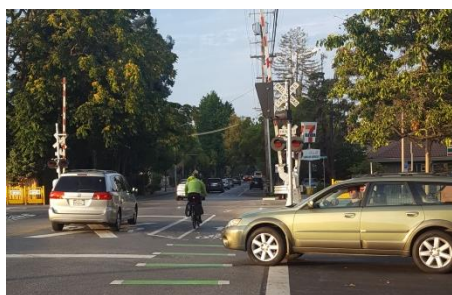


Walkshop participants

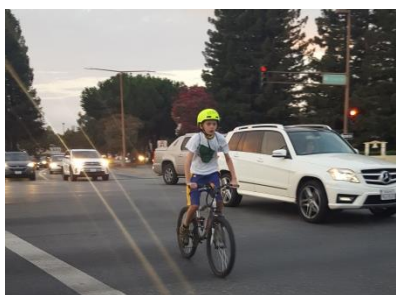


Laurel St. at Ravenswood Ave.

The main issues raised during this walkshop had to do with bicycle and pedestrian connectivity and traffic behavior at intersections. Participants were concerned about the safety and convenience of bicyclists accessing the Downtown area from other parts of the City. They were interested in pedestrian and bicycle access from Willow Rd. and Middlefield Rd. that would connect from the Willows to Downtown, as well as other cross-town routes that would serve the needs of bicycling families. Nearly all intersections along the route posed some difficulty for bicyclists or pedestrians due to features such as narrow sidewalks, gaps in the bicycle lane, or drivers turning right into the bicycle lane. Along roadways, some sidewalks were found to be too narrow or in need of landscaping, and cars were found parked in the bicycle lanes. Participants found that the intersections tend to prioritize cars over other transportation modes, and suggested painting or raising crosswalks in order to emphasize and raise the priority of bikes and pedestrians.



Oak Grove Ave.



Ravenswood Ave. and El Camino Real

At the Laurel St. and Ravenswood Ave. intersection, participants found that the signal allowed cars to continue crossing the street even after pedestrians are required to stop. They recommended a protected left turn from Ravenswood Ave. onto Laurel St. Along Laurel St., participants noted narrow sidewalks and parked cars obstructing bicycle lanes. On Oak Grove Ave., the group noticed a need for landscape improvements to create a better walking environment, and continued to have concerns about cars parked in the bicycle lane. They were interested in using flexible bollards to protect the bike lane from cars. At the Oak Grove Ave. and El Camino Real intersection, the group was concerned about bicycle and pedestrian crossings and wondered if the bicycle lanes could be more visible and facilitate left turns. At Santa Cruz Ave., participants were very interested in blocking a portion of the street to traffic in order to create a pedestrian mall. At the intersection of El Camino Real and Ravenswood Ave., participants were mainly concerned with use of the right-turn lane from El Camino Real onto Ravenswood Ave. Group members mentioned that drivers often use the right-turn lane as a through-lane, and recommended better delineating the right turn lane and using flexible bollards to mark the lane and protect bicyclists.

Major Concerns by Location

The following notes summarize major safety and traffic concerns noted by participants related to the design of transportation facilities or transportation policies.

Laurel Street and Ravenswood Avenue Intersection

- This is a difficult intersection for bikes, with a gap in the bike lanes along Laurel Street.
- The sidewalk on the north side of Laurel is too narrow.
- The traffic light prioritizes cars over pedestrians and will give a red hand for pedestrians while cars still have a green light.
- Would like protected left turns/left-turn signals onto Laurel from Ravenswood.

Laurel Street

- Parked cars obstruct bicycle lanes.
- Sidewalks from Ravenswood Ave. to Noel Dr. are nice and wide, but sidewalks from Noel Dr. to Oak Grove Ave. are too narrow.

Oak Grove Avenue

- Bus stop at Laurel St. and Oak Grove Ave. is nice, but it could use a shelter and some landscaping.
- In general, the street could use landscape improvement. Between Laurel St. and Alma St., the planting strips are uneven with the sidewalk and tree roots are affecting the sidewalk.
- Interested in flexible bollards as an option to prevent cars from parking in the bicycle lanes.

Oak Grove Avenue and El Camino Real Intersection

- This is a difficult crossing for pedestrians.
- Morning bicyclists will run the light, possibly on the way to Hillview.
- It is difficult for bikes to turn left onto Oak Grove Ave. from El Camino Real.
- Why are the bike lanes not a continuous green?

El Camino Real

- Signs are encroaching on sidewalk space.
- Noise from traffic is loud.

Santa Cruz Avenue

- The landscaping and street furniture here is well done.
- Participants recommended closing part of Santa Cruz Ave. to cars to create a pedestrian and bicycle zone that could act like a city center and be good for business.

El Camino Real and Ravenswood Avenue

- There is no crosswalk.
- The traffic light stays green for cars but gives a red hand for pedestrians.
- The right turn lane from El Camino Real to Ravenswood Ave. was a concern. Participants drew attention to “right turn lane dodgers,” and a need for delineations or flexible bollards to define the right turn lane.
- Would like to see flexible bollards (bending poles) to protect the bike lane from right turns onto Ravenswood Ave.

Ravenswood Avenue

- Streetscape is nice.
- The bike passage over the railroad tracks looks challenging.
- Would like to see a controlled pedestrian crossing at Ravenswood Ave. and Alma St.
- At-grade railroad crossings pose a barrier; is there opportunity for grade separations?

General Comments

- Could crosswalks at intersections be raised or painted to draw attention and give priority to pedestrians and bikes?
- There is northbound traffic on El Camino Real.
- Neighborhood traffic from Allied Arts use University Dr. northbound towards Downtown.
- Would like better pedestrian and bicycle access from Willows to Downtown along Willow Rd. and Middlefield Rd; it is currently a nightmare.
- Would like crosstown bicycle routes connecting to Downtown; also for bikes with young children.

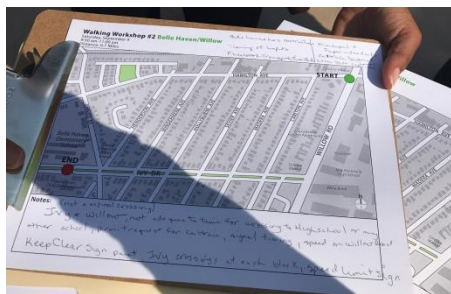
Maintenance and Enforcement Issues

Additionally, participants noted some issues that may have maintenance or enforcement-based solutions. These included:

- Tree roots raising and damaging the sidewalks on Oak Grove Ave. from Laurel St. to Alma St.
- Trash collecting at the bus stop at Laurel St. and Oak Grove Ave.
- The arrow is pointing the wrong direction on one of the pedestrian walk buttons at the intersection of Oak Grove Ave. and El Camino Real.
- Check detection for the signal at Laurel St. and Oak Grove Ave.
- Traffic enforcement may be needed (witnessed a car in the right-turn lane going straight instead).

BELLE HAVEN/WILLOW

The Belle Haven/Willow walkshop was held at 9:30 am on Saturday, September 9. The walkshop began at the intersection of Willow Rd. and Hamilton Ave., followed Willow Road south to O'Brien Dr., continued west along Ivy Dr., and ended at Belle Haven Elementary School. Several participants continued with staff and consultants north along Chilco St. and east along Hamilton Ave. back to the starting point. Fourteen community members attended the walkshop.



Notes on a map



Walkshop participants

Participants on this route were primarily concerned about the safety of pedestrians and bicyclists, particularly students traveling to Mid-Peninsula High School and Belle Haven Elementary School, and about traffic at peak commuting times. In general, bicycle lanes and sidewalks were narrow and had gaps or obstructions, crossing signals did not provide enough time, and crosswalks and bike lane markings were not visible enough. Participants discussed increases in congestion in recent years, as well as an increase in the amount of cut-through traffic during commute times. Traffic during rush hour is gridlocked on Willow Rd., Hamilton Ave., and neighboring streets, with queues on Ivy Dr. and Hamilton Ave. extending to Hollyburne Ave. Speeding and stop sign-running on residential side streets such as Carlton, Madera, Sevier, and Hollyburne avenues are safety concerns as drivers will use those streets to avoid traffic on Willow Rd.

Along Willow Rd., participants noted gaps in the sidewalk that required pedestrians to walk across commercial and residential properties, short crosswalk times, and a general mismatch in the types of infrastructure provided (narrow sidewalks or bike lanes) with the surrounding environment (a school and highly trafficked corridor). At O'Brien Dr., the group noted unsafe conditions such as a tendency for cars to block the intersection and narrow sidewalks with ADA ramps that led into traffic. Along Ivy Dr., participants were curious about opportunities to develop the median as a public space. They noted narrow sidewalks and signs obstructing the sidewalks. Along Chilco St. and Hamilton Ave., participants were concerned about rush hour traffic, particularly cut-through traffic and the inability of the narrow streets to

accommodate parking, trucks, pedestrians, and high traffic volumes during peak times. Members of the group suggested restricting parking during peak times, improving enforcement, and providing crossing guards for the school.



Willow Rd. at O'Brien Dr.



Willow Rd. at Ivy Dr.



Ivy Dr.



Chilco St. and Hamilton Ave.



Hamilton Ave.



Major Concerns by Location

The following notes summarize major safety and traffic concerns noted by participants related to the design of transportation facilities or transportation policies.

Willow Road and Hamilton Avenue Intersection

- Needs signal work. Light timing needs to be adjusted. There is too much traffic trying to exit side streets to Willow as well as increased pedestrian traffic. Lights should be timed to allow for safe pedestrian and bike crossing.
- Hamilton could use two exit lanes (left turn or right turn only). A right turn-lane would be better for locals and not improve cut through experience. Parking could be removed to allow for a right-turn lane.

Willow Road

- Opportunity for bus shelter on the west side near Hamilton Ave.
- The west side lacks sidewalks; pedestrians have to cut through businesses and apartment complex.
- The sidewalks on the east side are clean.
- The crossings at Mid-Peninsula High School are unsafe and require crossing guards.
- There is frequent bike traffic, but the bike lane seems too narrow for such a busy road that accommodates heavy truck traffic. Bike lanes should be protected as traffic speeds on this road are very high.

- The high school only has a right turn exit and would like to be able to exit to the left as well.
- Sounds like a freeway.
- At O'Brien Dr., the ADA ramp leads into traffic, there are no pedestrian crossings across Willow Rd., and there is a potential for right turns to conflict with bikes.
- Intersection at O'Brien Dr. needs "keep clear" markings. Car collisions occur because of the light.
- The bus stop at O'Brien Dr. lacks amenities.
- Add green bike lanes and buffers south of Ivy Dr.
- The sidewalk is very narrow at Ivy Dr.

Willow Road and Ivy Drive Intersection

- Signalization caters to Willow Rd. only. Crosswalk timing is about 25 seconds, not long enough for everyone to cross, including seniors and families with children. Signal should be times for safe pedestrian and bike crossings.
- This intersection is in front of Mid-Peninsula High School but there are no yellow markings to indicate a school crossing or crossing guards.
- There is no visible signage for Ivy Dr.
- Can this intersection extend to the Mid-Peninsula High School entry so that drivers can have east/west access?

Ivy Drive

- Sidewalks are narrow, and there are signs in the middle of the sidewalk at Madera Ave.
- No crosswalks at each block where the median is cut out.
- Community would like to see improvements to the median, such as a dog park or other recreational use (the median is a Hetch Hetchy right-of-way).

Chilco Street

- Restrict hours for parking on one side of the road on Chilco St. because the roadway is very narrow.
- School parking needs to be limited during peak commute times.
- The road is too narrow for parking on both sides of the street near the school.
- Cut-through traffic is very bad north of Hamilton Ave. and connecting to Hamilton Ave.
- The four-way stop on Chilco at Facebook is terrible! Could Facebook move its bus stop to a different location to reduce pedestrian crossing impacts on the neighborhood?

Chilco Street and Hamilton Avenue Intersection

- Should the NO LEFT sign be eliminated? Demographics have changed; a crossing guard would be more effective.

Hamilton Avenue

- Hamilton Ave. is more of a traffic concern than Ivy Dr.
- On-street parking, trucks, and traffic congestion between Carlton Ave. and Willow Rd. are dangerous in the mornings and afternoons.
- Need a speed bump to slow traffic between Chilco St. and Henderson Ave.
- There's an opportunity for landscaping between Henderson Ave. and Windermere Ave.

Willow Road and Newbridge Street Intersection (not part of walkshop)

- Current signal timing can trap people in the neighborhood for three or four light cycles at peak times.
- Heavy pedestrian crossing cuts into the number of cars that can turn right.
- Two lanes of left turn traffic onto Willow Rd. from EPA and only one right turn lane onto Willow Rd. makes morning departure from neighborhood really hard.
- Newbridge St. needs cameras because cars ignore the lights.

General Comments

- Commuter traffic cutting through local streets to avoid Willow Rd. Drivers often speed and run stop signs on side streets including Carlton, Madera, Sevier, and Hollyburne avenues.
- Traffic during rush hour is gridlocked on Willow Rd., Hamilton Ave., and other neighborhood streets. Queues on Ivy Dr. and Hamilton Ave. extend to Hollyburne Ave. Congestion has increased since Facebook.
- Need green marking for bike lanes.
- Shuttle signs are confusing; shuttles take a while to show.

Maintenance and Enforcement Issues

Additionally, participants noted some issues that may have maintenance or enforcement-based solutions. These included:

- The news racks are in disorder at the Willow Rd. and Hamilton Ave. intersection.
- Attend to the trash can at Willow Rd. and Hamilton Ave.
- Connector sidewalk at Soleska Market is in poor condition.
- The bike lane along Willow Rd. has debris in it and should be cleaned.
- A dirt lot at O'Brien looks neglected.
- Low-hanging tree branches at Sevier Ave. should be trimmed.
- Curbs at Belle Haven Elementary should be painted/refreshed.
- Trim trees blocking speed limit signs at Ivy Dr. and Chilco St.
- Repaint crosswalks at Ivy Dr. and Chilco St.

- The Chilco St. and Hamilton Ave. intersection needs more policing/enforcement from 3:30/4 pm to 7 pm.
- The new Hamilton stop signs are obscured.
- A new speed limit sign is needed on Hamilton Ave. between Hollyburne and Sevier avenues to replace one that is too low.
- The infrastructure on this side of town looks shabbier. Can anything be done to improve maintenance, such as painting utility boxes (as in Redwood City and Santa Cruz), removing graffiti, adding garbage receptacles and doggie pick-up bags, increasing street-cleaning frequency, removing chain link fences, adding more trees?
- The Starbucks plaza needs power washing.
- Pavement in poor condition on side streets.

WEST MENLO PARK/SAND HILL

The West Menlo Park/Sand Hill walkshop was held at 1:30 pm on Saturday, September 9. The walkshop began at the intersection of Sand Hill Rd. and Santa Cruz Ave., followed the west side of Sand Hill Rd. north towards Oak Ave., then followed Oak Ave. north to end at Oak Knoll Elementary School. Eleven community members attended the walkshop.



Sand Hill Rd. and Santa Cruz Ave.



Walkshop participants

Primary concerns for this group included safety at the intersection of Sand Hill Rd. and Santa Cruz Ave., pedestrian and bicyclist safety on the west side of Sand Hill Rd., and safe bike and pedestrian connections across Sand Hill Rd., as well as the lack of a sidewalk along Oak Ave. At the Sand Hill Rd. and Santa Cruz Ave. intersection, participants pointed out speeding cars and distracted driving, noting that drivers will often get lost while searching for Stanford, the hospital, or Downtown Menlo Park. The intersection is dangerous for bicyclists and pedestrians because many drivers will not yield, or will ignore “no turn on red” signs. In some cases, Santa Cruz Ave. may not be the best route for bicyclists, who might benefit from being directed onto safer roads nearby.

On the west side of Sand Hill Rd., sidewalks are narrow with encroaching vegetation. Leland Ave. and Stanford Ave. are cut-through routes during commute times. Cut-through drivers are often speeding, which is dangerous for pedestrians and cyclists crossing at those streets. For pedestrians and bicyclists crossing Sand Hill Rd., the only signalized crossing is at Oak Ave., where the waiting time for a signal can be long and the time allotted for crossing is short. Along Oak Ave., including the area around Oak Knoll Elementary School, participants found that pedestrian infrastructure was minimal, with no sidewalks and colored crosswalks that can be difficult to see.



Santa Cruz Ave. at Sand Hill Rd.



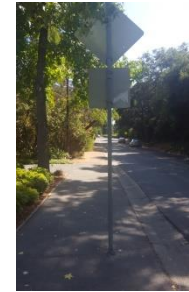
Sand Hill Rd.



Sand Hill Rd. and Oak Ave.



Oak Ave.



Major Concerns by Location

The following notes summarize major safety and traffic concerns noted by participants related to the design of transportation facilities or transportation policies.

Sandhill Road and Santa Cruz Avenue Intersection

- The wall against the northwest sidewalk makes many feel unsafe.
- Drivers ignore the “no turn on red” signage, which endangers pedestrians and pedestrians.
- Directional signage is recommended to reduce confusion for drivers seeking Stanford, the campus hospital, Downtown Menlo Park, and the Stanford SLAC lab.
- Drivers do not yield to bicyclists.
- The speed limit on Santa Cruz Ave. should be lower. Drivers are often speeding.
- Pedestrians do not have enough time to cross at the signal.
- Consider adding two-stage left turn boxes for bicyclists.
- This intersection connects to bicycle trails and Stanford.

Sand Hill Road

- Trees block sight lines for cars driving northbound toward Oak Rd. and for pedestrians crossing Sand Hill Rd.
- Stanford Ave. and Leland Ave. intersections are dangerous for pedestrians during commute times because commuting cars will cut through the neighborhoods at high speeds.

- Stanford Ave. and Leland Ave. need to be kept clear during the pm peak times.
- Widen sidewalk.

Sand Hill Road and Oak Avenue Intersection

- Bicycles coming from the Stanford bike path are directed to the wrong side of Oak St.
- It is a dangerous pedestrian crossing, without enough time to cross. It takes too long to get a pedestrian signal to cross Sand Hill Rd.
- There should be wayfinding signage for the San Mateo bike bridge and Stanford West.
- Bicycles need to turn left at this intersection. A bicycle left turn lane may help.
- Northbound traffic will run red lights.

Oak Avenue

- The crosswalk at Vine St. has no stop limit.
- The school can give permission for pathway.
- There are no sidewalks, even next to Oak Knoll Elementary School.
- Add BMUPL signs.

Santa Cruz Avenue

- Speeds on Santa Cruz Ave. are too high; should be 25 or 35 mph.
- It's important to consider the split at Alameda de las Pulgas and Santa Cruz Ave. Merging lanes at this intersection are dangerous for pedestrians. Bicycles need to be safely conveyed through the split. There should be better speed feedback at the split to prevent speeding.
- There are missing bicycle lanes and poor bike connectivity.
- There is too much traffic on this street that can be limited through signal timing.

Maintenance and Enforcement Issues

Additionally, participants noted some issues that may have maintenance or enforcement-based solutions. These included:

- Pavement maintenance on Santa Cruz Ave.
- Bushes and other vegetation are encroaching on the sidewalk along the west side of Sand Hill Rd.
- Oak Ave. needs maintenance. Dirt and debris are creeping down the sides of the road into the gutter and street. Landscaping needs to be trimmed.



Memorandum

Date: August 9, 2018
Project: MPA022
To: City of Menlo Park
Transportation Master Plan
Oversight and Outreach Committee
From: Mark Spencer
mspencer@w-trans.com
Subject: Performance Metrics and Prioritization Criteria

W-Trans has prepared a memorandum and matrix summarizing the proposed performance metrics and prioritization criteria to be used to track the implementation of the improvements outlined in the Transportation Master Plan process. The performance metrics are intended to encompass the goals and policies outlined in the ConnectMenlo Circulation Element. The intent of the performance metrics and prioritization criteria discussed in this memorandum is to quantify an improvement project's ability to meet the City's vision, goals, and policies.

General Guidance

The Victoria Transport Policy Institute's research project *Well Measured: Developing Indicators for Sustainable and Livable Transport Planning* contains a summary of best practices for developing transportation performance metrics and the following principles should be applied when selecting transportation performance indicators (Hart 1997; Jeon 2007; Marsden, et al. 2007; Renne 2009; FHWA 2011):

- Comprehensive – Indicators should reflect various economic, social and environmental impacts, and various transport activities (such as both personal and freight transport).
- Quality – Data collection practices should reflect high standards to ensure that information is accurate and consistent.
- Comparable – Data collection should be clearly defined and standardized to facilitate comparisons between various jurisdictions, times and groups. For example, "Number of people with good access to food shopping" should specify 'good access' and 'food shopping.'
- Understandable – Indicators must be understandable to decision-makers and the general public. The more information condensed into an index, the less meaning it has for specific decisions.
- Accessible and transparent – Indicators (and the raw data they are based on) and analysis details should be available to all stakeholders.
- Cost effective – Indicators should be cost effective to collect.
- Net effects – Indicators should differentiate between net (total) impacts and shifts of impacts to different locations and times.
- Functional – Select indicators suitable for establishing usable performance targets.

Performance Metrics

The following performance metrics are intended to assist staff in tracking and measuring the condition of the City's transportation network and a way to quantify transportation-related quality of life issues for residents. These metrics have evolved through input from the Oversight and Outreach Committee (OOC) at the meeting held on October 30, 2017. Additional metrics that were considered but removed due to input from the OOC is discussed in further detail below.

Safety Metrics

The following metrics are intended to meet the City's safety goals, including:

- Circulation Element Policy CIRC-1.1
 - Policy CIRC-1.1 – Vision Zero. Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.

The safety performance measures are summarized in Table 1.

Table 1 – Safety Performance Metrics			
Performance Metric	Description	Data Required	Mode
Collisions			
Number of fatalities related to traffic collisions every year	Measures the number fatal collisions	<ul style="list-style-type: none"> • Collision records • GIS data 	Network
Annual review of collisions by mode	Measures collisions by mode.		

Mobility Choice Metrics

The following metrics would work to meet the City's mobility choices and complete streets goals, including the goals to increase the mode share of pedestrian, bicycles, and transit users, including the following:

- Circulation Element Policy CIRC-4.1, CIRC-4.2, CIRC-4.3, CIRC-5.2, and CIRC-5.6
 - Policy CIRC-4.1 – Global Greenhouse Gas Emissions. Encourage the safer and more widespread use of nearly zero-emission modes, such as walking and biking, and lower emission modes like transit, to reduce greenhouse gas emissions.
 - Policy CIRC-4.2 – Local Air Pollution. Promote non-motorized transportation to reduce exposure to local air pollution, thereby reducing risks of respiratory diseases, other chronic illnesses, and premature death.
 - Policy CIRC-4.3 – Active Transportation. Promote active lifestyles and active transportation, focusing on the role of walking and bicycling, to improve public health and lower obesity.
 - Policy CIRC-5.2 – Transit Proximity to Activity Centers. Promote the clustering of as many activities as possible within easy walking distance of transit stops, and locate any new transit stops as close as possible to housing, jobs, shopping areas, open space, and parks.
 - Policy CIRC-5.6 – Bicycle Amenities and Transit. Encourage transit providers to improve bicycle amenities to enhance convenient access to transit, including bike share programs, secure storage at transit stations and on-board storage where feasible.

The mobility choice performance metrics are summarized in Table 2.

Table 2 – Mobility Choice Performance Metrics			
Performance Metric	Description	Data Required	Mode
Pedestrian Facility Quality and Connectivity			
Walking rates in Pedestrian Priority Areas	Quantifies the number of pedestrians using facilities within Pedestrian Priority Areas	<ul style="list-style-type: none"> • Pedestrian counts to be taken in 	Pedestrian and network

Table 2 – Mobility Choice Performance Metrics

Sidewalk gap closure measured in linear feet or number of projects in Pedestrian Priority Areas	Measures network completeness in Pedestrian Priority Areas	Pedestrian Priority Areas	
Number of community destination access projects completed every three years	Measures projects that help pedestrians overcome barriers	<ul style="list-style-type: none"> • Pedestrian facility inventory (including sidewalks, curb ramps, etc.) 	
Bicycle Facility Quality and Connectivity			
Level of Traffic Stress every three years	Quantifies the completeness and quality of the bicycle infrastructure network, including how existing facilities are maintained	<ul style="list-style-type: none"> • Bicycle network inventory • Survey of transportation network 	Bicycle and network
Proximity to Transit			
Number of employees and residents within one mile of high-quality transit	Transit accessibility reflects the relative convenience of transit as a mode choice. It can be measured in terms of distance to transit stops or travel time on transit. Metrics typically emphasize the availability of transit where people live, where people work, and on routes that connect the two	<ul style="list-style-type: none"> • Regional trip origin and destination • Location of Transit Stops • Service Population • Resident population 	Transit
Non-SOV Mode Share			
Mode share of non-SOV trips (non-SOV trips divided by total trips) every three years	Bicycling, walking, and transit are core elements of a sustainable transportation system. Trips by bicycling, walking, and transit produce fewer emissions and let people work physical activity into their daily routines to improve their health and save money. Drivers who switch to non-motorized modes can reduce their expenditures on fuel and vehicle maintenance while helping to reduce traffic congestion. A safe and attractive environment for pedestrians can also help promote economic development by increasing foot traffic near local businesses and attracting tourists and other consumers.	<ul style="list-style-type: none"> • Census data • Household travel surveys • Travel demand models 	Pedestrian, bicycle, and transit

Congestion Relief and Green Infrastructure

The congestion relief metrics, including vehicle miles travelled per service population and traffic operations, would work to meet the City's congestion relief goal:

- 2013 Climate Action Plan Update

- 27 percent greenhouse gas (GHG) reduction target
- Circulation Element Policy CIRC-3.4 and CIRC-3.A
 - Level of Service. Strive to maintain level of service (LOS) D at all City-controlled signalized intersections during peak hours, except at the intersection of Ravenswood Avenue and Middlefield Road and at intersections along Willow Road from Middlefield Road to US 101. The City shall work with Caltrans to ensure that average stopped delay on local approaches to State-controlled signalized intersections does not exceed LOS E.
 - Transportation Impact Metrics. Supplement Vehicle Miles Traveled (VMT) and greenhouse gas emissions per service population (or other efficiency metric) metrics with Level of Service (LOS) in the transportation impact review process, and utilize LOS for identification of potential operational improvements, such as traffic signal upgrades and coordination, as part of the Transportation Master Plan.

The green infrastructure performance metric as well as development of a green infrastructure plan is consistent with the following goals:

- Land Use Element Goal LU-7 and Program LU-7.1
 - Goal LU-7: Promote the implementation and maintenance of sustainable development, facilities and services to meet the needs of Menlo Park's residents, businesses, workers, and visitors.
 - Program LU-7.1 Green Infrastructure Plan: Develop a Green Infrastructure Plan that focuses on implementing City-wide projects that mitigate flooding and improve storm water quality.
- Circulation Element Goal CIRC-2 and Policy CIRC-2.10
 - Goal CIRC 2: Increase accessibility for and use of streets by pedestrians, bicyclists, and transit riders.
 - Policy CIRC 2.10: Green Infrastructure. Maximize the potential to implement green infrastructure by: a) Reducing or removing administrative, physical, and funding barriers; b) Setting implementation priorities based on stormwater management needs, as well as the effectiveness of improvements and the ability to identify funding; and c) Taking advantage of opportunities such as grant funding, routine repaving or similar maintenance projects, funding associated with Priority Development Areas, public private partnerships, and other funding sources.

The congestion relief and green infrastructure performance metrics are summarized in Table 3.

Table 3 – Congestion Relief and Green Infrastructure Performance Metrics

Performance Metric	Description	Data Required	Mode
Vehicle Miles Travelled (VMT) per Service Population¹			
VMT per service population	<p>Increases in VMT contribute to traffic congestion and air pollution, causing carbon dioxide and particulate matter emissions. Because of population growth and economic development, most regions cannot feasibly reduce absolute VMT. Reducing per service population, VMT can help a region achieve air quality, climate change, and congestion reduction goals without penalizing it for population growth.</p> <p>For regions interested in reducing transportation GHG emissions, an advantage of using a VMT metric is that VMT is more straightforward to analyze, since it does not account for vehicle fleet characteristics and fuel carbon content.</p>	<ul style="list-style-type: none"> Travel demand models 	Vehicle
Traffic Operations			
Level of Service	Traditional performance metric that quantifies vehicle delay at a specific intersection and reports an A-F grade. This analysis would be completed for consistency with ConnectMenlo.	<ul style="list-style-type: none"> Traffic counts Roadway geometry 	Vehicle
Other performance measures, including: <ul style="list-style-type: none"> Queueing Travel Time Speed 	Where Level of Service methodology is not deemed to be an appropriate performance measure, other measures such as queuing, travel time, and speed should be assessed to determine impacts along congested corridors.		
Green Infrastructure			
Incorporate green infrastructure, when feasible, into existing and new transportation infrastructure as required. ²	<p>Special consideration should be given to projects that support traffic calming and bicycle and pedestrian modes of transportation. Includes improvements such as stormwater treatment and groundwater recharge systems, pervious pavement and gutters, and trash capture elements.</p>	<ul style="list-style-type: none"> Green Stormwater Infrastructure Master Plan Identification of desirable locations 	Network

Note: ¹ Service Population is the total number of residents and employees within the City of Menlo Park

² As required by the San Francisco Bay Regional Water Quality Control Board's San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System Permit

Performance Metrics Revisions and Deletions

The following performance metrics were presented to the OOC at a meeting on October 30, 2017, and as shown in Table 4, the performance metrics were either revised or removed from consideration as a result of feedback received.

Table 4 – Performance Metrics Revisions and Deletions

Performance Metric	Notes on Revisions/Deletions
Transit Accessibility <i>Measures the ability of people to reach destinations using public transportation</i>	Revised to focus on high-quality transit connections
Bicycle and Pedestrian Mode Share <i>Measures the proportion of trips taken by bicycle and walking mode</i>	Revised to non-SOV (single occupant vehicle)
Personal Mobility <i>Measure of person movement regardless of mode choice.</i>	Removed, but is addressed through the Bicycle Facility Quality and Connectivity and Pedestrian Facility Quality and Connectivity metrics
Land Use Diversity <i>Measures the proportion of residents living in locations with mixed land uses</i>	Removed
VMT per Capita <i>Measures the amount of vehicle activity normalized by population</i>	Revised to VMT per service population, which includes both residents and employees within the City.
Transportation Affordability <i>Measures the cost of transportation relative to income</i>	Removed and will be addressed within the prioritization criteria as part of equity
Intersection Level of Service <i>Measure of vehicle mobility at specific intersections</i>	No change
Portion of Students using Alternative Modes <i>Measures youth travel patterns and provides an indicator of accessibility of the transportation network</i>	Removed and will be addressed within the Pedestrian Facility Quality and Connectivity metric
Land Paved for Transportation <i>Measure of impact of transportation on the environment and community</i>	Removed
Corridor Level of Service <i>Measure of travel time and reliability along a specific roadway corridor</i>	Removed and will be addressed through the Traffic Operations metric
Universal Design <i>Measure of the transportation network's accessibility for all users</i>	Removed
Pedestrian Connectivity <i>Measures how accessible the transportation network is within walking distance of residents/businesses</i>	Revised to the Pedestrian Facility Quality and Connectivity metric
Bicycle Connectivity <i>Measures how accessible the transportation network is within bicycling distance of residents/businesses</i>	Revised to the Bicycle Facility Quality and Connectivity metric
Collision Rates <i>Measures transportation network safety</i>	Number of fatalities related to traffic collisions every year Annual review of collisions by mode

Reference: *Developing Indicators for Sustainable and Livable Transport Planning*, Victoria Transport Policy Institute, 2016
Guide to Sustainable Transportation Performance Measures, U.S. EPA, EPA 231-K-10-004, 2011

Prioritization Criteria

The following criteria can be used to guide the City's prioritization of improvement projects and is intended to address quality of life issues for residents.

- **Maintenance of Pavement** – related to PCI currently, there may be a goal, prioritize improvements for other connectivity/fill in the gap/facility improvements when resurfacing
- **Social Equity** – examples of social equity projects include those that fall within a "Community of Concern", are related to Safe Routes to School, and that it would help balance improvements between neighborhoods.
- **Opportunity for grant funding**
- **Access to high quality transit**
- **Emergency vehicle access and response times**

Next Steps

The prioritization criteria will be used for ranking projects based on a scoring system that will be developed. The scoring system will be presented as part of the draft initial strategies and recommendations working paper.

MES/sab/MPA022.M3

Appendix B

ConnectMenlo Policies

Following are the policies from ConnectMenlo that shaped the recommendations and strategies laid out in this document in order to not only meet the City's transportation vision that was affirmed during the General Plan Update process, but also to build upon it. The policies from ConnectMenlo have been organized under the following headings in order to reflect the flow of sections within the main document.

Goals

GOAL CIRC-1 Provide and maintain a safe, efficient, attractive, user-friendly circulation system that promotes a healthy, safe, and active community and quality of life throughout Menlo Park.

GOAL CIRC-2 Increase accessibility for and use of streets by pedestrians, bicyclists, and transit riders.

GOAL CIRC-3 Increase mobility options to reduce traffic congestion, greenhouse gas emissions, and commute travel time.

GOAL CIRC-4 Improve Menlo Park's overall health, wellness, and quality of life through transportation enhancements.

GOAL CIRC-5 Support local and regional transit that is efficient, frequent, convenient, and safe.

GOAL CIRC-6 Provide a range of transportation choices for the Menlo Park community.

GOAL CIRC-7 Utilize innovative strategies to provide efficient and adequate vehicle parking.

Collision History

Policy CIRC-1.1 Vision Zero. Eliminate traffic fatalities and reduce the number of non-fatal collisions by 50 percent by 2040.

Policy CIRC-1.3 Engineering. Use data-driven findings to focus engineering efforts on the most critical safety projects.

Policy CIRC-1.4 Education and Encouragement. Introduce and promote effective safety programs for adults and youths to educate all road users as to their responsibilities.

Policy CIRC-1.5 Enforcement Program. Develop and implement an enforcement program to encourage safe travel behavior and to reduce aggressive and/or negligent behavior among drivers, bicyclists, and pedestrians.

Policy CIRC-4.4 Safety. Improve traffic safety by reducing speeds and making drivers more aware of other roadway users.

Safe Routes to School

Policy CIRC-1.9 Safe Routes to Schools. Support Safe Routes to School programs to enhance the safety of school children who walk and bike to school.

Neighborhood Traffic Management Program

Policy CIRC-2.5 Neighborhood Streets. Support a street classification system with target design speeds that promotes safe, multimodal streets, and minimizes cut-through and high-speed traffic that diminishes the quality of life in Menlo Park's residential neighborhoods.

Policy CIRC-2.6 Local Streets as Alternate Routes. Work with appropriate agencies to discourage use of city streets as alternatives to, or connectors of, State and federal highways; to encourage improvement of the operation of US 101; and to explore improvements to Bayfront Expressway (State Route 84) and Marsh Road (and its connection to US 101), with environmental protection for adjacent marsh and wetland areas, to reduce regional traffic on Willow Road (State Route 114).

Active Transportation (Bicycling and Walking)

Policy CIRC-1.7 Bicycle Safety. Support and improve bicyclist safety through roadway maintenance and design efforts.

Policy CIRC-1.8 Pedestrian Safety. Maintain and create a connected network of safe sidewalks and walkways within the public right of way ensuring that appropriate facilities, traffic control, and street lighting are provided for pedestrian safety and convenience, including for sensitive populations.

Policy CIRC-2.1 Accommodating All Modes. Plan, design and construct transportation projects to safely accommodate the needs of pedestrians, bicyclists, transit riders, motorists, people with mobility challenges, and persons of all ages and abilities.

Policy CIRC-2.4 Equity. Identify low-income and transit-dependent districts that require pedestrian and bicycle access to, from, and within their neighborhoods.

Policy CIRC-2.7 Walking and Biking. Provide for the safe, efficient, and equitable use of streets by pedestrians and bicyclists through appropriate roadway design and maintenance, effective traffic law enforcement, and implementation of the City's Transportation Master Plan (following completion; until such time the Comprehensive Bicycle Development Plan, Sidewalk Master Plan and the El Camino Real/Downtown Specific Plan represent the City's proposed walking and bicycling networks).

Policy CIRC-2.8 Pedestrian Access at Intersections. Support full pedestrian access across all legs of signalized intersections.

Policy CIRC-2.9 Bikeway System Expansion. Expand the citywide bikeway system through appropriate roadway design, maintenance, effective traffic law enforcement, and implementation of the City's Transportation Master Plan (following completion; until such time the Comprehensive Bicycle Development Plan and the El Camino Real/Downtown Specific Plan represent the City's proposed bicycle network).

Policy CIRC-4.1 Global Greenhouse Gas Emissions. Encourage the safer and more widespread use of nearly zero-emission modes, such as walking and biking, and lower emission modes like transit, to reduce greenhouse gas emissions.

Policy CIRC-4.2 Local Air Pollution. Promote non-motorized transportation to reduce exposure to local air pollution, thereby reducing risks of respiratory diseases, other chronic illnesses, and premature death.

Policy CIRC-4.3 Active Transportation. Promote active lifestyles and active transportation, focusing on the role of walking and bicycling, to improve public health and lower obesity.

Capacity and Operational Improvements

Policy CIRC-2.2 Livable Streets. Ensure that transportation projects preserve and improve the aesthetics of the city.

Policy CIRC-2.3 Street Classification. Utilize measurements of safety and efficiency for all travel modes to guide the classification and design of the circulation system, with an emphasis on providing “complete streets” sensitive to neighborhood context.

Policy CIRC-2.12 State-Controlled Signals. Work with Caltrans to ensure use of appropriate modern technology traffic signal equipment on State routes with the objective of meeting Caltrans’ adopted performance metrics for state-controlled facilities in conjunction with good fiscal planning.

Policy CIRC-2.13 County Congestion Management. Work with the County Congestion Management Agency to implement the Countywide Congestion Management Program and Deficiency Plans for City and State facilities, and avoid adding any Menlo Park streets or intersections to the Countywide Congestion Management Program.

Policy CIRC-3.3 Emerging Transportation Technology. Support efforts to fund emerging technological transportation advancements, including connected and autonomous vehicles, emergency vehicle pre-emption, sharing technology, electric vehicle technology, electric bikes and scooters, and innovative transit options.

Parking and Curbside Management

Policy CIRC-7.1 Parking and New Development. Ensure new development provides appropriate parking ratios, including application of appropriate minimum and/or maximum ratios, unbundling, shared parking, electric car charging, car sharing, and Green Trip Certified strategies to accommodate residents, employees, customers and visitors.

Policy CIRC-7.2 Off-Street Parking. Ensure both new and existing off-street parking is properly designed and used efficiently through shared parking agreements and, if appropriate, parking in-lieu fees.

Policy CIRC-7.3 Park Once. Support the establishment of shared public parking, particularly in mixed-use and retail areas, and of Park-Once strategies that allow motorists to park once and complete multiple daily tasks on foot before returning to their vehicle, helping to reduce vehicle trips and parking demand.

Policy CIRC-7.4 Public Parking Management. Improve the efficiency of the on- and off-street public parking system via parking management strategies that ensure adequate parking is available for nearby uses. Prioritize allocation of short-term retail customer parking in convenient on-street and off-street facilities. Locate long-term employee parking in such a manner that it does not create a shortage of customer parking adjacent to retail. Consider utilizing parking pricing as a strategy to balance demand and supply.

Policy CIRC-7.5 Parking Technology. Utilize real-time wayfinding and parking technology to guide drivers to facilities with available parking.

Heavy Trucks, Truck Routes, and Emergency Vehicle Routes

Policy CIRC-1.6 Emergency Response Routes. Identify and prioritize emergency response routes in the citywide circulation system.

Green Infrastructure

Policy CIRC-2.10 Green Infrastructure. Maximize the potential to implement green infrastructure by: a) Reducing or removing administrative, physical, and funding barriers; b) Setting implementation priorities based on stormwater management needs, as well as the effectiveness of improvements and the ability to identify funding; and c) Taking advantage of opportunities such as grant funding, routine repaving or similar maintenance projects, funding associated with Priority Development Areas, public private partnerships, and other funding opportunities.

Transit

Policy CIRC-5.1 Transit Service and Ridership. Promote improved public transit service and increased transit ridership, especially to employment centers, commercial destinations, schools, and public facilities.

Policy CIRC-5.2 Transit Proximity to Activity Centers. Promote the clustering of as many activities as possible within easy walking distance of transit stops, and locate any new transit stops as close as possible to housing, jobs, shopping areas, open space, and parks.

Policy CIRC-5.3 Rail Service. Promote increasing the capacity and frequency of commuter rail service, including Caltrain; protect rail rights-of-way for future transit service; and support efforts to reactivate the Dumbarton Corridor for transit, pedestrian, bicycle, and emergency vehicle use.

Policy CIRC-5.4 Caltrain Enhancements. Support Caltrain safety and efficiency improvements, such as positive train control, grade separation (with priority at Ravenswood Avenue), electrification, and extension to Downtown San Francisco (Transbay Terminal), provided that Caltrain service to Menlo Park increases and use of the rail right-of-way is consistent with the City's Rail Policy.

Policy CIRC-5.5 Dumbarton Corridor. Work with SamTrans and appropriate agencies to reactivate the rail spur on the Dumbarton Corridor with appropriate transit service from Downtown Redwood City to Willow Road with future extension across the San Francisco Bay.

Policy CIRC-5.6 Bicycle Amenities and Transit. Encourage transit providers to improve bicycle amenities to enhance convenient access to transit, including bike share programs, secure storage at transit stations and on-board storage where feasible.

Transportation Demand Management

Policy CIRC-3.1 Vehicle-Miles Traveled. Support development and transportation improvements that help reduce per service population (or other efficiency metric) vehicle miles traveled.

Policy CIRC-3.2 Greenhouse Gas Emissions. Support development, transportation improvements, and emerging vehicle technology that help reduce per capita (or other efficiency metric) greenhouse gas emissions.

Policy CIRC-6.1 Transportation Demand Management. Coordinate Menlo Park's transportation demand management efforts with other agencies providing similar services within San Mateo and Santa Clara Counties.

Policy CIRC-6.2 Funding Leverage. Continue to leverage potential funding sources to supplement City and private monies to support transportation demand management activities of the City and local employers.

Policy CIRC-6.3 Shuttle Service. Encourage increased shuttle service between employment centers and the Downtown Menlo Park Caltrain station.

Policy CIRC-6.4 Employers and Schools. Encourage employers and schools to promote walking, bicycling, carpooling, shuttles, and transit use.

Appendix C

Street Classification Descriptions

Description of Street Classifications				
Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Freeway/ Expressway	Vehicle: ● Other modes: N/A	<i>Limited access, major regional freeways and expressways that are part of the state and regional network of highways and subject to state design standards.</i>	Bayfront Expressway	Expressway
Boulevard	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Major thoroughfare with higher frequency of transit service and mixed commercial and retail frontages.</i> Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes walking and transit and accommodates regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies. In areas of significant travel mode conflict, bicycle improvements may have lower priority if appropriate parallel corridors exist.	El Camino Real	Primary Arterial
Thoroughfare	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Major thoroughfare, limited mixed commercial frontages.</i> Provides access and safe crossings for all travel modes along a regional transportation corridor. Emphasizes regional vehicle trips in order to discourage such trips on nearby local roadways, through collaborations with other cities and agencies.	Marsh Road, Sand Hill Road	Primary Arterial
Main Street	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>High intensity, pedestrian-oriented retail street.</i> Provides access to all travel modes in support of Downtown, includes on-street parking. Service to pedestrian-oriented retail is of prime importance. Vehicle performance indicators may be lowered to improve the pedestrian experience. Bicycle priority may be lower where appropriate parallel bicycle corridors exist.	Santa Cruz Avenue	Minor Arterial
Avenue – Mixed Use	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ●	<i>Streets with mixed residential and commercial frontages that serve as a main route for multiple modes.</i> Distributes trips to residential and commercial areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.	Willow Road (south of Bay), Middlefield Road	Minor Arterial

Description of Street Classifications				
Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Avenue – Neighborhood	Bicycle: ● Pedestrian: ● Transit: ● Vehicle: ◐	<i>Streets with residential frontages that serve as a main route for multiple modes.</i> Distributes trips to residential areas. Provides a balanced level of service for vehicles, transit, bicycles, and pedestrians, wherever possible. Bicycle priority is greater along identified bicycle corridors. Pedestrian improvements are comfortable to walk along, and provide safe crossings at designated locations.	Santa Cruz Avenue (south of University Drive), Valparaiso Avenue	Minor Arterial
Mixed-Use Collector	Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ◐	<i>Mixed-use street that serves a significant destination.</i> Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas.	Chilco Street (north of rail corridor), O'Brien Drive, Haven Avenue	Collector
Neighborhood Collector	Bicycle: ● Pedestrian: ● Transit: ◐ Vehicle: ◐	<i>Primarily residential street that serves a significant destination.</i> Prioritizes walking and bicycling. Accommodates intra-city trips while also distributing local traffic to other streets and areas. Accommodating vehicle traffic while ensuring a high quality of life for residents is a key design challenge.	Bay Road, Laurel Street, Hamilton Avenue	Collector
Neighborhood Connector	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ◐	<i>Low-medium volume residential through street.</i> Primarily serves residential neighborhoods. Provides high quality conditions for walking and bicycling and distributes vehicle, pedestrian, and bicycle trips to and from other streets.	Monte Rose Avenue, Woodland Avenue	Local
Bicycle Boulevard	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ◐	<i>Low volume residential street, serving mostly local traffic, connecting key bicycle facilities.</i> Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike.	San Mateo Drive, Hamilton Avenue	Local
Local Access	Bicycle: ● Pedestrian: ● Transit: ○ Vehicle: ◐	<i>Low volume residential street, serving mostly local traffic.</i> Provides access primarily to abutting uses. These streets should offer safe and inviting places to walk and bike.	San Mateo Drive	Local

Description of Street Classifications

Classification	Mode Priority	Description and Guidelines	Examples	FHWA Category
Multi-Use Pathway	Bicycle: ● Pedestrian: ● Transit: N/A Vehicle: N/A	<i>Pedestrian and bicycle pathway.</i> Provides priority access to pedestrians and bicycles only, per Caltrans pathway minimum standards. Multi-use pathways feature highquality crossings where they traverse major roadways.	Bay Trail	N/A

● = High Priority
 ◐ = Medium-High Priority
 ◑ = Medium Priority
 ○ = Low Priority

Appendix D

Transportation Master Plan Toolkit

CITY OF MENLO PARK

TRANSPORTATION TOOLKIT



DRAFT August 2018
Prepared by:



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INTRODUCTION

The City of Menlo Park is preparing a Transportation Master Plan (TMP) to envision the future of transportation in Menlo Park, with a goal of improving safety and operations for all modes and roadway users. The TMP will provide the ability to identify appropriate projects to enhance the transportation network, conduct community engagement to ensure such projects meet the communities' goals and values, and prioritize projects based on need for implementation. The Transportation Master Plan, when completed, would provide a detailed vision, set goals and performance metrics for network performance, and outline an implementation strategy for both improvements to be implemented locally and for local contributions towards regional improvements.

This toolkit is one of several TMP background documents. The toolkit defines typical improvements that relate to the recommendations from the Strategies and Recommendations working paper as part of the TMP process. This toolkit provides examples of common treatments and guidelines for their implementation. Types of treatments include improvements to pedestrian and bicycle infrastructure, roadway capacity, intelligent transportation systems (ITS) implementation, and stormwater management. Each individual treatment is provided with typical applications, design features, points for further consideration, and a high-level construction cost estimate.

As part of the TMP process, several other background documents have been prepared, including the Transportation Information Summary Memorandum, Public Outreach Summary, Performance Metrics Memorandum, and Strategies and Recommendations Working Paper. Along with the toolkit, these documents create a framework for the TMP, document concerns and comments of the City's constituents, and details possible metrics on which to critique the TMP's strategies, respectively.

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PEDESTRIAN TOOLS



While walking is the least expensive mode of transportation, building and maintaining a high-quality pedestrian infrastructure network requires comprehensive planning and long term funding. Providing this network encourages Menlo Park community members to walk more, making the community healthier overall.

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A photograph of a city sidewalk. On the left, a brick building with large windows and a green bicycle parked against it. In the center, a wide concrete sidewalk with a tree and a small tree in a planter. On the right, a white SUV and a red car parked at the curb, with a parking meter in the foreground. In the background, more trees and a modern building with blue glass windows.

PEDESTRIAN ROUTES & PATHS

Pedestrian paths and routes provide the backbone of the pedestrian transportation network. These facilities separate pedestrians from motor vehicles and can include amenities such as landscaping, benches, waste receptacles, and lighting.

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PEDESTRIAN ROUTES & PATHS

PEDESTRIAN ZONES

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel separated from vehicle traffic. Providing adequate and accessible facilities can lead to increased numbers of people walking, improved safety, and the creation of social space.

Community character and the pedestrian environment vary throughout Menlo Park. This means that a unique, flexible approach is needed to improve the pedestrian network. Some neighborhoods do not have sidewalks and want to retain their rural character. Other areas have high pedestrian demand and should be a priority for sidewalk improvements and gap closures.

Because of these variables, pedestrian zones are created within the community, each with associated guidelines to facilitate the implementation of a complete and safe pedestrian network.

Pedestrian Priority Zones

Pedestrian Priority Zones are designated areas where high quality, connected pedestrian facilities should be provided. These areas provide pedestrian connections within downtown, to schools within Menlo Park, and to a majority of the senior housing facilities in the community. Projects within these zones should:

- Prioritize closing sidewalk gaps and removing obstacles
- Include wider sidewalks with pedestrian amenities
- Improve intersections and crossings

Neighborhood Streets Zones

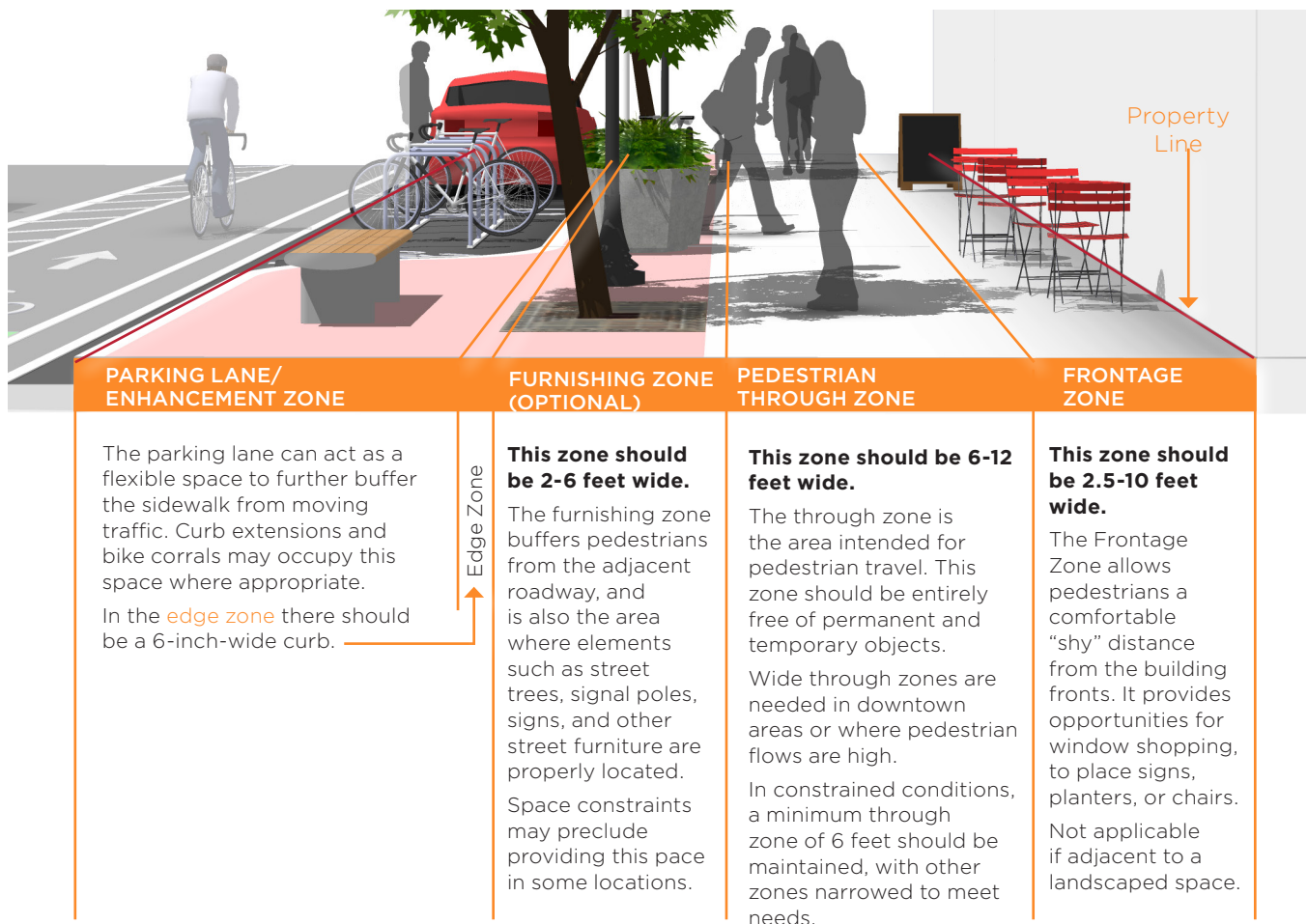
Neighborhood Streets Zones are broken down into three categories based on the unique context of the neighborhood:

- Sidewalk Zones - These include areas that currently have sidewalks, areas of new development, or key network connections within residential communities. Projects in these areas should provide sidewalks that meet minimum width requirements and improve crossings.
- Sidepath Zones - These include areas that do not currently have sidewalks, but the community desires a path or network connection. Projects in these areas should provide walkways that meet ADA standards but preserve the rural character of the neighborhood, as an alternative to concrete sidewalks, curbs, and gutters.
- Shared Zones - These include residential areas that do not currently have sidewalks, are not priority network connections, and where residents do not desire sidewalks or paths. Projects in these areas should focus on traffic calming measures to reduce vehicle speeds, and signage to increase awareness that pedestrians may be walking in the roadway.

