

Annual Collision Analysis 2019



Summary