PEDESTRIAN ROUTES & PATHS

PEDESTRIAN PRIORITY SIDEWALKS

In Priority Pedestrian Zones, sidewalks should be designed to accommodate the higher pedestrian volumes expected in downtown areas, as well as amenities that improve the quality of the pedestrian experience.



Typical Application

- Sidewalks should be provided on both sides of streets in Pedestrian Priority Zones.
- All gaps in the sidewalk network within the Pedestrian Priority Zone should be prioritized.
- Sidewalks should be free of obstructions and provide a clear path of travel.

Design Features

- It is important to provide adequate width along a sidewalk corridor. A pedestrian through zone width of six feet enables two pedestrians (including wheelchair users) to walk side-by-side, or to pass each other comfortably.
- Appropriate placement of street trees in the furnishing zone (minimum width 4 feet) helps buffer pedestrians from the travel lane and increases facility comfort.

Further Considerations

- The Americans with Disabilities Act requires a 3 foot clear width in the pedestrian zone plus 5 foot passing areas every 200 feet. Wider sidewalks are recommended for Pedestrian Priority Zones.
- Providing a 6 foot clear width across the full corridor for all new sidewalks (and up to 12 feet in downtown and pedestrian-priority areas) meets requirements for passing and maneuverability.
- Existing deficient-width sidewalks should be retrofitted to meet citywide standards.
- The number and width of driveways should be minimized in Pedestrian Priority Zones. Sidewalks should be kept level (no sloping) at driveways.

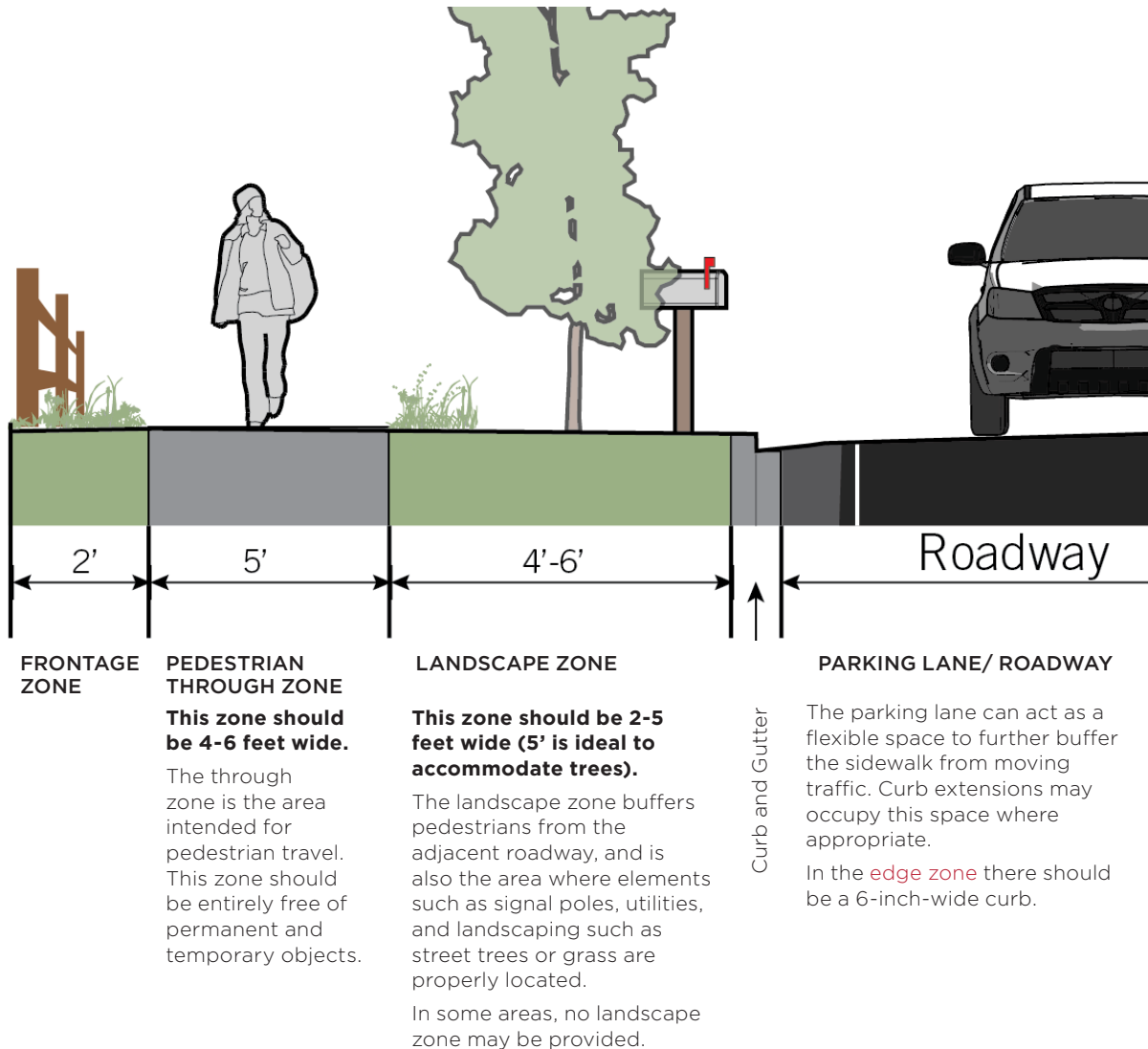
Construction Costs

The cost of building sidewalks vary based on the location, type of material, the scale, and whether it is part of a broader street construction project. A five-foot concrete sidewalk is approximately \$32 per linear foot on average, with the additional cost of new curbs and drainage likely to be substantially higher.

PEDESTRIAN ROUTES & PATHS

STANDARD SIDEWALKS

Standard sidewalks are appropriate for Neighborhood Zones. In Neighborhood Zones, pedestrian demand is generally somewhat lower and surrounding land uses are residential. As a result, sidewalks and landscaped zones may be narrower than appropriate for Pedestrian Priority Zones. The Standard Sidewalks guidelines ensure adequate width for pedestrians and a landscape zone to create a comfortable pedestrian environment.



Typical Application

- Sidewalks should be provided on both sides of streets.
- When retrofitting gaps in the sidewalk network, locations near transit stops, schools, parks, public buildings, and other areas with high concentrations of pedestrians should be the highest priority.

Design Features

- It is important to provide adequate width along a sidewalk corridor. A pedestrian through zone width of six feet enables two pedestrians (including wheelchair users) to walk side-by-side, or to pass each other comfortably.
- The landscape zone helps buffer pedestrians from the travel lane and increases facility comfort.

Further Considerations

- The Americans with Disabilities Act requires a 3 foot clear width in the pedestrian zone plus 5 foot passing areas every 200 feet. Wider sidewalks are recommended for Pedestrian Priority Zones.
- The clear width may be reduced to a minimum of 32 inches for short, constrained segments of up to 24 inches long, provided that constrained segments are separated by regular clear width segments that are a minimum of 48 inches long and 36 inches wide.
- Providing a 4-6 foot clear width for all new sidewalks will provide adequate maneuverability standards for neighborhood streets.
- Existing deficient-width sidewalks are to be retrofitted to meet citywide standards.
- Menlo Park has guidelines for street tree planting setbacks. This toolbox is supplemental and all designs should also follow existing planting guidelines adopted by the city.

Construction Costs

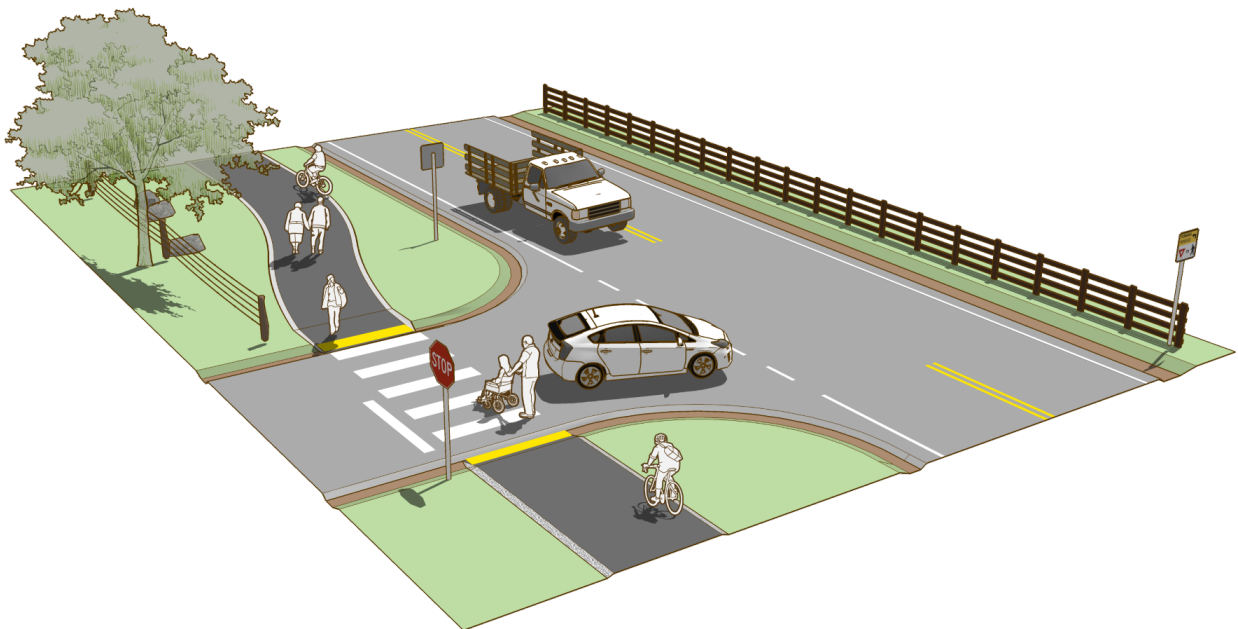
The cost of building sidewalks vary based on the location, type of material, the scale, and whether it is part of a broader street construction project. A five-foot concrete sidewalk is approximately \$32 per linear foot on average, with the additional cost of new curbs and drainage likely to be substantially higher.

PEDESTRIAN ROUTES & PATHS

SIDEPATH

FROM THE FHWA SMALL TOWN AND RURAL DESIGN GUIDE

A sidepath is a bidirectional shared use or pedestrian only path located immediately adjacent and parallel to a roadway. Sidepaths can offer a high-quality experience for users of all ages and abilities as compared to on-roadway facilities in heavy traffic environments, allow for reduced roadway crossing distances, and maintain rural and small town community character.

**Typical Application**

Sidepaths are used on roadways without sidewalk, curb, and gutter, but where additional separation from traffic is desired.

Design Considerations

- Sidepath width impacts user comfort and path capacity. As user volumes or the mix of modes increases, additional path width is necessary to maintain comfort and functionality.
- Minimum recommended pathway width is 6 ft (2 m). In low-volume and constrained situations, the absolute minimum width is 4 ft (1.2 m), and the path should be marked for pedestrians only.
- Provide a minimum of 2 ft (0.6 m) clearance to any sign posts or vertical elements.



Sidepath in Seattle with Green Stormwater Infrastructure integrated.



Sidepath with gravel separation.



Decomposed granite on San Francisco Bay Trail as an alternative to paved paths.



Natural surface as an alternative to paved paths.

Design Considerations (continued)

- Separation from the roadway should be informed by the speed and configuration of the adjacent roadway and by available right-of-way.
- Separation narrower than 5 ft is not recommended, although may be accommodated with the use of a physical barrier between the sidepath and the roadway.

Further Considerations

- Green Stormwater Infrastructure can be incorporated in the buffer area between the path and the roadway in the form of rain gardens or bioswales. These features can both help manage stormwater and beautify the buffer.
- Use structural soils to support paved surfaces.
- Porous surfaces (pavers, porous concrete, decomposed granite, etc.) can help better support trees and minimize root conflict

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PEDESTRIAN INTERSECTION TREATMENTS



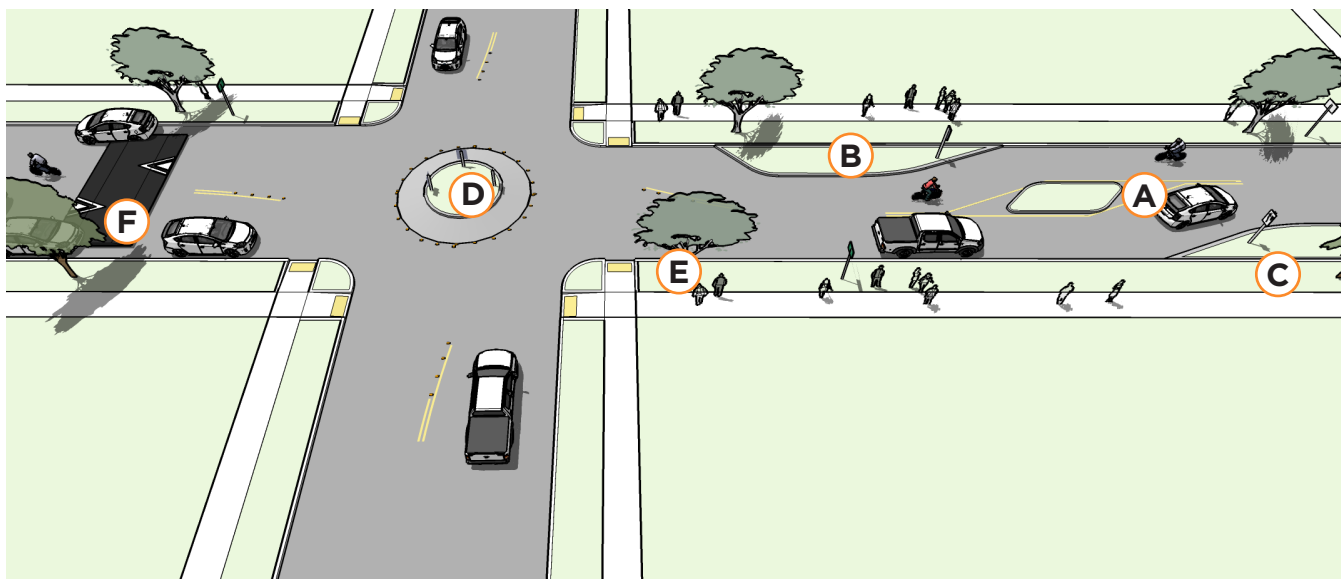
Pedestrians are most vulnerable at intersections and crossing locations. Crossing treatments should be high visibility and encourage drivers to slow down, especially when pedestrians are present. Higher visibility can be achieved through paint, lighting, signage, and traffic calming features.

PEDESTRIAN INTERSECTION TREATMENTS

TRAFFIC CALMING

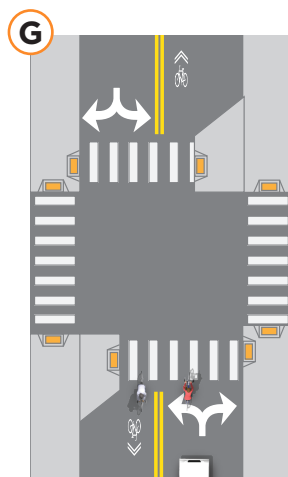
Traffic calming may include elements intended to reduce the speeds of motor vehicle traffic to be closer to bicycling and walking speeds, or may include design elements that restrict certain movements for motorized travel to discourage the use of shared roadways for through travel by automobiles.

Traffic calming treatments can cause drivers to slow down by constricting the roadway space or by requiring careful maneuvering. Such measures may reduce the design speed of a street, and can be used in conjunction with reduced speed limits to reinforce the expectation of lowered speeds. They can also lower vehicle volumes by physically or operationally reconfiguring corridors and intersections along the route.

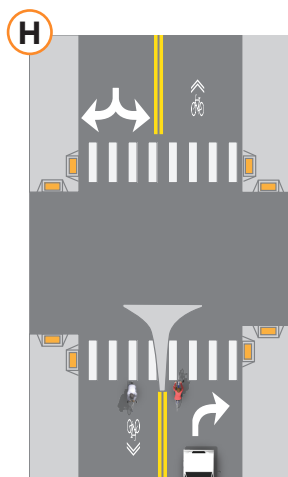
Traffic Calming Treatments to Reduce Motor Vehicle Speeds**Typical Application**

- Shared roadways should have a maximum posted speed of 25 mph. Use traffic calming to maintain an 85th percentile speed below 20 mph (25 mph maximum). Roadways with average speeds above this limit should be considered for traffic calming measures.
- Maintain a minimum clear width of 14 feet with a constricted length of at least 20 feet in the direction of travel.
- Bring traffic volumes down to 1,500 cars per day (4,000 cars per day maximum). Roadways with daily volumes above this limit should be considered for traffic calming measures.

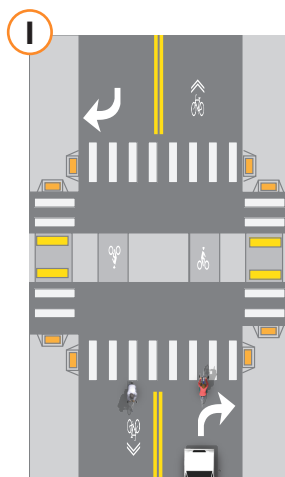
Traffic Calming Treatments to Reduce Motor Vehicle Volumes



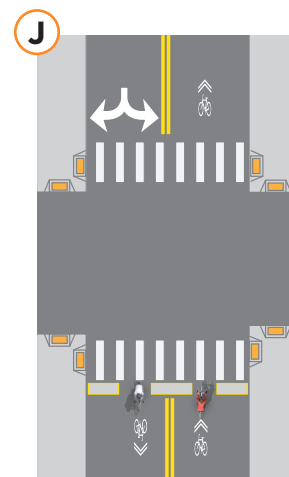
Partial Closure Diverter



Right-In/Right-Out Diverter



Median Refuge Island Diverter



Full Diverter

Design Features (Speed Reduction)

- A** Median islands create pinch point for traffic in the center of the roadway and offers shorter crossing distances for pedestrians when used in tandem with a marked crossing.
- B** Chicanes slow drivers by requiring vehicles to shift laterally through narrowed lanes and which avoids uninterrupted sightlines.
- C** Pinch points, chokers, or curb extensions restrict motorists from operating at high speeds on local streets by visually narrowing the roadway.
- D** Neighborhood traffic circles reduce speed of traffic at intersections by requiring motorists to move cautiously through conflict points.
- E** Street trees narrow a driver's visual field and creates a consistent rhythm and canopy along the street, which provides a unified character and facilitates place recognition.
- F** Speed humps slow drivers through vertical deflection. To minimize impacts to bicycles, use a sinusoidal profile and leave a gap along curb so that bicyclists may bypass the hump when appropriate. Speed cushions operate in a similar fashion to speed humps, but allow for unimpeded travel by emergency vehicles and is required by Fire District.

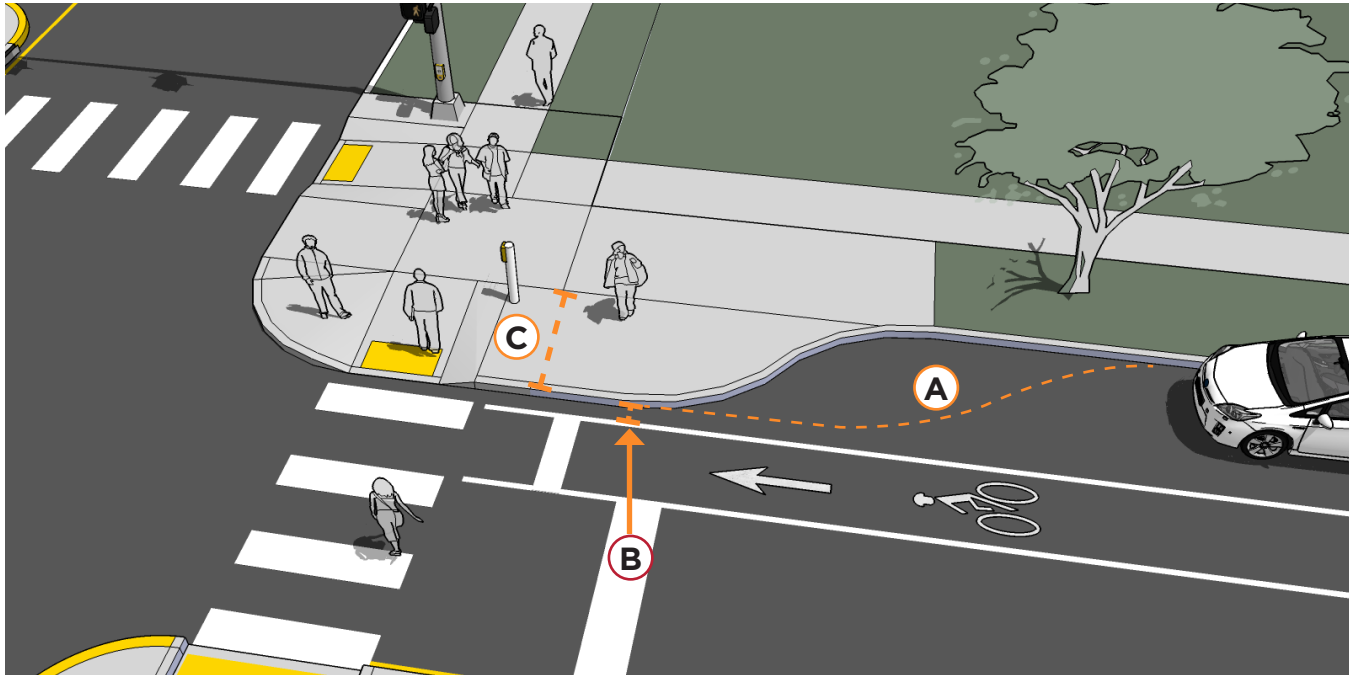
Design Features (Volume Reduction)

- G** Partial closure diverters allows bicyclists to proceed straight across the intersection but forces motorists to turn left or right. All turns from the major street onto the bikeway are prohibited. Can incorporate curb extensions with stormwater management features and/or a mountable island.
- H** Right-in/right-out diverters force motorists to turn right while bicyclists can continue straight through the intersection. The island can provide a through bike lane or bicycle access to reduce conflicts with right-turning vehicles. Left turns from the major street onto the bikeway are prohibited, while right turns are still allowed.
- I** Median refuge island diverters restrict through and left-turn vehicle movements along the bikeway while providing refuge for bicyclists to cross one direction of traffic at a time. This treatment prohibits left turns from the major street onto the bikeway, while right turns are still allowed.
- J** Full diverters block all motor vehicles from continuing on a neighborhood bikeway, while bicyclists can continue unrestricted. Full closures can be constructed to be permeable to emergency vehicles.

PEDESTRIAN INTERSECTION TREATMENTS

CURB EXTENSIONS

Curb extensions minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing.

**Typical Application**

- Within parking lanes appropriate for any crosswalk where it is desirable to shorten the crossing distance and there is a parking lane adjacent to the curb.
- May be possible within non-travel areas on roadways with excess space.
- Particularly helpful at midblock crossing locations.
- Curb extensions should not impede bicycle travel in the absence of a bike lane.

Design Features

- A** For purposes of efficient street sweeping, the minimum radius for the reverse curves of the transition is 10 ft and the two radii should be balanced to be nearly equal.
- B** When a bike lane is present, the curb extensions should terminate one foot short of the parking lane to maximize bicyclist safety.
- C** Reduces pedestrian crossing distance by 6-8 ft.
 - Planted curb extensions may be designed as a bioswale for stormwater management.



Example of a curb extension with a rain garden.



Example of a midblock curb extension.

Further Considerations

- Green Stormwater Infrastructure can be incorporated in the buffer area between the path and the roadway in the form of rain gardens or bioswales. These features can both help manage stormwater and beautify the buffer.
- Strategies for incorporating street tree planting with streetscape design to maximize rooting space and minimize root conflicts:
 - Suspend walkways over planting areas
 - Ramp over existing roots
 - Use of curb extensions/bulbouts
 - Cluster plantings
 - Structural soil as base
 - Flexible pavers/porous pavers

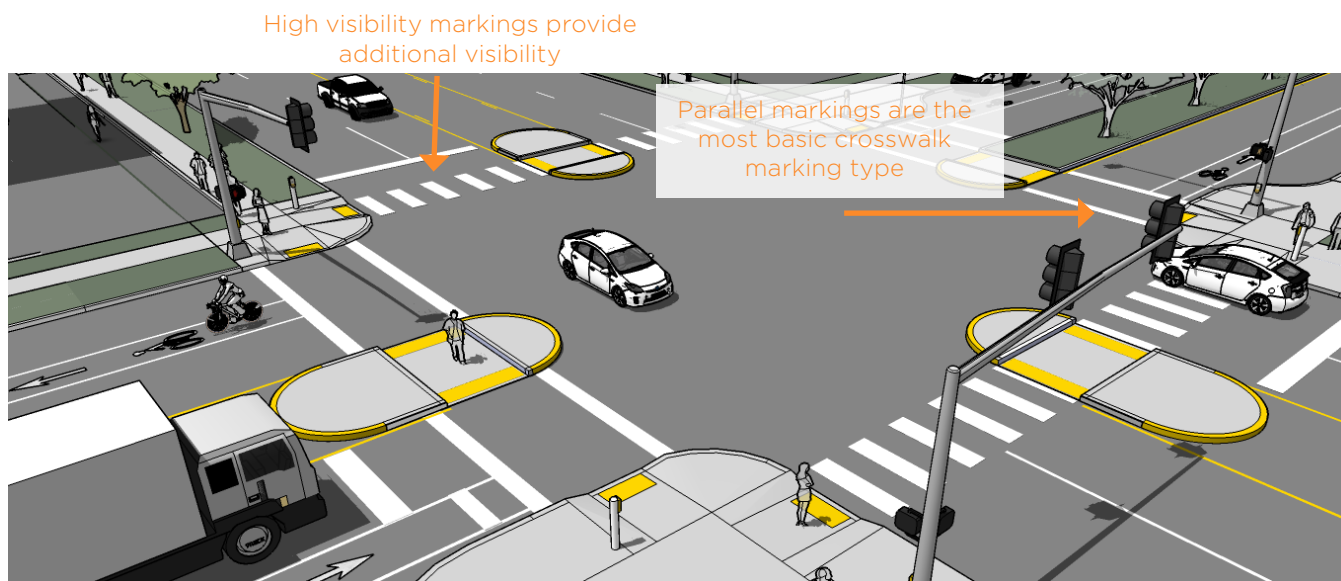
Construction Costs

The cost of a curb extension can range from \$2,000 to \$20,000 depending on the design and site condition, with the typical cost approximately \$12,000. Green/vegetated curb extensions cost between \$10,000 to \$40,000.

PEDESTRIAN INTERSECTION TREATMENTS

MARKED CROSSWALKS

A marked crosswalk signals to motorists that they must stop for pedestrians and encourages pedestrians to cross at designated locations. Generally, high visibility markings should be used in the Pedestrian Priority Zone, within 600 feet of a school, or in areas where additional visibility is desired. Parallel markings are generally appropriate in the Neighborhood Street Zones. At mid-block locations, crosswalks can be marked where there is a demand for crossing and there are no nearby marked crosswalks.

**Typical Application**

All crosswalks should be marked at signalized intersections. At unsignalized intersections, crosswalks may be marked under the following conditions:

- At a complex intersection, to orient pedestrians in finding their way across and to help make vehicles aware of pedestrians.
- At an offset intersection, to show pedestrians the shortest route across traffic with the least exposure to vehicular traffic and traffic conflicts.
- At an intersection with visibility constraints, to position pedestrians where they can best be seen by oncoming traffic.
- At an intersection that serves a walking route to a school or senior center, or within downtown Menlo Park.

Design Features

- The crosswalk should be located to align as closely as possible with the through pedestrian zone of the sidewalk corridor
- The landing at the top of a ramp shall be at least 4 feet long and at least the same width as the ramp itself.
- The ramp shall slope no more than 8.33%, with a maximum cross slope of 2.0%.
- If the ramp runs directly into a crosswalk, the landing at the bottom will be in the roadway.
- If the ramp lands on a dropped landing within the sidewalk or corner area where someone in a wheelchair may have to change direction, the landing must be a minimum of 5'-0" long and at least as wide as the ramp itself.

Marked Crosswalks



Marked crosswalks are used to raise driver awareness of pedestrian and pathway crossings and help direct users to preferred crossing locations.



Further Considerations

High visibility or ladder crosswalk markings should be used at crossings with high pedestrian use or where vulnerable pedestrians are expected, including: school crossings, across arterial streets for pedestrian-only signals, at mid-block crosswalks, and at intersections where there is expected high pedestrian use and the crossing is not controlled by signals or stop signs. High-visibility crosswalks are not appropriate for all locations. See intersection signalization for a discussion of enhancing pedestrian crossings.

Because the effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority. Thermoplastic markings offer increased durability than conventional paint.

At midblock locations, additional design features may be desired to increase visibility and motorist yielding. Beacons actuated by pedestrians can alert motorists to a crossing. Raised crosswalks can reduce vehicle speeds while also improving visibility of pedestrians, especially where high volumes of children are expected to cross. Decorative crosswalk markings can also be used to express the character of the community.

Crash Reduction

At an unsignalized four-leg intersection with no marked crosswalks and stop control for the minor street, installing markings to facilitate crossing of a major street reduced crash likelihood by 65% (CMF ID: 3019). The number of travel lanes for the major street ranged from two to eight.

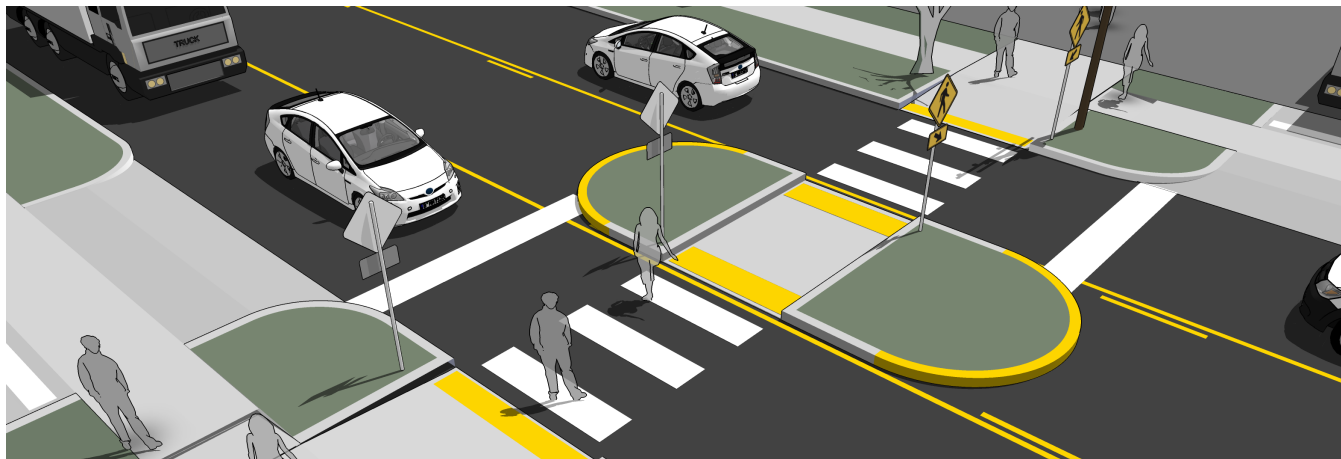
Construction Costs

Marked crosswalks range from approximately \$100 to 2,100 each, or around \$800 on average. High-visibility crosswalks, such as ladder or Continental-style crossings, can range from \$600 to \$5,700 each, or around \$2,500 on average.

PEDESTRIAN INTERSECTION TREATMENTS

MEDIAN REFUGE ISLAND

Median refuge islands are located at the mid-point of a marked crossing and help improve pedestrian safety by allowing pedestrians to cross one direction of traffic at a time. Refuge islands minimize pedestrian exposure by shortening crossing distance and increasing the number of available gaps for crossing.

**Typical Application**

- Can be applied on any roadway with a left turn center lane or median that is at least 6' wide.
- May be appropriate on multi-lane roadways depending on speeds and volumes. Consider configuration with active warning beacons for improved yielding compliance.
- Appropriate at signalized or unsignalized crosswalks. Where unsignalized, Caltrans encourages refuge areas where pedestrians cross 2 or more through traffic lanes in one direction (HDM).

Crash Reduction

Based on a comparison of crash rates on arterials with 3 to 8 lanes and minimum 15,000 ADT, median refuge islands were found to reduce vehicle/pedestrian collisions by 46% at marked crosswalks (CMF ID: 75). This test controlled for pedestrian and vehicular traffic volumes.

Construction Costs

The cost to install median refuge islands range from \$535 to \$1,065 per foot for a typical total cost range from \$3,500 to \$40,000, depending on the design, site conditions, landscaping and whether the median can be added as part of a larger street rebuild or utility upgrade.

Design Features

- The island must be accessible, preferably with at-grade passage through the island rather than ramps and landings. Detectable warning surfaces must be full-width and 3' deep to warn blind pedestrians (DIB 82-05, 2013).
- Requires 6' width between travel lanes (8-10' preferred to accommodate bikes with trailers and wheelchair users) and 20' length (40' preferred). Clear width of 4' required, but preferably same width as crosswalk.
- On streets with speeds higher than 25 mph, there should also be double centerline marking, reflectors, and "KEEP RIGHT" signage.

PEDESTRIAN INTERSECTION TREATMENTS

BEACONS

Beacons enhance uncontrolled crosswalks through flashing lights and other devices that call attention to pedestrians crossing the roadway. Beacons may be actuated by pedestrians wishing to cross at a crosswalk, or may flash on a continuous basis to warn motorists of potential pedestrian activity at the location.

Standard beacons use a round yellow light that flashes at regular intervals. Over time, motorists have become complacent with this type of beacon, resulting in lower yielding rates. New beacon designs incorporate high-visibility elements that increase compliance.

PEDESTRIAN HYBRID BEACON

Sometimes called a “HAWK” signal, pedestrian hybrid beacons use yellow warning and red stop lights similar to a traffic signal. After pedestrian actuation, the yellow light will flash and then turn solid to warn motorists to slow for a queued pedestrian phase. A solid red light follows, requiring motorists to come to a full stop, and a pedestrian WALK phase is triggered. When the crossing phase has expired, the beacon flashes red and then goes dark.



PEDESTRIAN SIGNS WITH LEDS

Pedestrian crosswalk signs can be enhanced with perimeter LED lights, such as Rectangular Rapid Flashing Beacons (RRFB), that are activated by a pedestrian push-button. When actuated, the LED lights flash to alert motorists to a pedestrian crossing.



Design Considerations

- Beacons must be placed at least 100 ft from the nearest controlled intersection.
- Beacons are not required to meet warrants for a traffic signal, but implementation should consider vehicle volumes, street and lane widths, and traffic gaps in conjunction with pedestrian volumes, walking speeds, and delay.
- Pedestrian actuation is preferred to continuous flashing, as it reduces motorist complacency with the beacon and increases yielding compliance.

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BICYCLE TOOLS



Bicycle facilities cover a wide range of width, separation from traffic, and treatments at intersections. Well-designed bicycle facilities should support bicyclists of varying ages and abilities in addition to meeting local neighborhood contexts.

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A person wearing a helmet and an orange backpack is riding a bicycle away from the camera on a paved path. The path is bordered by trees and a wooden fence on the right, and a utility box and bushes on the left. The scene is set in a sunny, outdoor environment with a clear blue sky.

CLASS I: SHARED USE PATHS

A shared use path allows for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. These facilities are frequently found in parks, along rivers, beaches, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. Path facilities can also include amenities such as lighting, signage, and fencing.

CLASS I: SHARED USE PATHS

SHARED USE PATHS

A shared use path can provide a desirable facility, particularly for recreation, and users of all skill levels preferring separation from traffic. Bicycle paths should generally provide directional travel opportunities not provided by existing roadways.

**Typical Application**

- Commonly established in natural greenway corridors, utility corridors, or along abandoned rail corridors.
- May be established as short accessways through neighborhoods or to connect to cul-de-sacs.
- May be established along roadways as an alternative to on-street riding. This configuration is called a sidepath.
- When possible, designs can also include designated lanes separating pedestrians from bicyclists.

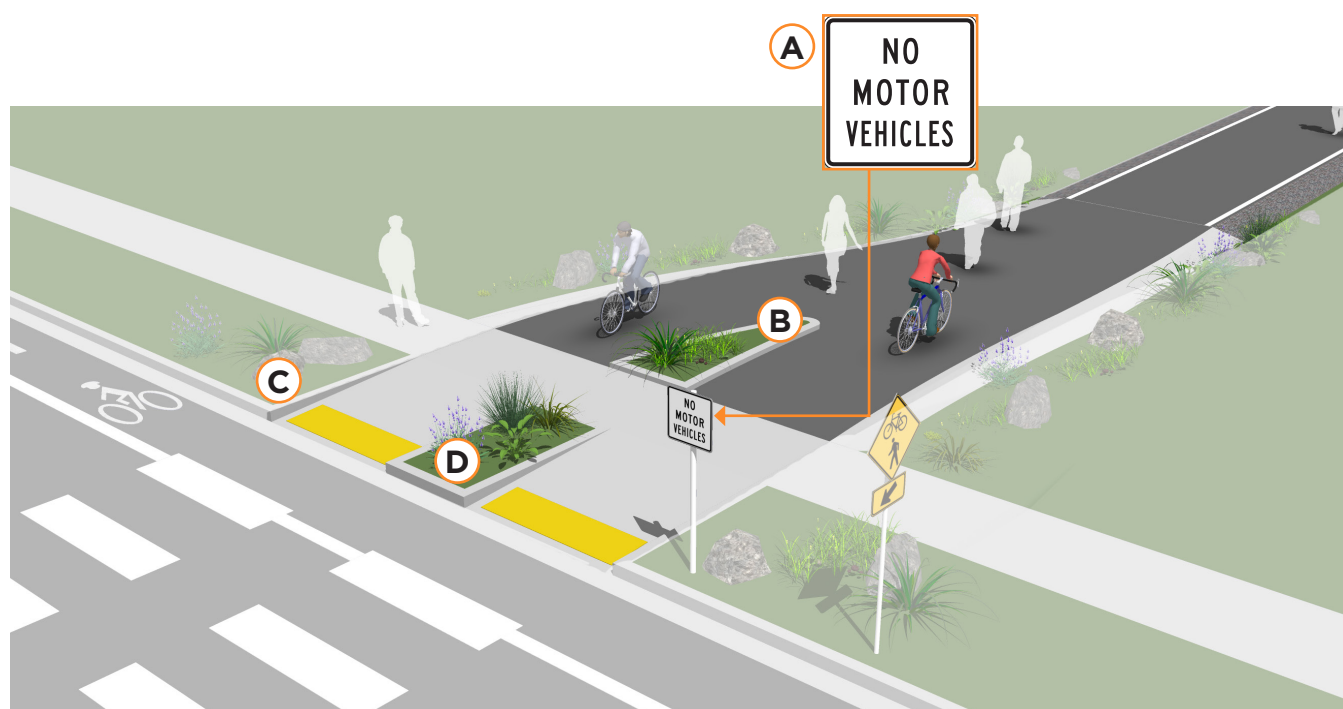
Design Features

- **A** Recommended 10' width to accommodate moderate usage (14' preferred for heavy use). Minimum 8' width for low traffic situations only.
- Minimum 2' shoulder width on both sides of the path, with an additional foot of lateral clearance as required by the MUTCD for the installation of signage or other furnishings.
- Recommended 10' clearance to overhead obstructions (8' minimum).
- When striping is required, use a 4" dashed yellow centerline stripe with 4" solid white edge lines. Solid centerlines can be provided on tight or blind corners, and on the approaches to roadway crossings.

CLASS I: SHARED USE PATHS

BOLLARD ALTERNATIVES

Bollards are physical barriers designed to restrict motor vehicle access to the multi-use path. Unfortunately, physical barriers are often ineffective at preventing access, and create obstacles to legitimate trail users. Alternative design strategies use signage, landscaping and curb cut design to reduce the likelihood of motor vehicle access.

**Typical Application**

- Bollards or other barriers should not be used unless there is a documented history of unauthorized intrusion by motor vehicles.
- If unauthorized use persists, assess whether the problems posed by unauthorized access exceed the risks and issues posed by bollards and other barriers.

Design Features

- A** “No Motor Vehicles” signage (MUTCD R5-3) may be used to reinforce access rules.
- B** At intersections, split the path tread into two sections separated by low landscaping.
- C** Vertical curb cuts should be used to discourage motor vehicle access.
- D** Low landscaping preserves visibility and emergency access.

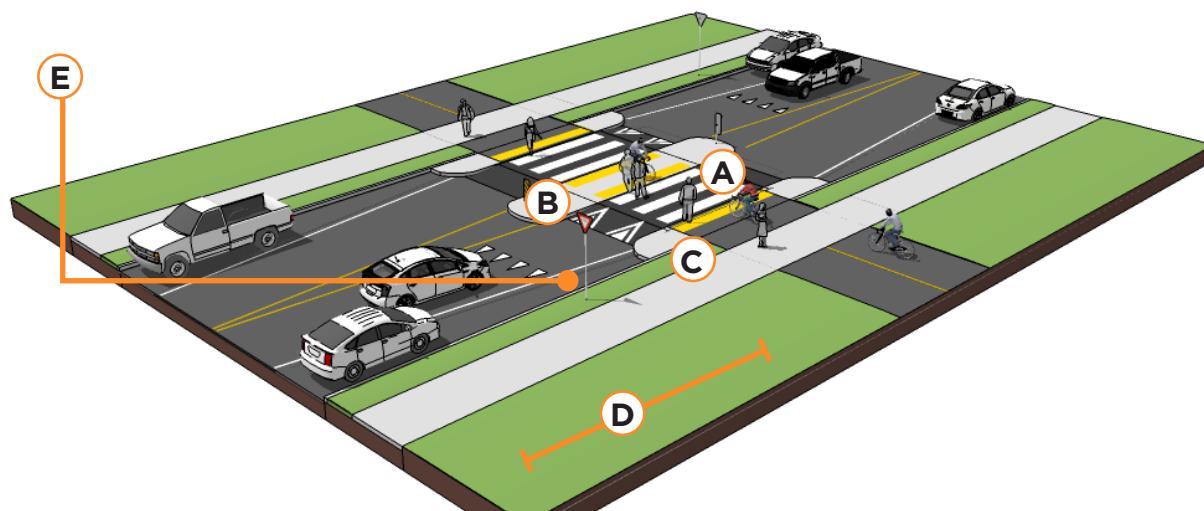
CLASS I: SHARED USE PATHS

RAISED PATH CROSSINGS

The California Vehicle Code requires that motorists yield right-of-way to pedestrians within crosswalks. This requirement for motorists to yield is not explicitly extended to bicyclists, and the rights and responsibilities for bicyclists within crosswalks is ambiguous. Where shared-use paths intersect with minor streets, design solutions such as raised crossings help resolve this ambiguity where possible by giving people on bicycles priority within the crossing.

R1-2

R1-5

**Typical Application**

- Where highly utilized shared-use paths cross minor streets.
- Where safety and comfort of path users at crossings is prioritized over vehicular traffic.

Design Features

- A** Raised crossing creates vertical deflection that slows drivers and prepares them to yield to path users, while high-visibility crosswalk markings establish a legal crosswalk away from intersections.
- B** Median refuge island creates horizontal deflection to draw driver attention to changed conditions at the crossing.
- C** Bulbouts shorten crossing distance and position users in a visible location.
- D** Parking should be prohibited 20 feet in advance of the crosswalk.
- E** Path priority signing (CAMUTCD R1-5 or R1-2 section 3b.16) and stop or yield markings are placed 20 to 50 feet in advance of the crossing and function best when path user volumes are high.

Raised Path Crossings



This raised path crossing encourages drivers to yield to pedestrians and allows bicyclists to cross traffic one lane at a time.

Further Considerations

- Geometric design should promote a high degree of yielding to path users through raised crossings, horizontal deflection, signing, and striping.
- The approach to designing path crossings of streets depends on an evaluation of vehicular traffic, line of sight, pathway traffic, use patterns, vehicle speed, road type, road width, and other safety issues such as proximity to major attractions.
- Raised crossings should raise 4 inches above the roadway with a steep 1:6 (16%) ramp. Advisory speed signs may be used to indicate the required slow crossing speed.
- A median safety island should allow path users to cross one lane of traffic at a time. The bicycle waiting area should be 8 feet wide or wider to allow for a variety of bicycle types.

Crash Reduction

Studies have shown a 45% decrease in vehicle/pedestrian crashes after a raised crosswalk is installed where none existed previously. (CMF ID: 136)

Construction Costs

- Striped crosswalks costs range from approximately \$100 to 2,100 each.
- Curb extension costs can range from \$2,000 to \$20,000, depending on the design and site condition.
- Median refuge islands costs range from \$3,500 to \$40,000, depending on the design, site conditions, and landscaping.

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CLASS II: ON-STREET BICYCLE LANES

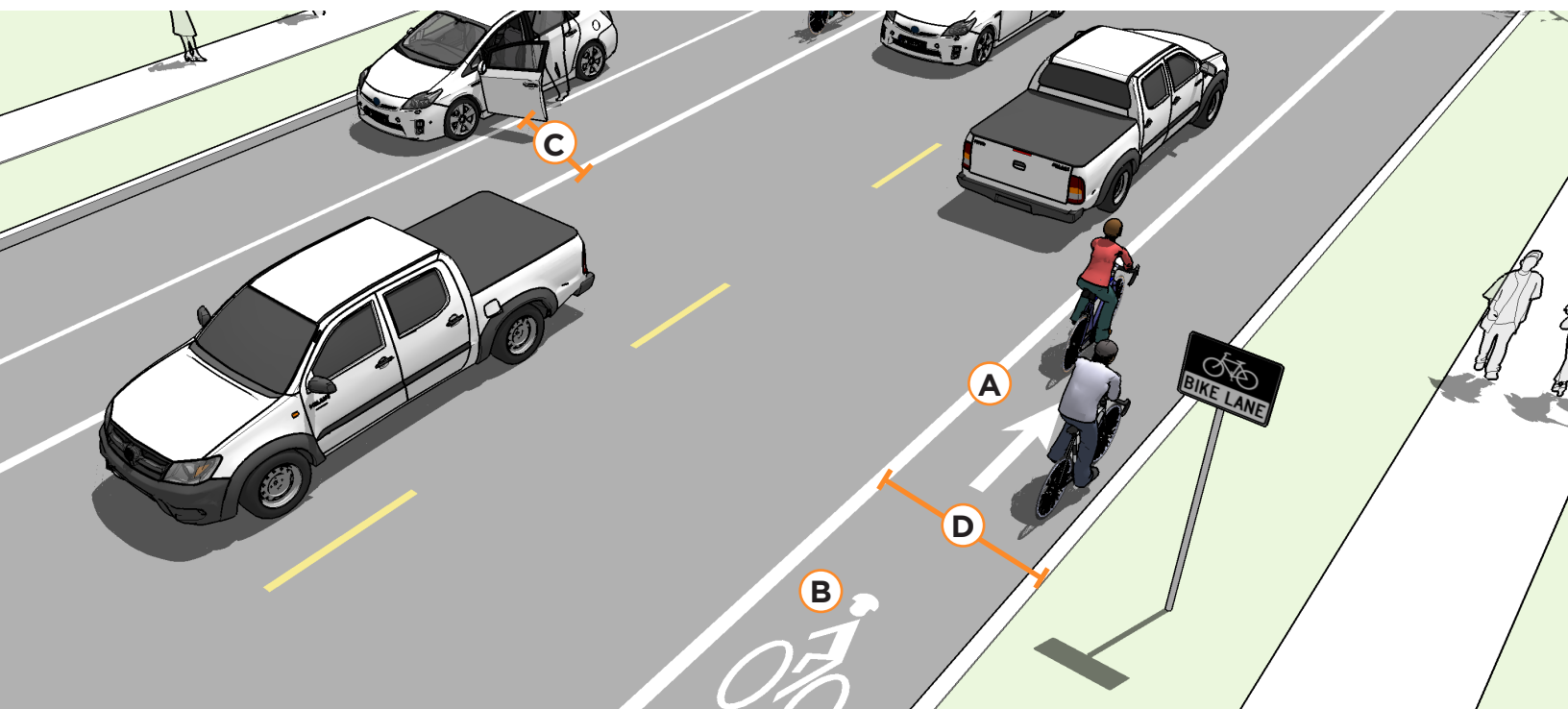


Designated exclusively for bicycle travel, on-street bicycle lanes are separated from vehicle travel lanes by striping, and can include pavement stencils and other treatments. On-street bicycle lanes are most appropriate on collector streets with single-lane of traffic in each direction where moderate traffic volumes and speeds are too high for shared-roadway use.

CLASS II: ON-STREET BICYCLE LANES

BICYCLE LANES

On-street bike lanes (Class II Bikeways) designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is located directly adjacent to motor vehicle travel lanes and is used in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.

**Typical Application**

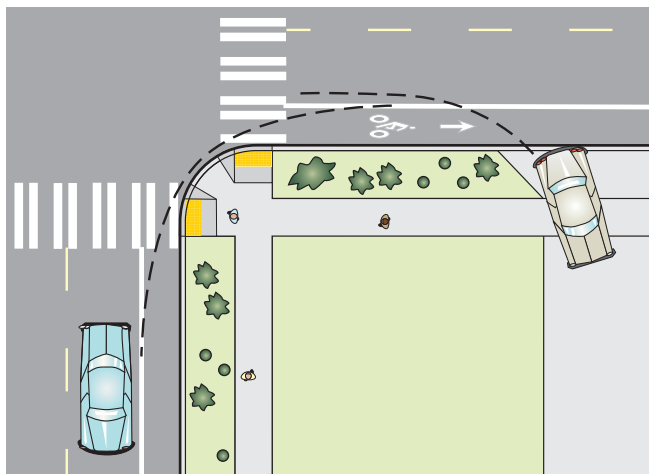
- Streets with moderate volumes $\geq 6,000$ ADT ($\geq 3,000$ preferred).
- Streets with moderate speeds ≥ 25 mph.
- Appropriate for skilled adult riders on most streets.
- May be appropriate for children when configured as 6+ ft wide lanes on lower-speed, lower-volume streets with one lane in each.

Design Features

- A** Mark inside line with 6" stripe. (CAMUTCD 9C.04) Mark 4" parking lane line or "T" markings for stalls.*
- B** Include a bicycle lane marking (CAMUTCD Figure 9C-3) at the beginning of blocks and at regular intervals along the route. (CAMUTCD 9C.04)
- C** 6 foot width preferred adjacent to on-street parking, (5 foot min.) (HDM)
- D** 5-6 foot preferred adjacent to curb and gutter. (4 foot min.) or 3 feet more than the gutter pan width. (HDM)

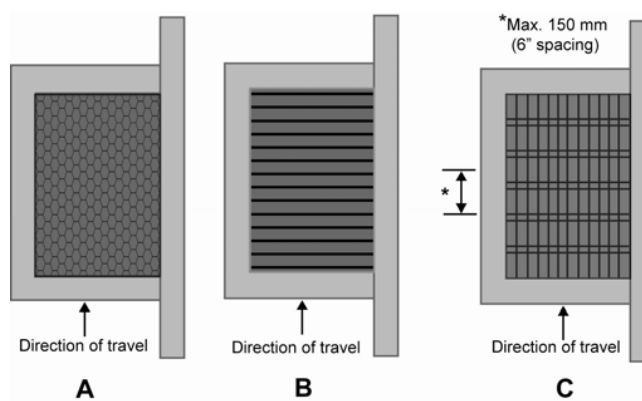
* Studies have shown that marking the parking lane encourages people to park closer to the curb. FHWA. Bicycle Countermeasure Selection System. 2006.

Place Bike Lane Symbols to Reduce Wear



Bike lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed outside of the motor vehicle tread path in order to minimize wear from the motor vehicle path. (NACTO 2012)

Drainage Grates



Utility infrastructure, such as manholes, water valve covers, and drain inlets within the roadway can present significant hazards to bicyclists, potentially causing a collision. Every effort should be made to avoid placing hazards within the likely travel path of bicyclists on new roadway construction.

Further Considerations

- On high speed streets (posted speed limit ≥ 40 mph) the minimum bike lane should be 6 feet. (HDM 301.2)
- On streets where bicyclists passing each other is to be expected, where high volumes of bicyclists are present, or where added comfort is desired, consider providing extra wide bike lanes up to 7 feet wide, or configure as a buffered bicycle lane.
- It may be desirable to reduce the width of general purpose travel lanes in order to add or widen bicycle lanes. (HDM 301.2 3)
- On multi-lane streets, the most appropriate bicycle facility to provide for user comfort may be buffered bicycle lanes or physically separated bicycle lanes.

Crash Reduction

Before and after studies of bicycle lane installations show a wide range of crash reduction factors. Some studies show a crash reduction of 35% (CMF ID: 1719) for vehicle/bicycle collisions, other show a crash *increase* of 28% (CMF ID: 4659). Due to a lack of bicyclist volume data, these studies did not account for the potential for increased ridership.

Construction Costs

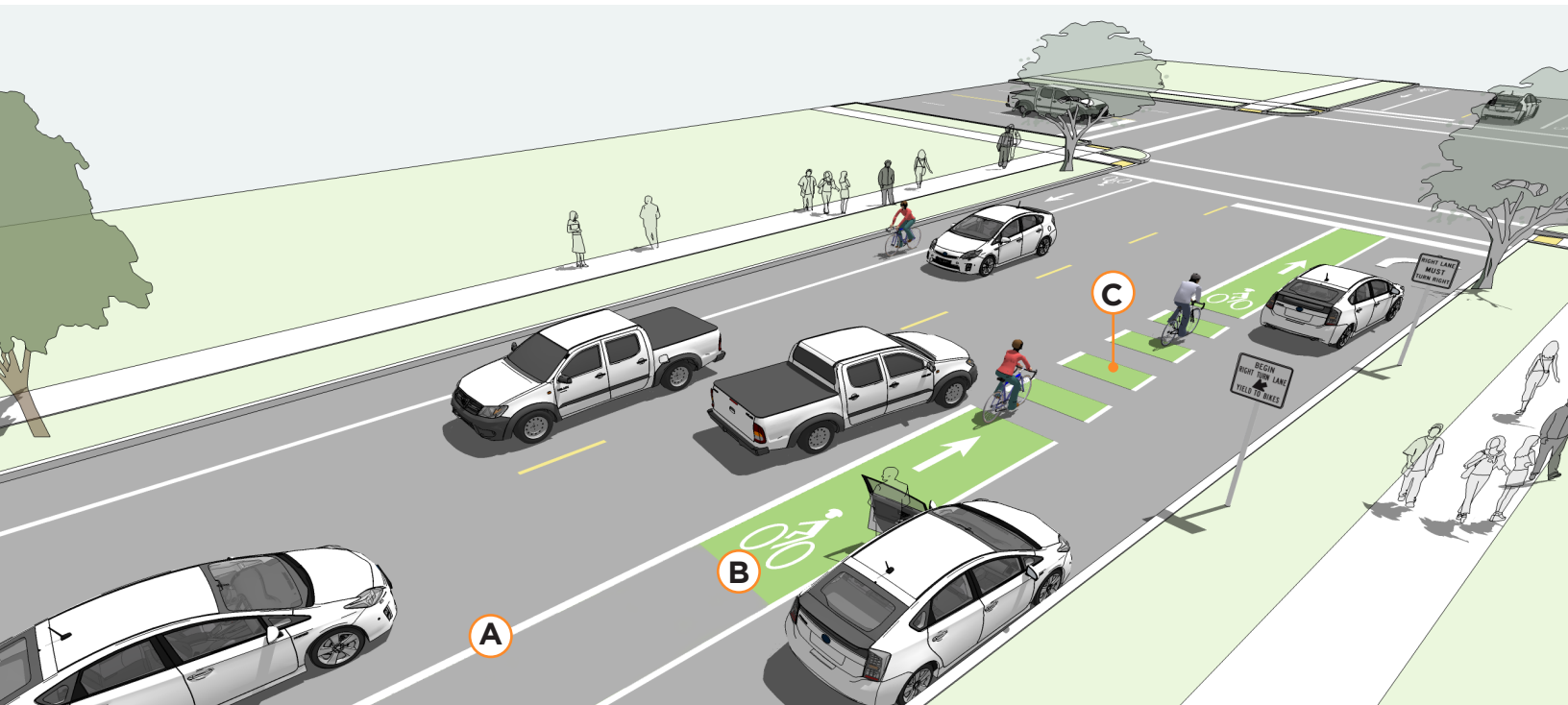
The cost for installing bicycle lanes will depend on the implementation approach. On roadways with adequate width for reconfiguration or restriping, costs may be negligible when provided as part of routine overlay or repaving projects.

Typical costs are \$16,000 per mile for restriping.

CLASS II: ON-STREET BICYCLE LANES

COLORED BICYCLE LANES

Colored pavement within a bicycle lane may be used to increase the visibility of the bicycle facility, raise awareness of the potential to encounter bicyclists and reinforce priority of bicyclists in conflict areas.

**Typical Application**

- Within a weaving or conflict area to identify the potential for bicyclist and motorist interactions and assert bicyclist priority.
- Across intersections, driveways and Stop or Yield-controlled cross-streets.

Design Features

- A** Typical white bike lanes (solid or dotted 6" stripe) are used to outline the green colored pavement.
- B** In exclusive use areas, color application should be solid green.
- C** In weaving or turning conflict areas, preferred striping is dashed, to match the bicycle lane line extensions.
 - The colored surface should be skid resistant and retro-reflective. (CAMUTCD 9C.02.02)

Colored Bicycle Lane



The use of colored pavement helps denote conflict zones where motorists crossing the bike lane must yield.

Further Considerations

- Green colored pavement shall be used in compliance with FHWA Interim Approval. (CAMUTCD 1A.10) (FHWA IA-14.10)*
- FHWA allows for flexibility in the use of green pavement coloring within bike lanes. Local communities should identify a consistent practice for their application to promote common understanding among road users.
- Green colored pavement may be appropriate to identify driveway conflict zones in high-volume, auto-oriented driveway locations.

* FHWA. Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes (IA-14). 2011.

Crash Reduction

Before and after studies of colored bicycle lane installations have found a reduction in bicycle/vehicle collisions by 38% and a reduction in serious injuries and fatalities of bicyclists by 71%.** A study in Portland, OR found a 38% decrease in the rate of conflict between bicyclists and motorists after colored lanes were installed.***

** Jensen, S.U., et. al., "The Marking of Bicycle Crossings at Signalized Intersections," Nordic Road and Transport Research No. 1, 1997, pg. 27.

*** Hunter, W. W., et. al., Evaluation of the Blue Bike-Lane Treatment Used in Bicycle/Motor Vehicle Conflict Areas in Portland, Oregon, McLean, VA: FHWA, 2000, pg. 25.

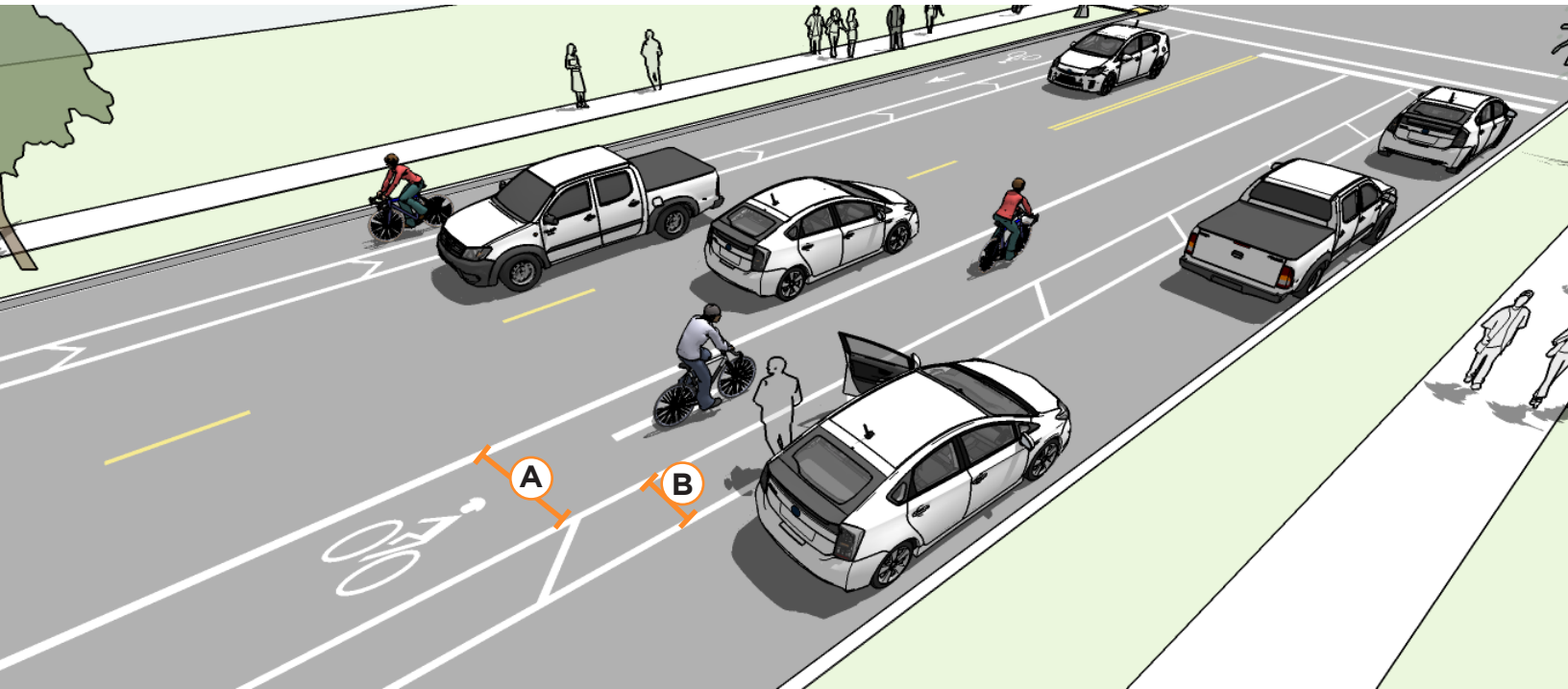
Construction Costs

The cost for installing colored bicycle lanes will depend on the materials selected and implementation approach. Typical costs range from \$1.20/sq. ft. installed for paint to \$14/sq. ft. installed for Thermoplastic. Colored pavement is more expensive than standard asphalt installation, costing 30-50% more than non-colored asphalt.

CLASS II: ON-STREET BICYCLE LANES

BUFFERED BICYCLE LANES

Buffered bike lanes are conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

**Typical Application**

- Anywhere a conventional bike lane is being considered.
- On streets with high speeds and high volumes or high truck volumes.
- On streets with extra lanes or lane width.
- Appropriate for skilled adult riders on most streets.

Design Features

- A** The minimum bicycle travel area (not including buffer) is 5 feet wide.
- B** Buffers should be at least 2 feet wide. If buffer area is 4 feet or wider, white chevron or diagonal markings should be used. (CAMUTCD 9C-104)
 - For clarity at driveways or minor street crossings, consider a dotted line.
 - There is no standard for whether the buffer is configured on the parking side, the travel side, or a combination of both.

Buffered Bicycle Lane



The use of pavement markings delineates space for cyclists to ride in a comfortable facility.

Buffered Bicycle Lane



The use of pavement markings delineates space for cyclists to ride in a comfortable facility.

Further Considerations

- Color may be used within the lane to discourage motorists from entering the buffered lane.
- A study of buffered bicycle lanes found that, in order to make the facilities successful, there needs to also be driver education, improved signage and proper pavement markings.*
- On multi-lane streets with high vehicles speeds, the most appropriate bicycle facility to provide for user comfort may be physically separated bike lanes.
- NCHRP Report #766 recommends, when space is limited, installing a buffer space between the parking lane and bicycle lane where on-street parking is permitted rather than between the bicycle lane and vehicle travel lane.**

* Monsere, C.; McNeil, N.; and Dill, J., "Evaluation of Innovative Bicycle Facilities: SW Broadway Cycle Track and SW Stark/Oak Street Buffered Bike Lanes. Final Report" (2011). Urban Studies and Planning Faculty Publications and Presentations.

** National Cooperative Highway Research Program. Report #766: Recommended Bicycle Lane Widths for Various Roadway Characteristics.

Crash Reduction

A before and after study of buffered bicycle lane installation in Portland, OR found an overwhelmingly positive response from bicyclists, with 89% of bicyclists feeling safer riding after installation and 91% expressing that the facility made bicycling easier.***

*** National Cooperative Highway Research Program. Report #766: Recommended Bicycle Lane Widths for Various Roadway Characteristics.

Construction Costs

The cost for installing buffered bicycle lanes will depend on the implementation approach. Typical costs are \$16,000 per mile for restriping. However, the cost of large-scale bicycle treatments will vary greatly due to differences in project specifications and the scale and length of the treatment.

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A group of children are riding bicycles on a paved road. In the foreground, a boy in a red shirt and a grey helmet is smiling at the camera. To his right, another boy in a green jacket and a black helmet with orange and yellow accents is riding a red bicycle with a white number plate that says '25'. In the background, other children are also riding bicycles, and there are green trees and a grassy area on the left side of the road.

CLASS III: SHARED ROADWAYS

On shared roadways, bicyclists and motor vehicles use the same roadway space. These facilities are typically used on roads with low speeds and traffic volumes, however they can be used on higher volume roads with wide outside lanes or shoulders. A motor vehicle driver will usually have to cross over into the adjacent travel lane to pass a bicyclist, unless a wide outside lane or shoulder is provided.

CLASS III: SHARED ROADWAYS

BICYCLE BOULEVARDS

Bicycle boulevards are low-volume, low-speed streets modified to enhance bicyclist comfort by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local motorized traffic.

**Typical Application**

- Parallel with and in close proximity to major thoroughfares (1/4 mile or less).
- Follow a desire line for bicycle travel that is ideally long and relatively continuous (2-5 miles).
- Avoid alignments with excessive zigzag or circuitous routing. The bikeway should have less than 10% out of direction travel compared to shortest path of primary corridor.
- Streets with travel speeds at 25 mph or less and with traffic volumes of fewer than 3,000 vehicles per day. These conditions should either exist or be established with traffic calming measures.

Design Features

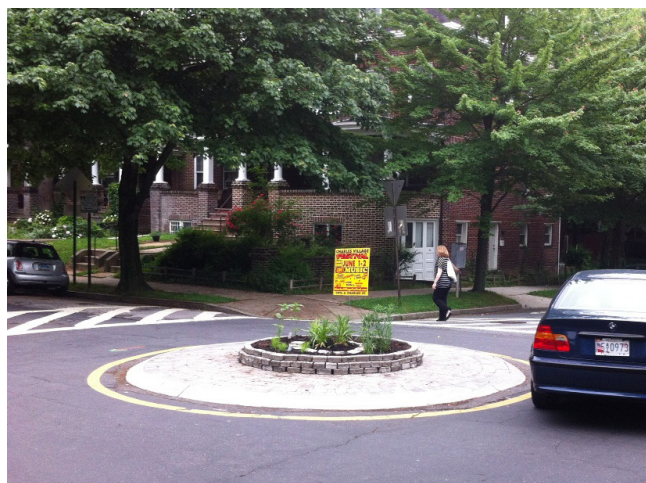
- Signs and pavement markings are the minimum treatments necessary to designate a street as a bicycle boulevard.
- Bicycle boulevards should have a maximum posted speed of 25 mph. Use traffic calming to maintain an 85th percentile speed below 22 mph.
- Implement volume control treatments based on the context of the bicycle boulevard, using engineering judgment. Target motor vehicle volumes range from 1,000 to 3,000 vehicles per day.
- Intersection crossings should be designed to enhance safety and minimize delay for bicyclists.

Bicycle Boulevards



Bicycle boulevards are established on streets that improve connectivity to key destinations and provide a direct, low-stress route for bicyclists, with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority over other modes.

Traffic Calming



Streets along classified neighborhood bikeways may require additional traffic calming measures to discourage through trips by motor vehicles.

Further Considerations

Bicycle boulevard retrofits to local streets are typically located on streets without existing signalized accommodation at crossings of collector and arterial roadways. Without treatments for bicyclists, these intersections can become major barriers along the bicycle boulevard and compromise safety.

Traffic calming can deter motorists from driving on a street. Anticipate and monitor vehicle volumes on adjacent streets to determine whether traffic calming results in inappropriate volumes. Traffic calming can be implemented on a trial basis.

Crash Reduction

In a comparison of vehicle/cyclist collision rates on traffic-calmed side streets signed and improved for cyclist use, compared to parallel and adjacent arterials with higher speeds and volumes, the bicycle boulevard was found to have a crash reduction factor of 63 percent, with rates two to eight times lower when controlling for volume (CMF ID: 3092).

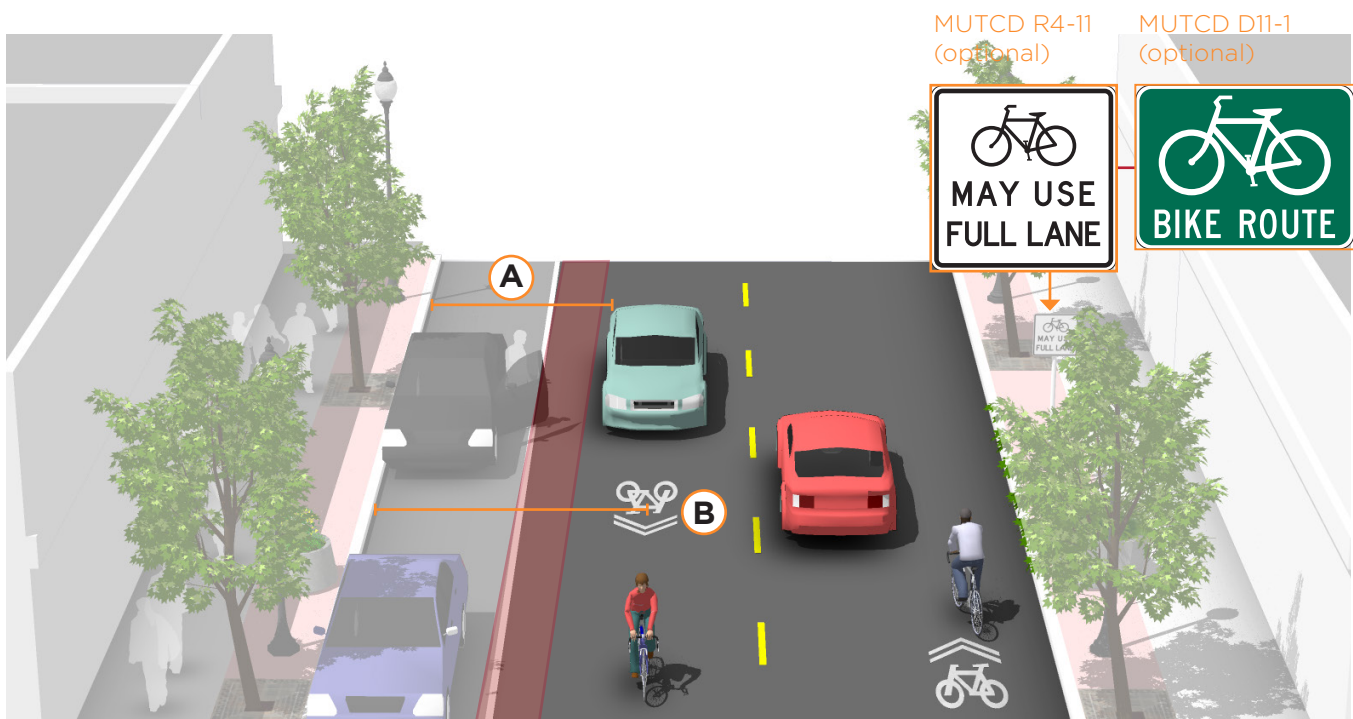
Construction Costs

Costs vary depending on the type of treatments proposed for the corridor. Simple treatments such as wayfinding signage and markings are most cost-effective, but more intensive treatments will have greater impact at lowering speeds and volumes, at higher cost.

CLASS III: SHARED ROADWAYS

SHARED LANE MARKINGS

Shared Lane Marking stencils are used in California as an additional treatment for Bike Route facilities and are currently approved in conjunction with on-street parking. The stencil can serve a number of purposes, such as making motorists aware of the need to share the road with bicyclists, showing bicyclists the direction of travel, and, with proper placement, reminding bicyclists to bike further from parked cars to prevent “dooring” collisions.



Shared Lane Markings



Sharrows can be used on higher-traffic streets as positional guidance and raise bicycle awareness where there isn't space to accommodate a full-width bike lane.

Further Considerations

- Consider modifications to signal timing to induce a bicycle-friendly travel speed for all users.
- Though not always possible, placing the markings outside of vehicle tire tracks will increase the life of the markings and the long-term cost of the treatment.
- All installations of shared lane markings should comply with the City's standards

Crash Reduction

A study that compared injury crashes per year per 100 bicycle commuters on facilities in Chicago built between 2008 and 2010 found that sharrows had a significantly weaker effect in reducing injury crashes compared the no-build condition by about 20 percent in contrast to bicycle lanes which saw a 42 percent reduction.*

Construction Costs

Sharrows typically cost \$200 per each marker for a lane-mile cost of \$4,200, assuming the CAMUTCD guidance of sharrow placement every 250 feet.

* The Relative (In)Effectiveness of Bicycle Sharrows on Ridership and Safety Outcomes. Ferencsik, N and W. Marshall. 2015. Transportation Research Board 2016 Annual Meeting.

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A cyclist wearing a helmet and a backpack is riding a road bike on a green-painted separated bikeway. The bikeway is located between a parking area with metal bollards and a sidewalk. The scene is set on a city street with trees and buildings in the background.

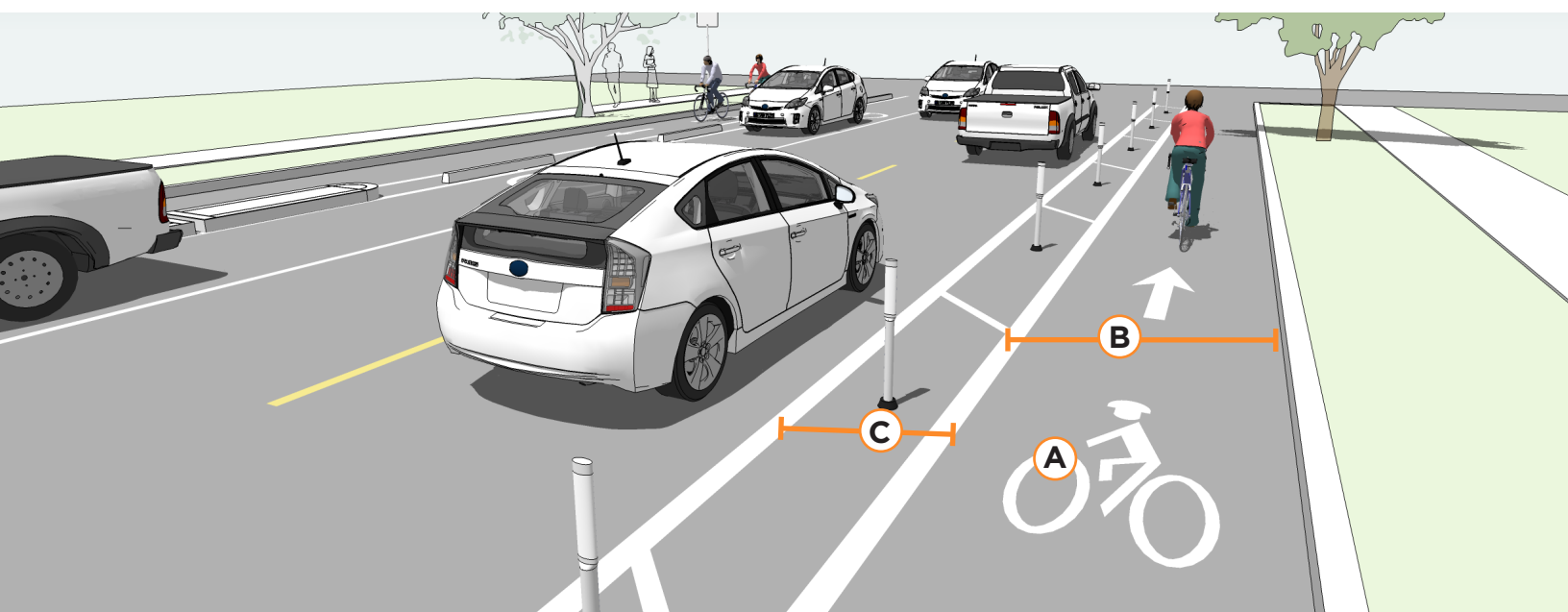
CLASS IV: SEPARATED BIKEWAYS

A separated bikeway is an exclusive bike facility that combines the user experience of a separated path with the on-street infrastructure of a on-street bike lane. A separated bikeway is physically separated from motor traffic by a vertical element and distinct from the sidewalk. In situations where on-street parking is allowed, separated bikeways are located between the parking and the sidewalk.

CLASS IV: SEPARATED BIKEWAYS

ONE-WAY SEPARATED BIKEWAY

One-way protected bikeways are on-street facilities that are separated from vehicle traffic. Separation for protected bikeways is provided through physical barriers between the bike lane and the vehicular travel lane. These barriers can include bollards, parking, planter strips, extruded curbs, or on-street parking. Protected bikeways using these barrier elements typically share the same elevation as adjacent travel lanes, but the bike lane could also be raised above street level, either below or equivalent to sidewalk level.

**Typical Application**

- Along streets on which conventional bicycle lanes would cause many bicyclists to feel stress because of factors such as multiple lanes, high bicycle volumes, high motor traffic volumes (9,000-30,000 ADT), higher traffic speeds (25+ mph), high incidence of double parking, higher truck traffic (10% of total ADT) and high parking turnover.
- Along streets for which conflicts at intersections can be effectively mitigated using parking lane setbacks, bicycle markings through the intersection, and other signalized intersection treatments.

Design Features

- A** Pavement markings, symbols and/or arrow markings must be placed at the beginning of the separated bikeway and at intervals along the facility based on engineering judgment to define the bike direction. (CAMUTCD 9C.04)
- B** 7 foot width preferred in areas with high bicycle volumes or uphill sections to facilitate safe passing behavior (5 foot minimum). (HDM 1003.1(1))
- C** 3 foot minimum buffer width adjacent to parking lines (18 inch minimum adjacent to travel lanes), marked with 2 solid white lines (NACTO, 2012).

Street Level Separated Bicycle Lanes



Street Level Separated Bikeways can be separated from the street with parking, planters, bollards or other design elements.

Further Considerations

- Separated bikeway buffers and barriers are covered in the CAMUTCD as preferential lane markings (section 3D.01) and channelizing devices (section 3H.01). If buffer area is 4 feet or wider, white chevron or diagonal markings should be used (section 9C.04). Curbs may be used as a channeling device; see the section on islands (section 3I.01).
- Where possible, locate physical barriers such as tubular markings or removable curbs towards the inside edge of the buffer. This preserves as much extra width as possible for bicycle use.
- A retrofit separated bikeway has a relatively low implementation cost compared to road reconstruction by making use of existing pavement and drainage and by using parking lane as a barrier.
- Gutters, drainage outlets and utility covers should be designed and configured as not to impact bicycle travel.
- For clarity at driveways or minor street crossings, consider a dotted line for the buffer boundary where cars are expected to cross
- Special consideration should be given at transit stops to manage bicycle & pedestrian interactions.

Crash Reduction

A before and after study in Montreal of physically separated bicycle lanes shows that this type of facility can result in a crash reduction of 74% for collisions between bicyclists and vehicles. (CMF ID: 4097) In this study, there was a parking buffer between the bike facility and vehicle travel lanes. Other studies have found a range in crash reductions due to SBL, from 8% (CMF ID: 4094) to 94% (CMF ID: 4101).

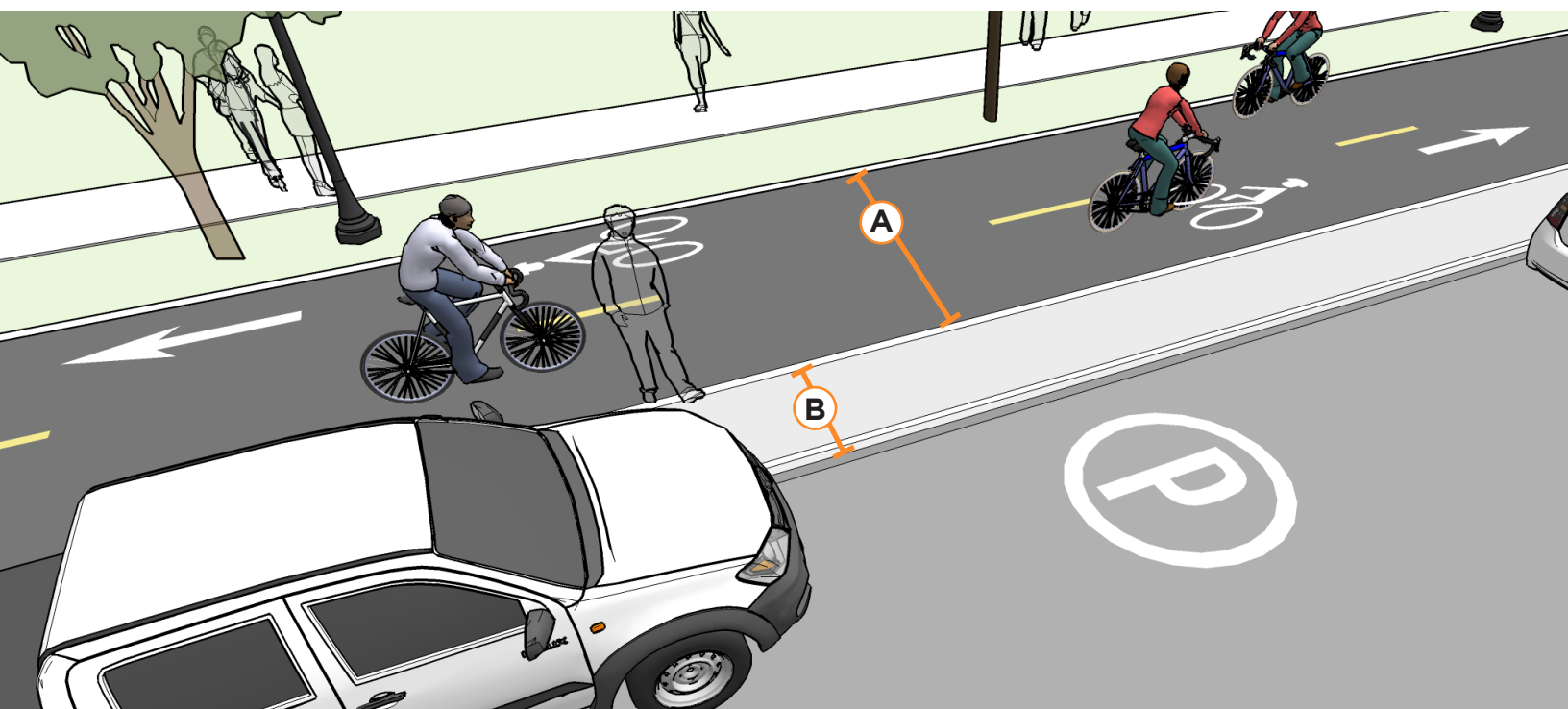
Construction Costs

The implementation cost is low if the project uses existing pavement and drainage, but the cost significantly increases if curb lines need to be moved. A parking lane is the low-cost option for providing a barrier. Other barriers might include concrete medians, bollards, tubular markers, or planters.

CLASS IV: SEPARATED BIKEWAYS

TWO-WAY SEPARATED BIKEWAY

Two-Way Separated Bikeways are bicycle facilities that allow bicycle movement in both directions on one side of the road. Two-way separated bikeways share some of the same design characteristics as one-way separated bikeways, but may require additional considerations at driveway and side-street crossings.

**Typical Application**

- Works best on the left side of one-way streets.
- Streets with high motor vehicle volumes and/or speeds.
- Streets with high bicycle volumes.
- Streets with a high incidence of wrong-way bicycle riding.
- Streets with few conflicts such as driveways or cross-streets on one side of the street.
- Streets that connect to shared use paths.

Design Features

- A** 12 foot operating width preferred (10 ft minimum) width for two-way facility. In constrained an 8 foot minimum operating width may be considered. (HDM 1003.1(1))
- B** Adjacent to on-street parking a 3 foot minimum width channelized buffer or island shall be provided to accommodate opening doors. (NACTO, 2012) . (CAMUTCD 3H.01, 3I.01)
- Separation may be narrower than 5 feet if physical barrier separation is present. (AASHTO, 2013)

Two-Way Separated Bikeways



A two-way facility can accommodate cyclists in two directions of travel.

Further Considerations

- Two-way bikeways introduce additional complexities at intersections and driveways. Additional signalization and signs may be necessary to manage conflicts.
- On-street bikeway buffers and barriers are covered in the CAMUTCD as preferential lane markings (section 3D.01) and channelizing devices, including flexible delineators (section 3H.01). Curbs may be used as a channeling device, see the section on islands (section 3I.01).
- A two-way separated bikeway on a one way street should be located on the left side where possible.
- A two-way protected bikeway may be configured at street level or as a raised separated bikeway with vertical separation from the adjacent travel lane.
- Two-way separated bikeways should ideally be placed along streets with long blocks and few driveways or mid-block access points for motor vehicles.
- Consult Caltrans DIB 89; Class IV Bikeway Guidance for more information.

Crash Reduction

A study of bicyclists in two-way separated facilities found that accident probability decreased by 45% at intersections where the separated facility approach could be seen between 2-5 meters from the side of the main road and when bicyclists had crossing priority at intersections. (CMF ID: 3034) Installation of a two-way separated bikeway 0-2 meters from the side of the main road resulted in an increase in collisions at intersections by 3% (CMF ID: 4033).

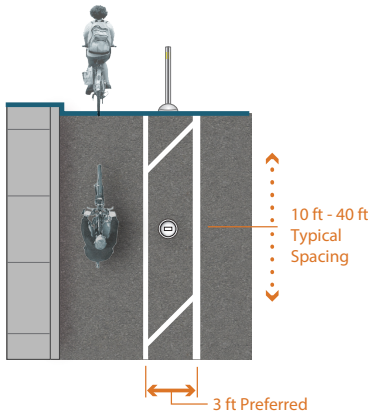
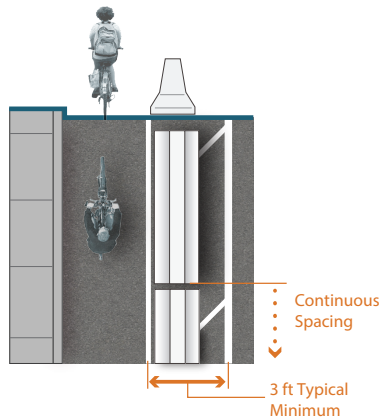
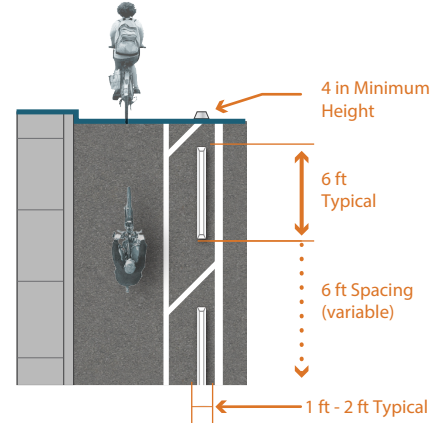
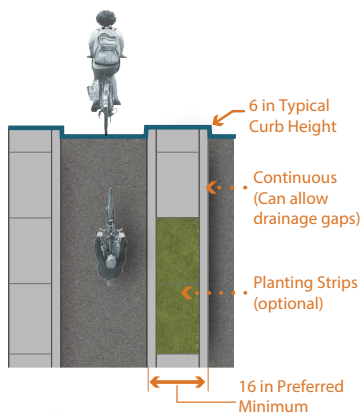
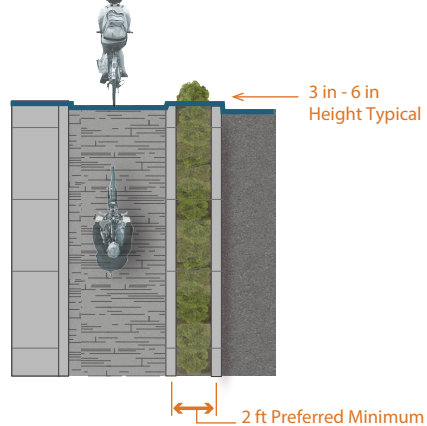
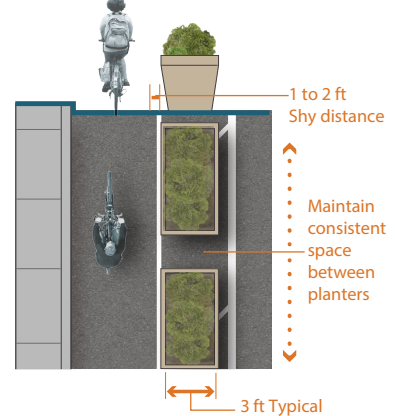
Construction Costs

The implementation cost is low if the project uses existing pavement and drainage, but the cost significantly increases if curb lines need to be moved. A parking lane is the low-cost option for providing a barrier. Other barriers might include concrete medians, bollards, tubular markers, or planters.

CLASS IV: SEPARATED BIKEWAYS

SEPARATED BIKEWAY BARRIERS

Separated bikeways may use a variety of vertical elements to physically separate the bikeway from adjacent travel lanes. Barriers may be robust constructed elements such as curbs, or may be more interim in nature, such as flexible delineator posts.

Delineator Posts***Concrete Barrier******Parking Stops******Raised Median******Raised Lane******Planters*****Typical Application****Appropriate barriers for retrofit projects:**

- Parked cars
- Flexible delineator posts
- Bollards
- Planters
- Parking stops

Appropriate barriers for reconstruction projects:

- Curb separation
- Raised medians
- Landscaped medians
- Raised protected bike lane with vertical or mountable curb
- Pedestrian Safety Islands

Bikeway Separation Methods



Raised separated bikeways are bicycle facilities that are vertically separated from motor vehicle traffic.

Design Features

- Maximize effective operating space by placing curbs or delineator posts as far from the through bikeway space as practicable.
- Allow for adequate shy distance of 1 to 2 feet from vertical elements to maximize useful space.
- When next to parking allow for 3 feet of space in the buffer space to allow for opening doors and passenger unloading.
- The presences of landscaping in medians, planters and safety islands increases comfort for users and enhances the streetscape environment.

Further Considerations

- Separated bikeway buffers and barriers are covered in the CAMUTCD as preferential lane markings (section 3D.01) and channelizing devices (section 3H.01). Curbs may be used as a channeling device, see the section on islands (section 3I.01).
- With new roadway construction a raised separated bikeway can be less expensive to construct than a wide or buffered bicycle lane because of shallower trenching and sub base requirements.
- Parking should be prohibited within 30 feet of the intersection to improve visibility.

Crash Reduction

A before and after study in Montreal of separated bikeways shows that this type of facility can result in a crash reduction of 74% for collisions between bicyclists and vehicles. (CMF ID: 4097) In this study, there was a parking buffer between the bike facility and vehicle travel lanes. Other studies have found a range in crash reductions due to SBL, from 8% (CMF ID: 4094) to 94% (CMF ID: 4101).

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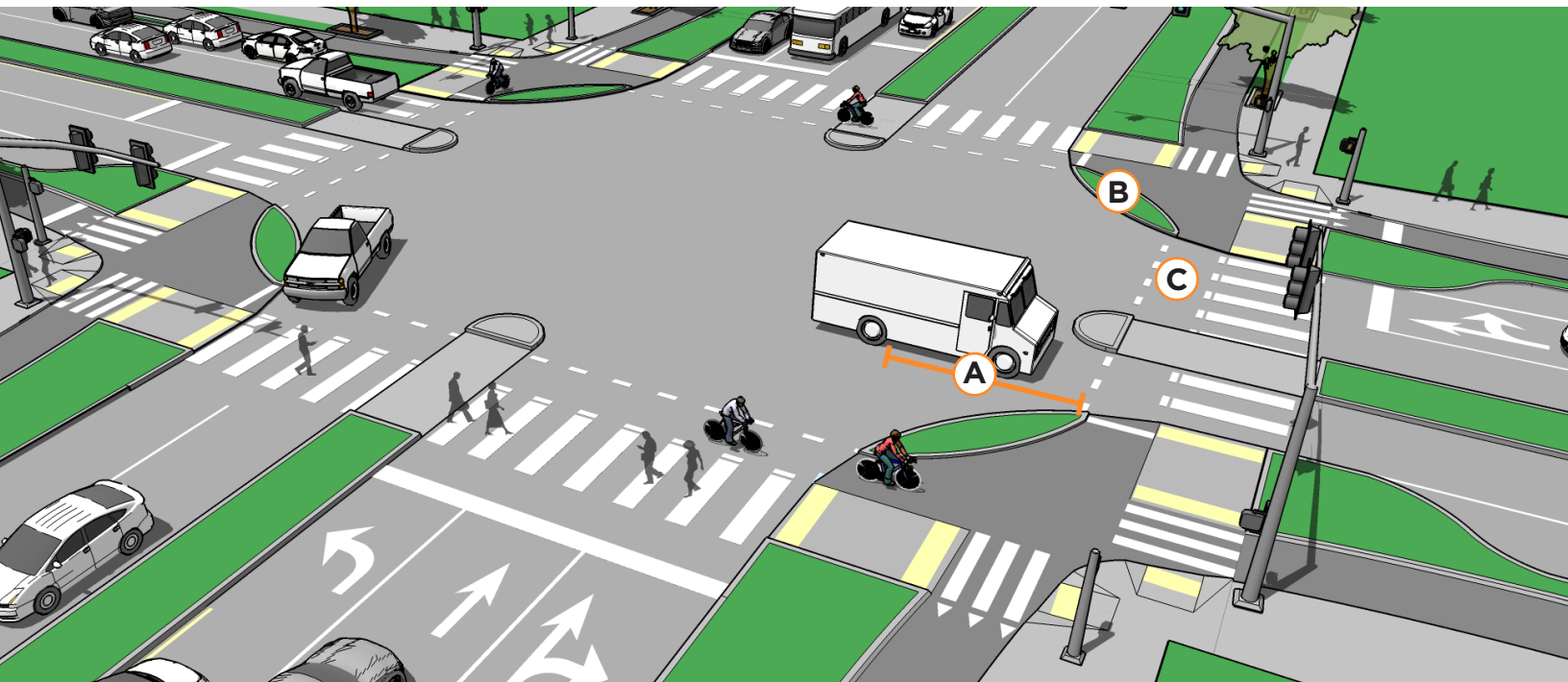
BIKEWAY INTERSECTION TREATMENTS

Intersections are junctions at which different modes of transportation meet and facilities overlap. An intersection facilitates the interchange between bicyclists, motorists, pedestrians and other modes in order to advance traffic flow in a safe and efficient manner. Designs for intersections with bicycle facilities should reduce conflict between bicyclists and motor vehicles by heightening the level of visibility, denoting clear right-of-way and facilitating eye contact and awareness with other modes.

BIKEWAY INTERSECTION TREATMENTS

PROTECTED INTERSECTION

A protected intersection uses a collection of intersection design elements to maximize user comfort within the intersection and promote a high rate of motorists yielding to people bicycling. The design maintains a physical separation within the intersection to define the turning paths of motor vehicles, slow vehicle turning speed, and offer a comfortable place for people bicycling to wait at a red signal.

**Typical Application**

- Streets with separated bicycle lanes protected by wide buffer or on-street parking.
- Where two separated bicycle lanes intersect and two-stage left-turn movements can be provided for bicycle riders.
- Helps reduce conflicts between right-turning motorists and bicycle riders by reducing turning speeds and providing a forward stop bar for bicycles.
- Where it is desirable to create a curb extension at intersections to reduce pedestrian crossing distance.

Design Features

- A** Setback bicycle crossing of 16.5 feet allows for one passenger car to queue while yielding. Smaller setback distance is possible in slow-speed, space constrained conditions.
- B** Corner safety island with a 15-20 foot corner radius slows motor vehicle speeds. Larger radius designs may be possible when paired with a deeper setback or a protected signal phase, or small mountable aprons. Two-stage turning boxes are provided for queuing bicyclists adjacent to corner islands.
- C** Use intersection crossing markings.

Protected Intersection



Protected intersections feature a corner safety island and intersection crossing markings, and can be used by bicyclists to queue for two-stage left turns.

Further Considerations

- Pedestrian crosswalks may need to be further set back from intersections in order to make room for two-stage turning queue boxes.
- Wayfinding and directional signage should be provided to help bicycle riders navigate through the intersection.
- Colored pavement may be used within the corner refuge area to clarify use by people bicycling and discourage use by people walking or driving.
- Intersection approaches with high volumes of right turning vehicles should provide a dedicated right turn only lane paired with a protected signal phase. Protected signal phasing may allow different design dimensions than are described here.

Crash Reduction

Studies of “bend out” intersection approaches find that separation distance of 6.5 – 16.5 ft offer the greatest safety benefit, with a better safety record than conventional bike lane designs. (Schepers 2011).

Schepers et al. Road factors and Bicycle-Motor vehicle crashes at unsignalized priority intersections. 2011.

Construction Costs

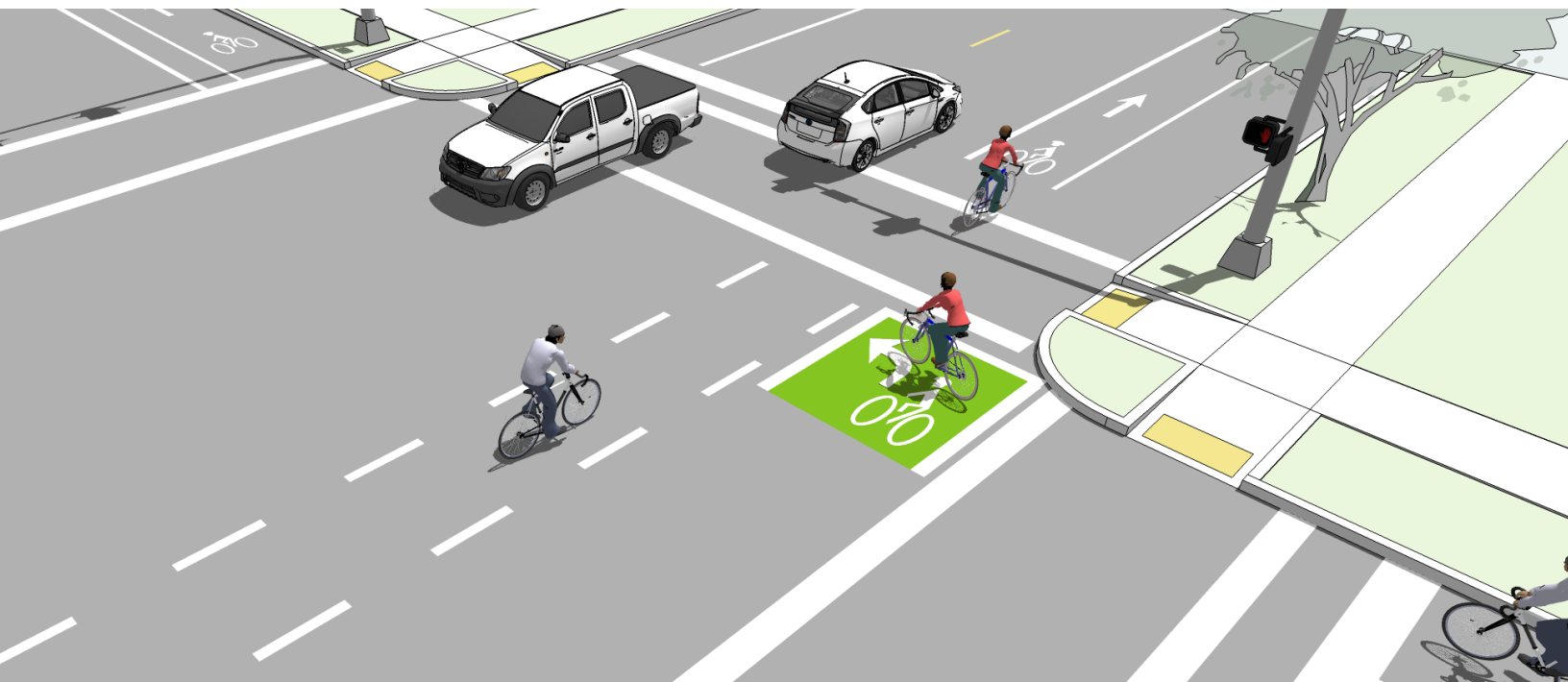
- Reconstruction costs comparable to a full intersection.
- Retrofit implementation may be possible at lower costs if existing curbs and drainage are maintained.

BIKEWAY INTERSECTION TREATMENTS

TWO-STAGE TURN BOXES

Two-stage turn boxes offer bicyclists a safe way to make turns at multi-lane signalized intersections from a physically separated or conventional bike lane.

On separated bike lanes, bicyclists are often unable to merge into traffic to turn due to physical separation, making the provision of two-stage turn boxes critical.

**Typical Application**

- Streets with high vehicle speeds and/or traffic volumes.
- At intersections of multi-lane roads with signalized intersections.
- At signalized intersections with a high number of bicyclists making a left turn from a right side facility.
- Preferred treatment to assist turning maneuvers on bike lanes, instead of requiring bicyclists to merge to make a vehicular left turn.
- Required for protected bikeways to assist left turns from a right side facility, or right turns from a left side facility.

Design Features

- The two-stage turn box shall be placed in a protected area. Typically this is within the shadow of an on-street parking lane or protected bike lane buffer area and should be placed in front of the crosswalk to avoid conflict with pedestrians.
- 8 foot x 6 foot preferred dimensions of bicycle storage area (6 foot x 3 foot minimum).
- Bicycle stencil and turn arrow pavement markings shall be used to indicate proper bicycle direction and positioning. (NACTO, 2012)

Two-stage Turn Box



A two-stage turn box in Menlo Park.

Further Considerations

- Consider providing a “No Turn on Red” (MUTCD R10-11) on the cross street to prevent motor vehicles from entering the turn box.
- This design formalizes a maneuver called a “box turn” or “pedestrian style turn.”
- Some two-stage turn box designs are considered experimental by FHWA and is not currently under experiment in California.
- Design guidance for two-stage turns apply to both bike lanes and separated bike lanes.
- Two-stage turn boxes reduce conflicts in multiple ways; from keeping bicyclists from queuing in a bike lane or crosswalk and by separating turning bicyclists from through bicyclists.
- Bicyclist capacity of a two-stage turn box is influenced by physical dimension (how many bicyclists it can contain) and signal phasing (how frequently the box clears.)

Crash Reduction

There are no Crash Modification Factors (CMFs) available for this treatment

Construction Costs

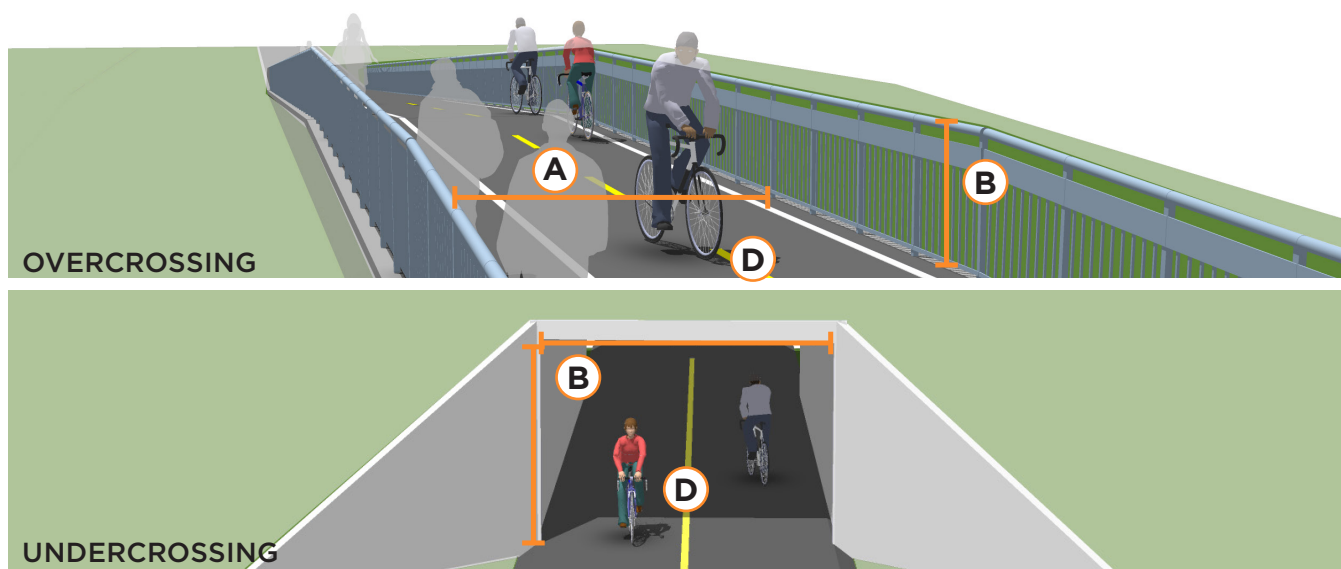
Costs will vary due to the type of paint used and the size of the two-stage turn box, as well as whether the treatment is added at the same time as other road treatments.

The typical cost for painting a two-stage turn box is \$11.50 per square foot.

BIKEWAY INTERSECTION TREATMENTS

GRADE-SEPARATED CROSSINGS

Grade-separated crossings provide critical non-motorized system links by joining areas separated by barriers such as railroads, waterways and highway corridors. In most cases, these structures are built in response to user demand for safe crossings where they previously did not exist. There are no minimum roadway characteristics for considering grade separation. Depending on the type of facility or the desired user group, grade separation may be considered in many types of projects.

**Typical Application**

- Where shared-use paths cross high-speed and high-volume roadways where an at-grade signalized crossing is not feasible or desired, or where crossing railways or waterways.
- Where barriers exist to access parks, recreational facilities, or other community resource, grade-separated crossings are desirable.

Design Features

- A** Overcrossings should be at least 8 feet wide with 14 feet preferred and additional width provided at scenic viewpoints.
- B** Railing height must be a minimum of 42 inches for overcrossings.
- C** Undercrossings should be designed at minimum 10 feet height and 14 feet width, with greater widths preferred for lengths over 60 feet.
- D** Centerline stripe is recommended for grade-separated facility.

Further Considerations

- Overcrossings require a minimum of 17 feet of vertical clearance to the roadway below versus a minimum elevation differential of around 12 feet for an undercrossing. This can result in greater elevation differences and much longer ramps for bicycles and pedestrians to negotiate.
- Overcrossings for bicycles and pedestrians typically fall under the Americans with Disabilities Act (ADA), which strictly limits ramp slopes to 5% (1:20) with landings at 400 foot intervals, or 8.33% (1:12) with landings every 30 feet.
- Overcrossings pose potential concerns about visual impact and functional appeal, as well as space requirements necessary to meet ADA guidelines for slope.
- To mitigate safety concerns, an undercrossing should be designed to be spacious, well-lit, equipped with emergency cell phones at each end and completely visible for its entire length from end to end.

Crash Reduction

Grade separated crossings, when used, eliminate conflicts between users that would be present at at-grade crossing locations.

Overcrossings



Undercrossings

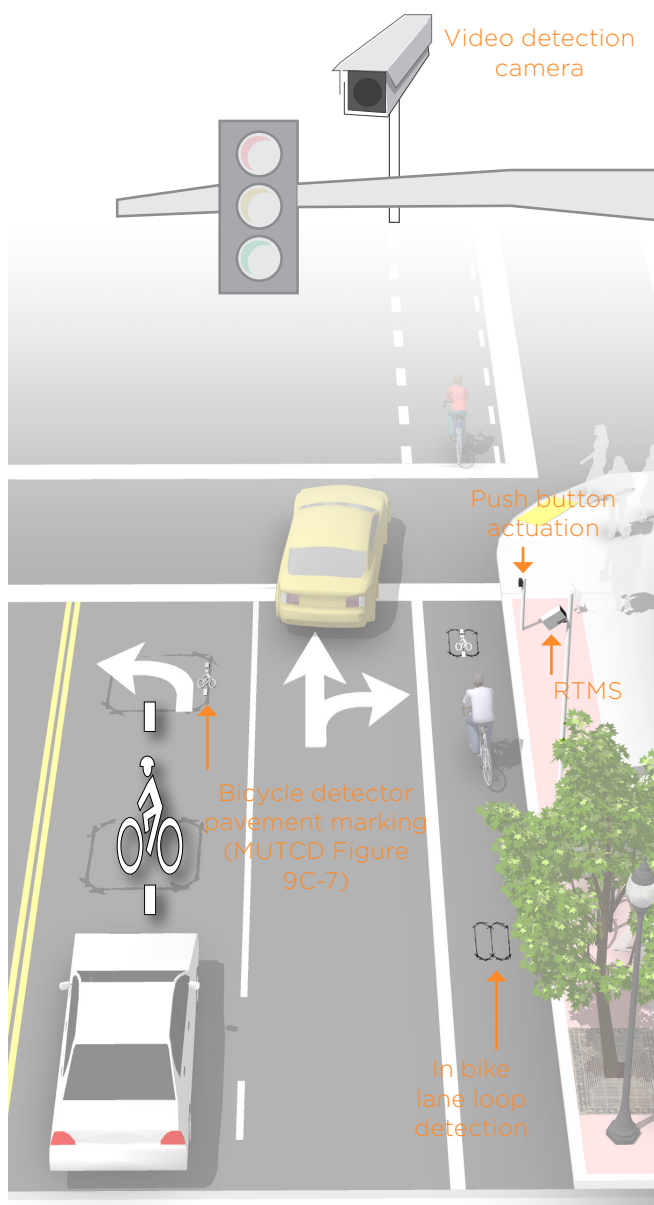


Grade-separated crossings help people walking or biking cross barriers such as freeways, railroads, and rivers.

BIKEWAY INTERSECTION TREATMENTS

BICYCLE DETECTION AND ACTUATION

Proper bicycle detection should meet two primary criteria: 1) accurately detects bicyclists and 2) provides clear guidance to bicyclists on how to actuate detection (e.g., what button to push, where to stand). Bicycle loops and other detection mechanisms can also provide bicyclists with an extended green time before the light turns yellow so that bicyclists of all abilities can reach the far side of the intersection.

**Typical Application**

- All new or modified traffic signals in California must be equipped for bicyclist detection, or be placed on permanent recall or fixed time operation. (Caltrans Traffic Operations Policy Directive (TOPD) 09-06.
- Detection shall be placed where bicyclists are intended to travel and/or wait.
- On bicycle priority corridors with on-street bike lanes or separated bikeways, consider the use of advance detection placed 100-200' upstream of the intersection to provide an early trigger to the signal system and reduce bicyclist delay.

Design Features

TOPD 09-06 requires push button, in-pavement detectors or video detection systems.

Push Button Actuation

User-activated button mounted on a pole facing the street. Device location should not require bicyclists to dismount or be rerouted out of the way or onto the sidewalk to activate the phase.

In Pavement Detection (Type D inductive loop)

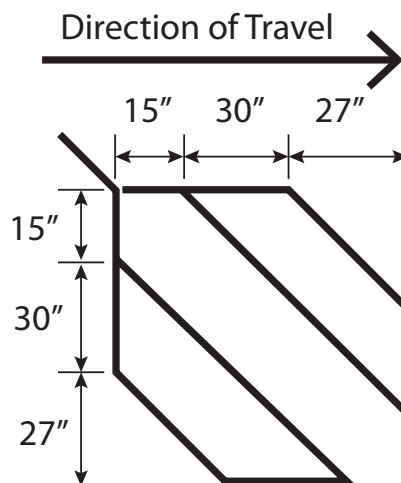
Bicycle-activated loop detectors are installed within the roadway to allow the presence of a bicycle to trigger a change in the traffic signal. This allows the bicyclist to stay within the lane of travel without having to maneuver to the side of the road to trigger a push button. Loops should be supplemented with pavement markings to instruct bicyclists how to trip them.

Push Button Actuation



Bicycle push button actuators are positioned to allow bicycle riders in roadway to stop traffic on busy cross-streets.

Type D Loop Detector



Type D loop detector have been shown to most reliably detect bicyclists at all points over their surface.

Further Considerations

- Video detection systems use digital image processing to detect a change in the image at a location. These systems can be calibrated to detect bicycles, although some video detection systems may have problems detecting bicyclists under poor lighting or poor weather conditions.
- It is important for signal timing to account for the differing bicycle start up and clearance time through the intersection. The sum of the minimum green time, plus the yellow change interval plus any red clearance interval should allow a 6 ft bicyclist to clear the last conflicting lane at a speed of 14.7 ft/sec plus an additional start up time of 6 seconds.
- Signal detection and actuation for bicyclists should be maintained with other traffic signal detection and roadway pavement markings. In street detection markings are often placed within the wheel tread of motor vehicles and may be susceptible to early wear.

- Studies have shown limited comprehension of the bicycle detection pavement marking by bicyclists. The MUTCD R10-22 sign may be used to help educate and inform road users.

Crash Reduction

Properly designed bicycle detection can help deter red light running and unsafe behaviors by reducing delay at signalized intersections.

Construction Costs

Costs vary depending on the type of technology used. Embedded in pavement loop detectors have an average cost of \$1,900. Video camera system costs range from \$20,000 to \$25,000 per intersection.

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BIKEWAY SIGNING AND AMENITIES



The ability to navigate through a city is informed by landmarks, natural features and other visual cues. Bicycle wayfinding can assist in navigation to guide bicyclists to their destinations along preferred bicycle routes. Signs are typically placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.

BIKEWAY SIGNING AND AMENITIES

SAFETY AND WARNING SIGNS

Signs may be used to raise awareness of the presence of bikes on the roadway beyond that of the conventional “Bike Route” sign. These signs are intended to reduce motor vehicle/bicyclist conflict and are appropriate to be placed on routes that lack paved shoulders or other bicycle facilities.



R117 (CA)



W11-1 with custom “ON ROADWAY” legend plaque



R4-11

Typical Application

- In higher speed rural contexts, a bicycle warning sign (W11-1) paired with a legend plaque reading “ON ROADWAY” may clarify to motor vehicle drivers to expect bicyclists.
- In more developed areas, “Bikes May Use Full Lane” (BMUFL) (R4-11) signs encourage bicyclists to take the lane when the lane is too narrow. They typically work best when placed near activity centers such as schools, shopping centers and other destinations that attract bicycle traffic.
- The “SHARE THE ROAD” (W16-1P) plaque is discouraged for use due to a lack of shared understanding among road users.
- In California, the state-specific “PASS Bicycle (symbol) 3FT MIN” symbol (R117) can be used to remind motorists to provide adequate space when passing.

Design Features

- Use with travel lanes less than 14 feet wide, which are too narrow for safe passing within the lane.
- Signs should be placed at regular intervals along routes with no designated bicycle facilities.
- Dedicated bicycle facilities are recommended for roadways with speed limits above 35 mph where the need for bicycle access exists.

BIKEWAY SIGNING AND AMENITIES

SHARED USE PATH SIGNAGE

Signs may be used to raise awareness of trail etiquette. Bicyclists should alert other users when approaching from behind. Pedestrians should move to the side of the trail as to not block joggers or bicyclists.

**Typical Application**

- Shared Use Path courtesy signs can be placed at trail heads, trail entrances, in parking lots, and before bridges, curves, or other narrow trail segments with low visibility.

Design Features

- Use graphics to supplement text.
- Include “Slow to the Right” or other appropriate language on signs during sign development.
- Use speed limit signs at regular intervals with accompanying “Use Courtesy When Passing” language.

BIKEWAY SIGNING AND AMENITIES

COMMUNITY WAYFINDING SIGNS

Community wayfinding guide signs are part of a coordinated and continuous system of signs that direct tourists and other road users to key civic, cultural, visitor, and recreational attractions and other destinations within a city or a local urbanized or downtown area.



Typical Application

- Within a downtown or neighborhood district area to provide a cohesive local wayfinding system to road users, including pedestrians.
- Community wayfinding guide signs should not be used on a regional or statewide basis. For wayfinding systems at these scales, conventional MUTCD destination and guide signing should be used.
- The use of community wayfinding guide signs is limited to conventional roads, and should not be used on limited access highways.



Design Features

- A** Except for the informational guide sign posted at the boundary of the wayfinding guide sign area, community wayfinding guide signs may use background colors other than green in order to provide a color identification for the wayfinding destinations by geographical area within the overall wayfinding guide signing system
- B** Other graphics that specifically identify the wayfinding system, including identification enhancement markers, may be used on the overall sign assembly and sign supports.
- C** Non-conventional designs that adhere to CAMUTCD signage regulations can be used in areas with unique historic character.

Further Considerations

The standard colors of red, orange, yellow, purple, or the fluorescent versions thereof, fluorescent yellow-green, and fluorescent pink shall not be used as background colors for community wayfinding guide signs, in order to minimize possible confusion with critical, higher-priority regulatory and warning sign color meanings readily understood by road users.

BIKEWAY SIGNING AND AMENITIES

WAYFINDING SIGN TYPES

The ability to navigate through a city is informed by landmarks, natural features and other visual cues. Signs throughout the city should indicate to bicyclists the direction of travel, the locations of destinations and the travel time/distance to those destinations. A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes.

**Typical Application**

- Wayfinding signs will increase users' comfort and accessibility to the bicycle systems.
- Signage can serve both wayfinding and safety purposes including:
 - Helping to familiarize users with the bicycle network
 - Helping users identify the best routes to destinations
 - Helping to address misconceptions about time and distance
 - Helping overcome a "barrier to entry" for people who are not frequent bicyclists (e.g., "interested but concerned" bicyclists)

Design Features

- A** Confirmation signs indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route. Can include destinations and distance/time but do not include arrows.
- B** Turn signs indicate where a bikeway turns from one street onto another street. These can be used with pavement markings and include destinations and arrows.
- C** Decisions signs indicate the junction of two or more bikeways and inform bicyclists of the designated bike route to access key destinations. These include destinations, arrows and distances. Travel times are optional but recommended.

Community Logos on Signs



Wayfinding signs can include a local community identification logo, as this example from Oakland, CA.

Custom Street Signs (Berkeley, CA)



Custom street signs can also act as a type of confirmation sign, to let all users know the street is prioritized for bicyclists.

Further Considerations

- Bicycle wayfinding signs also visually cue motorists that they are driving along a bicycle route and should use caution. Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes.
- Too many road signs tend to clutter the right-of-way, and it is recommended that these signs be posted at a level most visible to bicyclists rather than per vehicle signage standards.
- A community-wide bicycle wayfinding signage plan would identify:
 - Sign locations
 - Sign type – what information should be included and design features
 - Destinations to be highlighted on each sign – key destinations for bicyclists
 - Approximate distance and travel time to each destination
- Green is the color used for directional guidance and is the most common color of bicycle wayfinding signage in the US, including those in the CAMUTCD.
- Check wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear and replace signage along the bikeway network as-needed.

Crash Reduction

There is no evidence that wayfinding signs have any impact on crash reduction or user safety.

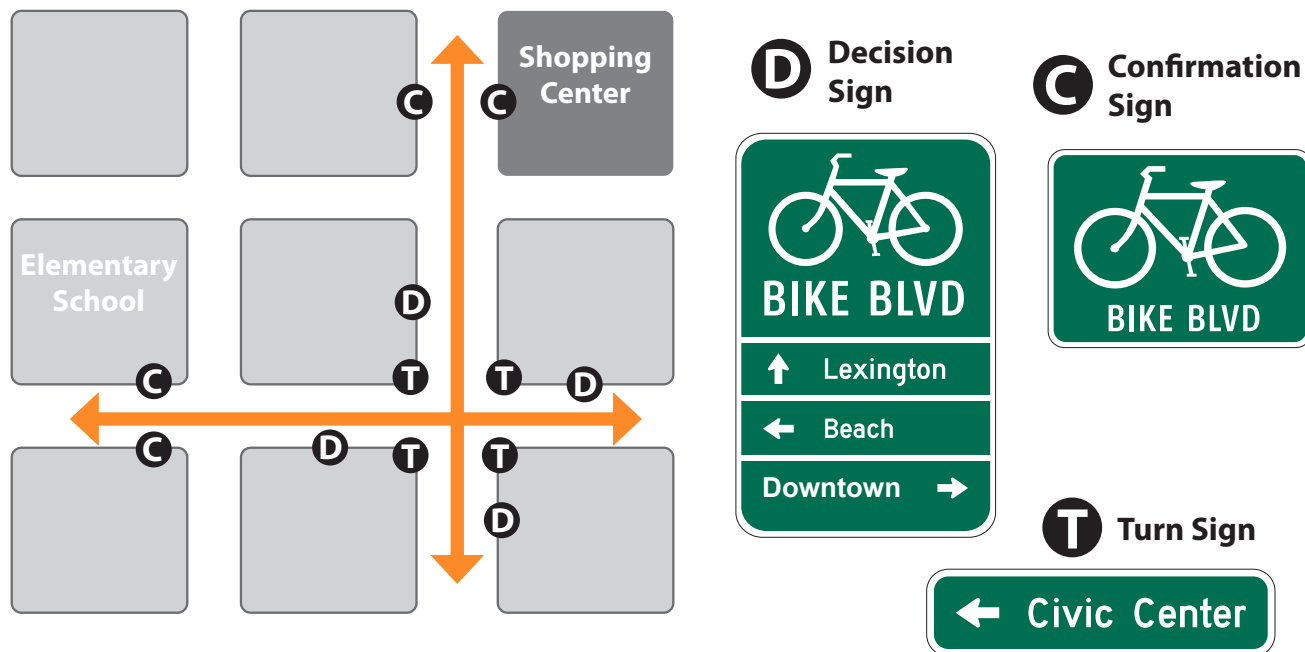
Construction Costs

Trail wayfinding signs range from \$500-\$2000.

BIKEWAY SIGNING AND AMENITIES

WAYFINDING SIGN PLACEMENT

Signs are placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.



Typical Application

Confirmation Signs

- Placed every 1/4 to 1/2 mile on off-street facilities and every 2 to 3 blocks along on-street bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign).
- Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.

Turn Signs

- Near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through).
- Pavement markings can also indicate the need to turn to the bicyclist.

Decision Signs

- Near-side of intersections in advance of a junction with another bicycle route.
- Along a route to indicate a nearby destination.

Design Features

- CAMUTCD guidelines should be followed for wayfinding sign placement, which includes mounting height and lateral placement from edge of path or roadway.
- Pavement markings can be used to reinforce routes and directional signage.

Wayfinding Pavement Markings



Some cities use pavement markings to indicate required turns or jogs along the bicycle route.

Further Considerations

It can be useful to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. A particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as the downtown area) may be included on signage up to five miles away. Secondary destinations (such as a transit station) may be included on signage up to two miles away. Tertiary destinations (such as a park) may be included on signage up to one mile away.

Crash Reduction

There is no evidence that wayfinding signs have any impact on crash reduction or user safety.

Construction Costs

The cost of a wayfinding sign placement plan depends on the scale and scope of the approach. Trail wayfinding signage range from \$500-\$2000.

BIKE PARKING

Safe and easy access to bicycle parking facilities is necessary to encourage commuters to access transit via bicycle. Short and long term parking should be provided at transit centers and other destinations.

BIKE PARKING

Bicyclists expect a safe, convenient place to secure their bicycle when they reach their destination. This may be short-term parking of 2 hours or less, or long-term parking for employees, students, residents, and commuters.



Typical Application

- Bike racks provide short-term bicycle parking and are meant to accommodate visitors, customers, and others expected to depart within two hours. Short-term parking should consist of approved standard racks, with appropriate location and placement to serve nearby uses. Bike racks can also incorporate a canopy for weather protection.
- Bike corrals consist of bicycle racks grouped together in a common area within the street traditionally used for automobile parking, or on the sidewalk within the furnishing zone as space allows. Bicycle corrals are reserved exclusively for bicycle parking and provide a relatively inexpensive solution to providing high-volume bicycle parking. Bicycle corrals can be implemented by converting one or two on-street motor vehicle parking spaces into on-street bicycle parking, or as part of a curb extension for off-street bicycle parking. Each motor vehicle parking space can be replaced with approximately 6-10 bicycle parking spaces. Bike corrals can also incorporate a canopy for weather protection.
- Bicycle lockers are intended to provide long-term bicycle storage for employees, students, residents, commuters, and others expected to park more than two hours. Long-term facilities protect the entire bicycle, its components and accessories against theft and against inclement weather, including snow and wind-driven rain. Lockers should be placed in visible, easily accessible locations while maintaining security.

Design Features

Bike Racks

- A** 2 feet minimum from the curb face to avoid 'dooring.'
- B** 4 feet between racks to provide maneuvering room.
- C** Locate close to destinations; 50 feet maximum distance from main building entrance.
- D** Minimum clear distance of 6 feet should be provided between the bicycle rack and the property line.

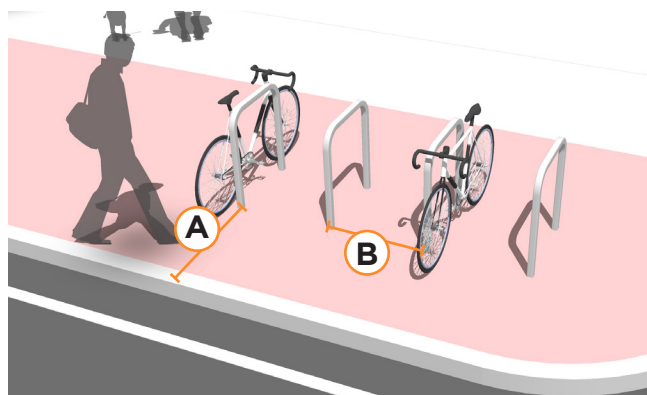
Bike Corrals

- Bicyclists should have an entrance width from the roadway of 5-6 feet for on-street corrals.
- Can be used with parallel or angled parking.
- Parking stalls adjacent to curb extensions are good candidates for on-street bicycle corrals since the concrete extension serves as delimitation on one side.
- Off-street bike corrals are appropriate where there is a wide sidewalk furnishing zone (7 feet or greater), or as part of a curb extension.

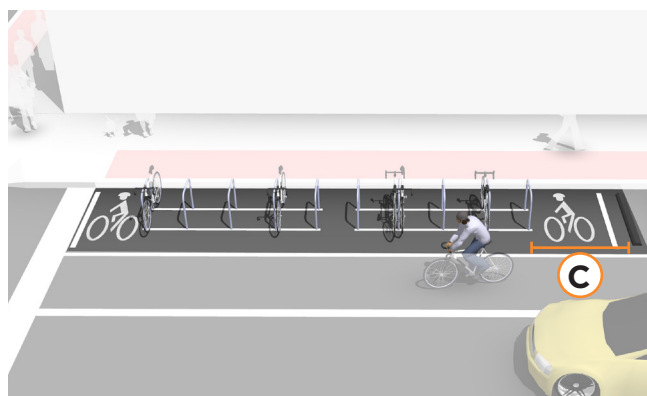
Bike Lockers

- Minimum dimensions: width (opening) 2.5 feet; height 4 feet; depth 6 feet.
- 4 foot side clearance and 6 foot end clearance.
- 7 foot minimum distance between facing lockers.

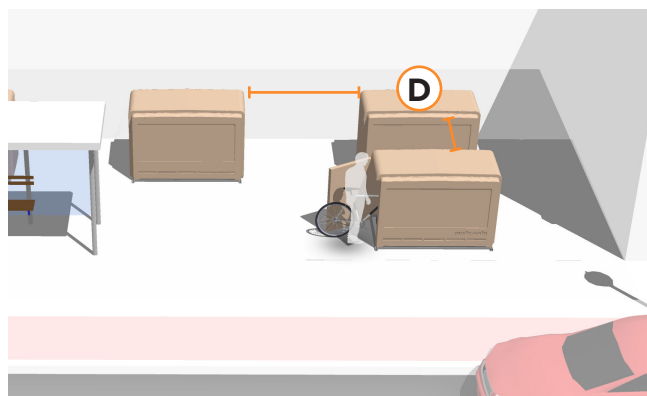
Perpendicular Bike Racks



Bike Corral



Bike Locker



Construction Costs

Costs can vary based on the design and materials used. Bicycle rack costs can range from approximately \$60 to \$3,600, depending on design and materials used. On average the cost is approximately \$660. Bicycle locker costs range from \$1,280 to \$2,680.

Further Considerations

Minimum Specifications for Required Bicycle Parking

- All bicycle parking facilities shall be dedicated for the exclusive use of bicycle parking and shall not be intended for the use of motorized two-wheeled or similar vehicles.
- All required short-term bicycle parking spaces shall permit the locking of the bicycle frame and one (1) wheel with a

U-type lock; support the bicycle in a stable horizontal position without damage to wheels, frame, or components; and provide two (2) points of contact with the bicycle's frame. Art racks are subject to review by the City.

- All required long-term bicycle parking spaces, with the exception of individual bicycle lockers, shall permit the locking of the bicycle frame and one (1) wheel with a U-type lock and support the bicycle in a stable position without damage to wheels, frame, or components.
- Bicycle parking facilities shall be securely anchored so they cannot be easily removed and shall be of sufficient strength and design to resist vandalism and theft.

Location and Design of Required Bicycle Parking

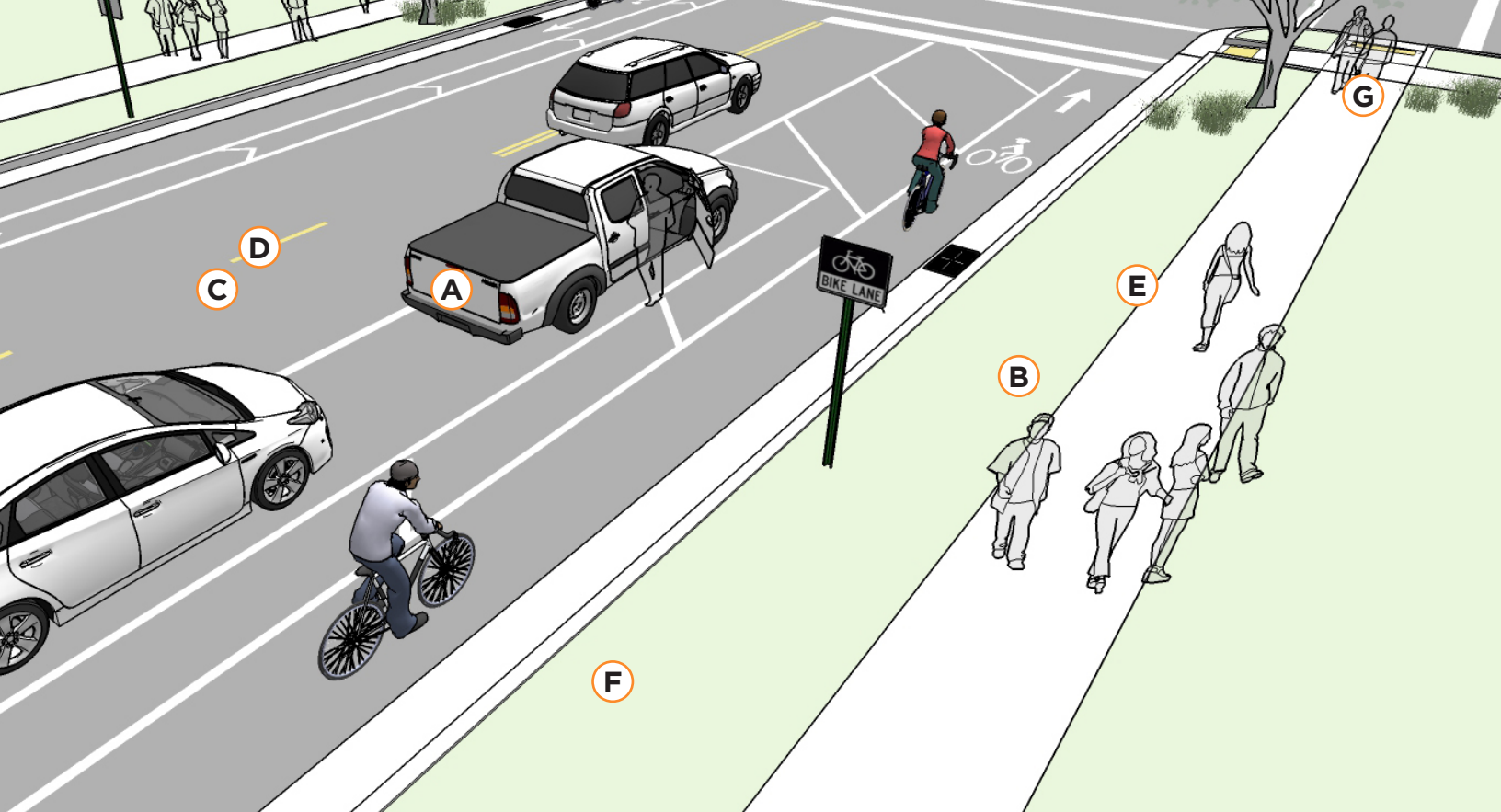
- A short-term bicycle parking space shall be at least two and one-half (2.5) feet in width by six (6) feet in length to allow sufficient space between parked bicycles.



- Bicycle parking facilities shall not impede pedestrian or vehicular circulation. Bicycle parking racks located on sidewalks should be kept clear of the pedestrian through zone.
- Short-term bicycle racks shall be located with at least 30 inches clearance in all directions from any obstruction, including but not limited to other racks, walls, and landscaping. Large retail uses, supermarkets, and grocery stores are encouraged to locate racks with a 36-inch clearance in all directions from any vertical obstruction, including but not limited to other racks, walls, and landscaping.
- All bicycle facilities shall provide a minimum four (4) foot aisle to allow for unobstructed access to the designated bicycle parking area.
- Bicycle parking facilities within auto parking facilities shall be protected from damage by cars by a physical barrier such as curbs, wheel stops, poles, bollards, or other similar features capable of preventing automobiles from entering the designated bicycle parking area.
- Short-term bicycle parking facilities serving community activity centers such as libraries and community centers should incorporate weather-protective enclosures shielding the designated bicycle area from typical inclement weather when feasible.
- Bicycle parking facilities shall be located in highly visible well-lighted areas. In order to maximize security, whenever possible short-term bicycle parking facilities shall be located in areas highly visible from the street and from the interior of the building they serve (i.e., placed adjacent to windows).
- Long-term bicycle parking shall be covered and shall be located on site or within 200 feet of the main building entrance. The main building entrance is defined as publicly accessible entrances and shall exclude gated private garage entrances, trash room entrances, and other building entrances that are not publicly accessible.



- Short-term bicycle parking must be along project frontage and within 50 feet of the main entrance to the building or commercial use or up to 100 feet where existing conditions do not allow placement within 50 feet. It should be in a well-trafficked location visible from the entrance. The main building entrance excludes garage entrances, trash room entrances, and other building entrances that are not publicly accessible.
- In non-commercial areas, like parks and recreational areas, bicycle parking should be located close to points of interests and be in highly visible, well-trafficked areas.
- If required bicycle parking is not visible from the street or main building entrance, a sign must be posted at the main building entrance indicating the location of the bicycle parking.



BIKE PARKING

FACILITY MAINTENANCE

Regular bicycle facility maintenance includes sweeping, maintaining a smooth roadway, ensuring that the gutter-to-pavement transition remains relatively flush, and installing bicycle friendly grates. Pavement overlays are a good opportunity to improve bicycling facilities. The following recommendations provide a menu of options to consider to enhance a maintenance regimen.

A Sweeping

- Establish a seasonal sweeping schedule that prioritizes roadways with major bicycle routes.
- Sweep walkways and bikeways whenever there is an accumulation of debris on the facility.
- In curbed sections, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders

B Signage

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of the signage with follow-up as necessary.
- Create a Maintenance Management Plan.

C Roadway Surface

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than 1/4".
- Maintain pavement so ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement 2 to 4 months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

D Pavement Overlays

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bikeway pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bikeway stripe provided no abrupt edge remains.
- Ensure that inlet grates, manhole and valve covers are within 1/4 inch of the finished pavement surface and are made or treated with slip resistant materials.

E Drainage grates

- Require all new drainage grates be bicycle-friendly. Grates should have horizontal slats on them so that bicycle tires and assistive devices do not fall through any vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary - temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

F Gutter-to-pavement transition

- Ensure that gutter-to-pavement transitions have no more than a 1/4" vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

G Landscaping

- Ensure that shoulder plants do not hang into or impede passage along bikeways.
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible.

Maintenance Management Plan

- Provide fire and police departments with map of bikeway system, along with access points to gates/bollards.
- Enforce speed limits and other rules of the road.
- Enforce all trespassing laws for people attempting to enter adjacent private properties.

RECOMMENDED WALKWAY AND BIKEWAY MAINTENANCE ACTIVITIES

Maintenance Activity	Frequency
Inspections	Seasonal – at beginning and end of Summer
Pavement sweeping/blowing	As needed, with higher frequency in the early Spring and Fall
Pavement sealing	5 - 15 years
Pothole repair	1 week – 1 month after report
Culvert and drainage grate inspection	Before Winter and after major storms
Pavement markings replacement	As needed
Signage replacement	As needed
Shoulder plant trimming (weeds, trees, brambles)	Twice a year; middle of growing season and early Fall
Tree and shrub plantings, trimming	1 – 3 years
Major damage response (washouts, fallen trees, flooding)	As soon as possible

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CAPACITY TOOLS



CAPACITY TOOLS

TRAFFIC SIGNALS

Traffic Signals are a tool used to safely and efficiently manage vehicle, bicycle and pedestrian traffic.



Typical Applications

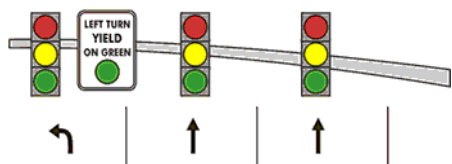
- Traffic signals are typically applied in locations with high vehicle, bicycle, or pedestrian volumes, areas with safety concerns, near schools or railroad crossings, or when it would benefit operations along a corridor.
- Traffic signals can improve safety and operations by directly controlling right-of-way, eliminating the need for each driver to stop and for through or protected turn drivers to yield right-of-way.
- Coordinated signals can further improve operations by creating a “green wave” that allows drivers to progress through

successive signals without stopping.

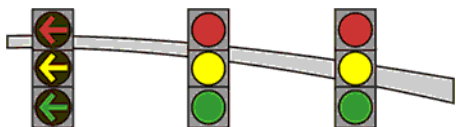
Design Features

- “Permissive-only” (also known as “permitted-only”) left-turn phasing allows two opposing approaches to move concurrently, with left turns allowed after yielding to conflicting traffic and pedestrians. For most high-volume intersections, “permissive-only” left-turn phasing is generally not practical for major street movements given the high volume of the intersections. Minor side street movements, however, may function acceptably using “permissive-only” left-turn phasing, provided that traffic volumes are low enough to operate adequately

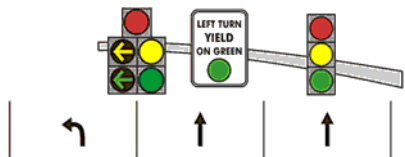
and safely without additional left-turn protection.



- “Protected-only” left-turn phasing consists of providing a separate phase for left-turning traffic and allowing left turns to be made only on a green left arrow signal indication, with no pedestrian movement or vehicular traffic conflicting with the left turn. As a result, left-turn movements with “protected-only” phasing have a higher capacity than those with “permissive-only” phasing due to fewer conflicts.

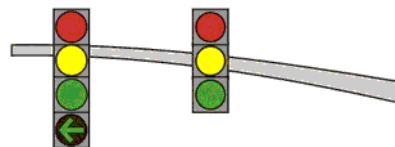


- A combination of protected and permissive left-turn phasing is referred to as protected-permissive left-turn (PPLT) operation. Advantages associated with both protected-permissive and lead-lag operation include a reduction in average delay per left-turn vehicle, the potential to omit a protected left-turn phase, and improvements to arterial progression. Some disadvantages include the permissive phase increasing the potential for vehicle-vehicle and vehicle-pedestrian conflicts, and the limited ability to use lead-lag phase sequences unless special signal head treatments are used.

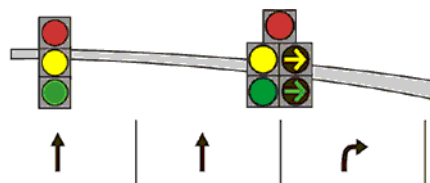


- Split phasing consists of having two opposing approaches time consecutively rather than concurrently (e.g., all movements originating from the west

followed by all movements from the east). Split phase can be implemented in a variety of ways depending on signal controller capabilities and how pedestrian movements are treated.



- Right-turn phasing may be controlled in a permissive or protected manner with different configurations depending on the presence of pedestrians and lane configuration at the intersections. Right turns have been operated on overlap phases to increase efficiency for the traffic signal. An overlap is a set of outputs associated with two or more phase combinations. As described earlier, various movements can be assigned to a particular phase. In some instances, right-turn movements operating in exclusive lanes can be assigned to more than one phase that is not conflicting.



- Lead pedestrian intervals activate the pedestrian “walk” beacon before the corresponding vehicle phase. This provides pedestrians with a few seconds to enter the crosswalk and increase their visibility before the drivers are permitted to enter the intersection. This has been shown to increase turning driver awareness of potential conflicting pedestrians, and reinforce the pedestrian right-of-way in the crosswalk.
- Bicycle signals are specialized signal heads that enable a dedicated bicycle phase. This has been deployed in areas with significant bicycle traffic, such as areas where bicycle

paths run adjacent to the road, or where a significant volume of cyclists are turning through an intersection and would benefit from a dedicated phase.

- Pedestrian-exclusive phases (or “ped scrambles”) are phases where all pedestrian “walk” beacons activate simultaneously, allowing pedestrians to cross all crosswalks or even diagonally across the intersection. This phasing is most practical in intersections with high pedestrian volumes, and in particular, high demand to cross diagonally.
- Advance yield markings are sometimes added to channelized right turns to reiterate to right-turn drivers that they must yield to pedestrians in the crosswalk and drivers on the cross street if there is not a protected right-turn phase.

Source: <https://www.fhwa.dot.gov/publications/research/safety/04091/04.cfm#chp42>, FHWA-HRT-04-091, August 2004

Further Considerations

- To achieve optimum efficiency, traffic signals must be monitored and adjusted to serve changing traffic patterns.
- Traffic engineers collect detailed information about traffic patterns, volumes, and speeds. Once this data is analyzed, new timing plans are developed and field adjustments are implemented as required.
- Traffic signals must be installed pursuant to local, state, and federal standards, most notably from the Manual on Uniform Traffic Control Devices (MUTCD).

Construction Costs

New traffic signals typically cost \$400,000 to \$500,000, while modifications and retimings usually cost significantly less.



CAPACITY TOOLS

STOP CONTROL

Stop control refers to an intersection approach with traffic controlled by a stop sign. Two-way stop-controlled intersections have stop signs controlling traffic on the minor approach or approaches, and traffic is free-flow on the major approaches. All-way stop-controlled intersections have stop signs controlling traffic on all approaches.

Typical Applications

- Two-way stop control is applied where one street should have priority over the other. This is indicated by conditions where the main street has a sufficiently large volume, the minor street has restricted sight lines, or there is a history of crashes at the intersection that might be alleviated by the installation of two-way stop control.
- All-way stop control is applied where all entering traffic should stop before proceeding. This is indicated by conditions where a traffic signal is justified and all-way stop control is an interim measure, where there is a history of crashes at the intersection that might be alleviated by the installation of all-way stop control, or where the entering vehicle, pedestrian, and cyclist traffic is sufficient to warrant all-way stop control.

Further Consideration

- Stop control must be installed pursuant to local, state, and federal standards, most notably from the Manual on Uniform Traffic Control Devices (MUTCD).
- Two-way yield control may be appropriate in place of two-way stop control at low volume intersections with sufficient sight lines.
- Stop signs with embedded rapid flashing lights may be used at intersections with low compliance to raise the visibility of the stop control.

Cost

- Installation of stop control typically costs \$10,000 for signs and pavement markings at a four-legged intersection.

Design Features

- Stop sign facing approaching traffic that shall stop before entry
- Left-side stop signs on sufficiently wide roadways with medians
- Stop bar and pavement markings to increase visibility of the stop control

CAPACITY TOOLS

RADAR FEEDBACK SIGNS

Radar feedback signs are traffic calming devices designed to slow speeders down by alerting them of their speed.



Typical Applications

- These feedback signs have been shown to be effective at reducing speeding and increasing compliance with posted speed limits.
- Radar feedback signs can be installed permanently and solar-powered or hard-wired, or can be attached to a trailer for portable installations.
- Radar feedback signs are often employed to emphasize school zone speed limits.

Design Features

- Radar detection of speed of approaching cars
- Dynamic feedback sign alerting drivers of their speed
- Flashing or other form of alert for drivers over the speed limit
- Posted speed limit sign near speed feedback sign

Further Consideration

- The location of the sign is critical to maximizing benefit while minimizing distraction.
- Many signs are simply appended to existing streetlight or power poles.
- Connecting the sign to the power grid increases reliability, but hard-wiring a connection is often costlier than powering the sign through a solar panel.
- Radar feedback signs should be programmed with an upper limit, typically five or ten miles per hour over the speed limit, to avoid encouraging speeding for “high scores.”
- Mobile radar feedback signs provide greater flexibility and can help target problem areas, but have a higher initial cost and must be parked on the side of the road, which can be an issue on streets with no shoulder.

Cost

- A self-contained radar feedback sign and solar panel unit typically costs around \$18,000.

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INTELLIGENT TRANSPORTATION SYSTEMS (ITS) TOOLS



INTELLIGENT TRANSPORTATION SYSTEMS (ITS) TOOLS

WHAT IS ITS?

The Federal Highway Administration (FHWA) defines ITS as the electronics, communications, and information processing used singly or in combination to improve the efficiency or safety of a surface transportation system. Many people have little knowledge of “formal” ITS, yet they benefit from its existence every day. ITS technology shows up in the phone application that tells you how long it will take you to get to work. It is the technology that allows you to pay tolls while driving at highway speeds. It is the technology that emergency vehicles use to safely travel through arterial intersections without stopping and transit vehicles to receive extended green time when falling behind schedule.



At a high level, ITS technologies make transportation safer and more efficient. The benefits of ITS are wide reaching and applicable to urban and rural populations, commuters and commercial truck drivers; as well as pedestrians, bicyclists and public transportation patrons.

INTELLIGENT TRANSPORTATION SYSTEM (ITS) TOOLS

TRAFFIC SIGNAL SYNCHRONIZATION

Traffic Signal Synchronization is a traffic engineering technique of matching green light times for a series of intersections to enable the maximum number of vehicles to pass through, thereby reducing stops and delays for motorists. Synchronizing traffic signals ensures a better flow of traffic and minimizes gas consumption and pollutant emissions.

Typical Applications

Traffic signal synchronization is often applied along a series of traffic signals that experience similar traffic patterns. These are often grouped into corridors.

Design Features

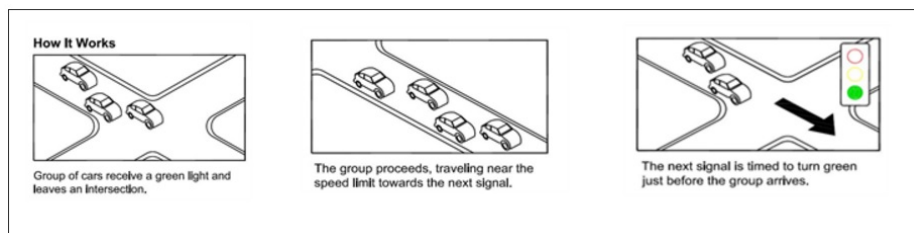
Traffic signals with coordinated timing require a common time source. This can be accomplished through communications to a centrally located server or through GPS clocks.

Further Considerations

- While coordinated timing can improve major street flow, it can cause undue delay to side streets if not implemented properly.
- Bidirectional corridors and grid systems can suffer conflicting coordination plans.
- Signals must be connected to each other and ideally to a city traffic management center to enable communication between signals.

Construction Costs

The cost of signal coordination can vary greatly depending on the length of the corridor, complexity of the system, and readiness of the existing signal hardware for synchronization.



INTELLIGENT TRANSPORTATION SYSTEM (ITS) TOOLS

ADAPTIVE TRAFFIC CONTROL

Adaptive Traffic Control utilizes intersection sensors to evaluate and improve signal timing every couple of minutes, as opposed to traditional time-of-day signal timing that can take three to five years per update cycle.

Typical Applications

Adaptive traffic control is best suited for arterials that experience highly variable or unpredictable traffic demand for which multiple signal timing plans are necessary during a typical time-of-day period. In Menlo Park, adaptive traffic control has been deployed along El Camino Real and Sand Hill Road for years. Plans are underway to expand this technology to other corridors.

Further Considerations

- Adaptive traffic control systems are typically deployed on specific corridors or areas of a City.
- Most adaptive traffic control systems require constant communications with the central server. While the overall network bandwidth is low, the latency requirements are stringent.

Design Features

- Virtually all adaptive traffic control systems require a server located at a central location with communications to each traffic signal.
- Each adaptive traffic control system has its own vehicle detection location and technology requirements.

Construction Costs

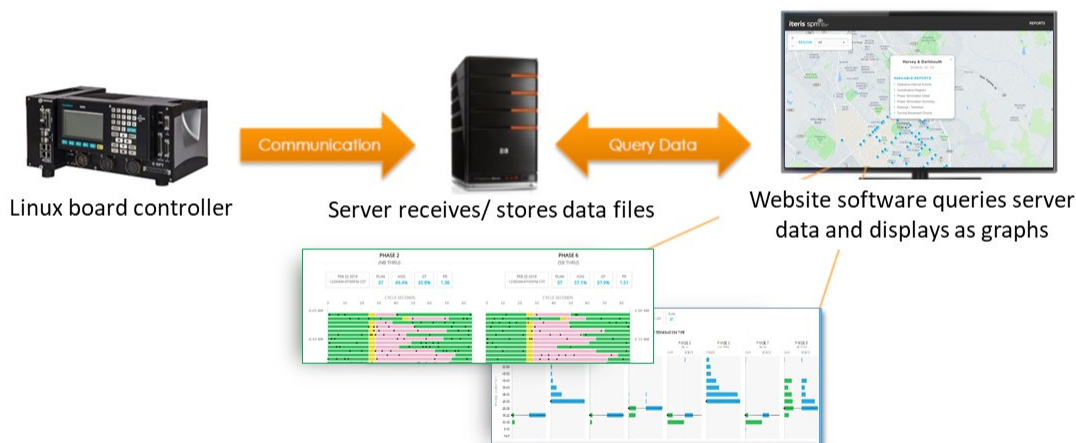
Overall adaptive traffic control costs can vary considerably depending on the specific system selected and vehicle detection and communications infrastructure requirements. On the other hand, traditional Time-of-Day traffic signal timing costs between \$2,500 and \$3,500 per intersection.

INTELLIGENT TRANSPORTATION SYSTEM (ITS) TOOLS

AUTOMATED TRAFFIC SIGNAL PERFORMANCE MEASUREMENT (ATSPM)

ATSPM software analyzes data retrieved from traffic signal devices, visualizes it, and sends alerts about unsafe or inefficient operations. Advancements in traffic controller technology and standardization of controller output messages have paved the way for the development of ATSPM tools.

How Does SPM Work?



1

HOW DOES SPM WORK?

Traffic signal controllers don't necessarily have a "big picture" view of an intersection. They're limited to knowing and reacting to the last thing that happened. Perhaps a car ran over a sensor, an emergency vehicle preempted the normal program, or a pedestrian push button was activated. Controllers are great at reacting, but they aren't good at planning.

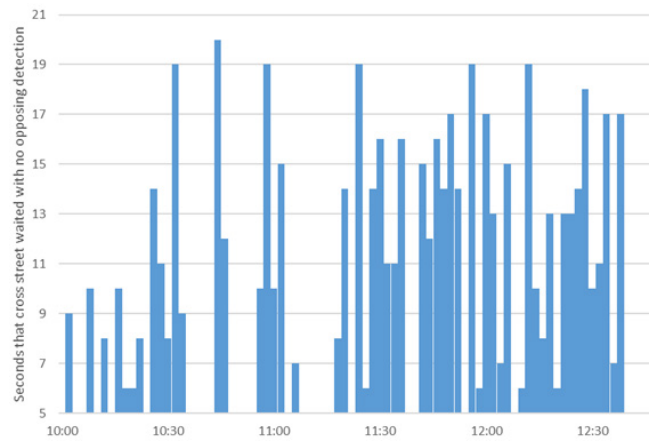
Collecting and storing traffic signal data allows ATSPM to show trends and visualize information in ways that help traffic engineers develop

efficient signal timing plans. For agencies like the City of Menlo Park that have a central traffic control system, some basic reports are available. Simply put, ATSPM combines detector data and signal controller data to tell a more complete picture. For example, knowing that a vehicle arrived on green or entered the intersection on red is much more valuable than just knowing that a vehicle was at an intersection.

Typical Applications

ATSPM systems can provide the following information:

- Faulty pedestrian push-buttons.
- Available green time to shift between signal phases.
- Impacts of emergency vehicle preemption on traffic signal operations.
- Number of vehicles that arrive on green, yellow and red.
- Frequency of red-light runners.
- Amount of time vehicles on a cross street wait with no one traveling on the main street.



Design Features

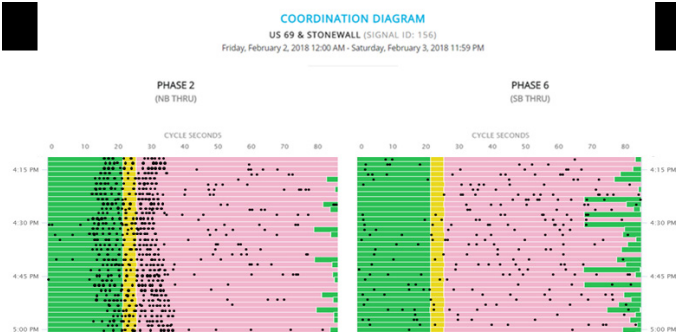
- Traffic signal controllers capable of providing high resolution signal data.
- Ethernet communications between the traffic controller and the ATSPM server.
- Vehicle detection in each lane of an approach located at the stop bar and past the end of the expected queue.

Further Considerations

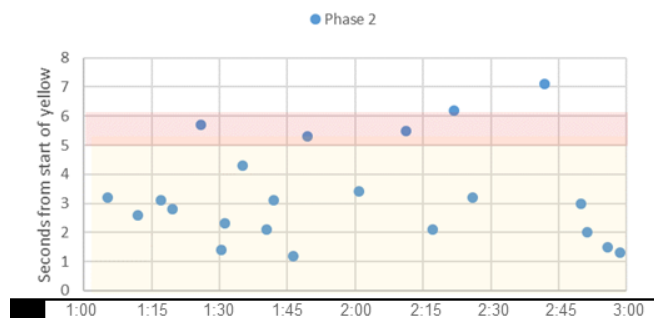
- There are a number of ATSPM solutions available. Some are software modules of a central traffic control system while others are a separate solution.
- Cloud-based ATSPM solutions are becoming more prevalent.

Construction Costs

ATSPM prices can vary widely. Most are priced on a per intersection basis of several hundred dollars per intersection per year plus one-time set up fees.



CLEARANCE INTERVAL ACTIVITY



INTELLIGENT TRANSPORTATION SYSTEM (ITS) TOOLS

TRANSIT SIGNAL PRIORITY

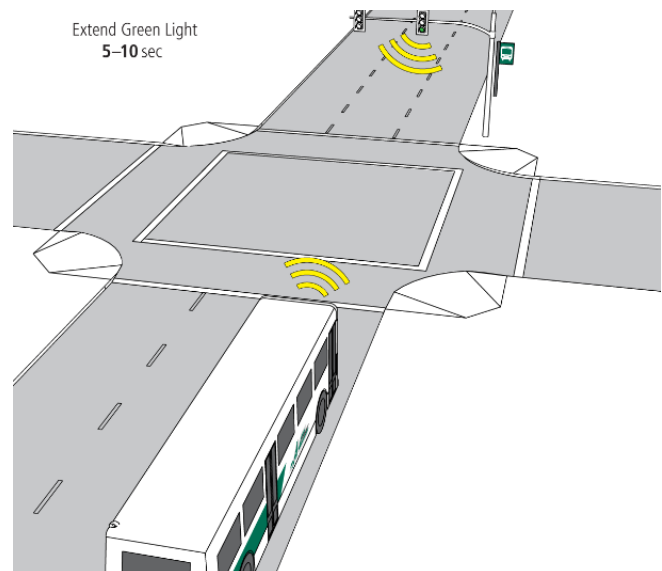
Transit Signal Priority (TSP) is simply the idea of giving special treatment to transit vehicles at signalized intersections. Since transit vehicles can hold many people, giving priority to transit can potentially increase the person throughput of an intersection.

PRIORITY TYPES

A passive priority strategy seeks to favor roads with significant transit use in the area-wide traffic signal timing scheme. Timing coordinated signals at the average bus speed instead of the average vehicle speed can also favor transit vehicles.

By contrast, an active priority strategy involves detecting the presence of a transit vehicle and, depending on the system logic and the traffic situation then existing, giving the transit vehicle special treatment. The system can give an early green signal or hold a green signal that is already displaying. An active system must be able to both detect the presence of a bus and predict its arrival time at the intersection. Near-side stops can complicate the prediction of intersection arrival times. Real-time control strategies can consider not only the presence of a bus but the bus adherence to schedule and the volume of other traffic. One common strategy is to give priority only to late buses (compared to the scheduled time) but not to early buses. This strategy optimizes schedule adherence (and therefore waiting time) rather than running time.

There are many different options for signal priority logic. Real-time, adaptive systems can incorporate information on traffic flow, flow coordination, bus schedule adherence, and prior bus arrival times.



QUEUE JUMPS

A queue jump lane is a short stretch of bus lane combined with traffic signal priority. The idea is to enable buses to by-pass waiting queues of traffic and to cut out in front by getting an early green signal. A special bus-only signal may be required. The queue jump lane can be a right-turn only lane, permitting straight-through movements for buses only. A queue jump lane can also be installed between right-turn and straight-through lanes. A similar arrangement can be used to permit a bus to cross traffic lanes to make a left turn immediately after serving a curb-side stop.

Typical Applications

- TSP and queue jumps are applied typically along major transit corridors, especially those with reliability issues due to congestion.
- Queue jumps can also enable buses to skip past known congestion points, such as ramp meters.

Design Features

- Roadway geometry and surrounding land development directly impacts the number of traffic signals and transit stops in the area which affects the overall utility of TSP in an area.
- Selecting traffic signal hardware and software that are support TSP operations.

Further Considerations

- TSP is best suited for agencies with a philosophy of minimizing total person delay instead of total vehicle delay. Total person delay can be reduced by improving transit schedule reliability and performance.
- Pedestrians have a great influence on TSP operations. In most instances the time required for a pedestrian to cross the street limits the time available for TSP.
- Queue jumps need to be as long or longer than the queue they are bypassing. Otherwise, a bus might become stuck in the queue until it dissipates, negating the benefit of the queue jump lane.

Construction Costs

TSP prices can vary widely based on infrastructure readiness for TSP hardware and operations, but may cost around \$8,000 to \$35,000. Queue jumps are significantly more expensive at \$500,000 to \$2,000,000, depending on right-of-way needs, roadway widening, restriping, and other physical modifications.

INTELLIGENT TRANSPORTATION SYSTEM (ITS) TOOLS

COMMUNICATIONS INFRASTRUCTURE

Robust and reliable communications between each ITS field device and a central system (cloud-based or local data center based) or between a vehicle and an ITS field device is to the successful deployment of every ITS strategy. ITS communications have evolved over the last 25 years from serial data communications and analog video transmission to Ethernet based communications protocols that can support up to Gigabit speeds (1,000 Mbps) over a wide variety of physical media including twisted copper pair cable, fiber optic cable and wireless. Public agencies such as the City of Menlo Park have the ability to either lease communications bandwidth from private sector providers or build and operate their own infrastructure.

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STORMWATER TOOLS

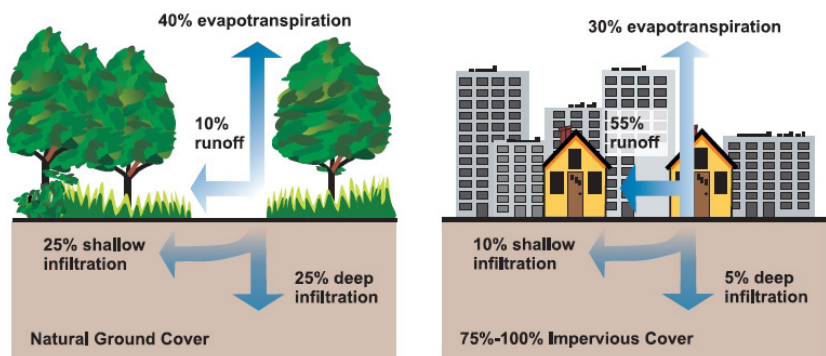


STORMWATER TOOLS

Stormwater control is the practice of lessening the impact human construction and development has on the natural environment by reducing, redirecting, storing, and filtering stormwater runoff. This includes methods to prevent erosion and particle build up, allow water to seep into the ground, and treat the water in natural or manmade ways.

Stormwater runoff is any rainwater that flows over the surface. In a natural setting, most stormwater seeps into the ground, in a process called infiltration. This process removes impurities from the water and refills the natural water table.

Stormwater runoff is a leading source of water pollutants. Although stormwater runoff is a natural process, human developments can negatively change natural draining and introduce pollutants to the natural environment.



Human development creates “impervious surfaces”, areas like concrete or asphalt which prevent water from infiltrating into the soil. This increases the amount of runoff which carries litter, chemicals, oil, fertilizers, and other pollutants straight into storm drains that flow directly into streams, lakes, and oceans. This increased runoff travels at a faster speed and in greater amounts which also causes creek channels to erode.

Considering this, road construction projects are sometimes required to use stormwater treatment methods as mandated by certain provisions of the Municipal Regional Stormwater NPDES Permit (MRP). Specifically, the City is required by the MRP to establish protocols to evaluate roadway projects relative to factors such as funding, feasibility, and pollutant reductions. While a Citywide Green Stormwater Master Plan is underway, this section provides information about the benefits of Green Infrastructure and examples of treatments that can be integrated into roadway projects.

Construction costs of Green Infrastructure treatments can vary widely based on tributary area, utility conflicts, availability of nearby storm drain infrastructure, and other site-specific constraints. The construction costs identified for each of the following treatments are intended to be used for comparison purposes only. These costs are for similarly sized typical installations with little-to-no complications.

STORMWATER TOOLS

BIORETENTION AREA

Bioretention areas are concave landscaped areas that filter water through soil and plant treatment processes.

**Typical Applications**

- Any development
- Landscape design element
- Drainage area up to 2 acres

Design Features:

- Normally consists of a ponding area, mulch, plants and specialized treatment soil (also known as bio-soils mix), and a rock layer with underdrain connected to the municipal storm drain system.
- Can maximize infiltration or prevent infiltration based on project conditions such as utility placement conflicts or a high groundwater table.
- Creates a landscaped open area

Further Considerations

- Bioretention areas can clog and need irrigation as they are landscape features.
- They need low sideslopes and a generally flat area.
- Soil needs a high rate of permeability to avoid flooding.
- Walls add cost, but allow greater flexibility by reducing the minimum width from 21 feet to three feet.

Construction Cost

Bioretention areas typically cost \$15,000 to \$20,000 with walls, and \$12,000 to \$15,000 without walls.

STORMWATER TOOLS

FLOW-THROUGH PLANTERS

Similar to bioretention areas, flow-through planters treat water by receiving runoff, filtering pollutants as the runoff passes through the soil layer, and collecting the water into an underdrain. Generally, they are hard-edged stormwater management facilities with an impermeable base.



Typical Applications

- Flow-through planters can be a great way for dense urban areas to increase permeability and reduce runoff.
- They can be next to buildings and roadways to capture roadway pollutants and increase urban vegetation.

Design Features

- Flow-through planters are versatile and low maintenance.
- Permeable surface allows for the percolation of runoff and capture of pollutants. This reduces peak discharge flows as well as roadway pollutants entering local waterways.

Further Considerations

- The plant species need to be carefully chosen to maximize impact and minimize maintenance.
- Planters can clog if not maintained or oversaturated.

Construction Cost

A flow-through planter treatment typically costs \$15,000 to \$20,000.

STORMWATER TOOLS

SILVA CELL

Silva Cells are patented underground bioretention systems that provides space for stormwater detention and additional uncompacted soil volume for tree root growth. They work in tandem with trees to intercept and absorb stormwater

**Typical Applications**

Silva cells can be applied to sidewalks, roadways, and plazas to increase stormwater retention.

Design Features

- Underground chamber to collect and retain stormwater
- Street trees to absorb stormwater
- Pervious surface or other form of stormwater inlet

Further Considerations:

- Silva cells need to be judiciously applied, as they can be expensive.
- Silva cells work best in tandem with trees.
- A width of at least four feet must be provided to ensure effectiveness.

Construction Cost

A silva cell application typically costs around \$5,000 to \$10,000.

STORMWATER TOOLS

VEGETATED SWALE

Vegetated swales are shallow channels lined with vegetation on the sides and bottom.



Typical Applications

- Vegetated swales are usually found on roadway medians and shoulders in places of low flow
- Useful for redirecting runoff and promoting infiltration of stormwater and capture of roadway pollutants.

Design Features

- Shallow channel along roadsides and medians
- Typically filled with low- or no-maintenance vegetation to aid in runoff capture

Further Considerations

- Vegetated swales are not effective in areas of high flows
- As they are ultimately a stormwater channel, either flat or steep grades can reduce effectiveness and present other problems.
- Typically, a minimum of 15 feet is needed.

Construction Cost

A vegetated swale treatment typically costs \$8,000 to \$10,000.

STORMWATER TOOLS

INFILTRATION TRENCH

Infiltration trenches are long trenches filled with rocks and lined with filter fabric.



Typical Applications

- Areas with well-drained native soils
- Places with limited space (too narrow for a vegetated swale or other wide treatment)
- Can be used as a landscape buffer

Design Features

- Pervious rocks increases groundwater recharge
- Filter fabric removes suspended solids
- Runoff infiltration reduces peak stormwater discharge into nearby bodies of water.

Further Considerations

- Frequent maintenance is needed as trenches can clog
- It can often be hard to remove excessive coarse sediments.
- Drainage areas larger than five acres or with steep slopes should be avoided
- Retained water should drain within five days to avoid bacterial growth
- An observation area should be provided to monitor conditions.

Construction Cost

An infiltration trench typically costs \$3,000 to \$6,000.

STORMWATER TOOLS

SUBSURFACE INFILTRATION SYSTEM

Subsurface infiltration systems (or “infiltration galleries”) are underground vaults or pipes that infiltrate and store stormwater.



Typical Applications

- Storage can be large diameter perforated pipes, vaults, or chambers with open bottoms
- Systems allow infiltration while preserving the land surface for parking lots, parks etc.
- Can be used in large common areas or parking lots

Design Features

- These systems are flexible as they can match almost any shape and size needed
- As they can be placed under features, there is no visual or other negative surface impact

Further Considerations

- Water to be infiltrated needs pretreatment to remove sediments and pollutants, which makes them ill suited for highly contaminated areas or industrial sites.
- Infiltration systems do not work well with steep areas.
- Maintenance and monitoring are needed to avoid standing water.

Construction Cost

A subsurface infiltration system can cost \$10,000 to \$20,000.

STORMWATER TOOLS

PERVIOUS/PERMEABLE PAVEMENT

Pervious pavement are surface layers that allow water to pass through it. The water is stored and allowed to infiltrate into the ground.

**Typical Applications**

- Types: porous asphalt, pervious concrete, permeable interlocking concrete pavers, permeable concrete pavers. Permeable pavers allow infiltration across the entire surface while permeable interlocking concrete pavers use the joint space between pavers to infiltrate.
- Types: porous asphalt, pervious concrete, permeable interlocking concrete pavers, permeable concrete pavers. Permeable pavers allow infiltration across the entire surface while permeable interlocking concrete pavers use the joint space between pavers to infiltrate.
- Locations include roadways, parking lots, sidewalks, plazas, and other spaces that are too limited for biotreatment.

Design Features

- They have a relatively high flow capacity, which reduces runoff volume substantially.
- Filtration action can remove fine particles and reduce the need for treatment.

Further Considerations

- Can be expensive to install and maintain.
- Maintenance required to avoid clogs and potholing.
- High traffic areas should be avoided as permeable pavements tend to be weaker than traditional pavements.

Construction Cost

Permeable pavements typically cost around \$5,000 to \$8,000.

STORMWATER TOOLS

TREE WELL FILTER

Tree well filters are pits filled with biotreatment mix, planted with a tree (or other), and underlain with drainage. They can be designed as open or closed bottom systems to promote or prevent infiltration.



Typical Applications

- As tree well filters are small, they are well suited to areas with limited space
- They can be placed next to roadways or sidewalks

Design Features

- Small size allows for great versatility
- Combinable with vegetation to increase infiltration and bioretention

Considerations

- Can be expensive to install and requires maintenance to prevent clogs.
- While versatile in location within a project, tree well filters are limited by types of projects.
- Tree well filters need at least four feet of curb space, along with enough depth for effective vegetation.

Construction Cost

A typical cost for a tree well filter is \$10,000.

STORMWATER TOOLS

MEDIA FILTER

Media filters are flow through treatment systems located in manholes or catch basins that screen and absorb contaminants.

Typical Applications:

Media filters can be used in areas of limited space, such as urban areas.

Design Features

- Media filters are installed underground as a pre-treatment before a surface project is constructed.
- They are versatile and flexible in use.
- As they are underground, they present minimal impact to surface features.

Further Consideration

- Media filters are typically allowed only for special projects
- As they are buried underground, there is little chance for trash removal
- They are best installed with new projects
- Media filters can be expensive to construct and maintain

Construction Cost

A new media filter typically costs \$10,000.





Appendix E

Citywide Collisions

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
12-2042	07/02/2012	851	BAY RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	23
12-2044	07/02/2012	1032	400 EL CAMINO REAL	2	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
12-2047	07/02/2012	1523	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
12-2051	07/03/2012	1002	100 WILLOW RD	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	22
12-2055	07/03/2012	1507	1259 EL CAMINO REAL	4	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
12-2057	07/03/2012	1554	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	25A
12-2061	07/03/2012	1808	WILLOW RD/IVY DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
12-2086	07/06/2012	1034	GLENWOOD AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-2089	07/06/2012	1615	CHESTNUT ST/SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-2094	07/07/2012	31	BAYFRONT EX/MARSH RD	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
12-2105	07/08/2012	1848	MADERA AV/BAY RD	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	16
12-2114	07/09/2012	1352	1275 SANTA CRUZ AV	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	27
12-2124	07/10/2012	1350	OAK GROVE AV/CRANE ST	0	1	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	26
12-2132	07/10/2012	2104	SANTA CRUZ AV/COTTON ST	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	27
12-2146	07/12/2012	953	WOODLAND AV/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	22
12-2149	07/12/2012	1343	1100 CRANE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
12-2150	07/12/2012	1429	ALMA ST/RAVENSWOOD AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
12-2158	07/13/2012	1129	GILBERT AV/WILLOW RD	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	22
12-2159	07/13/2012	1125	MIDDLEFIELD RD/WOODLAND AV	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	22
12-2160	07/13/2012	1347	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
12-2175	07/13/2012	1300	700 MENLO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-2170	07/14/2012	2235	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25A
12-2172	07/15/2012	412	MARSH RD/BAYFRONT EX	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
12-2174	07/15/2012	1228	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
12-2180	07/16/2012	1030	MARSH RD/101	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17A
12-2204	07/16/2012	1530	GILBERT AV/POPE ST	0	0	0	0 Other Motor Vehicle	22100 (b) CVC - Failure to yield to oncoming traffic left turn	Side swipe	22
Dec-02	07/17/2012	918	WILLOW RD/HAMILTON AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
12-2201	07/18/2012	903	500 WILLOW RD	0	0	0	0 Other Motor Vehicle	21754 (a) CVC - Passing on the right	Side swipe	22
12-2207	07/18/2012	1704	2825 SAND HILL RD	0	0	0	0 Other Motor Vehicle	22101 (d) CVC - Disregard of posted control devices	Side swipe	30
12-2209	07/19/2012	916	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	25A
12-2224	07/19/2012	2100	200 FELTON DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25
12-2226	07/20/2012	1425	1200 HOOVER ST	0	0	0	0 Fixed Object	20002 CVC - Hit and run no injuries	Hit object	26
12-2237	07/21/2012	1315	NEWBRIDGE ST/SEVIER AV	0	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	17
12-2240	07/21/2012	1403	SANTA MONICA AV/COLEMAN AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
12-2251	07/22/2012	1045	MENLO AV/CHESTNUT ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
12-2254	07/22/2012	1412	675 SHARON PARK DR	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Hit object	30
12-2261	07/23/2012	900	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
12-2267	07/23/2012	1810	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
12-2270	07/23/2012	2112	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	18
12-2274	07/24/2012	1048	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Object	22350 CVC - Speeding	Hit object	17
12-2275	07/24/2012	1430	EL CAMINO REAL/OAK GROVE AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-2278	07/24/2012	1805	MIDDLE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22100 (b) VC - Failure to yield to oncoming traffic left turn	Side swipe	26
12-2293	07/26/2012	813	WILLOW RD/BAY RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	16
12-2297	07/26/2012	1705	EL CAMINO REAL/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-2306	07/27/2012	1655	PIERCE RD/CARLTON AV	0	0	0	0 Fixed Object	35250 CVC - Vehicle height too high	Hit object	17
12-2308	07/27/2012	1707	MARSH RD/SCOTT DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	4109
12-2320	07/28/2012	1322	1168 MADERA AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
12-2323	07/28/2012	1605	HOOVER ST/OAK GROVE AV	1	0	0	0 Pedestrian	22107 CVC - Unsafe lane change	Vehicle-Pedestrian	26
12-2325	07/28/2012	1910	MENLO AV/EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	26
12-2344	07/29/2012	1216	RAVENSWOOD AV/LAUREL ST	0	0	0	0 Bicycle	Lost Balance	Other	25
12-2346	07/30/2012	1500	1895 OAK KNOLL LN	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	28
12-2352	07/30/2012	1230	RINGWOOD AV/MIDDLEFIELD RD	1	0	0	0 Pedestrian	21453 (a) CVC - Stopped over limit line	Vehicle-Pedestrian	25
12-2357	07/30/2012	1752	MENLO AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	26
12-2356	07/31/2012	940	ALMA ST/BURGESS DR	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	25
12-2359	07/31/2012	833	WILLOW RD/HAMILTON AV	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	17
12-2361	07/31/2012	1306	MENLO AV/EVELYN ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
12-2362	07/31/2012	1528	MADERA AV/IVY DR	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	17
12-2363	07/31/2012	1530	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-2365	07/31/2012	1940	2825 SAND HILL RD	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	30
12-2373	08/01/2012	909	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	29
12-2383	08/01/2012	1745	VALPARAISO AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
12-2411	08/01/2012	1145	WILLOW RD/GILBERT AV	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	22
12-2449	08/01/2012	1745	VALPARAISO AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
12-2398	08/02/2012	1729	EL CAMINO REAL/ROBLE AV	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	26
12-2408	08/02/2012	2100	3500 HAVEN AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	17
12-2412	08/03/2012	1726	MIDDLE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	26
12-2414	08/03/2012	2200	1118 MADERA AV	0	0	0	0 Parked Motor Vehicle	21663 CVC - Operate a motor vehicle on a sidewalk	Side swipe	17
12-2438	08/06/2012	1802	RAVENSWOOD AV/PINE ST	1	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Other	25
12-2445	08/07/2012	707	WILLOW RD/OBRIEN DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
12-2450	08/07/2012	1313	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Object	22350 CVC - Speeding	Hit object	17
12-2454	08/07/2012	1313	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Object	22350 CVC - Speeding	Hit object	17
12-2460	08/07/2012	1942	3500 HAVEN AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
12-2484	08/09/2012	758	SAGE ST/HAMILTON AV	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	17
12-2491	08/09/2012	1330	MARSH RD/INDEPENDENCE DR	1	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	17
12-2497	08/10/2012	905	1601 WILLOW RD	0	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	18
12-2501	08/10/2012	2316	WILLOW RD/IVY DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
12-2502	08/11/2012	231	BAYFRONT EX/CHRYSLER DR	0	1	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Broadside	17
12-2518	08/13/2012	1431	EL CAMINO REAL/ENCINAL AV	2	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	25A
12-2520	08/13/2012	1600	EL CAMINO REAL/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-2870	08/13/2012	415	1355 ADAMS CT	0	0	0	0 Parked Motor Vehicle	20002 CVC - Hit and run no injuries	Rear end	18
12-2529	08/14/2012	1545	899 SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
12-2721	08/14/2012	1600	SAND HILL RD/SAND HILL CI	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
12-2552	08/16/2012	939	MARSH RD/BAYFRONT EX	1	0	0	0 Non-Collision	22350 CVC - Speeding	Overtaken	17
12-2553	08/16/2012	1042	EL CAMINO REAL/CAMBRIDGE AV	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	26
12-2723	08/16/2012	1230	1010 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	25A
12-2573	08/17/2012	1944	154 SEMINARY DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	24
12-2586	08/19/2012	1732	MARSH RD/101	4	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
12-2598	08/20/2012	1736	ALTSCHUL AV/SHARON RD	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	29
12-2606	08/21/2012	1826	SANTA CRUZ AV/DOYLE ST	0	0	0	0 Pedestrian	22350 CVC - Speeding	Vehicle-Pedestrian	26
12-2607	08/21/2012	1915	IVY DR/CARLTON AV	0	0	0	0 Other Motor Vehicle	20002 CVC - Hit and run no injuries	Side swipe	17

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
12-2914	08/21/2012	1500	618 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
12-2614	08/22/2012	1207	EL CAMINO REAL/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-2616	08/22/2012	1314	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-2618	08/22/2012	1552	RAVENSWOOD AV/PINE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
12-2620	08/23/2012	945	MENLO AV/CHESTNUT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
12-2627	08/24/2012	548	WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
12-2628	08/24/2012	740	OAK GROVE AV/MERRILL ST	0	0	0	0 Other Motor Vehicle	21755 (a) CVC - Passing on the shoulder	Side swipe	25A
12-2650	08/26/2012	1200	600 ROBLE AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-2656	08/27/2012	1255	SAGA LN/SAND HILL RD	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	30
12-2662	08/27/2012	1445	154 SEMINARY DR	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	24
12-2667	08/27/2012	2154	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
12-2668	08/28/2012	512	HOLLYBURN AV/HAMILTON AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
12-2671	08/28/2012	1111	SANTA CRUZ AV/OLIVE ST	1	0	0	0 Bicycle	22517 CVC - Open door into oncoming traffic	Other	27
12-2677	08/28/2012	1513	SAND HILL RD/SHARON PARK DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
12-2678	08/28/2012	1439	SAND HILL RD/BRANNER DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
12-2689	08/29/2012	1124	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
12-2705	08/30/2012	1148	DURHAM ST/ARNOLD WY	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
12-2708	08/30/2012	1530	701 LAUREL ST	0	0	0	0 Other Object	22106 CVC - Unsafe backing	Hit object	25
12-2711	08/30/2012	2013	SAND HILL RD/SHARON PARK DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
12-2714	08/31/2012	855	309 CONSTITUTION DR	0	0	0	0 Non-Collision	22350 CVC - Speeding	Overturned	17
12-2715	08/31/2012	1001	WILLOW ALLEY/NEWBRIDGE ST	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
12-2716	08/31/2012	745	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-2732	09/02/2012	1034	1600 MARSH RD	0	1	0	0 Bicycle	None	Other	17
12-2733	09/02/2012	1218	EL CAMINO REAL/VALPARAISO AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-2735	09/02/2012	1417	1540 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-2743	09/03/2012	1030	MONTE ROSA DR/SHARON PARK	0	0	0	0 Other Motor Vehicle	21460 (a) CVC - Cross double yellow lines	Side swipe	30
12-2749	09/04/2012	1130	SANTA CRUZ AV/EL CAMINO REAL	1	0	0	0 Pedestrian	21955 CVC - Jaywalking	Vehicle-Pedestrian	26
12-2758	09/05/2012	838	OBRIEN DR/WILLOW RD	1	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	18
12-2762	09/05/2012	1253	3705 HAVEN AV	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	17
12-2764	09/05/2012	1514	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
12-2769	09/06/2012	1019	2800 SAND HILL RD	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
12-2773	09/06/2012	1544	SANTA CRUZ AV/SAN MATEO DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
12-2775	09/06/2012	1701	SAND HILL RD/BRANNER DR	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	30
12-2778	09/06/2012	1845	GLENWOOD AV/LAUREL ST	0	0	0	0 Motor Vehicle on Other	22450 (a) CVC - Stop after the limit line	Broadside	25
12-2787	09/07/2012	1425	MENLO AV/DOYLE ST	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	26
12-2788	09/07/2012	1454	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
12-2817	09/08/2012	1210	325 SHARON PARK DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	30
12-2810	09/09/2012	2021	1110 MARSH RD	0	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Other	17A
12-2813	09/10/2012	817	1800 WHITE OAK DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	28
12-2814	09/10/2012	900	MIDDLEFIELD RD/WOODLAND AV	1	0	0	0 Bicycle	21750 (a) CVC - Pass other than on the left	Other	22
12-2825	09/11/2012	1454	WILLOW RD/IVY DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	17
12-2826	09/11/2012	1615	SANTA CRUZ AV/DOYLE ST	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Side swipe	26
12-2862	09/11/2012	930	WILLOW RD/101	2	0	0	0 Other Motor Vehicle	Unknown	Side swipe	16
12-2832	09/12/2012	1449	2140 SANTA CRUZ AV	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	29
12-2833	09/12/2012	1721	MARSH RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
12-2843	09/13/2012	1036	301 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-2846	09/13/2012	1327	500 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
12-2928	09/13/2012	1700	2225 SHARON RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	30
12-2865	09/15/2012	139	SHARON PARK DR/SAND HILL RD	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	30
12-2878	09/15/2012	1730	300 HAMILTON AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
12-2900	09/18/2012	753	MARSH RD/FLORENCE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
12-2908	09/19/2012	145	SAND HILL RD/SAND HILL CI	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	30
12-2985	09/20/2012	816	LAUREL ST/RAVENSWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
12-2930	09/21/2012	1344	RAVENSWOOD AV/ALMA LN	1	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	25
12-2934	09/21/2012	1130	1401 WILLOW RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
12-3024	09/23/2012	2110	190 CONSTITUTION DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
12-2956	09/24/2012	855	815 EL CAMINO REAL	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
12-2960	09/24/2012	1224	1000 CURTIS ST	0	0	0	0 Other Motor Vehicle	22517 CVC - Open door into oncoming traffic	Side swipe	26
12-2980	09/25/2012	815	2440 SAND HILL RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
12-2998	09/27/2012	1407	1255 SANTA CRUZ AV	1	0	0	0 Other Object	22350 CVC - Speeding	Hit object	27
12-3001	09/27/2012	1502	OAK GROVE AV/CRANE ST	1	0	0	0 Bicycle	21802 (a) CVC - Failure to yield to oncoming traffic	Other	26
12-3002	09/27/2012	1928	725 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	26
12-3005	09/27/2012	2340	2825 SAND HILL RD	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	30
12-3018	09/28/2012	2113	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-3026	09/29/2012	1932	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	18
12-3038	09/29/2012	1400	851 ROBLE AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
12-3030	09/30/2012	2	EL CAMINO REAL/CREEK DR	1	1	0	0 Pedestrian	21954 (a) CVC - Pedestrian yield to traffic	Vehicle-Pedestrian	26
12-3039	09/30/2012	1944	500 NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	21650 CVC - Driving on wrong side of road	Side swipe	17
12-3041	10/01/2012	1300	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	Unknown	Other	26
12-3050	10/02/2012	1436	RINGWOOD AV/OAKWOOD PL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	16
12-3066	10/03/2012	1945	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	29
12-3074	10/04/2012	1433	EL CAMINO REAL/COLLEGE AV	0	0	0	0 Other Motor Vehicle	22517 CVC - Open door into oncoming traffic	Side swipe	26
12-3077	10/04/2012	1638	SHARON PARK DR/WARNER	0	0	0	0 Other Object	22350 CVC - Speeding	Hit object	30
12-3082	10/05/2012	1244	700 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
12-3094	10/06/2012	1602	CAMBRIDGE AV/EL CAMINO REAL	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
12-3100	10/06/2012	1240	600 SANTA CRUZ AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
12-3109	10/08/2012	101	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	25A
12-3702	10/08/2012	1039	899 HAMILTON AV	0	0	0	0 Parked Motor Vehicle	Private Property	Other	17
12-3127	10/09/2012	1808	700 COLEMAN AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	22
12-3134	10/10/2012	650	EL CAMINO REAL/LIVE OAK AV	1	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	26
12-3163	10/12/2012	1045	WAVERLEY ST/KENT PL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	25
12-3167	10/12/2012	1045	329 WAVERLEY ST	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	25
12-3186	10/13/2012	1645	RINGWOOD AV/BAY RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	16
12-3188	10/14/2012	404	EL CAMINO REAL/ENCINAL AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-3192	10/14/2012	1335	HAVEN CT/HAVEN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
12-3193	10/14/2012	1807	MENALTO AV/E OKEEFE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	21
12-3198	10/15/2012	942	2800 SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
12-3213	10/16/2012	1845	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	20002 CVC - Hit and run no injuries	Side swipe	26
12-3216	10/17/2012	915	EL CAMINO REAL/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	25A
12-3226	10/17/2012	1900	1900 OAK AV	1	0	0	0 Other Object	None	Hit object	28

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
12-3243	10/19/2012	1100	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-3247	10/19/2012	1400	1200 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
12-3248	10/19/2012	1300	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Other	26
12-3250	10/19/2012	1646	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-3270	10/21/2012	1409	WOODLAND AV/EMMA LN	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	21
12-3277	10/22/2012	628	DURHAM ST/WILLOW RD	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	22
12-3284	10/23/2012	556	MARSH RD/101	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	17A
12-3302	10/24/2012	740	HOOVER ST/VALPARAISO AV	0	0	0	0 Fixed Object	21658 (A) CVC - Divided road unsafe lane change	Hit object	26
12-3305	10/24/2012	1538	RAVENSWOOD AV/LAUREL ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
12-3307	10/24/2012	1530	MIDDLEFIELD RD/WOODLAND AV	0	0	0	0 Bicycle	21750 (a) CVC - Pass other than on the left	Other	22
12-3308	10/24/2012	1741	BRANNER DR/SAND HILL RD	0	0	0	0 Other Motor Vehicle	21453(a) CVC - Stopped over limit line	Broadside	30
12-3311	10/25/2012	710	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
12-3312	10/25/2012	845	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
12-3323	10/27/2012	334	MARSH RD/101	0	0	0	0 Motor Vehicle on Other	23152 (A) & (B) CVC - Drunk driving	Rear end	17A
12-3335	10/28/2012	1405	700 EL CAMINO REAL	2	0	0	0 Fixed Object	None	Hit object	26
12-3368	11/01/2012	904	700 LAUREL ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25
12-3370	11/01/2012	1156	WILLOW RD/IVY DR	1	0	0	0 Other Motor Vehicle	21806 (a) CVC - Failure to yield to emergency vehicle	Broadside	17
12-3375	11/01/2012	1617	CHILCO ST/IVY DR	2	0	0	0 Other Motor Vehicle	21650 CVC - Driving on wrong side of road	Head-on	17
12-3376	11/01/2012	1740	BRANNER DR/SAND HILL RD	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	30
12-3384	11/02/2012	1530	WILLOW RD/CLOVER LN	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
12-3386	11/02/2012	1823	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	25A
12-3395	11/03/2012	1733	MARSH RD/101	0	0	0	0 Non-Collision	22101 (d) CVC - Disregard of posted control devices	Other	17A
12-3408	11/05/2012	1123	MARSH RD/101	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
12-3411	11/05/2012	1512	SANTA CRUZ AV/SAND HILL RD	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
12-3412	11/05/2012	1445	1100 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
12-3416	11/05/2012	2022	100 EL CAMINO REAL	0	1	0	0 Bicycle	23152 (A) & (B) CVC - Drunk driving	Overturned	26
12-3558	11/05/2012	1630	ENCINAL AV/EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-3417	11/06/2012	600	RAVENSWOOD AV/EL CAMINO	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	25A
12-3420	11/06/2012	943	BAYFRONT EX/WILLOW RD	2	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	18
12-3425	11/06/2012	1437	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Parked Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	26
12-3426	11/06/2012	1650	EL CAMINO REAL/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
12-3428	11/06/2012	1835	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	25
12-3429	11/06/2012	1942	RAVENSWOOD AV/LAUREL ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
12-3497	11/06/2012	2120	NEWBRIDGE ST/WILLOW RD	0	0	0	0	Unknown - Outside assist for another agencies accident		99
12-3445	11/08/2012	1116	525 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
12-3448	11/08/2012	1351	BAYFRONT EX/CHILCO ST	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
12-3450	11/08/2012	1715	MONTE ROSA DR/LOMA PRIETA LN	0	0	0	0 Fixed Object	21658 (A) CVC - Divided road unsafe lane change	Hit object	30
12-3451	11/09/2012	605	CONSTITUTION DR/JEFFERSON DR	1	0	0	0 Other Motor Vehicle	21752 (d) CVC - No passing on left when view is obstructed	Side swipe	17
12-3452	11/09/2012	1029	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	29
13-3470	11/11/2012	1104	FELTON DR/ENCINAL AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25
12-3500	11/12/2012	1405	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	Private Property	Rear end	26
12-3488	11/13/2012	1637	MENLO AV/EVELYN ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
12-3490	11/14/2012	457	BAYFRONT EX/CHILCO ST	0	0	0	0 Fixed Object	21755 (a) CVC - Unsafe passing on the right lane	Hit object	17
12-3491	11/14/2012	823	MENLO AV/CHESTNUT ST	0	0	0	0 Other Motor Vehicle	21750 (a) CVC - Pass other than on the left	Side swipe	26
12-3494	11/14/2012	1035	RAVENSWOOD AV/MIDDLEFIELD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
12-3499	11/14/2012	1645	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
12-3501	11/14/2012	1750	CHESTER ST/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	22
12-3502	11/14/2012	1850	BAY RD/VAN BUREN RD	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	23
12-3506	11/15/2012	806	BAYFRONT EX/MARSH RD	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17
12-3507	11/15/2012	1130	60 MIDDLEFIELD RD	0	0	0	0 Parked Motor Vehicle	Private Property	Other	22
12-3509	11/15/2012	1815	BAYFRONT EX/UNIVERSITY AV	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	18
12-3513	11/16/2012	1415	900 WILLOW RD	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	22
12-3524	11/17/2012	2300	325 SHARON PARK DR	0	0	0	0 Other Motor Vehicle	Unknown	Other	30
12-3525	11/17/2012	1940	EL CAMINO REAL/CAMBRIDGE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
12-3531	11/19/2012	1225	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-3539	11/19/2012	2140	240 E OKEEFE ST	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	99
12-3540	11/20/2012	322	SAND HILL RD/SAGA LN	1	0	0	0 Non-Collision	22350 CVC - Speeding	Overturned	30
12-3555	11/20/2012	630	MENLO AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
12-3553	11/21/2012	815	MENLO AV/EVELYN ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-3556	11/21/2012	1000	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	29
12-3561	11/21/2012	2038	BAYFRONT EX/MARSH RD	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
12-3575	11/24/2012	215	OLIVE ST/MIDDLE AV	2	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	28
12-3579	11/24/2012	1524	SANTA CRUZ AV/SHERMAN AV	1	0	0	0 Bicycle	21804 (a) CVC - Failure to yield when exiting private	Other	28
12-3600	11/26/2012	1856	WILLOW RD/IVY DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
12-3602	11/26/2012	2125	EL CAMINO REAL/MENLO AV	1	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	25A
12-3606	11/27/2012	1445	OAK GROVE AV/CHESTNUT ST	1	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	26
12-3608	11/27/2012	1549	1014 MADERA AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	16
12-3682	11/27/2012	1030	MENLO AV/CRANE ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	26
12-3630	11/30/2012	719	DURHAM ST/WILLOW RD	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	22
12-3631	11/30/2012	735	WILLOW RD/OKEEFE ST	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	22
12-3636	12/01/2012	750	EL CAMINO REAL/GLENWOOD AV	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Head-on	25A
12-3652	12/03/2012	1050	643 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-3734	12/05/2012	1700	800 ALMA ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
12-3683	12/06/2012	1310	SANTA CRUZ AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
12-3686	12/06/2012	1659	LEE DR/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
12-3687	12/06/2012	1720	VALPARAISO AV/CAMINO POR LOS	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
12-3688	12/06/2012	1836	500 EL CAMINO REAL	1	0	0	0 Bicycle	21202 (a) CVC - Bicyclist in nondesignated lane of traffic	Broadside	26
12-3705	12/06/2012	800	HARKINS AV/ALT SCHUL AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	29
12-3695	12/07/2012	1446	EL CAMINO REAL/CAMBRIDGE AV	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	26
12-3697	12/07/2012	1647	SANTA CRUZ AV/ELDER AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
12-3736	12/07/2012	1405	1300 MILLS ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
12-3703	12/08/2012	1137	1209 WILLOW RD	0	0	0	0 Other Motor Vehicle	Private Property	Other	17
12-3715	12/10/2012	815	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
12-3729	12/10/2012	1629	SAND HILL RD/SHARON PARK DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
12-3745	12/11/2012	1800	1100 WILLOW RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	17
12-3765	12/13/2012	800	BAYFRONT EXPY/ WILLOW RD	2	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
12-3782	12/14/2012	800	SANTA CRUZ AV/JOHNSON ST	1	0	0	0 Bicycle	21750 (a) CVC - Pass other than on the left	Other	27
12-3789	12/14/2012	1535	505 PIERCE RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	17
12-3790	12/14/2012	1547	CENTRAL AV/ELM ST	1	0	0	0 Bicycle	22450 (a) CVC - Stop after the limit line	Other	22
12-3798	12/15/2012	1356	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	17

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
12-3818	12/18/2012	750	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	23103 CVC - Reckless driving	Rear end	18
12-3819	12/18/2012	902	200 HAIGHT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	22
12-3821	12/18/2012	1047	SAND HILL RD/SAND HILL CI	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
12-3823	12/18/2012	1841	940 HAMILTON AV	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	18
12-3831	12/18/2012	730	325 SHARON PARK DR	0	0	0	0 Parked Motor Vehicle	Private Property	Rear end	30
12-3824	12/19/2012	58	140 HANNA WY	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	24
12-3841	12/20/2012	1304	940 HAMILTON AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Other	18
12-3861	12/22/2012	2321	1095 LEMON ST	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	28
12-3872	12/24/2012	1730	210 OAK GROVE AV	0	0	0	0 Parked Motor Vehicle	20002 CVC - Hit and run no injuries	Side swipe	25
12-3887	12/27/2012	825	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Other	26
12-3890	12/27/2012	1442	241 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	20002 CVC - Hit and run no injuries	Rear end	26
12-3896	12/27/2012	2324	EL CAMINO REAL/STONEPINE LN	1	0	0	0 Parked Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Side swipe	25A
12-3897	12/27/2012	37	RINGWOOD AV/BAY RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	16
12-3906	12/28/2012	1445	600 COLLEGE AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
13-11	12/28/2012	1017	PINE ST/OAK GROVE AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
12-3913	12/29/2012	1613	CHRYSLER DR/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17
13-60	01/06/2013	1544	525 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
13-65	01/07/2013	1237	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25
13-68	01/07/2013	1400	SAND HILL RD/SHARON PARK DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
13-72	01/07/2013	1757	EL CAMINO REAL/COLLEGE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-96	01/09/2013	1900	UNIVERSITY DR/MIDDLE AV	0	0	0	0 Motor Vehicle on Other	23152 (A) & (B) CVC - Drunk driving	Broadside	26
13-97	01/09/2013	2153	SAND HILL RD/SAGA LN	0	0	0	0 Other Object	22106 CVC - Unsafe backing	Hit object	30
13-101	01/10/2013	1027	OAK AV/VINE ST	0	0	0	0 Other Motor Vehicle	22103 CVC - Unlawful u turn in residential area	Broadside	28
13-142	01/10/2013	1420	1530 OBRIEN DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	18
13-99	01/10/2013	807	WILLOW RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
13-243	01/11/2013	1730	800 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
13-314	01/11/2013	2018	SAND HILL RD/280	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	30
13-120	01/12/2013	1339	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	29
13-139	01/15/2013	710	EL CAMINO REAL/CAMBRIDGE AV	0	0	0	0 Other Motor Vehicle	22100 (a) CVC - Failure to yield to oncoming traffic right	Side swipe	26
13-156	01/16/2013	1233	BAY RD/MARSH RD	0	0	0	0 Motor Vehicle on Other	22107 CVC - Unsafe lane change	Side swipe	16
13-158	01/16/2013	1700	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
13-160	01/16/2013	1850	MARSH RD/SCOTT DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
13-173	01/17/2013	1413	OLIVE ST/SANTA CRUZ AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	28
13-182	01/18/2013	1219	MARSH RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-186	01/19/2013	247	HAMILTON AV/CHILCO ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-193	01/20/2013	343	LAUREL ST/THURLOW ST	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25
13-194	01/20/2013	1413	VAN BUREN RD/RINGWOOD AV	1	0	0	0 Bicycle	21804 (a) CVC - Failure to yield when exiting private	Other	16
13-198	01/20/2013	2200	PIERCE RD/SEVIER AV	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Side swipe	17
13-204	01/21/2013	1431	1100 MADERA AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	17
13-205	01/21/2013	1745	EL CAMINO REAL/RAVENSWOOD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-222	01/23/2013	815	BURGESS DR/ALMA ST	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	25
13-223	01/23/2013	1015	WILLOW RD/DURHAM ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
13-226	01/23/2013	1551	275 MIDDLEFIELD RD	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	25
13-231	01/23/2013	1743	MIDDLEFIELD RD/LINFIELD DR	2	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	22
13-232	01/23/2013	1751	RINGWOOD AV/MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	25
13-239	01/24/2013	1052	EL CAMINO REAL/RAVENSWOOD	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	25A
13-305	01/24/2013	1825	EL CAMINO REAL/COLLEGE AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
13-267	01/26/2013	915	SAND HILL RD/SAND HILL CI	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
13-278	01/28/2013	1021	EL CAMINO REAL/MIDDLE AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-282	01/28/2013	1300	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	Private Property	Side swipe	26
13-333	01/28/2013	1850	FREMONT ST/FREMONT PL	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Broadside	26
13-286	01/29/2013	919	SANTA CRUZ AV/ELDER AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	28
13-288	01/29/2013	1451	RINGWOOD AV/MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
13-319	01/31/2013	1530	OAK GROVE AV/DERRY LN	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
13-327	02/01/2013	1117	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	21800 (d)(1) CVC - Proceed with caution at inoperable	Broadside	18
13-332	02/01/2013	1831	RAVENSWOOD AV/LAUREL ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
13-340	02/01/2013	1132	SANTA CRUZ AV/MALONEY LN	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
13-342	02/02/2013	1923	NEWBRIDGE ST/CARLTON AV	1	0	0	0 Other Motor Vehicle	21801 (b) CVC - Failure to yield while making a u turn	Broadside	17
13-352	02/04/2013	1536	990 OBRIEN DR	0	0	0	0 Parked Motor Vehicle	Private Property	Rear end	18
13-359	02/05/2013	1130	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
13-361	02/05/2013	1213	SANTA CRUZ AV/EVELYN ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
13-362	02/05/2013	1425	RAVENSWOOD AV/LAUREL ST	1	0	0	0 Non-Collision	22350 CVC - Speeding	Overturned	25
13-365	02/05/2013	1820	ALMA ST/OAK GROVE AV	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	25
13-369	02/06/2013	840	CHILCO ST/VY DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-370	02/06/2013	1245	MENLO AV/DOYLE ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
13-409	02/09/2013	1120	MENLO AV/CRANE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-429	02/12/2013	700	CARLTON AV/VY DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-439	02/13/2013	948	CONSTITUTION DR/CHRYSLER DR	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Side swipe	17
13-453	02/14/2013	1220	WILLOW RD/HAMILTON AV	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17
13-454	02/14/2013	1300	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	21754 (a) CVC - Passing on the right	Side swipe	16
13-461	02/14/2013	1946	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
13-471	02/15/2013	1615	WILLOW RD/DURHAM ST	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	22
13-473	02/15/2013	1703	OLIVE ST/SANTA CRUZ AV	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	28
13-479	02/16/2013	1157	HOOVER ST/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-493	02/18/2013	905	CHILCO ST/NEWBRIDGE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
13-501	02/19/2013	920	SISKIYOU DR/MONTE ROSA DR	1	0	0	0 Bicycle	21800 (A) CVC - Yield the right away	Other	30
13-506	02/19/2013	1305	HAVEN CT/HAVEN AV	0	0	0	0 Other Motor Vehicle	21751 CVC - Pass other than on the left on highway	Broadside	17
13-507	02/19/2013	1500	2160 SANTA CRUZ AV	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	29
13-510	02/19/2013	1837	ELDER AV/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	28
13-511	02/19/2013	1845	UNIVERSITY DR/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	21755 (a) CVC - Passing on the shoulder	Side swipe	26
13-521	02/20/2013	1719	WILLOW RD/BLACKBURN AV	1	0	0	0 Other Motor Vehicle	21704 CVC - Follow to close on a highway	Rear end	22
13-523	02/20/2013	1745	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	25
13-530	02/21/2013	1500	RAVENSWOOD AV/ALMA ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	25
13-577	02/25/2013	1713	HOOVER ST/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-578	02/25/2013	2056	ROBLE AVE/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	Unknown	Broadside	26
13-586	02/25/2013	1615	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
13-598	02/27/2013	1625	SAN MATEO DR/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Side swipe	27
13-604	02/28/2013	436	BAYFRONT EX/CHILCO ST	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
13-609	02/28/2013	1449	UNIVERSITY DR/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-617	03/01/2013	1514	HOBART ST/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
13-630	03/02/2013	1443	EL CAMINO REAL/ALEJANDRA AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-652	03/04/2013	2042	MARSH RD/INDEPENDENCE DR	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17
13-660	03/05/2013	808	WILLOW RD/OKEEFE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
13-663	03/05/2013	1454	SANTA CRUZ AV/SAN MATEO DR	1	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Rear end	27
13-667	03/05/2013	1616	UNIVERSITY AV/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
13-678	03/06/2013	1756	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
13-685	03/07/2013	830	HAMILTON AV/WILLOW RD	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	18
13-692	03/07/2013	1545	MIDDLEFIELD RD/LINFIELD DR	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	22
13-700	03/08/2013	1130	MIDDLE AV/ARBOR RD	0	0	0	0 Fixed Object	22450 (a) CVC - Stop after the limit line	Hit object	27
13-709	03/09/2013	1434	325 SHARON PARK DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
13-716	03/10/2013	1250	MENLO AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	26
13-717	03/10/2013	1352	OBRIEN DR/WILLOW RD	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
13-745	03/11/2013	1150	CREST LN/WARNER RANGE RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
13-755	03/12/2013	1822	ALMA ST/BURGESS DR	1	1	0	0 Bicycle	21954 (a) CVC - Pedestrian yield to traffic	Vehicle-Pedestrian	25
13-761	03/13/2013	1330	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	25A
13-762	03/13/2013	1444	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
13-780	03/14/2013	1521	HOOVER ST/VALPARAISO AV	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	26
13-801	03/16/2013	1852	NEWBRIDGE ST/WILLOW ALLEY	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17
13-833	03/16/2013	2255	CONSTITUTION DR/CHRYSLER DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-813	03/17/2013	1257	HAVEN CT/HAVEN AV	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	17
13-840	03/20/2013	1400	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	25A
13-865	03/22/2013	1850	1540 EL CAMINO REAL	0	0	0	0 Fixed Object	Private Property	Hit object	25A
13-878	03/24/2013	100	FLORENCE LN/UNIVERSITY DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
13-890	03/25/2013	1525	812 WILLOW RD	0	0	0	0 Parked Motor Vehicle	Private Property	Rear end	22
13-891	03/25/2013	1604	325 SHARON PARK DR	1	0	0	0 Other Motor Vehicle	21755 (a) CVC - Unsafe passing on the right lane	Side swipe	30
13-923	03/27/2013	1245	OAK GROVE AV/MALONEY LN	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-1082	03/28/2013	1730	OAK GROVE AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
13-929	03/28/2013	757	HOOVER ST/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	26
13-933	03/28/2013	1225	SANTA CRUZ AV/SAN MATEO DR	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	27
13-934	03/28/2013	1230	OAK GROVE AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
13-952	03/30/2013	1434	MIDDLEFIELD RD/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
13-955	03/30/2013	1916	3501 HAVEN AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	17
13-965	04/01/2013	121	HAMILTON AV/SEVIER AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
13-973	04/01/2013	1750	CURTIS ST/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	21800 (A) CVC - Yield the right away	Broadside	26
13-990	04/03/2013	300	TRINITY DR/TIOGA DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	30
13-991	04/03/2013	937	WILLOW RD/COLEMAN AV	0	0	0	0 Bicycle	21453 (b) CVC - Yield to pedestrians after complete stop on	Other	22
13-992	04/03/2013	1045	OAK GROVE AV/MALONEY LN	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Other	26
13-1016	04/04/2013	1307	GILBERT AV/CENTRAL AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	22
13-1017	04/04/2013	1415	MARSH RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
13-1028	04/05/2013	1030	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
13-1079	04/10/2013	933	POLITZER DR/VALPARASIO AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
13-1083	04/10/2013	1100	RAVENSWOOD AV/ALMA ST	1	0	0	0 Pedestrian	22106 CVC - Unsafe backing	Vehicle-Pedestrian	25
13-1113	04/13/2013	1700	SAND HILL RD/BRANNER DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
13-1123	04/14/2013	1924	1210 ALMANOR AV	0	0	0	0 Other Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
13-1128	04/15/2013	800	EL CAMINO REAL/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	25A
13-1134	04/15/2013	1550	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	26
13-1144	04/16/2013	1532	510 POPE ST	1	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	22
13-1146	04/16/2013	1530	1 HACKER WY	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	18
13-1147	04/16/2013	2045	1077 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
13-1183	04/16/2013	1235	333 RAVENSWOOD AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	25
13-1151	04/17/2013	1142	WILLOW RD/BAY RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
13-1181	04/19/2013	1735	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-1193	04/20/2013	2201	CAMBRIDGE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Broadside	26
13-1194	04/20/2013	1400	1325 WILLOW RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	17
13-1200	04/21/2013	1032	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Head-on	18
13-1204	04/21/2013	1645	RINGWOOD AV/BAY RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
13-1207	04/22/2013	735	899 HAMILTON AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	17
13-1214	04/22/2013	2139	CREEK DR/UNIVERSITY DR	0	1	0	0 Pedestrian	Unknown	Vehicle-Pedestrian	27
13-1232	04/22/2013	1730	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
13-1218	04/23/2013	717	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Bicycle	21703 CVC - Following too close	Other	29
13-1219	04/23/2013	721	WILLOW RD/DURHAM ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	22
13-1226	04/23/2013	1632	MARSH RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
13-1260	04/26/2013	1602	SAND HILL RD/BRANNER DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
13-1261	04/26/2013	1720	VAN BUREN RD/MADERA AV	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	16
13-1281	04/29/2013	1231	SANTA CRUZ AV/SAND HILL RD	2	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	29
13-1284	04/29/2013	1554	2800 SAND HILL RD	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	30
13-1292	04/30/2013	1440	1339 MADERA AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-1297	05/01/2013	657	MENALTO AV/WOODLAND AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	21
13-1299	05/01/2013	1054	525 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Head-on	26
13-1312	05/02/2013	1608	525 EL CAMINO REAL	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
13-1369	05/03/2013	1630	600 MONTE ROSA DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
13-1340	05/05/2013	1645	MARSH RD/HAVEN AV	1	0	0	0 Bicycle	21202 (a) CVC - Bicyclist in nondesignated lane of traffic	Other	17
13-1345	05/05/2013	900	MENLO AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-1359	05/07/2013	1700	2825 SAND HILL RD	0	0	0	0 Parked Motor Vehicle	Private Property	Side swipe	30
13-1368	05/08/2013	1436	BAYFRONT EX/CHILCO ST	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-1385	05/09/2013	1625	UNIVERSITY DR/SANTA CRUZ AV	1	0	0	0 Bicycle	21802 (a) CVC - Failure to yield to oncoming traffic	Other	26
13-1392	05/10/2013	1127	WILLOW RD/HAMILTON AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-1505	05/10/2013	1450	720 MENLO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
13-1400	05/11/2013	1421	1100 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	Unknown	Rear end	25A
13-1416	05/13/2013	1605	RINGWOOD AV/MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	25
13-1417	05/13/2013	1615	312 CHESTER ST	1	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	22
13-1418	05/13/2013	1756	SANTA CRUZ AV/UNIVERSITY DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-1429	05/14/2013	1024	BAY LAUREL DR/SAN MATEO DR	0	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	27
13-1433	05/14/2013	1617	1933 MENALTO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
13-1446	05/15/2013	1254	CHILCO ST/RR TRACKS	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
13-1447	05/15/2013	1304	1371 CARLTON AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
13-1448	05/15/2013	1406	MIDDLEFIELD RD/RINGWOOD AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
13-1590	05/15/2013	1645	2825 SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
13-1456	05/16/2013	800	MALONEY LN/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
13-1466	05/16/2013	2300	214 OAK CT	0	0	0	0 Other Object	23152 (A) & (B) CVC - Drunk driving	Hit object	21

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
13-1467	05/17/2013		8 WILLOW RD/OBRIEN DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-1470	05/17/2013		1003 UNIVERSITY DR/SANTA CRUZ AV	2	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
13-1471	05/17/2013		740 WILLOW RD/BAY RD	1	0	0	0 Bicycle	21804 (a) CVC - Failure to yield when exiting private	Other	16
13-1477	05/17/2013		900 OAK GROVE AV/CHESTNUT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
13-1479	05/17/2013		1926 WILLOW RD/HAMILTON AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	17
13-1481	05/18/2013		1105 1125 MERRILL ST	0	0	0	0 Other Motor Vehicle	22016 CVC - Unsafe backing	Broadside	25A
13-1503	05/20/2013		1018 MIDDLE AV/EL CAMINO REAL	2	0	0	0 Other Motor Vehicle	21755 (a) CVC - Unsafe passing on the right lane	Broadside	26
13-1515	05/21/2013		1903 EL CAMINO REAL/CAMBRIDGE AV	1	0	0	0 Motor Vehicle on Other	Other than driver	Overturned	26
13-1520	05/22/2013		830 BAYFRONT EX/WILLOW RD	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
13-1523	05/22/2013		1520 WILLOW RD/MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	21208 (b) CVC - Unsafe exiting of bike lane	Side swipe	22
13-1525	05/22/2013		1906 SANTA CRUZ AV/ELDER AV	1	0	0	0 Parked Motor Vehicle	None	Other	28
13-1546	05/24/2013		1630 UNIVERSITY DR/MILLIE AV	2	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	26
13-1547	05/24/2013		1430 715 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-1626	05/24/2013		1900 350 SHARON PARK DR	0	0	0	0 Parked Motor Vehicle	Unknown	Side swipe	30
13-1564	05/25/2013		1400 241 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Other	26
13-1565	05/26/2013		1533 OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	None	Other	26
13-1603	05/30/2013		1219 SANTA CRUZ AV/ATKINSON LN	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
13-1612	05/31/2013		1014 GLENWOOD AV/LAUREL ST	2	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	25
13-1614	05/31/2013		1230 WILLOW RD/BAY RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	16
13-1618	05/31/2013		1545 EL CAMINO REAL/ROBLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-1654	06/03/2013		2225 MENLO AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
13-1655	06/03/2013		2242 BAY RD/RINGWOOD AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	99
13-1656	06/03/2013		1430 1363 HENDERSON AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
13-1666	06/04/2013		1352 1520 WILLOW RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Rear end	17
13-1671	06/04/2013		1909 WILLOW RD/CHESTER ST	1	0	0	0 Other Object	21200.5 CVC - Bicycle drunk driving	Hit object	22
13-1677	06/05/2013		900 JOHNSON ST/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-1698	06/07/2013		1005 MIDDLEFIELD RD/SURVEY LN	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	22
13-1700	06/07/2013		1333 1261 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-1709	06/08/2013		1300 701 LAUREL ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
13-1721	06/09/2013		1424 WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-1722	06/09/2013		1631 2700 SAND HILL RD	0	1	0	0 Fixed Object	22350 CVC - Speeding	Hit object	30
13-1742	06/11/2013		1350 CURTIS ST/SANTA CRUZ AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
13-1753	06/12/2013		1659 300 MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	22
13-1754	06/12/2013		1747 1246 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-1762	06/13/2013		1506 PARTRIDGE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	26
13-1784	06/15/2013		1900 WILLOW RD/HAMILTON AV	1	0	0	0 Other Motor Vehicle	22100 (a) CVC - Failure to yield to oncoming traffic right	Head-on	17
13-1797	06/16/2013		1700 1135 HOLLYBURNE AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	17
13-1806	06/17/2013		1500 220 SANTA MARGARITA AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Broadside	22
13-1830	06/19/2013		1300 445 BURGESS DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	25
13-1846	06/20/2013		1747 EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-1849	06/21/2013		1030 HAMILTON AV/CARLTON AV	0	0	0	0 Fixed Object	22103 CVC - Unlawful u turn in residential area	Hit object	17
13-1852	06/21/2013		1753 WILLOW RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
13-1858	06/22/2013		800 1600 MARSH RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Other	17
13-1870	06/23/2013		1300 MENLO AV/EVELYN ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-1884	06/24/2013		1016 OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
13-1885	06/24/2013		1309 BARRON ST/BURGESS DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
13-1889	06/24/2013		2158 HAVEN CT/HAVEN AV	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
13-1917	06/24/2013		1330 500 LAUREL STREET	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
13-1897	06/25/2013		1445 525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
13-1906	06/25/2013		2350 SAND HILL RD/SAGA LN	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
13-1921	06/26/2013		1811 MARSH RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
13-1934	06/28/2013		941 EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-1941	06/28/2013		1422 CRANE ST/VALPARAISO AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
13-1969	07/01/2013		855 3645 HAVEN AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-1970	07/01/2013		1422 1 HACKER WY	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	18
13-1975	07/01/2013		1739 1000 ALMA ST	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	25
13-1987	07/02/2013		1850 STONEPINE LN/EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-1994	07/03/2013		1145 MENLO AV/EVELYN ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-2001	07/04/2013		941 147 NEWBRIDGE ST	0	0	0	0 Animal	None	Other	17
13-2041	07/07/2013		1833 SAND HILL RD/280	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	30
13-2061	07/09/2013		1449 1209 WILLOW RD	0	0	0	0 Bicycle	Private Property	Other	17
13-2067	07/09/2013		1911 LAUREL ST/RAVENSWOOD AV	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	25
13-2072	07/10/2013		736 944 WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
13-2073	07/10/2013		745 OAKLAND AV/BAY RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
13-2075	07/10/2013		1000 1010 UNIVERSITY DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
13-2079	07/10/2013		1338 1080 CREEK DR	1	0	0	0 Bicycle	21202 (a) CVC - Bicyclist in nondesignated lane of traffic	Other	27
13-2080	07/10/2013		1400 WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	22
13-2081	07/10/2013		1426 1390 DELFINO WY	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	28
13-2100	07/11/2013		1625 MARSH RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
13-2101	07/11/2013		1813 SANTA CRUZ AV/SHARON RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
13-2105	07/11/2013		1314 HAMILTON AV/MODOC AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	17
13-2130	07/11/2013		1700 210 OAK GROVE	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
13-2106	07/12/2013		1514 1312 HENDERSON AV	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	17
13-2109	07/12/2013		1753 SANTA CRUZ AV/EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	26
13-2115	07/12/2013		1753 SANTA CRUZ AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Side swipe	26
13-2114	07/13/2013		1127 BAY RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	23
13-2121	07/14/2013		1132 OAK GROVE AV/MARCUSSEN DR	2	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
13-2127	07/14/2013		1410 EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-2133	07/15/2013		930 WOODLAND AV/MIDDLEFIELD RD	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	22
13-2134	07/15/2013		1257 SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
13-2135	07/15/2013		1320 RAVENSWOOD AV/MIDDLEFIELD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
13-2139	07/15/2013		1200 525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	20002 CVC - Hit and run no injuries	Side swipe	26
13-2156	07/16/2013		1630 2980 SAND HILL RD	0	1	0	0 Other Object	22350 CVC - Speeding	Hit object	30
13-2218	07/17/2013		1946 SANTA CRUZ AV/SHARON RD	0	0	0	0 Fixed Object	Unknown	Hit object	28
13-2178	07/18/2013		1623 2725 SAND HILL RD	1	0	0	0 Non-Collision	22350 CVC - Speeding	Overturned	30
13-2183	07/18/2013		2212 WILLOW RD/NEWBRIDGE ST	2	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	17
13-2186	07/19/2013		1235 OKEEFE ST/ARNOLD WY	0	0	0	0 Other Object	11.48.040 MC - Traveling outside of designated truck route	Hit object	22
13-2190	07/19/2013		1453 WILLOW RD/CLOVER LN	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
13-2212	07/22/2013		728 BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
13-2216	07/22/2013		1625 BAY RD/VAN BUREN RD	0	1	0	0 Bicycle	Unknown	Hit object	23

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
13-2230	07/23/2013	1250	RAVENSWOOD AV/LAUREL ST	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Head-on	25
13-2232	07/23/2013	1332	1000 CURTIS ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-2236	07/23/2013	1430	KAVANAUGH DR/OBRIEN DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
13-2242	07/23/2013	1815	471 OCONNOR ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	21
13-2243	07/24/2013	634	COLEMAN AV/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
13-2250	07/24/2013	1704	ELDER AV/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
13-2254	07/25/2013	924	2180 SAND HILL RD	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	30
13-2273	07/27/2013	2028	WILLOW RD/COLEMAN AV	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	22
13-2283	07/28/2013	2339	1129 WILLOW RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
13-2310	07/30/2013	1515	ENCINAL AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-2323	08/01/2013	1220	SHARON RD/EASTRIDGE AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
13-2324	08/01/2013	1415	EL CAMINO REAL/CAMBRIDGE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-2348	08/03/2013	1900	MADERA AV/NEWBRIDGE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	17
13-2361	08/05/2013	125	WILLOW RD/OBRIEN DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
13-2366	08/05/2013	1240	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
13-2405	08/10/2013	1600	1138 MADERA AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-2415	08/11/2013	1517	UNIVERSITY AV/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Head-on	18
13-2427	08/12/2013	1826	LAUREL ST/RAVENSWOOD AV	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	25
13-2437	08/13/2013	2036	BAYFRONT EX/MARSH RD	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	17
13-2442	08/14/2013	830	OAK GROVE AV/UNIVERSITY DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-2443	08/14/2013	1555	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	22
13-2450	08/15/2013	46	SEMINARY DR/SANTA MONICA AV	1	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	24
13-2458	08/15/2013	1302	MENLO AV/CHESTNUT ST	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	26
13-2459	08/15/2013	1300	MARSH RD/SCOTT DR	2	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	17A
13-2477	08/17/2013	1717	WILLOW RD/GILBERT AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
13-2479	08/17/2013	2256	MARSH RD/101	0	0	0	0 Motor Vehicle on Other	21453 (a) CVC - Stopped over limit line	Broadside	17A
13-2500	08/20/2013	749	BAY RD/HOLLYBURNE AV	0	1	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	23
13-2502	08/20/2013	555	SANTA CRUZ AV/MERRILL ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
13-2509	08/20/2013	2219	EL CAMINO REAL/RAVENSWOOD	2	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	25A
13-2511	08/21/2013	848	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Bicycle	Unknown	Other	26
13-2513	08/21/2013	1005	960 HAMILTON AV	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	18
13-2515	08/21/2013	1352	SAND HILL RD/BRANNER DR	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	30
13-2519	08/21/2013	1913	TERMINAL AV/PLUMAS AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-2520	08/21/2013	1958	BAYFRONT EX/UNIVERSITY AV	1	0	0	0 Bicycle	21453 (a) CVC - Stopped over limit line	Other	18
13-2522	08/22/2013	1030	LEMON ST/STANFORD AV	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian CVC	Vehicle-Pedestrian	28
13-2525	08/22/2013	900	LIVE OAK AV/EVELYN ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
13-2529	08/22/2013	2257	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Head-on	29
13-2530	08/22/2013	2257	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Head-on	29
13-2535	08/23/2013	1216	MARSH RD/101	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17A
13-2537	08/23/2013	1320	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-2548	08/24/2013	1250	633 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
13-2551	08/25/2013	135	OKEEFE ST/CENTRAL AV	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Hit object	22
13-2571	08/26/2013	1528	GILBERT AV/POPE ST	2	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	22
13-2580	08/27/2013	740	WILLOW RD/BAYFRONT EX	1	0	0	0 Bicycle	21950 (a) CVC - Right away to pedestrian	Other	18
13-2583	08/27/2013	1020	MENLO AV/EVELYN ST	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
13-2588	08/27/2013	1705	525 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
13-2590	08/27/2013	1815	COLEMAN AV/SANTA MONICA AV	0	0	0	0 Other Motor Vehicle	21800 (A) CVC - Yield the right away	Broadside	22
13-2592	08/28/2013	742	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
13-2606	08/29/2013	1750	VAN BUREN RD/BAY RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	16
13-2608	08/29/2013	1854	UNIVERSITY DR/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-2621	08/31/2013	1547	RAVENSWOOD AV/MIDDLEFIELD	2	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	25
13-2628	09/01/2013	801	MONTA ROSA DR/SHARON PARK	0	1	0	0 Bicycle	21802 (a) CVC - Failure to yield to oncoming traffic	Other	30
13-2629	09/01/2013	1013	SAND HILL RD/SAND HILL CI	1	0	0	0 Bicycle	21453 (a) CVC - Stopped over limit line	Other	30
13-2656	09/03/2013	1704	SAND HILL RD/SAND HILL CI	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
13-2658	09/03/2013	2045	1489 WOODLAND AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	21
13-2671	09/04/2013	1614	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	2
13-2679	09/05/2013	1525	WILLOW RD/OKEEFE ST	1	0	0	0 Other Motor Vehicle	21750 (a) CVC - Pass other than on the left	Broadside	22
13-2689	09/06/2013	1528	SAND HILL RD/MONTA ROSA DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
13-2951	09/09/2013	2143	CONCORD DR/MARMONA DR	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Hit object	22
13-2716	09/10/2013	620	WILLOW RD/DURHAM ST	1	0	0	0 Pedestrian	21456 (B) CVC - Cross against a red hand	Vehicle-Pedestrian	22
13-2724	09/10/2013	1541	SHARON RD/ALAMEDA DE LAS	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
13-2749	09/11/2013	1800	2825 SAND HILL RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
13-2769	09/13/2013	1530	SANTA CRUZ AV/ELDER AV	1	0	0	0 Other Motor Vehicle	21751 CVC - Pass other than on the left on highway	Head-on	28
13-2775	09/14/2013	1338	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-2782	09/15/2013	156	CHILCO ST/HAMILTON AV	1	0	0	0 Parked Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Head-on	17
13-2794	09/16/2013	751	DEL NORTE AV/BAY RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
13-2800	09/16/2013	1452	HAMILTON AV/WILLOW RD	0	0	0	0 Bicycle	Unknown	Other	18
13-2801	09/16/2013	1818	WILLOW RD/BLACKBURN AV	1	0	0	0 Other Motor Vehicle	21755 (a) CVC - Unsafe passing on the right lane	Side swipe	22
13-2806	09/17/2013	513	1100 SEVIER AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
13-2812	09/17/2013	2000	WILLOW RD/IVY DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-2813	09/17/2013	1529	CURTIS ST/MENLO AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	26
13-2817	09/18/2013	628	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
13-2844	09/20/2013	802	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-2952	09/23/2013	1630	BAYFRONT EX/MARSH RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-2879	09/24/2013	520	BAYFRONT EX/WILLOW RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	18
13-2883	09/24/2013	1105	SAN ANTONIO ST/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	25A
13-2885	09/24/2013	1337	UNIVERSITY DR/CAMBRIDGE AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-2889	09/24/2013	1524	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-2891	09/24/2013	1735	MENLO AV/CHESTNUT ST	0	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
13-2953	09/24/2013	800	WAYERLEY ST/LAUREL ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
13-2900	09/25/2013	936	ALPINE RD/JUNIPERO SERRA BL	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	30
13-2904	09/25/2013	1314	SANTA MARGARITA AV/GILBERT	1	0	0	0 Bicycle	21802 (a) CVC - Failure to yield to oncoming traffic	Other	22
13-2905	09/25/2013	1307	WILLOW RD/101	1	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Rear end	16
13-2930	09/27/2013	1430	WILLOW RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
13-2939	09/28/2013	1409	WILLOW RD/COLEMAN AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	22
13-2960	09/30/2013	1653	WILLOW RD/OKEEFE ST	0	0	0	0 Other Motor Vehicle	21755 (a) CVC - Unsafe passing on the right lane	Broadside	22
13-2970	10/01/2013	1301	845 OAK GROVE AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
13-2985	10/02/2013	1323	IVY DR/MARKET PL	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
13-3006	10/03/2013	1900	1 HACKER WY	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	18
13-3003	10/04/2013	1015	SANTA MARGARITA AV/NASH AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	22

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
13-3011	10/04/2013	1800	CHILCO ST/WINDERMERE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-3034	10/07/2013	1050	SANTA CRUZ AV/ELDER AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
13-3056	10/08/2013	1911	SHARON PARK DR/SAND HILL RD	1	0	0	0 Bicycle	21453 (a) CVC - Stopped over limit line	Other	30
13-3061	10/09/2013	749	ALMA LN/RAVENSWOOD AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	25
13-3119	10/09/2013	800	4500 BOHANNON DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
13-3069	10/10/2013	716	1323 SEVIER AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-3071	10/10/2013	1036	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-3085	10/10/2013	2324	251 TERMINAL AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
13-3086	10/11/2013	959	MARSH RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22100 (b) CVC - Failure to yield to oncoming traffic left turn	Broadside	17
13-3089	10/11/2013	1410	100 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-3117	10/14/2013	535	HAVEN AV/MARSH RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-3126	10/14/2013	1816	MIDDLE AV/ALTO LN	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-3136	10/15/2013	108	1100 ELDER AV	1	0	0	0 Other Object	23152 (A) & (B) CVC - Drunk driving	Hit object	28
13-3142	10/15/2013	1544	CAMBRIDGE AV/EL CAMINO REAL	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-3169	10/17/2013	1416	SANTA CRUZ AV/DOYLE ST	1	3	0	0 Pedestrian	22106 CVC - Unsafe backing	Vehicle-Pedestrian	26
13-3171	10/17/2013	1659	SAND HILL C/SAND HILL RD	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	30
13-3178	10/18/2013	1108	EL CAMINO REAL/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	25A
13-3185	10/18/2013	1832	OAK GROVE PLAZA/CHESTNUT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-3188	10/19/2013	751	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	18
13-3189	10/19/2013	1323	CRANE ST/RYANS LN	1	0	0	0 Pedestrian	21954 (a) CVC - Pedestrian yield to traffic	Vehicle-Pedestrian	26
13-3191	10/19/2013	1419	MIDDLE AV/EL CAMINO REAL	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
13-3199	10/20/2013	945	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
13-3210	10/21/2013	1821	BLACKBURN AV/WILLOW RD	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	22
13-3216	10/22/2013	1337	WILLOW RD/HAMILTON AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-3219	10/22/2013	1630	EL CAMINO REAL/STONEPINE LN	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-3223	10/22/2013	1922	WILLOW RD/GILBERT AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
13-3232	10/23/2013	1204	SCOTT DR/CAMPBELL AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17A
13-3247	10/24/2013	1530	SEVIER AV/NEUBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-3248	10/24/2013	1739	GILBERT AV/WILLOW RD	1	0	0	0 Bicycle	Unknown	Other	22
13-3250	10/24/2013	1854	CHILCO ST/RR TRACKS	3	0	0	2 Pedestrian	23152 (A) & (B) CVC - Drunk driving	Vehicle-Pedestrian	17
13-3255	10/25/2013	1052	RAVENSWOOD AV/LAUREL ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
13-3263	10/25/2013	1859	RAVENSWOOD AV/ALMA ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
13-3264	10/25/2013	2200	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Parked Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	25A
13-3265	10/25/2013	2252	DURHAM ST/REGAL CT	0	0	0	0 Parked Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Side swipe	22
13-3283	10/27/2013	2150	OAK GROVE AV/LAUREL ST	0	0	0	0 Other Object	None	Hit object	None
13-3317	10/30/2013	1102	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	29
13-3331	10/30/2013	1751	HAVEN CT/HAVEN AV	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	17
13-3335	10/30/2013	930	325 SHARON PARK DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
13-3338	10/31/2013	835	WILLOW RD/OBRIEN DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-3342	10/31/2013	1714	CHILCO ST/BAYFRONT EX	1	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	17
13-3363	11/02/2013	1336	WILLOW RD/HAMILTON AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
13-3373	11/03/2013	1346	CHESTNUT ST/SANTA CRUZ AV	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
13-3388	11/04/2013	1900	MIDDLE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-3407	11/06/2013	1510	RAVENSWOOD AV/MIDDLEFIELD	0	1	0	0 Bicycle	21453 (c) CVC - No turn on red	Other	25
13-3408	11/06/2013	1749	RAVENSWOOD AV/LAUREL ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
13-3416	11/07/2013	825	SAND HILL RD/SAGA LN	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
13-3419	11/07/2013	1400	1706 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
13-3423	11/07/2013	2140	RAVENSWOOD AV/MIDDLEFIELD	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	25
13-3428	11/08/2013	730	EL CAMINO REAL/LIVE OAK AV	0	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
13-3433	11/08/2013	1525	RAVENSWOOD AV/LAUREL ST	0	0	0	0 Other Motor Vehicle	21755 (a) CVC - Unsafe passing on the right lane	Side swipe	25
13-3459	11/08/2013	1615	MARSH RD/FLORENCE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
13-3441	11/09/2013	1809	RINGWOOD AV/BAY RD	0	0	0	0 Parked Motor Vehicle	Unknown	Side swipe	16
13-3443	11/09/2013	2134	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	21453 (b) CVC - Yield to pedestrians after complete stop on	Broadside	29
13-3474	11/12/2013	1802	VALPARAISO AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21751 CVC - Pass other than on the left on highway	Side swipe	26
13-3490	11/14/2013	902	SAND HILL RD/ADDISON WESLEY	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
13-3491	11/14/2013	855	LAUREL ST/RAVENSWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
13-3572	11/14/2013	1000	ROBLE AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-3516	11/15/2013	1559	888 OAK GROVE AV	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
13-3541	11/18/2013	823	MARSH RD/BAYFRONT EX	0	1	0	0 Bicycle	21453 (a) CVC - Stopped over limit line	Other	17
13-3542	11/18/2013	1014	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25
13-3556	11/19/2013	1855	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-3565	11/20/2013	728	UNIVERSITY AV/BAYFRONT EX	0	1	1	1 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	18
13-3574	11/21/2013	1822	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
13-3575	11/21/2013	1853	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-3581	11/22/2013	815	MENALTO AV/OCONNOR ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	21
13-3582	11/22/2013	830	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-3592	11/22/2013	1754	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
13-3608	11/23/2013	1629	MARSH RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
13-3614	11/24/2013	849	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	None	Other	18
13-3616	11/24/2013	1324	EL CAMINO REAL/MENLO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
13-3640	11/26/2013	1637	ALMANOR AV/BAY RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	16
13-3658	11/29/2013	130	CHILCO ST/CONSTITUTION DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-3666	11/29/2013	1510	EL CAMINO REAL/GLENWOOD AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-3674	11/30/2013	657	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-3703	12/02/2013	1630	EL CAMINO REAL/ROBLE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
13-3706	12/03/2013	803	BAY RD/PEGGY LN	0	1	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
13-3720	12/03/2013	2133	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	18
13-3725	12/04/2013	1248	SANTA CRUZ AV/OLIVE ST	0	0	0	0 Other Motor Vehicle	23123 CVC - Not using hands free device for cellular phone	Rear end	27
13-3744	12/05/2013	1528	BLACKBURN AV/WOODLAND	1	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	22
13-3749	12/06/2013	1145	CONSTITUTION DR/CHRYSLER DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-3751	12/06/2013	1338	OAK GROVE AV/PINE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
13-3754	12/06/2013	1851	CURTIS ST/SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	26
13-3759	12/07/2013	739	EL CAMINO REAL/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	25A
13-3760	12/07/2013	1440	HOLLYBURNE AV/IVY DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17
13-3769	12/08/2013	1624	HAMILTON AV/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	18
13-3774	12/09/2013	930	SHARON PARK DR/EASTRIDGE AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	30
13-3785	12/10/2013	735	BAY RD/WILLOW RD	1	0	0	0 Non-Collision	22350 CVC - Speeding	Other	23
13-3787	12/10/2013	830	BAYFRONT EX/MARSH RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
13-3789	12/10/2013	1400	SAND HILL RD/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
13-3793	12/10/2013	1100	ALMA ST/RAVENSWOOD AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
13-3794	12/10/2013	1821	CHRYSLER DR/CONSTITUTION DR	0	0	0	0 Other Motor Vehicle	21800 (c) CVC - Did not yield to vehicle on the left	Broadside	17
13-3834	12/10/2013	1031	EVELYN ST/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22517 CVC - Open door into oncoming traffic	Other	26
13-3798	12/11/2013	702	SAND HILL RD/SAGA LN	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	30
13-3799	12/11/2013	904	WILLOW RD/CHESTER ST	1	0	0	0 Pedestrian	21955 CVC - Jaywalking	Vehicle-Pedestrian	22
13-3804	12/11/2013	1334	SANTA CRUZ AV/UNIVERSITY DR	0	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	26
13-3816	12/12/2013	1620	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
13-3817	12/12/2013	2235	WILLOW RD/NEWBRIDGE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-3819	12/13/2013	1000	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
13-3823	12/13/2013	1629	ALMA ST/RAVENSWOOD AV	1	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Head-on	25
14-3891	12/14/2013	2005	865 WINDSOR DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	27
13-3878	12/18/2013	947	BAYFRONT EX/CHILCO ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-3883	12/18/2013	945	700 LAUREL ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
13-3886	12/19/2013	2	WILLOW RD/CHESTER ST	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	22
13-3892	12/19/2013	1100	WILLOW RD/BAY RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	16
13-3893	12/19/2013	1330	RAVENSWOOD AV/EL CAMINO	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
13-3918	12/22/2013	237	1 HACKER WY	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	18
13-3924	12/23/2013	845	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
13-3927	12/23/2013	1010	SANTA CRUZ AV/ELDER AV	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	28
13-3932	12/23/2013	1710	HOOVER ST/OAK GROVE AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
13-3944	12/24/2013	1630	SANTA CRUZ AV/LEMON ST	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	28
13-3946	12/24/2013	2000	HOLLYBURNE AV/PIERCE RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
13-3955	12/26/2013	1000	OAKDELL DR/SANTA CRUZ AV	1	0	0	0 Bicycle	21651 (b) CVC - Drive on wrong side of barrier	Other	28
13-3958	12/26/2013	1430	VALPARAISO AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	26
13-3981	12/29/2013	1732	EL CAMINO REAL/GLENWOOD AV	1	0	0	0 Bicycle	21453 (a) CVC - Stopped over limit line	Other	25A
13-3982	12/29/2013	2330	215 BAY RD	1	0	0	0 Bicycle	22450 (a) CVC - Stop after the limit line	Other	16
14-65	12/31/2013	1300	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Parked Motor Vehicle	Unable to determine	Other	17
15-48	01/06/2014	942	OBRIEN DR/CASEY CT	1	0	0	0 Pedestrian	21954 (a) CVC - Pedestrian yield to traffic	Vehicle-Pedestrian	18
14-150	01/07/2014	1915	EL CAMINO REAL/ROBLE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-53	01/07/2014	1202	695 OAK GROVE AV	1	0	0	0 Pedestrian	22450 (a) CVC - Stop after the limit line	Vehicle-Pedestrian	26
14-206	01/10/2014	915	4400 BOHANNON DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
14-113	01/12/2014	2311	MARSH RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-114	01/13/2014	859	REBECCA LN/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
14-121	01/13/2014	1821	OAK GROVE AV/LAUREL ST	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	25
14-142	01/15/2014	759	RAVENSWOOD AV/ALMA ST	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	25
14-147	01/15/2014	1533	BAY RD/DEL NORTE AV	0	0	0	0 Other Motor Vehicle	21460 (a) CVC - Cross double yellow lines	Side swipe	16
14-157	01/16/2014	835	OAK GROVE AV/HOOVER ST	0	1	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
14-161	01/16/2014	1542	RAVENSWOOD AV/MARCUSSEN DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
14-167	01/17/2014	202	RINGWOOD AV/MIDDLEFIELD RD	0	1	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25
14-172	01/17/2014	1617	MIDDLE AV/FREMONT ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Head-on	26
14-174	01/17/2014	1704	WILLOW RD/GILBERT AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	22
14-178	01/17/2014	2036	CHRYSLER DR/BAYFRONT EX	1	2	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Broadside	17
16-187	01/17/2014	1430	MENLO AV/DOYLE ST	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
14-191	01/19/2014	1708	SAND HILL RD/SAGA LN	0	0	0	0 Other Object	22106 CVC - Unsafe backing	Hit object	30
14-225	01/23/2014	1813	WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
14-226	01/23/2014	1830	DEL NORTE AV/MARKET PL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
14-227	01/23/2014	1930	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
14-241	01/23/2014	2000	NEWBRIDGE ST/ALMANOR AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
14-237	01/24/2014	1510	EL CAMINO REAL/PARTNOR DR	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
14-238	01/24/2014	1540	RAVENSWOOD AV/NOEL DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
14-239	01/24/2014	1624	BLACKBURN AV/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-240	01/24/2014	1724	SAND HILL RD/SAGA LN	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-257	01/25/2014	2154	EL CAMINO REAL/SANTA CRUZ AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-269	01/27/2014	1106	EL CAMINO REAL/MENLO AV	0	0	0	0 Fixed Object	20002 CVC - Hit and run no injuries	Hit object	25A
14-281	01/27/2014	1000	1300 CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
14-289	01/29/2014	344	MARSH RD/HAVEN AV	1	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	17
14-311	01/30/2014	630	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17
14-420	01/30/2014	700	2882 SAND HILL RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	30
14-316	01/31/2014	1559	BAY RD/MARSH RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
14-317	01/31/2014	1638	SANTA CRUZ AV/OLIVE ST	1	0	0	0 Parked Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Side swipe	27
14-318	01/31/2014	1555	SANTA CRUZ AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
14-398	01/31/2014	1600	UNIVERSITY DR/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-350	02/03/2014	1408	OAK GROVE AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
14-353	02/03/2014	2110	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Bicycle	21451 (a) CVC - Yield to pedestrians	Other	25A
14-369	02/05/2014	732	HAMILTON AV/WILLOW RD	1	0	0	0 Other Motor Vehicle	21754 (a) CVC - Passing on the right	Broadside	18
14-379	02/05/2014	2001	471 HAMILTON AV	0	0	0	0 Other Motor Vehicle	21803(b) CVC - Other vehicles not yielding to approaching	Broadside	17
14-384	02/06/2014	1007	BAYFRONT EX/MARSH RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
14-403	02/08/2014	958	OBRIEN DR/WILLOW RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	18
14-412	02/09/2014	1908	UNIVERSITY AV/BAYFRONT EX	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
14-435	02/11/2014	1856	BAYFRONT EX/CHRYSLER DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-506	02/11/2014	645	HOOVER ST/OAK GROVE AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
14-454	02/13/2014	1340	BAY RD/VAN BUREN RD	2	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	23
14-507	02/13/2014	1230	MENLO AV/EVELYN ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-474	02/15/2014	229	HAVEN AV/MARSH RD	1	0	0	0 Other Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
14-482	02/16/2014	1651	HOLLYBURNE AV/NEWBRIDGE ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-510	02/18/2014	1215	1100 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	25A
14-514	02/18/2014	1746	OAK GROVE AV/MILLS ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
14-515	02/18/2014	1922	INDEPENDENCE DR/CHRYSLER DR	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	17
14-525	02/19/2014	1548	ALMA ST/RAVENSWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
14-527	02/19/2014	1515	CHESTER ST/WILLOW RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	22
14-529	02/19/2014	2023	WILLOW RD/BAYFRONT EX	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	18
14-534	02/20/2014	118	CHRYSLER DR/CONSTITUTION DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
14-539	02/20/2014	1210	EL CAMINO REAL/ROBLE AV	2	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-576	02/24/2014	900	EL CAMINO REAL/HARVARD AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-596	02/26/2014	850	WILLOW RD/OBRIEN DR	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17
14-605	02/27/2014	814	BAYFRONT EX/MARSH RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-625	02/28/2014	1615	WILLOW RD/CHESTER ST	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	22
14-650	03/02/2014	1159	FREMONT ST/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
14-663	03/03/2014	1442	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
14-694	03/04/2014	1725	CRANE ST/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Side swipe	26
14-707	03/05/2014	1426	WILLOW RD/LAUREL ST	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	25

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
14-722	03/06/2014	845	EL CAMINO REAL/ENCINAL AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-762	03/10/2014	930	MIDDLE AV/BLAKE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
14-779	03/11/2014	808	HOOVER ST/ALPARAISO AV	1	0	0	0 Other Motor Vehicle	21209 (a) CVC - Parking in a bike lane	Broadside	26
14-792	03/12/2014	1520	LINFIELD DR/MIDDLEFIELD RD	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
14-794	03/12/2014	1711	BAYFRONT EX/CHRYSLER DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-795	03/12/2014	1749	HAVEN AV/MARSH RD	1	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	17
14-796	03/12/2014	1827	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
14-797	03/12/2014	1809	MARSH RD/101	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17A
14-798	03/12/2014	1624	1026 ALMA ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	25
14-805	03/13/2014	1515	UNIVERSITY DR/ROSE AV	1	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-806	03/13/2014	1415	COLEMAN AV/WILLOW RD	0	0	0	0 Other Motor Vehicle	21209 (a) CVC - Parking in a bike lane	Broadside	22
14-824	03/14/2014	2130	HILL AV/HAMILTON AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	17
14-830	03/15/2014	1029	LAUREL ST/RAVENSWOOD AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	25
14-851	03/17/2014	1530	ROBLE AV/EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-855	03/17/2014	2306	WILLOW RD/MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	22
14-870	03/19/2014	627	IVY DR/WILLOW RD	0	0	0	0 Fixed Object	Other than driver	Hit object	17
14-872	03/19/2014	810	MARSH RD/BOHANNON DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
14-883	03/20/2014	1157	OBRIEN DR/CASEY CT	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	18
14-891	03/21/2014	1314	EL CAMINO REAL/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	25A
14-895	03/21/2014	1721	SAND HILL RD/SHARON PARK DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-904	03/22/2014	801	GLENWOOD AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
14-909	03/22/2014	1706	1001 EL CAMINO REAL	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
14-915	03/23/2014	1825	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	18
14-921	03/24/2014	1547	EL CAMINO REAL/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-924	03/24/2014	1801	ALPINE RD/JUNIPERO SERRA BL	0	0	0	0 Motor Vehicle on Other	23152 (A) & (B) CVC - Drunk driving	Broadside	30
14-940	03/25/2014	1300	WILLOW RD/COLEMAN AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	22
14-938	03/26/2014	828	EMERSON ST/HOMER AV	0	0	0	0 Other Motor Vehicle	21800 (A) CVC - Yield the right away	Broadside	99
14-948	03/26/2014	1400	CHESTER ST/MENALO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
14-969	03/28/2014	1526	ELM ST/POPE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	22
14-976	03/29/2014	901	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	21461 (a) CVC - Disobey traffic signs	Broadside	25A
14-981	03/29/2014	1310	OAK GROVE AV/MERRILL ST	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	25A
14-983	03/29/2014	1504	WILLOW RD/BAYFRONT EX	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
14-984	03/29/2014	1530	OLIVE ST/OAKDELL DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	28
14-1001	03/31/2014	1538	2800 SAND HILL RD	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	30
14-1017	04/02/2014	1430	SHARON RD/EASTRIDGE AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	30
14-1018	04/02/2014	1549	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-1020	04/02/2014	1725	720 MENLO AV	0	0	0	0 Bicycle	22517 CVC - Open door into oncoming traffic	Other	26
14-1021	04/02/2014	1737	DOYLE ST/MENLO AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
14-1032	04/03/2014	1237	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-1036	04/03/2014	1814	SAND HILL RD/SLAC ENTRANCE	1	0	0	0 Bicycle	24002 (A) CVC - Vehicle presents as a safety hazard	Other	30
14-1041	04/04/2014	40	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	29
14-1071	04/04/2014	1440	1162 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
14-1175	04/04/2014	920	1601 WILLOW ROAD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	18
14-1053	04/05/2014	1441	WILLOW RD/COLEMAN AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-1064	04/06/2014	1750	SAND HILL RD/SAND HILL CI	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	30
14-1068	04/07/2014	957	GLENWOOD AV/LAUREL ST	1	0	0	0 Fixed Object	Unknown	Hit object	25
14-1076	04/07/2014	1515	EL CAMINO REAL/COLLEGE AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	26
14-1136	04/11/2014	1050	SANTA CRUZ AV/CHESTNUT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-1137	04/11/2014	1146	EL CAMINO REAL/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-1153	04/13/2014	955	MIDDLEFIELD RD/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-1157	04/13/2014	1759	SEVIER AV/HAMILTON AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
14-1170	04/14/2014	1715	WILLOW RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
14-1205	04/17/2014	500	1180 OBRIEN DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	18
14-1240	04/20/2014	1355	BAYFRONT EX/CHILCO ST	1	0	0	0 Fixed Object	22017 CVC - Unsafe lane change	Hit object	17
14-1254	04/21/2014	1414	2900 SAND HILL RD	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	30
14-1584	04/21/2014	1620	MARSH RD/FLORENCE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
14-1261	04/22/2014	2206	GLENWOOD AV/LAUREL ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25
14-1275	04/23/2014	1300	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-1283	04/24/2014	820	OAKDELL DR/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
14-1286	04/24/2014	942	MARSH RD/SCOTT DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
14-1297	04/25/2014	440	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
14-1301	04/25/2014	1550	UNIVERSITY AV/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	18
14-1317	04/27/2014	1000	BOLTON PL/SAN MATEO DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	27
14-1328	04/28/2014	1225	SANTA CRUZ AV/CRANE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-1343	04/29/2014	1006	EL CAMINO REAL/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-1349	04/29/2014	1638	MENLO AV/DOYLE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	26
14-1350	04/29/2014	1728	CAMBRIDGE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	26
14-1352	04/29/2014	1817	SANTA CRUZ AV/EL CAMINO REAL	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
14-1381	05/02/2014	447	CHESTER ST/LAUREL AV	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	22
14-1397	05/02/2014	1854	OAK GROVE AV/MILLS ST	1	0	0	0 Bicycle	Unknown	Other	25
14-1401	05/03/2014	1700	MARSH RD/HAVEN AV	0	0	0	0 Motor Vehicle on Other	22350 CVC - Speeding	Broadside	17
14-1437	05/06/2014	2120	SAND HILL RD/BRANNER DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	30
14-1445	05/06/2014	620	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-1446	05/07/2014	1630	SAND HILL RD/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	99
14-1499	05/07/2014	1100	WILLOW RD/NASH AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	22
14-1450	05/08/2014	905	MENLO AV/CRANE ST	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	26
14-1457	05/08/2014	1616	WILLOW RD/BLACKBURN AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-1460	05/08/2014	1400	HOBART ST/SANTA CRUZ AV	0	0	0	0 Fixed Object	Unknown	Hit object	27
14-1473	05/12/2014	930	1200 OBRIEN DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	18
14-1508	05/14/2014	1600	MENLO AV/CURTIS ST	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	26
14-1515	05/14/2014	2153	MARSH RD/SCOTT DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
14-1522	05/15/2014	1109	635 SANTA CRUZ AV	1	0	0	0 Bicycle	21755 (a) CVC - Unsafe passing on the right lane	Other	26
14-1525	05/15/2014	1815	BAY RD/VANBUREN DR	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Side swipe	16
14-1534	05/16/2014	751	BAY RD/HENDERSON AV	1	0	0	0 Other Motor Vehicle	21209 (a) CVC - Parking in a bike lane	Side swipe	16
14-1542	05/16/2014	1513	ALMA ST/MIELKE DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25
14-1543	05/16/2014	1100	SAND HILL RD/MONTE ROSA DR	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	30
14-1595	05/21/2014	1845	LAUREL ST/NOEL DR	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Side swipe	25
14-1604	05/22/2014	1759	BAYFRONT EX/CHRYSLER DR	1	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Broadside	17
14-1613	05/23/2014	1526	CAMBRIDGE AV/EL CAMINO REAL	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	26
14-1651	05/24/2014	1100	325 SHARON PARK DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	30

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
14-1635	05/26/2014	1200	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	29
14-1638	05/26/2014	1625	IRIS LN/DEL NORTE AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	16
14-1645	05/27/2014	1130	RAVENSWOOD AV/MIDDLEFIELD	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
14-1652	05/27/2014	1500	MENLO AV/EVELYN ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-1653	05/27/2014	1622	643 SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	26
14-1667	05/28/2014	1400	LIVE OAK AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-1676	05/29/2014	1039	800 SANTA CRUZ AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-1682	05/29/2014	1445	CAMPBELL AV/BOHANNON DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	17A
14-1686	05/29/2014	2125	WILLOW RD/BAY RD	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
14-1696	05/30/2014	1640	SANTA CRUZ AV/COTTON ST	1	0	0	0 Other Object	21801 (a) CVC - Failure to yield while making a turn	Head-on	27
14-1716	06/02/2014	1140	SANTA CRUZ AV/OAK HOLLOW WY	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	29
14-1718	06/02/2014	1434	MARSH RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-1722	06/02/2014	1553	ATKINSON LN/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	28
14-1724	06/02/2014	1613	BAYFRONT EX/UNIVERSITY AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	18
14-1738	06/03/2014	1515	OAK GROVE AV/HOOVER ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	26
14-1745	06/04/2014	853	WILLOW RD/MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-1755	06/04/2014	2115	NEWBRIDGE ST/ALMANOR AV	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	17
14-1770	06/06/2014	1451	HAMILTON AV/WILLOW RD	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	18
14-1773	06/06/2014	1650	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-1778	06/06/2014	2217	ROBLE AV/LAKE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-1803	06/09/2014	1450	SAND HILL RD/BRANNER DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-1815	06/10/2014	2011	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
14-1822	06/11/2014	910	EL CAMINO REAL/OAK GROVE AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-1826	06/11/2014	1558	280/SAND HILL RD	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	99
14-1850	06/14/2014	1628	PIERCE RD/BERKELEY AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
14-1861	06/15/2014	945	1275 CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
14-1875	06/17/2014	802	MARSH RD/HAVEN AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17
14-1880	06/17/2014	800	2440 SAND HILL RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	30
14-1886	06/17/2014	1724	SANTA CRUZ AV/UNIVERSITY DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
14-1890	06/18/2014	833	BUCKTHORN WY/EL CAMINO REAL	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	25A
14-1898	06/19/2014	1015	WILLOW RD/COLEMAN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-1922	06/21/2014	839	1141 WILLOW RD	0	0	0	0 Parked Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Other	17
14-1923	06/21/2014	2002	HOLLYBURNE AV/HAMILTON AV	1	0	0	0 Pedestrian	21650.1 CVC - Bicyclist riding against traffic	Vehicle-Pedestrian	17
14-1927	06/22/2014	1050	IVY DR/WILLOW RD	2	0	0	0 Other Motor Vehicle	21800 (A) CVC - Yield the right away	Broadside	17
14-1935	06/22/2014	2330	NEWBRIDGE ST/CARLTON AV	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
14-1941	06/23/2014	1535	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
14-1954	06/24/2014	1704	RINGWOOD AV/BAY RD	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	16
14-1955	06/24/2014	1735	SHARON PARK DR/SAND HILL RD	1	0	0	0 Bicycle	21453 (a) CVC - Stopped over limit line	Other	30
14-1964	06/25/2014	1149	SAN MATEO DR/SANTA CRUZ AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	27
14-1972	06/25/2014	1535	SAND HILL RD/SAGA LN	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-1985	06/26/2014	1330	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Head-on	29
14-1986	06/26/2014	1311	CRANE ST/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	26
14-1990	06/26/2014	1603	MENLO AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-2002	06/27/2014	1302	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
14-2010	06/27/2014	1730	1143 CRANE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
14-2017	06/28/2014	1531	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	26
14-2018	06/28/2014	1730	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-2025	06/28/2014	2100	E OKEEFE ST/MENALTO AV	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	21
14-2027	06/29/2014	1630	LAUREL AV/ELM ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Head-on	22
14-2037	06/30/2014	1512	MENLO AV/EVELYN ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
14-2044	06/30/2014	2333	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Head-on	18
14-2072	07/03/2014	1345	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	16
14-2085	07/04/2014	1100	MADERA AV/PIERCE RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17
14-2119	07/07/2014	1500	RAVENSWOOD AV/ALMA LN	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	25
14-2130	07/08/2014	1251	ADAMS DR/OBRIEN DR	2	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	18
14-2141	07/09/2014	1403	WILLOW RD/GILBERT AV	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	22
14-2142	07/09/2014	1622	1316 HENDERSON AV	1	0	0	0 Pedestrian	22106 CVC - Unsafe backing	Vehicle-Pedestrian	17
14-2150	07/09/2014	1130	OAK GROVE AV/MALONEY LN	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
14-2148	07/10/2014	1123	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
14-2157	07/10/2014	1656	HAVEN AV/MARSH RD	0	0	0	0 Other Motor Vehicle	21750 (a) CVC - Pass other than on the left	Side swipe	17
14-2160	07/10/2014	2353	EL CAMINO REAL/STONEPINE LN	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	25A
14-2161	07/11/2014	700	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-2168	07/11/2014	1711	BAYFRONT EX/CHILCO ST	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
14-2174	07/11/2014	2228	MARSH RD/FLORENCE ST	2	0	0	0 Other Motor Vehicle	Unknown	Broadside	17A
14-2204	07/15/2014	1348	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Bicycle	21955 CVC - Jaywalking	Other	25A
14-2205	07/15/2014	1414	SANTA CRUZ AV/AVY AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	28
14-2221	07/16/2014	1732	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
14-2285	07/21/2014	1600	MENLO AV/EVELYN ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
14-2286	07/21/2014	1646	WILLOW RD/BAY RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
14-2290	07/21/2014	1910	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	18
14-2301	07/22/2014	1458	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-2310	07/22/2014	2030	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-2313	07/23/2014	1419	TERMINAL AV/DEL NORTE AV	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	17
14-2315	07/23/2014	1500	683 SANTA CRUZ AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
14-2329	07/24/2014	1515	UNIVERSITY AV/RR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
14-2336	07/25/2014	1130	OAKDELL DR/SANTA CRUZ AV	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	28
14-2340	07/25/2014	1417	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
14-2343	07/25/2014	1540	SAND HILL RD/MONTE ROSA DR	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-2357	07/27/2014	2226	2058 MENALTO AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	21
14-2366	07/28/2014	919	MARSH RD/SCOTT DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
14-2367	07/28/2014	1408	OAK GROVE AV/MALONEY LN	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	26
14-2406	08/01/2014	738	WILLOW RD/OBRIEN DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-2407	08/01/2014	753	WILLOW RD/OBRIEN DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-2412	08/01/2014	1323	EL CAMINO REAL/CREEK DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-2413	08/01/2014	1704	WILLOW RD/GILBERT AV	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	22
14-2415	08/01/2014	1921	COLEMAN AV/RIORDAN PL	1	0	0	0 Other Motor Vehicle	21750 (a) CVC - Pass other than on the left	Broadside	22
14-2417	08/01/2014	2328	HAMILTON AV/HOLLYBURNE AV	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
14-2452	08/01/2014	1400	MENLO AV/EVELYN ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-2420	08/02/2014	1003	MENLO AV/CHESTNUT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
14-2422	08/02/2014	1613	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
14-2428	08/03/2014	1100	1600 MARSH RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Other	17
14-2437	08/04/2014	830	WILLOW RD/NEWBRIDGE ST	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	17
14-2457	08/05/2014	1952	WILLOW RD/CHESTER ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-2467	08/06/2014	1240	888 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-2484	08/08/2014	817	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
14-2496	08/09/2014	356	MARSH RD/BOHANNON DR	1	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17A
14-2499	08/09/2014	1512	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	25A
14-2521	08/11/2014	1625	WILLOW RD/BLACKBURN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-2522	08/11/2014	1815	SANTA CRUZ AV/DOYLE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-2523	08/11/2014	1750	CARLTON AV/HAMILTON AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
14-2530	08/12/2014	1120	BAYFRONT EX/CHILCO ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-2550	08/13/2014	1734	OAK GROVE AV/CRANE ST	0	0	0	0 Other Motor Vehicle	21800 (c) CVC - Did not yield to vehicle on the left	Side swipe	26
14-2552	08/13/2014	1740	1020 MARSH RD	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	17A
14-2569	08/15/2014	1448	ALMA ST/RAVENSWOOD AV	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Head-on	25
14-2598	08/18/2014	1800	495 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-2599	08/18/2014	1800	OLIVE ST/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
14-2630	08/18/2014	1200	ALTSCHUL AV/SHARON RD	1	0	0	0 Other Motor Vehicle	21800 (c) CVC - Did not yield to vehicle on the left	Broadside	29
14-2610	08/19/2014	1500	MENLO AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
14-2621	08/19/2014	1656	COLEMAN AV/SANTA MONICA AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
14-2646	08/22/2014	1445	WILLOW RD/BLACKBURN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-2672	08/25/2014	1025	WILLOW RD/BAY RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
14-2682	08/25/2014	750	NEWBRIDGE ST/BERKELEY AV	0	0	0	0 Parked Motor Vehicle	Unknown	Other	17
14-2721	08/28/2014	1730	MIDDLE AV/EL CAMINO REAL	1	0	0	0 Bicycle	Unknown	Other	26
14-2729	08/29/2014	1045	LAUREL ST/RAVENSWOOD AV	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	25
14-2738	08/30/2014	1030	OAK GROVE AV/MALONEY LN	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
14-2743	08/30/2014	1853	NEWBRIDGE ST/WILLOW RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	17
14-2750	08/31/2014	952	SANTA CRUZ AV/ARBOR RD	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
14-2756	09/01/2014	1318	661 LIVE OAK AV	4	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
14-2772	09/01/2014	455	IVY DR/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-2767	09/02/2014	950	MIDDLEFIELD RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-2774	09/02/2014	1345	OAK GROVE AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-2794	09/04/2014	1355	2900 SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-2800	09/04/2014	1543	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-2808	09/05/2014	1730	1320 WILLOW RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	17
14-2844	09/09/2014	1721	HAMILTON AV/SEVIER AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
14-2852	09/10/2014	1641	EL CAMINO REAL/ROBLE AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-2869	09/12/2014	754	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
14-2886	09/13/2014	1100	CHILCO ST/BAYFRONT EX	0	1	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-2888	09/13/2014	2226	WILLOW RD/COLEMAN AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	22
14-2892	09/14/2014	1239	MENLO AV/EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-2896	09/15/2014	802	RAVENSWOOD AV/ALMA ST	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	25
14-2918	09/17/2014	1430	MENLO AV/EVELYN ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	26
14-2921	09/17/2014	1752	MIDDLEFIELD RD/LINFIELD DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
14-2926	09/18/2014	800	SAND HILL RD/SHARON PARK DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-2941	09/18/2014	2230	1126 WINDERMERE AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	17
14-2983	09/18/2014	1800	2825 SAND HILL RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
14-2936	09/19/2014	808	SAND HILL RD/SAND HILL CI	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-2944	09/19/2014	1813	LEE DR/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-2953	09/20/2014	1800	840 COLEMAN AV	1	0	0	0 Non-Collision	22106 CVC - Unsafe backing	Other	22
14-2981	09/23/2014	1400	SANTA CRUZ AV/EL CAMINO REAL	1	0	0	0 Pedestrian	22107 CVC - Unsafe lane change	Vehicle-Pedestrian	26
14-2992	09/23/2014	1716	JOHNSON ST/VALPARAISO AV	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Broadside	26
14-2993	09/23/2014	1757	WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	22
14-2996	09/24/2014	847	BAYFRONT EX/CHRYSLER DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-3014	09/25/2014	1620	2800 SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-3034	09/26/2014	1500	620 WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	22
14-3043	09/28/2014	1834	MIDDLEFIELD RD/WILLOW RD	1	0	0	0 Bicycle	21803 (a) CVC - Disobey failure to yield sign	Other	22
14-3048	09/29/2014	831	EL CAMINO REAL/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-3052	09/29/2014	1347	SANTA CRUZ AV/CURTIS ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
14-3054	09/29/2014	1703	WILLOW RD/MIDDLEFIELD RD	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	22
14-3061	09/30/2014	910	99 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-3091	10/03/2014	805	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
14-3092	10/03/2014	750	NEWBRIDGE ST/MENLO OAKS DR	0	0	0	0 Animal	Unleashed dog	Other	17
14-3126	10/03/2014	1458	ALPINE RD/JUNIPERO SERRA BL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
14-3104	10/04/2014	1408	680 SHARON PARK DR	1	0	0	0 Other Motor Vehicle	21650 CVC - Driving on wrong side of road	Broadside	30
14-3121	10/07/2014	1101	GILBERT AV/CENTRAL AV	0	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	22
14-3124	10/07/2014	1157	OAK GROVE AV/MIDDLEFIELD RD	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Broadside	99
14-3144	10/08/2014	1624	MADERA AV/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	21800 (A) CVC - Yield the right away	Broadside	17
14-3162	10/10/2014	756	1305 WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-3168	10/10/2014	1830	700 LAUREL ST	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	25
14-3197	10/13/2014	840	WILLOW RD/BAYFRONT EX	0	1	0	0 Motorcycle	22107 CVC - Unsafe lane change	Side swipe	18
14-3200	10/13/2014	1056	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	18
14-3204	10/13/2014	1530	MARSH RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-3206	10/13/2014	1639	101/MARSH RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-3219	10/14/2014	925	OAK GROVE AV/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	99
14-3221	10/14/2014	1155	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
14-3230	10/15/2014	1155	EL CAMINO REAL/ENCINAL AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-3250	10/16/2014	1614	NEWBRIDGE ST/CARLTON AV	1	0	0	0 Other Motor Vehicle	21800 (A) CVC - Yield the right away	Broadside	17
14-3256	10/16/2014	1903	838 WOODLAND AV	1	0	0	0 Bicycle	Mechanical	Overturned	22
14-3257	10/17/2014	757	BAYFRONT EX/WILLOW RD	0	0	0	0 Non-Collision	22107 CVC - Unsafe lane change	Other	18
14-3272	10/19/2014	2020	MARSH RD/101	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Side swipe	17A
14-3277	10/20/2014	909	1200 WILLOW RD	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-3282	10/20/2014	1423	WILLOW RD/BAY RD	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	16
14-3300	10/21/2014	1710	MIDDLEFIELD RD/WILLOW RD	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	22
14-3306	10/22/2014	824	BAYFRONT EX/UNIVERSITY AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
14-3311	10/22/2014	1313	100 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-3323	10/24/2014	842	BAYFRONT EX/CHILCO ST	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-3324	10/24/2014	1003	POLITZER DR/VALPARASIO AV	0	1	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	27
14-3351	10/27/2014	1458	MENLO AV/CURTIS ST	2	0	0	0 Other Motor Vehicle	Unknown	Head-on	26
14-3532	10/28/2014	1700	309 CONSTITUTION DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
14-3379	10/29/2014	1300	MARSH RD/BAY RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	16

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
14-3383	10/29/2014	1520	SANTA CRUZ AV/MALONEY LN	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
14-3390	10/30/2014	1715	SANTA CRUZ AV/DOYLE ST	0	0	0	0 Bicycle	22350 CVC - Speeding	Other	26
14-3391	10/30/2014	1930	125 WILLOW RD	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Side swipe	22
14-3395	10/31/2014	1148	2200 SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
14-3403	11/01/2014	1324	SANTA CRUZ AV/UNIVERSITY DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
14-3404	11/01/2014	1230	1850 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
14-3406	11/01/2014	1814	EL CAMINO REAL/ROBLE AV	1	0	0	0 Bicycle	21663 CVC - Operate a motor vehicle on a sidewalk	Other	26
14-3420	11/02/2014	930	OAK GROVE AV/CRANE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-3436	11/05/2014	1150	BAYFRONT EX/WILLOW RD	0	0	0	0 Motor Vehicle on Other	22107 CVC - Unsafe lane change	Broadside	18
14-3440	11/05/2014	1829	EL CAMINO REAL/ROBLE AV	1	0	0	0 Other Object	Other than driver	Hit object	26
14-3441	11/05/2014	1810	SANTA CRUZ AV/ARBOR RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
14-3454	11/06/2014	926	ALMA ST/SHERWOOD WY	1	0	0	0 Bicycle	21800 (A) CVC - Yield the right away	Other	25
14-3472	11/06/2014	2229	NEWBRIDGE ST/CARLTON AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	17
14-3484	11/07/2014	1154	EL CAMINO REAL/GLENWOOD AV	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	25A
14-3478	11/08/2014	1808	MARSH RD/BOHANNON DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
14-3482	11/09/2014	1150	1300 CRANE ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
14-3490	11/10/2014	1408	HAMILTON AV/SEVIER AV	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
14-3506	11/11/2014	1142	BAYFRONT EX/MARSH RD	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-3515	11/11/2014	900	4400 BOHANNON DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17A
14-3525	11/12/2014	1814	MARSH RD/SCOTT DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
14-3531	11/13/2014	820	BEACON ST/WALNUT ST	0	0	0	0 Parked Motor Vehicle	22517 CVC - Open door into oncoming traffic	Side swipe	22
14-3545	11/13/2014	2315	WILLOW RD/101	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	16
14-3557	11/15/2014	1	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	17
14-3561	11/15/2014	545	WOODLAND AV/EUCLID AV	0	0	0	0 Fixed Object	Unknown	Hit object	21
14-3564	11/15/2014	1544	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Other Motor Vehicle	23103 CVC - Reckless driving	Rear end	18
14-3565	11/15/2014	1620	710 WILLOW RD	0	0	0	0 Other Object	None	Other	22
14-3568	11/16/2014	30	1401 WILLOW RD	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	17
14-3578	11/17/2014	1256	SANTA CRUZ AV/OLIVE ST	1	0	0	0 Bicycle	21800 (A) CVC - Yield the right away	Broadside	27
14-3593	11/19/2014	740	500 WILLOW RD	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	22
14-3608	11/20/2014	925	RAVENSWOOD AV/LAUREL ST	1	0	0	0 Bicycle	21760 (b) CVC - Unsafe passing of bicycle	Other	25
14-3609	11/20/2014	1723	WILLOW RD/MIDDLEFIELD RD	1	0	0	0 Other Object	22350 CVC - Speeding	Rear end	22
14-3611	11/21/2014	600	BAYFRONT EX/CHRYSLER DR	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	17
14-3786	11/21/2014	830	WILLOW RD/DURHAM ST	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	22
14-3633	11/21/2014	816	MONTE ROSA DR/CREST LN	0	0	0	0 Fixed Object	21650 CVC - Driving on wrong side of road	Hit object	30
14-3627	11/22/2014	156	UNIVERSITY AV/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	18
14-3629	11/22/2014	255	CHESTER ST/MENALTO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	22
14-3647	11/23/2014	1147	1700 HOLLY AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	28
14-3646	11/24/2014	930	WILLOW RD/101	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Other	16
14-3680	11/24/2014	1500	401 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
14-3685	11/25/2014	2045	LAUREL ST/RAVENSWOOD AV	1	0	0	0 Other Motor Vehicle	21801 (b) CVC - Failure to yield while making a u turn	Broadside	25
14-3670	11/26/2014	600	EL CAMINO REAL/HARVARD AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	26
14-3721	12/01/2014	1315	CURTIS ST/LIVE OAK AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-3723	12/01/2014	1533	.2000 SAND HILL RD	1	0	0	0 Motorcycle	22107 CVC - Unsafe lane change	Side swipe	99
14-3734	12/01/2014	1740	1 HACKER WY	0	0	0	0 Pedestrian	22107 CVC - Unsafe lane change	Vehicle-Pedestrian	18
14-3732	12/02/2014	714	LINFIELD DR/LINFIELD PL	0	0	0	0 Other Object	Unknown	Hit object	25
14-3750	12/03/2014	1546	700 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
14-3759	12/04/2014	424	OAK AV/SAND HILL RD	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	28
14-3763	12/04/2014	645	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-3777	12/05/2014	1501	ALMANOR AV/HAMILTON AV	0	0	0	0 Other Motor Vehicle	21800 (A) CVC - Yield the right away	Broadside	17
14-3783	12/06/2014	231	MARSH RD/SCOTT DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17A
14-3785	12/06/2014	645	WILLOW RD/BAY RD	1	0	0	0 Other Motor Vehicle	21750 (A) CVC - Pass bicycle at unsafe distance	Side swipe	16
15-72	12/06/2014	1759	SANTA CRUZ AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
14-3810	12/08/2014	800	OAK GROVE AV/MALONEY LN	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-3813	12/08/2014	1220	700 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
14-3815	12/08/2014	1719	IVY DR/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-3816	12/08/2014	1813	HAMILTON AV/CHILCO ST	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	17
14-3824	12/09/2014	948	VAN BUREN RD/OAKLAND AV	0	1	0	0 Bicycle	21804 (a) CVC - Failure to yield when exiting private	Other	16
14-3833	12/09/2014	1645	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
14-3835	12/09/2014	1749	.200 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
14-3840	12/09/2014	1800	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	21803 (a) CVC - Disobey failure to yield sign	Broadside	22
14-3853	12/10/2014	1303	MENLO AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-3871	12/12/2014	1914	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	17
14-3888	12/13/2014	1700	1378 SEVIER AV	0	0	0	0 Fixed Object	Unknown	Hit object	17
14-3910	12/16/2014	1750	CHESTER ST/MENALTO AV	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	22
14-3915	12/17/2014	845	WILLOW RD/GILBERT AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	22
14-3924	12/17/2014	1901	WILLOW RD/BAY RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
14-3933	12/18/2014	1759	BAY RD/MARSH RD	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	16
14-3942	12/19/2014	728	CHESTNUT ST/SANTA CRUZ AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
14-3958	12/20/2014	2040	UNIVERSITY DR/MENLO AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
14-3995	12/23/2014	1545	MARSH RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
14-3997	12/23/2014	1836	1110 MARSH RD	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
14-4009	12/25/2014	1700	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
14-4018	12/27/2014	1056	1330 OBRIEN DR	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	18
14-4043	12/29/2014	1216	BAY RD/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	23
14-4044	12/29/2014	1302	HESKETH DR/VALPARAISO AV	0	0	0	0 Animal	Unknown	Other	27
14-4049	12/30/2014	625	811 EL CAMINO	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
14-4056	12/30/2014	1330	700 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
15-2	01/01/2015	530	HAMILTON AV/HAZEL ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
15-19	01/02/2015	2008	WILLOW RD/HAMILTON AV	1	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	17
15-31	01/03/2015	1933	211 EL CAMINO REAL	3	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	26
15-35	01/04/2015	207	1307 ALMANOR AV	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
15-36	01/04/2015	554	WILLOW RD/COLEMAN AV	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	22
15-55	01/06/2015	2049	WILLOW RD/HERITAGE PL	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	16
15-57	01/07/2015	844	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
15-58	01/07/2015	854	EL CAMINO REAL/CAMBRIDGE AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-70	01/07/2015	2100	1200 WOODLAND AV	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	21
15-101	01/08/2015	1830	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-94	01/08/2015	1747	MARSH RD/BAYFRONT EX	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-95	01/08/2015	1749	2700 SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-103	01/09/2015	1054	MARSH RD/BAYFRONT EX	0	0	0	0 Non-Collision	22350 CVC - Speeding	Overturned	17

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
15-116	01/10/2015	1614	1700 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-121	01/11/2015	1155	OAK GROVE AV/CHESTNUT ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
15-127	01/12/2015	1407	GLENWOOD AV/LAUREL ST	0	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	25
15-138	01/13/2015	1634	OAKDELL DR/OAK KNOLL LN	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
15-166	01/16/2015	1625	RAVENSWOOD AV/ALMA ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
15-194	01/18/2015	2000	VAN BUREN RD/DEAD END	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	16
15-191	01/19/2015	1032	643 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-201	01/20/2015	849	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-206	01/20/2015	1051	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-217	01/21/2015	1330	OAK GROVE AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-220	01/21/2015	1801	SAN MATEO DR/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
15-232	01/23/2015	912	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-242	01/24/2015	1010	EL CAMINO REAL/LIVE OAK AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Hit object	26
15-271	01/27/2015	824	WILLOW RD/IVY DR	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17
15-276	01/27/2015	1610	MARSH RD/BAYFRONT EX	1	0	0	0 Bicycle	Unknown	Other	17
15-278	01/27/2015	1810	CHILCO ST/IVY DR	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	17
15-281	01/28/2015	1001	MENLO AV/EVELYN ST	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	26
15-288	01/29/2015	834	RINGWOOD AV/BAY RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
15-292	01/29/2015	1055	1300 CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-304	01/30/2015	1100	SHARON PARK DR/MONTE ROSA	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	30
15-309	01/31/2015	231	BAY RD/DEL NORTE AV	0	1	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	16
15-315	01/31/2015	1540	MIDDLE AV/FREMONT ST	1	0	0	0 Bicycle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	26
15-317	01/31/2015	1440	200 E OKEEFE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	21
15-331	02/01/2015	1500	STONEPINE LN/EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	25A
15-344	02/01/2015	1430	SANTA CRUZ AV/UNIVERSITY DR	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	26
15-336	02/02/2015	1030	135 CAMPO BELLO LN	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	29
15-359	02/05/2015	858	BAYFRONT EX/MARSH RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-373	02/06/2015	1101	BAYFRONT EX/UNIVERSITY AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
15-375	02/06/2015	1547	WILLOW RD/OBRIEN DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-376	02/06/2015	1544	ARBOR RD/MIDDLE AV	2	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Head-on	26
15-401	02/06/2015	2300	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Head-on	26
15-428	02/10/2015	1840	BAY RD/VAN BUREN RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	23
15-435	02/11/2015	1121	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-441	02/11/2015	1821	ALPINE RD/JUNIPERO SERRA BL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-442	02/11/2015	1851	BAYFRONT EX/MARSH RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-488	02/15/2015	1230	720 MENLO AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
15-492	02/17/2015	1156	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	29
15-507	02/19/2015	1458	RINGWOOD AV/MIDDLEFIELD RD	0	1	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
15-509	02/19/2015	1553	MARSH RD/101	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-530	02/20/2015	2245	CHILCO ST/BAYFRONT EX	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	17
15-549	02/23/2015	1830	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-660	02/23/2015	1820	525 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-559	02/24/2015	1356	OAK GROVE AV/DERRY LN	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-560	02/24/2015	1356	OAK GROVE AV/DERRY LN	0	0	0	0 Other Motor Vehicle	22515 CVC - Emergency brake not applied	Rear end	25A
15-564	02/24/2015	745	675 UNIVERSITY DR	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	26
15-591	02/24/2015	541	WILLOW RD/OBRIEN DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
15-581	02/26/2015	1415	1010 UNIVERSITY DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-598	02/27/2015	1430	1028 MIDDLE AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
15-599	02/27/2015	1505	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-615	03/02/2015	750	WILLOW RD/IVY DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-620	03/02/2015	1130	CHESTNUT ST/MENLO AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-627	03/02/2015	1840	2724 SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-628	03/02/2015	1944	JUNIPERO SERRA BL/ALPINE RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-633	03/03/2015	1418	1933 MENALTO AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	22
15-667	03/04/2015	2000	.200 VAN BUREN RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	16
15-669	03/05/2015	1730	EL CAMINO REAL/CAMBRIDGE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-715	03/05/2015	930	VAN BUREN RD/IRIS LN	0	0	0	0 Parked Motor Vehicle	21650 CVC - Driving on wrong side of road	Side swipe	16
15-870	03/05/2015	1630	CRANE ST/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	Unknown	Broadside	26
15-686	03/07/2015	1359	HAVEN CT/HAVEN AV	1	0	0	0 Parked Motor Vehicle	22517 CVC - Open door into oncoming traffic	Other	17
15-692	03/08/2015	1214	1850 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Head-on	25A
15-697	03/09/2015	816	WILLOW RD/BAY RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
15-705	03/09/2015	1429	COTTON ST/MIDDLE AV	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	28
15-713	03/10/2015	710	BAYFRONT EX/MARSH RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-725	03/10/2015	1800	OAK GROVE AV/MALONEY LN	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-731	03/11/2015	1846	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	29
15-732	03/11/2015	1925	MIDDLEFIELD RD/SANTA MONICA	0	0	0	0 Other Motor Vehicle	21755 (a) CVC - Unsafe passing on the right lane	Side swipe	22
15-737	03/12/2015	21	MIDDLEFIELD RD/LINFIELD DR	1	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	22
15-752	03/12/2015	1400	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-768	03/12/2015	220	1399 WILLOW RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	17
15-771	03/14/2015	1201	NEWBRIDGE ST/WILLOW ALLEY	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	17
15-781	03/14/2015	2250	HOLLYBURNE AV/NEWBRIDGE ST	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
15-788	03/15/2015	1559	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
15-790	03/16/2015	425	BAY RD/MARSH RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	16
15-812	03/17/2015	1255	BAYFRONT EX/CHILCO ST	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
15-1057	03/21/2015	1325	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
15-856	03/22/2015	816	MIDDLEFIELD RD/WILLOW RD	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	22
15-863	03/23/2015	1538	UNIVERSITY DR/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-871	03/24/2015	754	SHARON PARK DR/SAND HILL RD	2	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	30
15-883	03/25/2015	1315	MIDDLE AV/SAN MATEO DR	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	27
15-894	03/26/2015	1200	RAVENSWOOD AV/EL CAMINO	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-906	03/26/2015	1200	HAVEN CT/HAVEN AV	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	17
15-920	03/27/2015	730	MIDDLEFIELD RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	22
15-927	03/27/2015	1600	210 OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
15-940	03/29/2015	2015	STANFORD AV/LEMON ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	28
15-959	03/31/2015	1634	SAGA LN/SAND HILL RD	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	30
15-960	03/31/2015	1736	CHATEAU DR/VALPARAISO AV	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
15-961	03/31/2015	1724	720 MENLO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-964	04/01/2015	916	LAUREL ST/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	25
15-966	04/01/2015	900	MENLO AV/DOYLE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-967	04/01/2015	1518	SANTA CRUZ AV/CHESTNUT ST	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian CVC	Vehicle-Pedestrian	26

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
15-978	04/02/2015	1410	3925 BOHANNON DR	0	0	0	0 Fixed Object	21650 CVC - Driving on wrong side of road	Hit object	17A
15-993	04/03/2015	2015	1850 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
15-1000	04/05/2015	1248	CHILCO ST/RR TRACKS	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
15-999	04/05/2015	1023	HAMILTON AV/MODOC AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17
15-1008	04/06/2015	1052	WILLOW RD/BAYFRONT EX	2	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	18
15-1015	04/06/2015	2322	WILLOW RD/BAYFRONT EX	2	0	0	0 Motorcycle	22350 CVC - Speeding	Broadside	18
15-1018	04/07/2015	610	BAYFRONT EX/MARSH RD	1	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Broadside	17
15-1019	04/07/2015	758	RAVENSWOOD AV/MIDDLEFIELD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
15-1021	04/07/2015	953	RAVENSWOOD AV/LAUREL ST	3	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	25
15-1022	04/07/2015	1149	MARSH RD/101	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-1039	04/08/2015	1816	MARSH RD/101	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	17A
15-1380	04/08/2015	1730	WILLOW RD/BAY RD	0	0	0	0 Other Motor Vehicle	22526 (a) CVC - Stopped in a crosswalk	Broadside	16
15-1043	04/09/2015	856	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	16
15-1061	04/10/2015	1518	EL CAMINO REAL/VALPARAISO AV	1	0	0	0 Non-Collision	Unknown	Other	25A
15-1070	04/11/2015	1145	SANTA CRUZ AV/CRANE ST	1	0	0	0 Other Object	22350 CVC - Speeding	Hit object	26
15-1122	04/16/2015	828	MIDDLEFIELD RD/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-1131	04/16/2015	1748	SANTA CRUZ AV/CRANE ST	0	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
15-1132	04/16/2015	1752	MARSH RD/101	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17A
15-1135	04/17/2015	533	UNIVERSITY AV/ADAMS DR	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	18
15-1140	04/17/2015	1746	MALONEY LN/OAK GROVE AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	26
15-1144	04/18/2015	319	LAUREL AV/HAIGHT ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	22
15-1148	04/18/2015	1838	COLEMAN AV/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-1176	04/19/2015	1900	SANTA CRUZ AV/OLIVE ST	0	0	0	0 Fixed Object	21663 CVC - Operate a motor vehicle on a sidewalk	Hit object	27
15-1170	04/20/2015	1700	525 OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	25
15-1197	04/23/2015	1415	WILLOW RD/OKEEFE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-1203	04/24/2015	133	100 EL CAMINO REAL	1	0	0	0 Pedestrian	24002 (A) CVC - Vehicle presents as a sfety hazard	Vehicle-Pedestrian	26
15-1217	04/25/2015	2022	WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
15-1225	04/26/2015	1939	CENTRAL AV/DURHAM ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
15-1239	04/27/2015	2100	MIDDLE AV/BLAKE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Other	26
15-1250	04/29/2015	800	WILLOW RD/101	2	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	16
15-1264	04/30/2015	1443	EL CAMINO REAL/SANTA CRUZ AV	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-1268	04/30/2015	1443	EL CAMINO REAL/SANTA CRUZ AV	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-1276	05/01/2015	1641	MARSH RD/BAY RD	1	1	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
15-1306	05/02/2015	1151	AVY AV/ALTSCHUL AV	0	0	0	0 Fixed Object	21663 CVC - Operate a motor vehicle on a sidewalk	Hit object	29
15-1288	05/03/2015	1055	525 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
15-1294	05/04/2015	930	1 HACKER WY	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	18
15-1323	05/06/2015	2045	RAVENSWOOD AV/EL CAMINO	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25A
15-1337	05/07/2015	1623	EL CAMINO REAL/CAMBRIDGE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
15-1341	05/07/2015	1935	SCOTT DR/MARSH RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
15-1351	05/08/2015	1237	MONTE ROSA DR/CONTINENTAL	1	0	0	0 Bicycle	22350 CVC - Speeding	Hit object	30
15-1352	05/08/2015	1427	1182 WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-1355	05/08/2015	1513	WILLOW RD/NASH AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-1365	05/09/2015	1837	MENLO AV/CURTIS ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-1378	05/11/2015	857	MIDDLEFIELD RD/LINFIELD DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-1389	05/12/2015	852	GILBERT AV/CENTRAL AV	0	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	22
15-1397	05/12/2015	1600	NEWBRIDGE ST/MARKET PL	0	0	0	0 Parked Motor Vehicle	Unknown	Side swipe	17
15-1466	05/12/2015	2110	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	Unknown	Other	26
15-1406	05/13/2015	1320	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-1411	05/14/2015	819	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
15-1414	05/14/2015	1315	EL CAMINO REAL/PARTRIDGE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
15-1415	05/14/2015	1000	SISKIYOU PL/SISKIYOU DR	0	0	0	0 Other Motor Vehicle	Unknown	Other	30
15-1425	05/15/2015	1720	620 SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22101 (d) CVC - Disregard of posted control devices	Side swipe	26
15-1426	05/15/2015	1724	2800 SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-1453	05/18/2015	1447	SHARON RD/ALTSCHUL AV	1	0	0	0 Pedestrian	21954 (a) CVC - Pedestrian yield to traffic	Vehicle-Pedestrian	30
15-1459	05/19/2015	311	JUNIPERO SERRA BL/ALPINE RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
15-1474	05/19/2015	1758	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	22
15-1475	05/19/2015	1913	WILLOW RD/101	1	0	0	0 Bicycle	21804 (a) CVC - Failure to yield when exiting private	Other	16
15-1480	05/20/2015	1133	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	18
15-1487	05/21/2015	742	WOODLAND AV/MENALTO AV	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	21
15-1489	05/21/2015	845	HAVEN CT/HAVEN AV	1	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-1493	05/21/2015	1430	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	22
15-1503	05/23/2015	700	1100 WINDERMERE AV	0	0	0	0 Other Motor Vehicle	Unknown	Other	17
15-1508	05/23/2015	1539	SEVIER AV/NEWBRIDGE ST	1	0	0	0 Pedestrian	21954 (a) CVC - Pedestrian yield to traffic	Vehicle-Pedestrian	17
15-1520	05/25/2015	1433	WILLOW RD/COLEMAN AV	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	22
15-1535	05/27/2015	850	MARSH RD/SCOTT DR	0	1	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	17A
15-1543	05/27/2015	1453	700 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-1556	05/28/2015	1128	GILBERT AV/WILLOW RD	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Side swipe	22
15-1559	05/28/2015	1548	MARSH RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-1560	05/28/2015	1604	MARSH RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-1562	05/28/2015	1828	OAK GROVE AV/EL CAMINO REAL	1	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-1595	05/28/2015	1730	MENLO AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
15-1580	05/30/2015	1445	HAVEN AV/MARSH RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-1583	05/30/2015	1700	PIERCE RD/MENLO OAKS DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
15-1586	05/31/2015	334	WILLOW RD/MIDDLEFIELD RD	2	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	22
15-1591	06/01/2015	800	ALMA ST/ CREEK DR	1	0	0	0 Pedestrian	22350 CVC - Speeding	Vehicle-Pedestrian	25
15-1610	06/02/2015	1300	OAK GROVE AV/MALONEY LN	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-1612	06/03/2015	749	WILLOW RD/BAYFRONT EX	1	0	0	0 Non-Collision	22350 CVC - Speeding	Overturned	18
15-1617	06/03/2015	1519	SAND HILL RD/SAND HILL CI	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-1618	06/03/2015	1637	WILLOW RD/COLEMAN AV	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	22
15-1621	06/03/2015	2300	NOEL DR/LAUREL ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	25
15-1684	06/03/2015	1140	WILLOW RD/BAY RD	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	16
15-1634	06/04/2015	2006	BAYFRONT EX/FACEBOOK WY	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17
15-1779	06/04/2015	1202	EL CAMINO REAL/ENCINAL AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-1641	06/05/2015	1540	EL CAMINO REAL/LIVE OAK AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
15-1665	06/07/2015	1519	HENDERSON AV/VAN BUREN RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
15-1673	06/08/2015	1117	SAND HILL RD/SAND HILL CI	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-1859	06/08/2015	1217	80 WILLOW RD	0	0	0	0 Other Motor Vehicle	21755 (a) CVC - Passing on right shoulder	Side swipe	25
15-1695	06/10/2015	1520	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-1696	06/10/2015	1735	410 CENTRAL AV	0	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	22
15-1706	06/12/2015	207	EL CAMINO REAL/CAMBRIDGE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
15-1718	06/13/2015	1436	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	26
15-1740	06/15/2015	710	UNIVERSITY AV/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
15-1754	06/16/2015	1116	50 TERMINAL AV	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	17
15-1760	06/16/2015	1730	JEFFERSON DR/CONSTITUTION DR	0	0	0	0 Parked Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Side swipe	17
15-1766	06/17/2015	700	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
15-1772	06/17/2015	1723	3586 HAVEN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
15-1777	06/18/2015	1211	HEDGE RD/BAY RD	0	0	0	0 Other Motor Vehicle	21650 CVC - Driving on wrong side of road	Side swipe	16
15-1780	06/18/2015	1537	2000 WILLOW RD	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	18
15-1784	06/18/2015	2006	EL CAMINO REAL/ALEJANDRA AV	0	0	0	1 Pedestrian	Unknown	Vehicle-Pedestrian	25A
15-1788	06/19/2015	1625	MIDDLEFIELD RD/SANTA	1	0	0	0 Bicycle	22106 CVC - Unsafe backing	Other	22
15-1790	06/19/2015	1630	GILBERT AV/CENTRAL AV	0	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	22
15-1791	06/19/2015	1840	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
15-1794	06/20/2015	524	MARSH RD/101	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Head-on	17A
15-1811	06/22/2015	900	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	22
15-2034	06/22/2015	1120	HOLLYBURNE AV/IVY DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
15-1941	07/04/2015	1157	ALMANOR AV/NEWBRIDGE ST	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
15-1978	07/08/2015	740	701 FREMONT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-2155	07/08/2015	1730	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-2004	07/10/2015	1330	SHARON PARK DR/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-2013	07/11/2015	157	CARLTON AV/PIERCE RD	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Head-on	17
15-2039	07/13/2015	1505	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
15-2052	07/13/2015	2200	NOEL DR/RAVENSWOOD AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
15-2046	07/14/2015	443	WILLOW RD/MIDDLEFIELD RD	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	22
15-2055	07/14/2015	1745	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	25A
15-2071	07/14/2015	820	701 LAUREL ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
15-2065	07/15/2015	1406	1100 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
15-2079	07/16/2015	850	MARSH RD/RR TRACKS	1	0	0	0 Bicycle	Unknown	Other	16
15-2173	07/18/2015	830	1010 UNIVERSITY DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Other	26
15-2126	07/20/2015	1106	MIDDLEFIELD RD/LINFIELD DR	1	0	0	0 Bicycle	22100 (b) CVC - Failure to yield to oncoming traffic left turn	Other	22
15-2144	07/21/2015	1435	1350 WILLOW RD	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	17
15-2145	07/21/2015	1651	NASH AV/WILLOW RD	1	0	0	0 Other Motor Vehicle	21209 (a) CVC - Parking in a bike lane	Broadside	22
15-2161	07/23/2015	1233	1973 E BAYSHORE	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	99
15-2166	07/23/2015	1533	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-2167	07/23/2015	1630	GILBERT AV/WILLOW RD	0	1	0	0 Other Motor Vehicle	21650 CVC - Driving on wrong side of road	Side swipe	22
15-2171	07/24/2015	1051	BAYFRONT EX/CHRYSLER DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-2187	07/24/2015	2300	HAMILTON AV/SAGE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-2223	07/28/2015	911	CRANE ST/VALPARAISO AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
15-2230	07/28/2015	1257	SANTA CRUZ AV/CURTIS ST	0	0	0	0 Other Motor Vehicle	Unknown	Rear end	26
15-2237	07/29/2015	1225	BAY RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	23
15-2244	07/30/2015	1006	1436 EL CAMINO REAL	1	0	0	0 Pedestrian	22350 CVC - Speeding	Vehicle-Pedestrian	25A
15-2255	07/31/2015	815	325 SHARON PARK DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	30
15-2270	08/01/2015	1046	735 SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
15-2287	08/02/2015	1300	CARLTON AV/IVY DR	0	0	0	0 Parked Motor Vehicle	Unknown	Other	17
15-2292	08/03/2015	1220	EL CAMINO REAL/MENLO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-2298	08/03/2015	2101	ALMA ST/RAVENSWOOD AV	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	25
15-2307	08/04/2015	1903	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
15-2314	08/05/2015	1125	SPRUCE AV/EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
15-2331	08/06/2015	147	WILLOW RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
15-2336	08/06/2015	1503	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-2345	08/07/2015	1015	64 WILLOW PL	1	0	0	0 Non-Collision	21804 (a) CVC - Failure to yield when exiting private	Other	25
15-2383	08/10/2015	1430	MARSH RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-2386	08/10/2015	1530	2700 SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-2387	08/10/2015	1652	836 LIVE OAK AV	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	26
15-2397	08/11/2015	1215	MIDDLEFIELD RD/SANTA	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	22
15-2414	08/12/2015	1700	OAK AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	28
15-2508	08/13/2015	1605	1 HACKER WY	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	18
15-2443	08/14/2015	1750	HOOVER ST/ELIZABETH LN	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	26
15-2445	08/14/2015	2117	WILLOW RD/GILBERT AV	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	22
15-2456	08/15/2015	1450	BAY RD/GREENWOOD DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	16
15-2470	08/16/2015	2100	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
15-2475	08/17/2015	1110	OAK GROVE AV/DERRY LN	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-2481	08/17/2015	1623	COLLEGE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
15-2489	08/18/2015	1227	1010 UNIVERSITY DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-2513	08/20/2015	759	101/MARSH RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-2546	08/22/2015	1048	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
15-2560	08/23/2015	1420	995 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	None	Rear end	26
15-2574	08/24/2015	1450	WILLOW RD/COLEMAN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-2583	08/25/2015	637	HAVEN AV/E BAYSHORE RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	99
15-2594	08/25/2015	1600	WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
15-2605	08/26/2015	1425	WILLOW RD/BLACKBURN AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-2608	08/26/2015	2218	MARSH RD/SCOTT DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-2609	08/27/2015	813	SANTA CRUZ AV/ARBOR RD	1	0	0	0 Bicycle	Unknown	Other	27
15-2621	08/27/2015	1325	810 COLEMAN AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
15-2630	08/28/2015	1320	ALMA ST/RAVENSWOOD AV	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	25
15-2635	08/28/2015	1538	BAY RD/MARSH RD	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Hit object	16
15-2636	08/28/2015	1715	OBRIEN DR/WILLOW RD	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	18
15-2653	08/29/2015	1900	1080 SAN MATEO DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	27
15-2657	08/30/2015	1515	SCOTT DR/MARSH RD	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17A
15-2706	09/03/2015	1010	SANTA CRUZ AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21650 CVC - Driving on wrong side of road	Side swipe	26
15-2709	09/03/2015	2044	LAUREL AV/WOODLAND AV	0	0	0	0 Fixed Object	21650 CVC - Driving on wrong side of road	Hit object	22
15-2710	09/03/2015	1800	LAUREL ST/CHERRY ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	25
15-2908	09/03/2015	1443	OAK GROVE AV/PINE ST	1	0	0	0 Other Motor Vehicle	21806 (a) CVC - Failure to yield to emergency vehicle	Side swipe	25
15-2711	09/04/2015	852	NANCY WY/ORANGE AV	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	28
15-2735	09/06/2015	256	BAYFRONT EX/MARSH RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-2754	09/08/2015	1236	EL CAMINO REAL/ROBLE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-2763	09/09/2015	1215	UNIVERSITY AV/TASSO ST	1	0	0	0 Motorcycle	22102 CVC - Unlawful u turn in business district	Broadside	99
15-2767	09/09/2015	1733	SAND HILL RD/STANFORD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
15-2769	09/09/2015	1851	BAYFRONT EX/CHRYSLER DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	17
15-2778	09/10/2015	1821	WILLOW RD/HAMILTON AV	1	0	0	0 Other Motor Vehicle	21209 (a) CVC - Parking in a bike lane	Broadside	17
15-2780	09/10/2015	1200	SAND HILL RD/SHARON PARK DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Other	30

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
15-2791	09/12/2015	1019	727 EL CAMINO REAL	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	26
15-2809	09/13/2015	1659	DOYLE ST/MENLO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
15-2810	09/13/2015	1919	NEWBRIDGE ST/SEVIER AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	17
15-2812	09/13/2015	2145	BAYFRONT EX/MARSH RD	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Head-on	17
15-2828	09/14/2015	2037	WILLOW RD/BAY RD	1	0	0	0 Bicycle	21760 (b) CVC - Unsafe passing of bicycle	Other	16
15-2838	09/15/2015	1941	UNIVERSITY AV/BAYFRONT EX	1	0	0	0 Motorcycle	22107 CVC - Unsafe lane change	Broadside	18
15-2841	09/16/2015	1030	EL CAMINO REAL/ENCINAL AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-2842	09/16/2015	1232	UNIVERSITY AV/BAYFRONT EX	1	0	0	0 Non-Collision	22350 CVC - Speeding	Overturned	18
15-2853	09/17/2015	1122	MENLO AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
15-2860	09/17/2015	2040	3536 HAVEN AV	1	0	0	0 Parked Motor Vehicle	20002 CVC - Hit and run no injuries	Rear end	99
15-2864	09/18/2015	1549	MARSH RD/101	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17A
15-2881	09/20/2015	300	3500 HAVEN AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-2888	09/20/2015	1947	CHILCO ST/CONSTITUTION DR	0	0	0	0 Other Object	22350 CVC - Speeding	Hit object	17
15-2898	09/21/2015	1316	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-2959	09/21/2015	834	1180 OBRIEN DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	18
15-2910	09/22/2015	2014	EL CAMINO REAL/CAMBRIDGE AV	2	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	26
15-2913	09/23/2015	900	SAGA LN/SAND HILL RD	1	0	0	0 Animal	None	Other	30
15-2929	09/24/2015	1708	EL CAMINO REAL/CAMBRIDGE AV	1	0	0	0 Pedestrian	None	Vehicle-Pedestrian	26
15-2934	09/25/2015	922	1159 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Other	26
15-2955	09/27/2015	1510	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
15-2980	09/29/2015	1242	SANTA CRUZ AV/ARBOR RD	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Overturned	27
15-2998	09/30/2015	801	16 COLEMAN PL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Head-on	22
15-3012	10/01/2015	1232	720 MENLO AV	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Side swipe	26
15-3017	10/01/2015	1232	720 MENLO AV	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	26
15-3023	10/02/2015	1100	SHARON PARK DR/MONTE ROSA	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	30
15-3025	10/02/2015	1300	1600 MARSH RD	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
15-3039	10/03/2015	2154	OAK GROVE AV/RR TRACKS	0	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	25
15-3043	10/04/2015	740	MIDDLEFIELD RD/WOODLAND AV	1	0	0	0 Fixed Object	Other than driver	Hit object	22
15-3068	10/06/2015	659	LAUREL ST/BURGESS DR	0	0	0	0 Bicycle	22106 CVC - Unsafe backing	Other	25
15-3074	10/06/2015	1644	1450 CHILCO ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-3078	10/07/2015	808	CRANE ST/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22517 CVC - Open door into oncoming traffic	Other	26
15-3081	10/07/2015	930	RAVENSWOOD AV/EL CAMINO	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-3099	10/08/2015	1357	ROBLE AV/EL CAMINO REAL	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
15-3112	10/09/2015	1455	WILLOW RD/OKEEFE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-3116	10/10/2015	1046	EL CAMINO REAL/ROBLE AV	1	0	0	0 Other Motor Vehicle	21800 (d)(1) CVC - Proceed with caution at inoperable	Broadside	26
15-3130	10/10/2015	1900	HENDERSON PL/HENDERSON AV	0	0	0	0 Parked Motor Vehicle	Unknown	Side swipe	17
15-3137	10/11/2015	2214	1110 MARSH RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17A
15-3143	10/12/2015	1200	701 LAUREL ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
15-3161	10/13/2015	1412	MENLO AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
15-3168	10/13/2015	1920	EL CAMINO REAL/ALEJANDRA AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-3172	10/14/2015	751	SANTA CRUZ AV/JOHNSON ST	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	27
15-3174	10/14/2015	1558	MARSH RD/101	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-3175	10/14/2015	1720	RAVENSWOOD AV/LAUREL ST	0	0	0	0 Other Motor Vehicle	21209 (a) CVC - Parking in a bike lane	Side swipe	25
15-3176	10/14/2015	1713	EL CAMINO REAL/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	23152 (F) CVC - Driving under the influence of a narcotic	Broadside	25A
15-3200	10/16/2015	1415	1 HACKER WY	1	0	0	0 Bicycle	Unknown	Other	18
15-3213	10/17/2015	1829	MARKET PL/HAMILTON AV	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	17
15-3225	10/18/2015	1907	1368 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	25A
15-3232	10/19/2015	827	CARLTON AV/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	Unknown	Broadside	17
15-3264	10/21/2015	1600	SANTA CRUZ AV/OAK HOLLOW WY	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
15-3269	10/21/2015	1821	1300 EL CAMINO REAL	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-3279	10/22/2015	1250	OAK GROVE AV/CHESTNUT ST	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	26
15-3309	10/25/2015	1200	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
15-3408	10/25/2015	1240	WILLOW RD/GILBERT AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-3342	10/27/2015	2150	MARSH RD/101	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	17A
15-3354	10/29/2015	730	SHARON PARK DR/SAND HILL RD	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	30
15-3363	10/29/2015	1506	ROSE AV/UNIVERSITY DR	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
15-3365	10/29/2015	1715	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-3369	10/29/2015	1400	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
15-3370	10/30/2015	809	TERMINAL AV/MODOC AV	2	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	17
15-3380	10/30/2015	1833	EL CAMINO REAL/CAMBRIDGE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-3402	10/30/2015	1530	525 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
15-3396	11/01/2015	1212	SAND HILL RD/SAGA LN	1	0	0	0 Bicycle	21703 CVC - Following too close	Other	30
15-3400	11/02/2015	934	CHILCO ST/HAMILTON AV	1	0	0	0 Non-Collision	22350 CVC - Speeding	Overturned	17
15-3401	11/02/2015	1025	BAYFRONT EX/CHRYSLER DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Other	17
15-3509	11/02/2015	1025	180 JEFFERSON DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
15-3407	11/03/2015	755	GLENWOOD AV/LAUREL ST	0	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Broadside	25
15-3414	11/03/2015	1405	280 WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-3429	11/04/2015	500	ALMA ST/RAVENSWOOD AV	0	0	0	0 Parked Motor Vehicle	Unknown	Side swipe	25
15-3444	11/05/2015	1715	WILLOW RD/CLOVER LN	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
15-3445	11/06/2015	708	CHRYSLER DR/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-3461	11/07/2015	1557	CHILCO ST/BAYFRONT EX	0	0	0	0 Other Object	21800 (A) CVC - Yield the right away	Broadside	17
15-3462	11/07/2015	700	3555 HAVEN AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-3482	11/09/2015	730	ALPINE RD/JUNIPERO SERRA BL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
15-3495	11/10/2015	2000	ALMA ST/RAVENSWOOD AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
15-3496	11/10/2015	2103	CHILCO ST/RR TRACKS	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
15-3506	11/11/2015	1800	2140 SANTA CRUZ AV	1	0	0	0 Pedestrian	22106 CVC - Unsafe backing	Vehicle-Pedestrian	29
15-3512	11/12/2015	1128	HOLLYBURNE AV/IVY DR	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	17
15-3528	11/13/2015	758	RAVENSWOOD AV/ALMA ST	1	0	0	0 Bicycle	22450 (a) CVC - Stop after the limit line	Other	25
15-3530	11/13/2015	600	HANNA WY/RIORDAN PL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	24
15-3541	11/14/2015	1639	EL CAMINO REAL/STONEPINE LN	1	0	0	0 Pedestrian	22350 CVC - Speeding	Vehicle-Pedestrian	25A
15-3556	11/16/2015	1238	WILLOW RD/DURHAM ST	0	0	0	0 Other Motor Vehicle	21658 (a) CVC - Maintain vehicle in a single lane	Side swipe	22
15-3565	11/17/2015	750	RINGWOOD AV/BAY RD	0	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	16
15-3579	11/17/2015	1043	OAK GROVE AV/UNIVERSITY DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	26
15-3580	11/17/2015	1249	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	21755 (a) CVC - Passing on the shoulder	Broadside	26
15-3583	11/17/2015	1812	MIDDLE AV/EL CAMINO REAL	1	0	0	0 Bicycle	21804 (a) CVC - Failure to yield when exiting private	Other	26
15-3585	11/18/2015	822	NEWBRIDGE ST/CHILCO ST	1	0	0	0 Pedestrian	22350 CVC - Speeding	Vehicle-Pedestrian	17
15-3597	11/18/2015	2030	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
15-3607	11/19/2015	1522	BAY RD/WILLOW RD	0	1	0	0 Bicycle	21800 (A) CVC - Yield the right away	Other	23
15-3610	11/19/2015	1836	HAMILTON AV/WILLOW RD	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	18
15-3620	11/20/2015	1512	EL CAMINO REAL/ROBLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
15-3629	11/21/2015	1443	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
15-3638	11/21/2015	2015	ALMA ST/RAVENSWOOD AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
15-3662	11/24/2015	1455	MIDDLE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21755 (a) CVC - Passing on the shoulder	Side swipe	26
15-3665	11/24/2015	1916	RAVENSWOOD AV/MIDDLEFIELD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
15-3678	11/26/2015	1400	PIERCE RD/HENDERSON AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
15-3698	11/28/2015	2010	EL CAMINO REAL/ROBLE AV	0	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	26
15-3715	11/30/2015	1722	1 FACEBOOK WY	1	0	0	0 Bicycle	Unable to determine	Other	18
15-3805	11/30/2015	1205	ALAMEDA DE LAS	0	0	0	0 Other Motor Vehicle	21806 (a) CVC - Failure to yield to emergency vehicle	Broadside	99
15-3830	12/01/2015	436	BAY RD/VAN BUREN RD	0	0	0	0 Fixed Object	21651 (A)1 CVC - Cross over divided barrier	Hit object	23
15-3885	12/01/2015	1420	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
15-3738	12/02/2015	131	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
15-3741	12/02/2015	1015	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
15-3742	12/02/2015	1359	EL CAMINO REAL/ROBLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
15-3752	12/03/2015	1725	LEE DR/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
15-3774	12/03/2015	1300	TERMINAL AV/ALMANOR AV	0	0	0	0 Other Motor Vehicle	Unknown	Other	17
15-3761	12/04/2015	945	GREENWOOD DR/OAKHURST PL	0	0	0	0 Non-Collision	21461 (a) CVC - Disobey traffic signs	Other	16
15-3765	12/04/2015	1635	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
15-3872	12/04/2015	1900	1100 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	25A
15-3803	12/05/2015	1800	ALPINE RD/JUNIPERO SERRA BL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
15-3778	12/06/2015	1835	MARSH RD/101	1	0	0	0 Bicycle	21650 CVC - Driving on wrong side of road	Other	17A
15-3780	12/07/2015	730	SCOTT DR/MARSH RD	1	0	0	0 Other Motor Vehicle	21658 (a) CVC - Maintain vehicle in a single lane	Side swipe	17A
15-3782	12/07/2015	730	PARTRIDGE AV/UNIVERSITY DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-3813	12/09/2015	800	LORELEI LN/CHRISTOPHER WY	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	16
15-3823	12/10/2015	801	773 SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
15-3835	12/11/2015	614	BAYFRONT EX/MARSH RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-3865	12/14/2015	1155	MARSH RD/SCOTT DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
15-3867	12/14/2015	1338	CAMPBELL AV/BOHANNON DR	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian CVC	Vehicle-Pedestrian	17A
15-3868	12/14/2015	1351	EL CAMINO REAL/MENLO AV	0	0	0	0 Other Motor Vehicle	20002 CVC - Hit and run no injuries	Rear end	25A
15-3883	12/15/2015	1045	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
15-3900	12/15/2015	830	4600 BOHANNON DR	0	0	0	0 Parked Motor Vehicle	Unknown	Side swipe	17A
15-3919	12/18/2015	957	BAYFRONT EX/HAVEN AV	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
15-3922	12/18/2015	1320	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
15-3928	12/19/2015	643	SAND HILL RD/SANTA CRUZ AV	0	0	1	1 Pedestrian	21950 (b) CVC - Pedestrian cannot stop and delay traffic	Vehicle-Pedestrian	99
15-3929	12/19/2015	859	OAK AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	28
15-3956	12/22/2015	1300	CRANE ST/MENLO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
15-3957	12/22/2015	1435	MARSH RD/101	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17A
15-3961	12/22/2015	1611	RAVENSWOOD AV/MIDDLEFIELD	0	0	0	0 Other Motor Vehicle	21750 (a) CVC - Pass other than on the left	Side swipe	25
15-4003	12/29/2015	730	WILLOW RD/HAMILTON AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
15-4005	12/29/2015	815	1229 WILLOW RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	17
15-4024	12/30/2015	1540	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
15-4036	12/31/2015	1959	BAYFRONT EX/WILLOW RD	1	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	18
16-10	01/02/2016	1720	SHARON OAKS DR/SHARON RD	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	30
16-17	01/03/2016	1456	PARTRIDGE AV/UNIVERSITY DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	26
16-40	01/04/2016	1825	INDEPENDENCE DR/CONSTITUTION	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17
17-36	01/04/2016	835	CAMBRIDGE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-44	01/04/2016	1949	MARSH RD/BOHANNON DR	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17A
16-41	01/05/2016	1538	LAUREL ST/RAVENSWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-59	01/07/2016	1316	WILLOW RD/NEWBURIDGE ST	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Side swipe	17
16-122	01/09/2016	1830	1039 LAUREL ST	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	25
16-78	01/09/2016	621	WILLOW RD/COLEMAN AV	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	22
16-95	01/10/2016	1728	EL CAMINO REAL/ROBLE AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-115	01/11/2016	1525	MARSH RD/SCOTT DR	0	0	0	0 Other Motor Vehicle	22100 (a) CVC - Failure to yield to oncoming traffic right	Side swipe	17A
16-118	01/11/2016	1613	MIDDLEFIELD RD/LINFIELD DR	1	0	0	0 Bicycle	21208 (b) CVC - Unsafe exiting of bike lane	Other	22
16-124	01/11/2016	1824	WILLOW RD/BAYFRONT EX	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-130	01/12/2016	1035	817 PARTRIDGE AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-136	01/12/2016	1820	EL CAMINO REAL/CAMBRIDGE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-140	01/12/2016	1625	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	18
16-142	01/13/2016	1425	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Fixed Object	22153 (E) CVC - Drunk driving of passenger for hire	Hit object	25A
16-161	01/14/2016	1900	SANTA CRUZ AV/MALONEY LN	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
16-201	01/19/2016	739	WILLOW RD/BAY RD	0	0	0	0 Other Motor Vehicle	21803 (a) CVC - Disobey failure to yield sign	Broadside	16
16-219	01/20/2016	1100	HAMILTON AV/SEVIER AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
16-233	01/21/2016	1000	MIDDLEFIELD RD/LINFIELD DR	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	22
16-804	01/21/2016	1356	WILLOW RD/COLEMAN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-239	01/22/2016	1330	MENLO AV/DOYLE ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
16-268	01/25/2016	912	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	16
16-280	01/26/2016	1502	EL CAMINO REAL/MENLO AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
16-281	01/26/2016	1526	WILLOW RD/MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-283	01/26/2016	1554	SAGA LN/SAND HILL RD	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	30
16-285	01/26/2016	1720	UNIVERSITY DR/ROBLE AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-290	01/27/2016	810	1205 HAMILTON CT	0	0	0	0 Other Motor Vehicle	Unknown	Broadside	18
16-313	01/28/2016	1700	STONEPINE LN/BUCKTHORN WY	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
16-311	01/29/2016	1345	CHESTNUT ST/OAK GROVE AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-315	01/29/2016	2017	MARSH RD/101	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17A
16-333	02/01/2016	1010	SCOTT DR/MARSH RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	17A
16-338	02/01/2016	1510	ELDER AV/VALPARAISO AV	1	0	0	0 Bicycle	21755 (a) CVC - Unsafe passing on the right lane	Other	28
16-352	02/03/2016	759	WILLOW RD/IVY DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-360	02/03/2016	1650	WILLOW RD/DURHAM ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-371	02/05/2016	908	MARSH RD/SCOTT DR	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17A
16-389	02/06/2016	1921	167 CONSTITUTION DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
16-401	02/07/2016	1645	EL CAMINO REAL/ROBLE AV	1	0	0	0 Bicycle	21453 (a) CVC - Stopped over limit line	Other	26
16-409	02/08/2016	1011	EL CAMINO REAL/CAMBRIDGE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-428	02/09/2016	1704	2800 SAND HILL RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	30
16-429	02/09/2016	1735	RAVENSWOOD AV/ALMA ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-445	02/10/2016	2053	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	18
16-448	02/11/2016	818	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-453	02/11/2016	1551	WILLOW RD/OBRIEN DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-454	02/11/2016	855	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
16-464	02/12/2016	1525	BAYFRONT EX/FACEBOOK WY	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-467	02/13/2016	814	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-469	02/13/2016	1520	EL CAMINO REAL/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
16-478	02/15/2016	1103	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	29
16-480	02/15/2016	1127	COLEMAN AV/COLEMAN PL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	22
16-486	02/16/2016	830	ALMA ST/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
16-487	02/16/2016	828	WILLOW RD/OKEEFE ST	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	22
16-492	02/16/2016	1445	EL CAMINO REAL/HARVARD AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-493	02/16/2016	1450	EL CAMINO REAL/STONEPINE LN	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-494	02/16/2016	1439	OAK GROVE AV/LAUREL ST	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	25
16-508	02/17/2016	1723	WILLOW RD/HAMILTON AV	1	0	0	0 Bicycle	21804 (a) CVC - Failure to yield when exiting private	Other	17
16-513	02/17/2016	2358	EL CAMINO REAL/WATKINS AV	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Side swipe	25A
16-535	02/20/2016	1130	241 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	None	Side swipe	26
16-541	02/20/2016	1327	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-548	02/21/2016	1310	WILLOW ALLEY/NEWBRIDGE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-558	02/22/2016	1157	1011 PEGGY LN	0	0	0	0 Fixed Object	21650 CVC - Driving on wrong side of road	Hit object	16
16-561	02/22/2016	1410	HOLLYBURNE AV/BAY RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
16-573	02/23/2016	943	SAND HILL RD/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
16-574	02/23/2016	1050	MARSH ROAD/CONSTITUTION DR	0	0	0	0 Other Motor Vehicle	21460 (a) CVC - Cross double yellow lines	Broadside	17
16-582	02/23/2016	1419	IVY DR/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-603	02/25/2016	1028	EL CAMINO REAL/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-609	02/25/2016	1712	BAYFRONT EX/FACEBOOK WY	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-619	02/26/2016	1628	WILLOW RD/101	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
16-795	02/26/2016	1900	2825 SAND HILL RD	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Broadside	30
16-628	02/27/2016	1128	RAVENSWOOD AV/MIDDLEFIELD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-733	02/27/2016	2300	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-646	02/29/2016	1155	CURTIS ST/MENLO AV	1	0	0	0 Pedestrian	21955 CVC - Jaywalking	Vehicle-Pedestrian	26
16-650	02/29/2016	1539	WILLOW RD/ALBERNI ST	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	17
16-653	02/29/2016	1651	LAUREL AV/WALNUT ST	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	22
16-669	03/01/2016	1713	2180 SAND HILL RD	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	30
16-674	03/01/2016	1900	NOEL DR/RAVENSWOOD AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	25
17-678	03/03/2016	1323	NEWBRIDGE ST/WILLOW ALLEY	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-705	03/04/2016	1340	BAYFRONT EX/MARSH RD	0	0	0	0 Other Motor Vehicle	21806 (a) CVC - Failure to yield to emergency vehicle	Broadside	17
16-706	03/04/2016	1447	BAYFRONT EX/MARSH RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-707	03/04/2016	1600	EL CAMINO REAL/CAMBRIDGE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-716	03/05/2016	1602	BAYFRONT EX/MARSH RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-720	03/06/2016	1100	GILBERT AV/WILLOW RD	1	0	0	0 Bicycle	21451 (a) CVC - Yield to pedestrians	Other	22
16-739	03/07/2016	1125	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	Unknown	Side swipe	26
16-743	03/08/2016	1710	SAND HILL RD/MONTE ROSA DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
16-745	03/08/2016	1600	EL CAMINO REAL/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
16-753	03/09/2016	1307	EL CAMINO REAL/OAK GROVE AV	2	0	0	0 Other Motor Vehicle	21451 (a) CVC - Yield to pedestrians	Broadside	25A
16-754	03/09/2016	1321	BLAKE ST/LIVE OAK AV	1	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	26
16-784	03/12/2016	1145	873 HAMILTON AV	0	0	0	0 Parked Motor Vehicle	Unknown	Rear end	17
16-785	03/12/2016	2028	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
16-814	03/15/2016	2129	3760 HAVEN AV	0	0	0	0 Other Object	22350 CVC - Speeding	Hit object	17
17-797	03/15/2016	1113	WILLOW RD/OBRIEN DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-819	03/16/2016	853	STONEPINE LN/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-827	03/16/2016	1515	WOODLAND AV/RUSSELL CT	1	0	0	0 Other Motor Vehicle	24002 (A) CVC - Vehicle presents as a safety hazard	Side swipe	22
16-848	03/18/2016	159	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25A
16-856	03/18/2016	1630	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-859	03/18/2016	1914	OBRIEN DR/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	18
16-886	03/21/2016	630	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	18
16-898	03/22/2016	1250	ALMA ST/RAVENSWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-904	03/22/2016	2045	MIDDLE AV/EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	26
16-922	03/22/2016	1800	CHILCO ST/IVY DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-909	03/23/2016	1016	LAUREL ST/THURLOW ST	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
16-910	03/23/2016	1127	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
16-924	03/24/2016	1140	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	17
16-941	03/25/2016	1700	4300 BOHANNON DR	0	0	0	0 Other Motor Vehicle	21650 CVC - Driving on wrong side of road	Head-on	17A
16-946	03/26/2016	244	BAYFRONT EX/WILLOW RD	1	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	18
16-947	03/26/2016	636	BAYFRONT EX/WILLOW RD	0	2	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Head-on	18
16-954	03/26/2016	1350	HOOVER ST/VALPARAISO AV	0	1	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
16-963	03/26/2016	2350	CONSTITUTION DR/CHILCO ST	0	0	0	0 Other Object	22350 CVC - Speeding	Hit object	17
16-1055	03/28/2016	1050	1100 OBRIEN DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	18
16-977	03/28/2016	1530	MIDDLE AV/MOREY DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-981	03/28/2016	2040	MARSH RD/SCOTT DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
16-1006	03/30/2016	2320	HAMILTON AV/CHILCO ST	1	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
16-1007	03/31/2016	747	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-1010	03/31/2016	1041	ENCINAL AV/EL CAMINO REAL	0	0	0	0 Motor Vehicle on Other	21453 (a) CVC - Stopped over limit line	Broadside	25A
16-1011	03/31/2016	957	101/WILLOW RD	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
16-1015	03/31/2016	2223	UNIVERSITY AV/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	21453 (c) CVC - No turn on red	Broadside	18
16-1017	03/31/2016	2100	WILLOW RD/OBRIEN DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
16-1028	04/01/2016	1800	MADERA AV/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-1025	04/02/2016	856	SANTA CRUZ AV/COTTON ST	1	0	0	0 Bicycle	21802 (a) CVC - Failure to yield to oncoming traffic	Other	27
16-1034	04/02/2016	1938	CAMBRIDGE AV/EL CAMINO REAL	1	0	0	0 Bicycle	21453 (a) CVC - Stopped over limit line	Other	26
16-1058	04/04/2016	1445	OAK GROVE AV/HOOVER ST	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	26
16-1060	04/04/2016	1553	PLUMAS AV/HAMILTON AV	1	0	0	0 Bicycle	22450 (a) CVC - Stop after the limit line	Other	17
16-1073	04/05/2016	1538	MARSH RD/SCOTT DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
16-1183	04/05/2016	1200	1 HACKER WY	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
16-1086	04/06/2016	1135	MADERA AV/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	Unknown	Broadside	17
16-1092	04/06/2016	1700	CHILCO ST/IVY DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	17
16-1115	04/08/2016	2135	SAND HILL RD/SAGA LN	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	30
16-1261	04/08/2016	1700	260 CONSTITUTION DR	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
16-1149	04/12/2016	530	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
16-1165	04/12/2016	1835	UNIVERSITY AV/BAYFRONT EX	0	1	0	0 Other Motor Vehicle	Unknown	Broadside	18
16-1201	04/15/2016	715	298 WAVERLEY ST	0	0	0	0 Fixed Object	None	Hit object	25
16-1208	04/16/2016	1443	1010 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	25A
16-1212	04/17/2016	500	1530 OBRIEN DR	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	18
16-1231	04/18/2016	1536	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
16-1233	04/18/2016	1801	EL CAMINO REAL/HARVARD AV	1	0	0	0 Bicycle	21663 CVC - Operate a motor vehicle on a sidewalk	Other	26
16-1234	04/18/2016	1756	WOODLAND AV/EMMA LN	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	21
16-1251	04/20/2016	942	UNIVERSITY DR/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-1256	04/20/2016	1125	MIDDLEFIELD RD/LINFIELD DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
16-1271	04/21/2016	1501	ROBERT S DR/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
16-1290	04/23/2016	1719	SAND HILL RD/SAGA LN	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	30
16-1308	04/25/2016	1638	BAY RD/VAN BUREN RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	23
16-1314	04/26/2016	1040	CORRINE LN/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
16-1319	04/26/2016	1507	WILLOW RD/OBRIEN DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-1321	04/26/2016	1748	BAY RD/DEL NORTE AV	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	16
16-1327	04/26/2016	830	POLITZER DR/VALPARASIO AV	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	27
16-1341	04/28/2016	750	STONEPINE LNE/EL CAMINO REAL	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	25A
16-1369	05/01/2016	1528	1110 ROSEFIELD WY	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	27
16-1393	05/01/2016	1900	WAVERLEY ST/WILLOW RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Other	25
16-1373	05/02/2016	718	DEL NORTE AV/MARKET PL	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
16-1384	05/02/2016	1225	WILLOW RD/GILBERT AV	0	0	0	0 Other Motor Vehicle	21453 (b) CVC - Yield to pedestrians after complete stop on	Side swipe	22
16-1386	05/02/2016	1355	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-1435	05/05/2016	1745	MIDDLEFIELD RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	22
16-1421	05/06/2016	230	EL CAMINO REAL/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	25A
16-1433	05/06/2016	1355	MIDDLEFIELD RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	21658 (a) CVC - Maintain vehicle in a single lane	Side swipe	22
16-1432	05/07/2016	1257	COLEMAN AV/WILLOW RD	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	22
16-1436	05/07/2016	1552	1157 SEVIER AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-1443	05/08/2016	1010	560 HOBART ST	1	0	0	0 Pedestrian	22106 CVC - Unsafe backing	Vehicle-Pedestrian	27
16-1448	05/09/2016	1156	WILLOW RD/IVY DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-1464	05/10/2016	1559	WILLOW RD/BLACKBURN AV	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	22
16-1477	05/11/2016	1000	MENLO AV/EVELYN ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	26
16-1505	05/14/2016	1228	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	18
16-1527	05/16/2016	1530	CAMBRIDGE AV/EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-1532	05/17/2016	1225	321 MIDDLEFIELD RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25
16-1543	05/18/2016	1143	WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	22
16-1546	05/18/2016	1443	2040 MENALTO AV	1	0	0	0 Bicycle	22450 (a) CVC - Stop after the limit line	Other	21
16-1547	05/18/2016	1902	525 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	Unknown	Other	26
16-1553	05/19/2016	1759	SAND HILL RD/SAND HILL CI	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	30
16-1555	05/20/2016	920	OAK GROVE AV/EL CAMINO REAL	1	0	0	0 Pedestrian	22107 CVC - Unsafe lane change	Vehicle-Pedestrian	26
16-1574	05/22/2016	630	CONSTITUTION DR/JEFFERSON DR	0	0	0	0 Parked Motor Vehicle	21650 CVC - Driving on wrong side of road	Head-on	17
16-1609	05/24/2016	1205	1 HACKER WY	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	18
16-1848	05/25/2016	1400	CURTIS ST/SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
16-1624	05/26/2016	845	CHATEAU DR/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	26
16-1645	05/27/2016	1922	MADERA AV/NEWBRIDGE ST	1	0	0	0 Bicycle	22450 (a) CVC - Stop after the limit line	Other	17
16-1666	05/30/2016	1030	CHILCO ST/RR TRACKS	0	0	0	0 Fixed Object	21755 (a) CVC - Passing on the shoulder	Hit object	17
16-1889	05/30/2016	1530	SHARON RD/ SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	28
16-1674	05/31/2016	1442	WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-1688	06/01/2016	1126	MIDDLEFIELD RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
16-1689	06/01/2016	1153	MIDDLEFIELD RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	22
16-1692	06/01/2016	1515	LAUREL ST/RAVENSWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-1697	06/02/2016	906	WILLOW RD/NASH AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-1714	06/03/2016	1324	SANTA CRUZ AV/OLIVE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
16-1716	06/03/2016	1822	EL CAMINO REAL/HARVARD AV	1	0	0	0 Bicycle	21202 (a) CVC - Bicyclist in nondesignated lane of traffic	Other	26
16-1717	06/03/2016	1848	EL CAMINO REAL/CREEK DR	1	0	0	0 Pedestrian	21954 (a) CVC - Pedestrian yield to traffic	Vehicle-Pedestrian	26
16-1753	06/03/2016	1633	LAUREL ST/RAVENSWOOD AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
16-1723	06/04/2016	1616	SANTA CRUZ AV/UNIVERSITY DR	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
16-1727	06/05/2016	1040	OAK GROVE AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
16-1735	06/06/2016	1038	RAVENSWOOD AV/NOEL DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-1747	06/07/2016	1010	1100 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-1751	06/07/2016	545	871 HAMILTON AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
16-1754	06/07/2016	1736	POPE ST/GILBERT AV	2	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	22
16-1755	06/07/2016	1800	EL CAMINO REAL/GLENWOOD AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-1771	06/09/2016	1006	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-1778	06/10/2016	1037	DURHAM ST/REGAL CT	0	0	0	0 Motor Vehicle on Other	22107 CVC - Unsafe lane change	Broadside	22
16-1801	06/13/2016	755	CHESTNUT ST/OAK GROVE AV	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
16-1815	06/13/2016	1600	SAND HILL RD/SAND HILL CI	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
16-1818	06/13/2016	2338	HAVEN CT/HAVEN AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Broadside	17
16-1822	06/13/2016	1200	OAK GROVE AV/MALONEY LN	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-1819	06/14/2016	810	OAK AV/BAY LAUREL DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	28
16-1825	06/14/2016	1223	TEHAMA AV/SONOMA AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	16
16-1828	06/14/2016	1513	SAND HILL RD/SHARON PARK DR	1	0	0	0 Fixed Object	21658 (A) CVC - Divided road unsafe lane change	Hit object	30
16-1834	06/15/2016	1804	SANTA MONICA AV/COLEMAN AV	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	22
16-1836	06/15/2016	1945	MENLO AV/CURTIS ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	26
16-1888	06/15/2016	1630	UNIVERSITY DRIVE/OAK GROVE	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
16-1838	06/16/2016	1040	IVY DR/WINDERMERE AV	0	0	0	0 Parked Motor Vehicle	21750 (a) CVC - Pass other than on the left	Side swipe	17
16-1866	06/18/2016	1200	MENLO AV/CHESTNUT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-1867	06/18/2016	1423	OAK GROVE AV/EL CAMINO REAL	3	0	0	0 Other Motor Vehicle	22153 (E) CVC - Drunk driving of passenger for hire	Side swipe	26
16-1869	06/18/2016	1638	1159 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-1872	06/18/2016	1702	SAND HILL RD/SHARON PARK DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
16-1887	06/19/2016	930	MONTE ROSA DR/SHARON PARK	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
16-1894	06/20/2016	1425	ARBOR RD/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
16-1904	06/21/2016	1324	MILLS ST/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	25
16-1914	06/22/2016	845	WOODLAND AV/LAUREL AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	22
16-1916	06/22/2016	1001	TERMINAL AV/DEL NORTE AV	0	0	0	0 Parked Motor Vehicle	23140 CVC (A) - Juvenile driving under the influence	Side swipe	17
16-1923	06/22/2016	1600	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-1924	06/22/2016	1739	SAND HILL RD/280	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
16-1936	06/23/2016	1415	OCONNOR ST/EUCLID AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	21
16-1951	06/25/2016	357	BOHANNON DR/SCOTT DR	0	1	0	0 Non-Collision	22350 CVC - Speeding	Other	17A
16-1961	06/26/2016	1053	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	25A
16-1966	06/26/2016	2053	E BAYSHORE RD/HAVEN AV	1	0	0	0 Pedestrian	Unknown	Vehicle-Pedestrian	99
16-1974	06/27/2016	1606	1399 WILLOW RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	17
16-1981	06/28/2016	1413	1328 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-1983	06/28/2016	1622	BAYFRONT EX/UNIVERSITY AV	1	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	18
16-2014	07/02/2016	7	BAYFRONT EX/CHRYSLER DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-2048	07/05/2016	1658	MIDDLE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
16-2067	07/07/2016	1224	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-2079	07/08/2016	1531	MIDDLE AV/SAN MATEO DR	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	27
16-2090	07/10/2016	1230	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
16-2112	07/10/2016	1500	EL CAMINO REAL/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
16-2096	07/11/2016	920	GILBERT AV/MARMONA DR	0	0	0	0 Other Motor Vehicle	21752 (d) CVC - No passing on left within 100 ft of	Side swipe	22
16-2097	07/11/2016	948	1328 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-2100	07/11/2016	1200	HAMILTON AV/SAGE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	17
16-2126	07/11/2016	1210	CARLTON AV/NEWBRIDGE ST	1	0	0	0 Other Motor Vehicle	21750 (a) CVC - Pass other than on the left	Side swipe	17
16-2127	07/11/2016	1205	WILLOW RD/HAMILTON AV	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
16-2107	07/12/2016	915	MENLO AV/CRANE ST	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
16-2113	07/13/2016	305	SANTA CRUZ AV/SEYMOUR LN	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	27
16-2118	07/13/2016	1157	EL CAMINO REAL/ROBLE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	26
16-2140	07/14/2016	1831	100 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	26
16-2153	07/15/2016	1619	WILLOW RD/BAY RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
16-2156	07/15/2016	1645	700 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	Unknown	Other	26
16-2162	07/16/2016	1929	CHILCO ST/BAYFRONT EX	1	0	0	0 Bicycle	21451 (a) CVC - Yield to pedestrians	Other	17
16-2174	07/18/2016	1206	200 JEFFERSON DR	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	17
16-2179	07/18/2016	1844	CONSTITUTION DR/CHRYSLER DR	1	0	0	0 Fixed Object	22350 CVC - Speeding	Other	17
16-2183	07/19/2016	1315	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-2190	07/19/2016	2030	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
16-2192	07/20/2016	1145	SAND HILL RD/MONTE ROSA DR	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
16-2198	07/20/2016	1921	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	29
16-2200	07/21/2016	1000	EL CAMINO REAL/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
16-2201	07/21/2016	1129	418 WILLOW RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	22
16-2202	07/21/2016	1306	MARSH RD/BOHANNON DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
16-2207	07/21/2016	1822	MIDDLE AV/EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	26
16-2259	07/21/2016	1125	1929 MENALTO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	22
16-2211	07/22/2016	745	VAN BUREN RD/RINGWOOD AV	1	0	0	0 Bicycle	22350 CVC - Speeding	Other	16
16-3051	07/22/2016	2055	MARSH RD/101	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17A
16-2238	07/25/2016	1853	525 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
16-2243	07/26/2016	1146	SANTA CRUZ AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-2244	07/26/2016	1227	BAYFRONT EX/WILLOW RD	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	18
16-2247	07/26/2016	1650	BAYFRONT EX/WILLOW RD	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	18
16-2250	07/27/2016	905	2825 SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
16-2251	07/27/2016	1041	.1000 LAUREL ST	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	25
16-2271	07/28/2016	1130	643 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-2277	07/29/2016	1131	1 HACKER WY	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	18
16-2281	07/29/2016	1601	OAK GROVE AV/LAUREL ST	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	25
16-2283	07/29/2016	1843	MIDDLEFIELD RD/WOODLAND AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	22
16-2298	07/30/2016	1655	MIDDLE AV/BLAKE ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-2313	08/01/2016	1601	RINGWOOD AV/MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-2320	08/02/2016	945	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	29
16-2326	08/03/2016	41	HENDERSON AV/PIERCE RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	17
16-2355	08/06/2016	847	FREMONT ST/MIDDLE AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
16-2370	08/07/2016	1351	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-2398	08/09/2016	1339	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	21804 (a) VC - Failure to yield when exiting private property	Head-on	26
16-2400	08/09/2016	1942	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-2414	08/10/2016	1850	EL CAMINO REAL/ROBLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-2416	08/10/2016	2024	36 IRIS LN	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	16
16-2423	08/11/2016	1647	RAVENSWOOD AV/ALMA ST	0	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	25
16-2644	08/12/2016	2203	1383 CARLTON AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Head-on	17
16-2438	08/13/2016	1603	800 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-2440	08/13/2016	1926	BAYFRONT EX/UNIVERSITY AV	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	18
16-2444	08/13/2016	2304	MERRILL ST/OAK GROVE AV	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-2452	08/15/2016	1153	DUNSMUIR WY/HEDGE RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	16
16-2455	08/15/2016	1548	GILBERT AV/CENTRAL AV	1	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	22
16-2478	08/15/2016	1254	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-2487	08/16/2016	1431	MARSH RD/HAVEN AV	0	0	0	0 Motor Vehicle on Other	22107 CVC - Unsafe lane change	Side swipe	17
16-2482	08/18/2016	836	NEWBRIDGE ST/HOLLYBURNE AV	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	17
16-2489	08/18/2016	1522	VAN BUREN RD/RINGWOOD AV	1	0	0	0 Bicycle	21802 (a) CVC - Failure to yield to oncoming traffic	Other	16
16-2498	08/19/2016	2058	UNIVERSITY DR/ROSE AV	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Head-on	26
16-2500	08/20/2016	30	377 MCKENDRY DR	0	0	0	0 Other Object	22350 CVC - Speeding	Hit object	22
16-2510	08/21/2016	1134	EL CAMINO REAL/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	25A
16-2514	08/22/2016	813	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	25
16-2529	08/23/2016	1311	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
16-2537	08/23/2016	2018	WILLOW RD/DURHAM ST	2	0	0	0 Other Motor Vehicle	22101 (d) CVC - Disregard of posted control devices	Broadside	22
16-2626	08/23/2016	905	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-2545	08/24/2016	1801	MENLO OAKS DR/VAN BUREN RD	1	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	16
16-2612	08/24/2016	1615	1 HACKER WY	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	18
16-2552	08/25/2016	1830	SANTA CRUZ AV/OLIVE ST	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	27
16-2558	08/26/2016	1320	WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-2570	08/27/2016	1608	EL CAMINO REAL/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-2573	08/28/2016	655	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	18
16-2589	08/29/2016	915	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-2590	08/29/2016	1120	MENLO AV/DOYLE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	26
16-2598	08/30/2016	927	MIDDLE AV/KENWOOD DR	0	0	0	0 Animal	None	Other	26
16-2600	08/30/2016	1042	GLENWOOD AV/LAUREL ST	2	0	0	0 Bicycle	22450 (a) CVC - Stop after the limit line	Other	25
16-2602	08/30/2016	1145	SANTA CRUZ AV/EVELYN ST	1	0	0	0 Pedestrian	22107 CVC - Unsafe lane change	Vehicle-Pedestrian	26
16-2617	08/31/2016	900	WILLOW RD/DURHAM ST	1	0	0	0 Pedestrian	22107 CVC - Unsafe lane change	Vehicle-Pedestrian	22
16-2618	08/31/2016	1700	MERRILL ST/RAVENSWOOD AV	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	25A
16-2619	08/31/2016	1721	CHILCO ST/TERMINAL AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-2628	09/01/2016	1010	MARSH RD/SCOTT DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17A
16-2630	09/01/2016	1452	WILLOW RD/OBRIEN DR	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Head-on	17
16-2633	09/01/2016	1615	CENTRAL AV/WALNUT ST	0	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Other	22
16-2637	09/01/2016	2053	RAVENSWOOD AV/MARCUSSEN DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-2645	09/02/2016	1215	CRANE ST/MENLO AV	0	0	0	0 Other Object	22106 CVC - Unsafe backing	Hit object	26
16-2686	09/06/2016	1558	MIDDLEFIELD RD/SURVEY LN	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-2714	09/08/2016	1626	NEWBRIDGE ST/WILLOW RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
16-2715	09/08/2016	1737	SAND HILL RD/BRANNER DR	1	0	0	0 Bicycle	21453 (a) CVC - Stopped over limit line	Other	30
16-2723	09/09/2016	1326	318 WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-2736	09/09/2016	2239	1401 WILLOW RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
16-2758	09/12/2016	1737	EL CAMINO REAL/CREEK DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-2774	09/12/2016	830	4700 BOHANNON DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17A
16-2762	09/13/2016	1215	MENLO AV/CURTIS ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
16-2768	09/13/2016	1716	HAVEN AV/MARSH RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Head-on	17
16-2796	09/16/2016	951	MENLO AV/UNIVERSITY DR	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
16-2798	09/16/2016	1400	CRANE ST/RYANS LN	0	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	26
16-2799	09/16/2016	1432	840 COLEMAN AV	2	0	0	0 Motorcycle	21755 (a) CVC - Passing on the shoulder	Hit object	22
16-2800	09/16/2016	1513	CENTRAL AV/OKEEFE ST	1	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	22
16-2808	09/17/2016	1712	LAUREL ST/RAVENSWOOD AV	3	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	25
16-2821	09/19/2016	1523	OAK AV/SAND HILL RD	2	0	0	0 Other Motor Vehicle	21800 (A) CVC - Yield the right away	Broadside	28
16-2824	09/19/2016	1635	OAK AV/SAND HILL RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	28
16-2832	09/20/2016	1410	MARSH RD/SCOTT DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
16-2841	09/20/2016	1215	VALPARAISO AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
16-2843	09/21/2016	1536	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	17
16-2844	09/21/2016	1445	WILLOW RD/OKEEFE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-2853	09/22/2016	1504	2198 SHARON RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	29
16-2861	09/23/2016	852	SANTA CRUZ AV/JOHNSON ST	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	0
16-2862	09/23/2016	904	CHRYSLER DR/BAYFRONT EX	1	0	0	0 Motorcycle	22350 CVC - Speeding	Rear end	17
16-2881	09/25/2016	100	CHILCO ST/RR TRACKS	2	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
16-2890	09/26/2016	630	SAND HILL RD/BRANNER DR	0	0	0	0 Fixed Object	22100 (b) CVC - Failure to yield to oncoming traffic left turn	Hit object	30
16-2899	09/26/2016	1647	HOOVER ST/VALPARAISO AV	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	26
16-2902	09/26/2016	1759	WILLOW RD/OBRIEN DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-2905	09/27/2016	1058	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	16
16-2920	09/28/2016	2000	1100 PINE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
16-2924	09/29/2016	1309	ARBOR RD/WESTFIELD DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
16-2927	09/29/2016	1300	803 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
16-2930	09/29/2016	1846	SAND HILL RD/MONTE ROSA DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	30
16-2937	09/30/2016	1332	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
16-2942	10/01/2016	807	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	17
16-2948	10/01/2016	1307	RINGWOOD AV/BAY RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
16-2968	10/04/2016	1305	VALPARAISO AV/PARK LN	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
16-2972	10/04/2016	1536	OLIVE ST/MIDDLE AV	1	0	0	0 Bicycle	21800 (A) CVC - Yield the right away	Other	28
16-2977	10/05/2016	1024	EL CAMINO REAL/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	99
16-2982	10/05/2016	1417	WILLOW RD/BLACKBURN AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-2984	10/05/2016	1314	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-2991	10/06/2016	735	PIERCE RD/HOLLYBURNE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17
16-3027	10/08/2016	1650	PINE ST/OAK GROVE AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	25
16-3029	10/09/2016	412	WILLOW RD/HAMILTON AV	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17
16-3048	10/11/2016	945	OAK AV/SAND HILL RD	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
16-3052	10/11/2016	1734	SANTA CRUZ AV/LEMONT ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	28
16-3073	10/11/2016	1545	CURTIS ST/MENLO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-3063	10/12/2016	1222	EL CAMINO REAL/MENLO AV	1	0	0	0 Bicycle	21703 CVC - Following too close	Other	25A
16-3067	10/12/2016	2030	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
16-3087	10/14/2016	1140	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
16-3088	10/14/2016	1352	620 WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-3105	10/16/2016	1602	1 HACKER WY	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-3108	10/17/2016	724	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-3110	10/17/2016	855	BAYFRONT EX/MARSH RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-3113	10/17/2016	1321	MENLO AV/EVELYN ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
16-3115	10/17/2016	1651	SAND HILL RD/LELAND AV	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	99
16-3131	10/18/2016	830	OKEEFE ST/REGAL CT	0	0	0	0 Other Object	22350 CVC - Speeding	Hit object	22
16-3136	10/18/2016	900	MARSH RD/SCOTT DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
16-3176	10/18/2016	1745	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
16-3144	10/19/2016	1714	HAMILTON AV/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	18
16-3152	10/19/2016	825	LAUREL ST/RAVENSWOOD AV	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	25
16-3154	10/20/2016	1157	OAK AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
16-3160	10/20/2016	2038	BAYFRONT EX/CHILCO ST	1	0	0	0 Bicycle	21452 (a) CVC - Entered intersection without enough time	Other	17
16-3168	10/20/2016	1530	301 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-3163	10/21/2016	751	HAVEN AV/HAVEN CT	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	17
16-3165	10/21/2016	1052	SANTA CRUZ AV/UNIVERSITY DR	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Side swipe	26
16-3166	10/21/2016	1215	OAK GROVE AV/MALONEY LN	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
16-3178	10/21/2016	1605	SANTA CRUZ AV/UNIVERSITY DR	0	0	0	0 Parked Motor Vehicle	21755 (a) CVC - Passing on the shoulder	Side swipe	26
16-3211	10/25/2016	1000	SANTA CRUZ AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	Unknown	Rear end	26
16-3217	10/25/2016	1438	BAYFRONT EX/UNIVERSITY AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-3231	10/26/2016	1230	1170 ALMA ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	25
16-3242	10/27/2016	1148	1155 MERRILL ST	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	25A
16-3246	10/27/2016	1521	MIDDLE AV/UNIVERSITY DR	1	0	0	0 Pedestrian	21954 (a) CVC - Pedestrian yield to traffic	Vehicle-Pedestrian	26
16-3247	10/27/2016	1521	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Parked Motor Vehicle	20002 CVC - Hit and run no injuries	Other	26
16-3249	10/27/2016	1534	RINGWOOD AV/MIDDLEFIELD RD	3	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
16-3250	10/27/2016	1726	MIDDLEFIELD RD/SEMINARY DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-3255	10/28/2016	1000	800 ALMA ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	25
16-3275	10/30/2016	818	MIDDLEFIELD RD/SEMINARY DR	3	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	22
16-3276	10/30/2016	1045	WILLOW RD/COLEMAN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
16-3289	10/31/2016	1231	TERMINAL AV/CHILCO ST	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
16-3315	11/02/2016	1923	100 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-3336	11/02/2016	735	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
16-3773	11/04/2016	1050	MARSH RD/101	0	0	0	0 Other Motor Vehicle	20002 CVC - Hit and run no injuries	Side swipe	17A
16-3341	11/05/2016	811	CARLTON AV/VY DR	1	0	0	0 Motor Vehicle on Other	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	17
16-3344	11/05/2016	1238	WILLOW RD/HAMILTON AV	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	17
16-3346	11/05/2016	1317	SANTA CRUZ AV/CHESTNUT ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	26
16-3356	11/06/2016	1258	1000 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-3374	11/07/2016	1900	SANTA CRUZ AV/UNIVERSITY DR	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	26
16-3380	11/08/2016	1130	LAUREL ST/OAK GROVE AV	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	25
16-3386	11/08/2016	1734	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-3429	11/13/2016	1221	WILLOW RD/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	22
16-3446	11/14/2016	1557	OAKDELL DR/SANTA CRUZ AV	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	28
16-3461	11/15/2016	600	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	26
16-3456	11/16/2016	123	SANTA CRUZ AV/EL CAMINO REAL	0	0	0	0 Fixed Object	22153 (E) CVC - Drunk driving of passenger for hire	Hit object	26
16-3468	11/16/2016	1657	BAY RD/WINDERMERE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	23
16-3469	11/16/2016	1705	EL CAMINO REAL/COLLEGE AV	0	0	0	0 Parked Motor Vehicle	22517 CVC - Open door into oncoming traffic	Side swipe	26
16-3477	11/17/2016	944	495 EL CAMINO REAL	2	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
16-3484	11/17/2016	1453	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-3489	11/18/2016	35	WILLOW RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	18

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
16-3493	11/18/2016	1550	643 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-3496	11/19/2016	100	EL CAMINO REAL/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-3500	11/19/2016	1622	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-3505	11/19/2016	2110	MARSH RD/HAVEN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-3506	11/20/2016	227	EL CAMINO REAL/ROBLE AV	1	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	26
16-3516	11/21/2016	630	BERKELEY AV/PIERCE RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-3535	11/22/2016	1429	EL CAMINO REAL/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-3744	11/22/2016	652	RINGWOOD AV/MIDDLEFIELD RD	0	0	0	0 Bicycle	22350 CVC - Speeding	Other	25
16-3542	11/23/2016	1117	OAK GROVE AV/MILLS ST	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25
16-3546	11/23/2016	1556	BAY RD/WILLOW RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	23
16-3550	11/23/2016	1732	1334 CHILCO ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-3553	11/23/2016	2230	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-3562	11/26/2016	750	525 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22100 (a) CVC - Failure to yield to oncoming traffic right	Side swipe	26
16-3570	11/27/2016	702	SAND HILL RD/SHARON PARK DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
16-3571	11/27/2016	743	NEWBRIDGE ST/SEVIER AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-3584	11/28/2016	1837	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-3587	11/29/2016	631	UNIVERSITY AV/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-3594	11/29/2016	1300	WILLOW RD/NEWBRIDGE ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-3595	11/29/2016	1446	POPE ST/WOODLAND AV	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	22
16-3596	11/29/2016	1546	OAK GROVE AV/CHESTNUT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Other	26
16-3604	11/30/2016	1115	1281 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
16-3612	11/30/2016	1750	HAMILTON AV/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-3613	11/30/2016	1832	WILLOW RD/OBRIEN DR	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
16-3614	12/01/2016	830	OAK AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
16-3617	12/01/2016	1250	CHESTNUT ST/MENLO AV	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
16-3633	12/02/2016	1805	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	18
16-3634	12/02/2016	1845	SEVIER AV/PIERCE RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-3642	12/04/2016	59	UNIVERSITY DR/LIVE OAK AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Other	26
16-3651	12/05/2016	1020	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-3656	12/05/2016	1740	MADERA AV/PIERCE RD	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	17
16-3666	12/06/2016	1627	BAYFRONT EX/CHILCO ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	17
16-3676	12/07/2016	1057	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	21755 (a) CVC - Unsafe passing on the right lane	Side swipe	22
16-3681	12/07/2016	1240	WILLOW RD/COLEMAN AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	22
16-3682	12/07/2016	1320	GARWOOD WY/GLENWOOD AV	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	25A
16-3683	12/07/2016	1440	1110 MARSH RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	17A
16-3684	12/07/2016	1542	WILLOW RD/BAY RD	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	16
16-3686	12/07/2016	1800	WILLOW RD/COLEMAN AV	0	0	0	0 Other Motor Vehicle	21209 (a) CVC - Parking in a bike lane	Side swipe	22
16-3687	12/07/2016	1842	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
16-3691	12/08/2016	944	1000 ARBOR RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	26
16-3711	12/09/2016	2300	2101 SHARON RD	0	0	0	0 Fixed Object	Unknown	Hit object	29
16-3732	12/09/2016	1400	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-3761	12/15/2016	1031	MENLO AV/CHESTNUT ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Other	26
16-3766	12/15/2016	1338	MARSH RD/101	1	0	0	0 Motor Vehicle on Other	21453 (a) CVC - Stopped over limit line	Broadside	17A
16-3772	12/16/2016	744	MIDDLEFIELD RD/WILLOW RD	0	0	0	0 Motor Vehicle on Other	22350 CVC - Speeding	Rear end	22
16-3774	12/16/2016	903	1355 ADAMS CT	0	0	0	0 Other Motor Vehicle	None	Side swipe	18
16-3776	12/16/2016	30	MADERA AV/IVY DR	0	0	0	0 Parked Motor Vehicle	Unknown	Side swipe	17
16-3781	12/16/2016	900	LEMON ST/OAK AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	28
16-3789	12/17/2016	1422	MONTA ROSA DR/SAND HILL RD	0	0	0	0 Other Motor Vehicle	21803 (a) CVC - Disobey failure to yield sign	Broadside	30
16-3814	12/19/2016	1526	MARSH RD/BOHANNON DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
16-3826	12/20/2016	1030	MENLO AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
16-3840	12/21/2016	810	RAVENSWOOD AV/EL CAMINO	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
16-3842	12/21/2016	1037	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
16-3846	12/21/2016	1153	CONSTITUTION DR/CHRYSLER DR	2	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
16-3847	12/21/2016	1258	GLENWOOD AV/LAUREL ST	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	25
16-3855	12/21/2016	1932	ALTSCHUL AV/VALPARAISO AV	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	99
16-3876	12/23/2016	1504	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
16-3877	12/23/2016	1817	812 WILLOW RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	22
16-3924	12/24/2016	1130	UNIVERSITY DR/MENLO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
16-3896	12/26/2016	705	ROBLE AV/EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Side swipe	26
16-3933	12/28/2016	1732	MARSH RD/101	1	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Other	17A
16-3934	12/28/2016	1610	RINGWOOD AV/PIERCE RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
17-7	01/01/2017	1730	CHILCO ST/IVY DR	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	17
17-13	01/02/2017	1517	SANTA CRUZ AV/SAND HILL RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
17-19	01/03/2017	922	CHILCO ST/HAMILTON AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
17-28	01/04/2017	627	BAYFRONT EX/CHRYSLER DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
17-59	01/06/2017	844	WILLOW RD/HAMILTON AV	1	0	0	0 Bicycle	21950 (b) CVC - Pedestrian cannot stop and delay traffic	Other	17
17-63	01/06/2017	1039	SANTA CRUZ AV/SAND HILL RD	2	0	0	0 Fixed Object	22017 CVC - Unsafe lane change	Hit object	29
17-76	01/06/2017	1325	MERRILL ST/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	Unknown	Side swipe	25A
17-75	01/07/2017	1600	MARSH RD/FLORENCE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
17-113	01/11/2017	1330	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
17-128	01/12/2017	1730	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
17-137	01/13/2017	1817	DOYLE ST/MENLO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-143	01/14/2017	6	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	18
17-177	01/17/2017	2015	UNIVERSITY AV/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
17-191	01/18/2017	1653	EL CAMINO REAL/MIDDLE AV	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	26
17-193	01/19/2017	847	OBRIEN DR/KELLY CT	0	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	18
17-195	01/19/2017	945	EL CAMINO REAL/VALPARAISO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
17-199	01/19/2017	1406	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
17-205	01/20/2017	1627	SCOTT DR/BOHANNON DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Broadside	17A
17-206	01/20/2017	1700	WILLOW RD/COLEMAN AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
17-208	01/20/2017	2339	1401 WILLOW RD	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	17
17-225	01/22/2017	1540	PIERCE RD/MENLO OAKS DR	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
17-226	01/22/2017	2328	UNIVERSITY AV/KAVANAUGH DR	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	99
17-228	01/23/2017	1300	CHILCO ST/CONSTITUTION DR	2	0	0	0 Other Motor Vehicle	21651 (A)1 CVC - Cross over divided barrier	Head-on	17
17-256	01/26/2017	1017	EL CAMINO REAL/STONEPINE LN	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
17-258	01/26/2017	1051	AVY AV/ALAMEDA DE LAS PULGAS	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	99
17-268	01/26/2017	1604	642 SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
17-276	01/27/2017	1437	WILLOW RD/COLEMAN AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
17-277	01/27/2017	1528	525 EL CAMINO REAL	1	0	0	0 Pedestrian	Unknown	Vehicle-Pedestrian	26
17-305	01/30/2017	1526	WILLOW RD/BLACKBURN AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
17-318	01/30/2017	1620	MENLO AV/CURTIS ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
17-323	01/31/2017	1647	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25A
17-350	02/02/2017	1940	WILLOW RD/IVY DR	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Other	17
17-352	02/03/2017	715	WILLOW RD/HAMILTON AV	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	22
17-365	02/04/2017	1529	EL CAMINO REAL/CREEK DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-378	02/06/2017	2102	EL CAMINO REAL/ROBLE AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	26
17-395	02/08/2017	754	WILLOW RD/BLACKBURN AV	1	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Side swipe	22
17-399	02/08/2017	1120	4100 BOHANNON DR	0	0	0	0 Parked Motor Vehicle	22108 CVC - Failure to use blinker	Side swipe	17A
17-400	02/08/2017	1249	LINFIELD DR/MIDDLEFIELD RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
17-401	02/08/2017	1329	1702 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
17-407	02/08/2017	1719	301 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
17-416	02/09/2017	941	EL CAMINO REAL/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
17-418	02/09/2017	1111	CHILCO ST/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
17-431	02/10/2017	1345	640 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
17-432	02/10/2017	1510	1211 ARBOR RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	27
17-439	02/11/2017	1227	MENALTO AV/OKEEFE ST	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	21
17-447	02/11/2017	2100	1140 OBRIEN DR	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	18
17-460	02/14/2017	708	WILLOW RD/BAYFRONT EX	1	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	18
17-474	02/14/2017	930	NEWBRIDGE ST/WILLOW ALLEY	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	17
17-476	02/15/2017	1016	EL CAMINO REAL/OAK GROVE AV	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
17-493	02/16/2017	1411	LAUREL ST/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	25
17-494	02/16/2017	1616	WILLOW RD/DURHAM ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
17-517	02/18/2017	1657	LAUREL ST/RAVENSWOOD AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	25
17-518	02/19/2017	111	WILLOW RD/BAYFRONT EX	5	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Head-on	18
17-686	02/19/2017	1300	700 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Other	26
17-539	02/21/2017	1755	ALMA ST/E CREEK DR	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	25
17-554	02/22/2017	1504	WILLOW RD/HAMILTON AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
17-564	02/23/2017	1144	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Side swipe	17
17-570	02/23/2017	1630	WILLOW RD/BLACKBURN AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	22
17-578	02/24/2017	902	WILLOW RD/101	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
17-585	02/24/2017	1952	MERRILL ST/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
17-602	02/27/2017	811	WILLOW RD/101	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	16
17-603	02/27/2017	809	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	18
17-614	02/27/2017	1712	EL CAMINO REAL/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
17-615	02/27/2017	1830	EL CAMINO REAL/RAVENSWOOD	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25A
17-675	02/27/2017	1845	BAY LAUREL DR/COTTON ST	0	0	0	0 Parked Motor Vehicle	Unknown	Side swipe	28
17-902	02/27/2017	620	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
17-626	03/01/2017	705	UNIVERSITY AV/BAYFRONT EX	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
17-629	03/01/2017	1253	OAK GROVE AV/MALONEY LN	1	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	26
17-632	03/01/2017	1936	LAUREL ST/RAVENSWOOD AV	1	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Head-on	25
17-811	03/01/2017	1105	MENLO AV/CRAVE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
17-639	03/02/2017	1043	OAK GROVE AV/EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
17-668	03/04/2017	314	BAYFRONT EX/WILLOW RD	1	0	0	1 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	18
17-677	03/05/2017	1209	EL CAMINO REAL/SANTA CRUZ AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
17-684	03/06/2017	927	OBRIEN DR/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
17-719	03/08/2017	1543	EL CAMINO REAL/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	25A
17-727	03/09/2017	1155	CHESTNUT ST/SANTA CRUZ AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-734	03/09/2017	1715	1000 CURTIS ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-746	03/10/2017	1430	ENCINAL AV/FELTON DR	1	0	0	0 Pedestrian	22350 CVC - Speeding	Vehicle-Pedestrian	25
17-753	03/11/2017	1352	SANTA CRUZ AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-770	03/13/2017	1715	RAVENSWOOD AV/ALMA ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
17-772	03/13/2017	1901	FOREST AV/EMERSON ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
17-785	03/14/2017	1642	EL CAMINO REAL/WATKINS AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25A
17-791	03/15/2017	801	OAKLAND AV/BAY RD	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	16
17-803	03/15/2017	1200	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
17-825	03/17/2017	815	LEE DR/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Head-on	26
17-836	03/18/2017	1523	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29
17-837	03/18/2017	1740	JUNIPERO SERRA BL/ALPINE RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	30
17-852	03/20/2017	1229	UNIVERSITY DR/VALPARAISO AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Head-on	26
17-853	03/20/2017	1546	JOHNSON ST/VALPARAISO AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
17-876	03/22/2017	921	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
17-887	03/23/2017	656	MARSH RD/101	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17A
17-888	03/23/2017	758	SANTA CRUZ AV/SHARON RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
17-896	03/23/2017	1614	HAVEN AV/HAVEN CT	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
17-919	03/25/2017	1406	1316 CARLTON AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
17-924	03/26/2017	215	BAYFRONT EX/UNIVERSITY AV	0	4	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	18
17-935	03/27/2017	1747	MARSH RD/BAYFRONT EX	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
17-943	03/28/2017	1445	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
17-944	03/28/2017	1702	WOODLAND AV/POPE ST	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Side swipe	22
17-1046	03/29/2017	900	OAK GROVE AV/MARCUSSEN DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
17-1087	03/29/2017	1315	642 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
17-948	03/29/2017	841	BAY RD/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	23
17-959	03/30/2017	732	BAY RD/MARSH RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	16
17-968	03/30/2017	1239	888 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
17-970	03/30/2017	1421	SANTA RITA AV/BAY LAUREL DR	0	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	27
17-972	03/30/2017	1550	WALNUT ST/LAUREL AV	1	0	0	0 Bicycle	22450 (a) CVC - Stop after the limit line	Other	22
17-979	03/30/2017	1900	MILLS ST/GLENWOOD AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
17-984	03/30/2017	1412	CRANE ST/VALPARAISO AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-1027	03/31/2017	1700	SANTA CRUZ AV/CRANE ST	1	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
17-991	03/31/2017	1840	MARSH RD/101	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	17A
17-1003	04/01/2017	745	BAY RD/GREENWOOD DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	16
17-998	04/01/2017	1534	1002 FREMONT ST	0	1	0	0 Pedestrian	Unknown	Vehicle-Pedestrian	26
17-999	04/01/2017	1725	RAVENSWOOD AV/LAUREL ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
17-1007	04/03/2017	255	MARSH RD/BAY RD	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	16
17-1009	04/03/2017	840	SANTA CRUZ AV/SHARON RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	28
17-1010	04/03/2017	945	MARSH RD/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17
17-1029	04/04/2017	2041	MARSH RD/101	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17A
17-1049	04/06/2017	1722	700 OAK GROVE AV	1	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-1053	04/07/2017	803	RINGWOOD AV/MIDDLEFIELD RD	1	0	0	0 Other Motor Vehicle	21804 (a) CVC - Failure to yield when exiting private	Broadside	25
17-1069	04/08/2017	1545	712 LAUREL AV	1	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	22

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
17-1070	04/08/2017	1756	OAK GROVE AV/EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Rear end	26
17-1082	04/08/2017	1000	MENLO AV/DOYLE ST	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
17-1094	04/11/2017	1143	643 SANTA CRUZ AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	26
17-1109	04/12/2017	1438	CHRYSLER DR/BAYFRONT EX	2	0	0	0 Motor Vehicle on Other	21453 (a) CVC - Stopped over limit line	Broadside	17
17-1110	04/12/2017	2126	WILLOW RD/CHESTER ST	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	22
17-1167	04/13/2017	800	ROBLE AV/EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
17-1133	04/15/2017	100	EL CAMINO REAL/RAVENSWOOD	0	0	0	0 Fixed Object	Medical	Hit object	25A
17-1135	04/15/2017	1025	OAK GROVE AV/MERRILL ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
17-1142	04/16/2017	12	FORDHAM ST/NOTRE DAME AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Head-on	99
17-1143	04/16/2017	430	2575 SAND HILL RD	0	1	0	0 Other Object	21650 CVC - Driving on wrong side of road	Hit object	99
17-1149	04/17/2017	746	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
17-1151	04/17/2017	918	EL CAMINO REAL/CREEK DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-1190	04/19/2017	2033	EL CAMINO REAL/CAMBRIDGE AV	1	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Side swipe	26
17-1202	04/21/2017	715	WILLOW RD/101	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
17-1204	04/21/2017	1100	ENCINAL AV/SAN ANTONIO ST	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	25A
17-1423	04/21/2017	1020	MIDDLEFIELD RD/SURVEY LN	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
17-1208	04/22/2017	1109	LAUREL ST/NOEL DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	25
17-1209	04/22/2017	1144	525 EL CAMINO REAL	0	0	0	0 Parked Motor Vehicle	Unknown	Rear end	26
17-1211	04/22/2017	1250	600 ALMA ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Other	25
17-1232	04/24/2017	937	WILLOW RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	18
17-1259	04/25/2017	1215	WILLOW RD/CHESTER ST	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	22
17-1261	04/25/2017	1246	WILLOW RD/DURHAM ST	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	22
17-1265	04/25/2017	1648	EL CAMINO REAL/ROBLE AV	1	0	0	0 Bicycle	21452 (a) CVC - Entered intersection without enough time	Other	26
17-1266	04/25/2017	1733	MIDDLE AV/UNIVERSITY DR	0	0	0	0 Other Motor Vehicle	21750 (a) CVC - Pass other than on the left	Side swipe	26
17-1270	04/26/2017	159	MARSH RD/BOHANNON DR	0	0	0	0 Non-Collision	22107 CVC - Unsafe lane change	Overturned	17A
17-1275	04/26/2017	1314	UNIVERSITY DR/MENLO AV	0	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian	Vehicle-Pedestrian	26
17-1303	04/28/2017	1600	RAVENSWOOD AV/ALMA ST	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
17-1324	05/01/2017	921	GREENWOOD DR/BAY RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	16
17-1331	05/01/2017	1900	CHRYSLER DR/BAYFRONT EX	1	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17
17-1339	05/02/2017	1025	UNIVERSITY DR/MENLO AV	1	0	0	0 Pedestrian	21950 (a) CVC - Right away to pedestrian CVC	Vehicle-Pedestrian	26
17-1347	05/02/2017	1830	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
17-1357	05/03/2017	1611	BAYFRONT EX/CHILCO ST	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
17-1358	05/03/2017	1925	550 RAVENSWOOD AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Broadside	25
17-1373	05/04/2017	1948	MARMONA DR/ROBIN WY	0	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Rear end	22
17-1380	05/05/2017	1351	EL CAMINO REAL/MIDDLE AV	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	26
17-1384	05/05/2017	1626	BAY RD/GREENWOOD DR	0	0	0	0 Animal	None	Other	16
17-1389	05/06/2017	902	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	18
17-1391	05/06/2017	1823	SANTA CRUZ AV/MAYBROWN AV	0	0	0	0 Fixed Object	23152 (A) & (B) CVC - Drunk driving	Hit object	27
17-1398	05/07/2017	2014	BAY RD/MARSH RD	1	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Head-on	16
17-1418	05/09/2017	930	MENLO AV/CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-1426	05/09/2017	1614	300 CONSTITUTION DR	1	0	0	0 Parked Motor Vehicle	22350 CVC - Speeding	Other	17
17-1429	05/10/2017	434	GILBERT AV/CENTRAL AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	22
17-1433	05/10/2017	1008	WILLOW RD/OBRIEN DR	1	0	0	0 Motor Vehicle on Other	22350 CVC - Speeding	Rear end	17
17-1439	05/10/2017	1621	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Motor Vehicle on Other	22350 CVC - Speeding	Rear end	25A
17-1447	05/10/2017	2149	OCONNOR ST/MENALTO AV	1	0	0	0 Other Motor Vehicle	22450 (a) CVC - Stop after the limit line	Broadside	21
17-1456	05/11/2017	1611	1600 MARSH RD	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Other	17
17-1461	05/12/2017	714	GREENWOOD DR/BAY RD	1	0	0	0 Bicycle	21800 (A) CVC - Yield the right away	Other	16
17-1464	05/12/2017	1610	WILLOW RD/NASH AV	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
17-1472	05/13/2017	900	BAYFRONT EX/WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Broadside	18
17-1483	05/14/2017	1200	ALTSCHUL AV/AVY AV	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	99
17-1485	05/14/2017	1251	WILLOW RD/OBRIEN DR	3	1	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Broadside	17
17-1491	05/15/2017	1240	MENLO AV/CURTIS ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
17-1492	05/15/2017	1756	LAUREL ST/OAK GROVE AV	2	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	25
17-1537	05/19/2017	2025	WINDERMERE AV/CHILCO ST	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Broadside	17
17-1544	05/20/2017	1130	E CREEK DVE CREEK PL	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	25
17-1547	05/20/2017	2300	1401 WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
17-1557	05/22/2017	55	SAND HILL RD/280	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	99
17-1558	05/22/2017	52	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Side swipe	18
17-1559	05/22/2017	52	BAYFRONT EX/UNIVERSITY AV	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	18
17-1564	05/22/2017	1744	RINGWOOD AV/BAY RD	1	0	0	0 Bicycle	21801 (a) CVC - Failure to yield while making a turn	Other	16
17-1573	05/23/2017	1230	60 MIDDLEFIELD RD	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	22
17-1575	05/23/2017	1409	BAYFRONT EX/WILLOW RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	18
17-1580	05/23/2017	1617	99 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
17-1586	05/24/2017	658	BAYFRONT EX/CHILCO ST	0	1	0	0 Other Motor Vehicle	22453 (c) CVC - Commercial driver failure to stop	Broadside	17
17-1590	05/24/2017	1215	899 HAMILTON AV	0	0	0	0 Parked Motor Vehicle	22103 CVC - Unlawful u turn in residential area	Broadside	17
17-1607	05/25/2017	1351	620 WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	22
17-1612	05/25/2017	1913	888 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	21658 (A) CVC - Divided road unsafe lane change	Side swipe	26
17-1613	05/25/2017	1946	MARSH RD/101	3	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	17A
17-1630	05/27/2017	922	BAYFRONT EX/CHILCO ST	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
17-1633	05/27/2017	2020	CARLTON AV/HAMILTON AV	0	0	0	0 Parked Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Side swipe	17
17-1639	05/28/2017	1507	SANTA CRUZ AV/SAND HILL RD	3	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	29
17-1643	05/29/2017	1250	EL CAMINO REAL/OAK GROVE AV	1	0	0	0 Motorcycle	21804 (a) CVC - Failure to yield when exiting private	Rear end	25A
17-1646	05/29/2017	1942	OBRIEN DR/WILLOW RD	0	0	0	0 Other Motor Vehicle	21453 (a) CVC - Stopped over limit line	Broadside	18
17-1652	05/30/2017	1132	525 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-1679	05/30/2017	1700	EL CAMINO REAL/ROBLE AV	0	0	0	0 Bicycle	21650.1 CVC - Bicyclist riding against traffic	Other	26
17-1662	05/31/2017	910	SANTA CRUZ AV/ARBOR RD	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
17-1663	05/31/2017	1114	EL CAMINO REAL/CAMBRIDGE AV	2	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	26
17-1666	05/31/2017	1444	MARSH RD/BAYFRONT EX	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
17-1674	06/01/2017	750	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17A
17-1677	06/01/2017	1121	525 OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	25
17-1683	06/01/2017	1616	RINGWOOD AV/VAN BUREN RD	1	0	0	0 Bicycle	22517 CVC - Open door into oncoming traffic	Other	16
17-1688	06/01/2017	2236	DEL NORTE AV/MARKET PL	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	17
17-1709	06/03/2017	2145	MARSH RD/SCOTT DR	0	0	0	0 Other Motor Vehicle	23152 (A) & (B) CVC - Drunk driving	Rear end	17A
17-1711	06/04/2017	415	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Fixed Object	22106 CVC - Unsafe backing	Hit object	25A
17-1713	06/04/2017	1017	1165 OBRIEN DR	1	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	18
17-1716	06/04/2017	1714	MIDDLEFIELD RD/RINGWOOD AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	99
17-1721	06/05/2017	744	RAVENSWOOD AV/LAUREL ST	0	0	0	0 Fixed Object	22107 CVC - Unsafe lane change	Hit object	25
17-1756	06/07/2017	1150	CRANE ST/VALPARAISO AV	0	0	0	0 Pedestrian	22106 CVC - Unsafe backing	Vehicle-Pedestrian	26
17-1759	06/07/2017	1740	525 EL CAMINO REAL	1	0	0	0 Other Motor Vehicle	Unknown	Broadside	26
17-1766	06/08/2017	1154	SANTA CRUZ AV/SAND HILL RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	29

Case #	Date	Time	Location	Minor Injuries	Major Injuries	Fatal Injuries	Parties Involved	Primary Collision Factor	Type of Collision	Area
17-1776	06/09/2017	1735	BAYFRONT EX/CHRYSLER DR	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17
17-1794	06/12/2017	1514	SANTA CRUZ AV/HERMOSA WY	1	0	0	0 Bicycle	22107 CVC - Unsafe lane change	Other	27
17-1795	06/12/2017	1522	MENLO AV/EVELYN ST	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	26
17-1796	06/12/2017	1524	SANTA CRUZ AV/SAN MATEO DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	27
17-1803	06/13/2017	1307	795 WILLOW RD	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	23
17-1804	06/13/2017	1521	UNIVERSITY DR/OAK GROVE AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	26
17-1817	06/14/2017	1602	NEWBRIDGE ST/HOLLYBURN AV	1	0	0	0 Other Motor Vehicle	21801 (a) CVC - Failure to yield while making a turn	Broadside	17
17-1819	06/14/2017	2336	WILLOW RD/HAMILTON AV	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Rear end	17
17-1826	06/15/2017	1337	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	17A
17-1831	06/15/2017	1711	MARSH RD/101	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17A
17-1832	06/15/2017	1814	MADERA AV/IVY DR	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Other	17
17-1843	06/16/2017	1942	BAYFRONT EX/UNIVERSITY AV	1	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	18
17-1852	06/17/2017	1032	E OKEEFE ST/MENALTO AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Head-on	21
17-1854	06/17/2017	1230	MARSH RD/HAVEN AV	0	0	0	0 Other Motor Vehicle	21703 CVC - Following too close	Rear end	17
17-1855	06/17/2017	1515	325 SHARON PARK DR	0	0	0	0 Other Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	30
17-1871	06/19/2017	1347	MENLO AV/EVELYN ST	0	0	0	0 Other Motor Vehicle	21802 (a) CVC - Failure to yield to oncoming traffic	Broadside	26
17-1895	06/21/2017	1001	SAND HILL RD/SHARON PARK DR	2	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
17-1899	06/21/2017	1235	949 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22101 (D) CVC - Disregard of posted control devices	Side swipe	26
17-1905	06/21/2017	1839	ALPINE RD/JUNIPERO SERRA BL	1	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	30
17-1937	06/24/2017	1602	1200 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A
17-1954	06/26/2017	600	1933 MENALTO AV	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	22
17-1960	06/26/2017	1115	LAUREL ST/WILLOW RD	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25
17-1967	06/27/2017	1121	WILLOW RD/OBRIEN DR	0	0	0	0 Other Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	17
17-1985	06/28/2017	1128	1600 MARSH RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Rear end	17
17-1990	06/28/2017	1200	1143 CRANE ST	0	0	0	0 Parked Motor Vehicle	22107 CVC - Unsafe lane change	Side swipe	26
17-1992	06/28/2017	1644	60 MIDDLEFIELD RD	0	0	0	0 Parked Motor Vehicle	22106 CVC - Unsafe backing	Side swipe	22
17-1997	06/29/2017	959	BAYFRONT EX/FACEBOOK WY	0	0	0	0 Other Object	22107 CVC - Unsafe lane change	Hit object	17
17-2006	06/29/2017	1616	1265 EL CAMINO REAL	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	26
17-2008	06/29/2017	1400	461 BURGESS DR	0	0	0	0 Fixed Object	22350 CVC - Speeding	Hit object	25
17-2020	06/30/2017	1359	EL CAMINO REAL/OAK GROVE AV	0	0	0	0 Other Motor Vehicle	22350 CVC - Speeding	Rear end	25A

Appendix F

Recommendation Operational Analysis

Source	Description	Ex Control	2030, 2035 or 2040 Cumulative Condition				Improvement #1				Improvement #2				Plus Recommended Improvement #2				Improvement #	Plus Recommended Improvement #2				Improvement #1 vs No Improvement				Improvement #2 vs No Improvement				Improvement #3 vs No Improvement			
			AM Peak Delay	LOS	PM Peak Delay	LOS	Signalize	AM Peak Delay	LOS	PM Peak Delay	LOS	AM Peak Delay	LOS	PM Peak Delay	LOS	AM Peak Delay	LOS	PM Peak Delay		LOS	AM Peak Delay	LOS	PM Peak Delay	LOS	AM Peak Delay	LOS	PM Peak Delay	LOS	AM Peak Delay	LOS	PM Peak Delay	LOS			
Commonwealth	Chrysler Dr & Jefferson Dr, Menlo Park, CA	TWSC	10.7	B	36.4	E	Signalize	8.3	A	21.0	C	Roundabout	5.5	A	9.0	A							-2.4	-15.4	-5.2	-27.4									
Commonwealth	Chrysler Dr & Independence Dr, Menlo Park, CA	TWSC	17.8	C	24.5	C	Signalize	23.1	C	17.3	B	Roundabout	8.5	A	7.8	A							5.3	-7.2	-9.3	-16.7									
FB, ConnectMenlo	University Ave & Adams Dr, Menlo Park, CA Eastbound Approach (Adams Dr)	TWSC	181.3	F	307.8	F	Signalize	18.1	B	31.4	C												-163.2	-276.4											
			2188.3	F	3448.4	F																													
FB, Housing Element, Connect Menlo	Willow Rd & Hamilton Ave, Menlo Park, CA	Signal	10.9	B	103.3	F	Split Phasing for Hamilton and EB LT-TH, RT.	19.2	B	78.1	E												8.3	-25.2											
Peninsula Gateway	Willow Rd & Ivy Dr, Menlo Park, CA	Signal	13.7	B	17.8	B	RT Overlap on Ivy	12.0	B	13.2	B												-1.7	-4.6											
ConnectMenlo	Willow Rd & Newbridge St, Menlo Park, CA	Signal	59.5	E	58.8	E	Swap splits on Newbridge	61.2	E	67.0	E	Lead/lag along Newbridge	52.3	D	43.0	D							1.7	8.2	-7.2	-15.8									
ConnectMenlo	Willow Rd & Middlefield Rd, Menlo Park, CA	Signal	59.0	E	68.9	E	WB Willow: LT,TH,RT, Remove channelized RT. SB Middlefield: 2LT, TH-RT, NB Middlefield: LT,2TH,RT with overlap. Protected LT All Approaches.	189.4	F	100.3	F	2 Lane Roundabout	10.4	B	12.3	B							130.4	31.4	-48.6	-56.6	-0.4	-0.4							
1300 ECR	Laurel St & Glenwood Ave, Menlo Park, CA	AWSC	70.1	F	17.2	C	Signalize	17.3	B	15.5	B	Roundabout	11.3	B	8.5	A							-52.8	-1.7	-58.8	-8.7									
1300 ECR	Santa Cruz Ave & University Dr (North), Menlo Park, CA	AWSC	29.2	D	44.1	E	Signalize	10.3	B	15.5	B												-18.9	-28.6											
Downtown SP	Santa Cruz Ave & University Dr (North), Menlo Park, CA	AWSC	128.5	F	118.4	F																													
W-TRANS 2018	Santa Cruz Ave & University Dr (North), Menlo Park, CA	AWSC	194.5	F	165.0	F	Signalize	28.1	C	41.3	D												-166.3	-123.7											
Downtown SP	Santa Cruz Ave & Orange Ave-Avy Ave, Menlo Park, CA	AWSC	103.5	F	147.8	PM																													
W-TRANS 2018	Santa Cruz Ave & Orange Ave-Avy Ave, Menlo Park, CA	AWSC	160.7	F	215.3	F	Signalize	35.6	D	35.4	D																								

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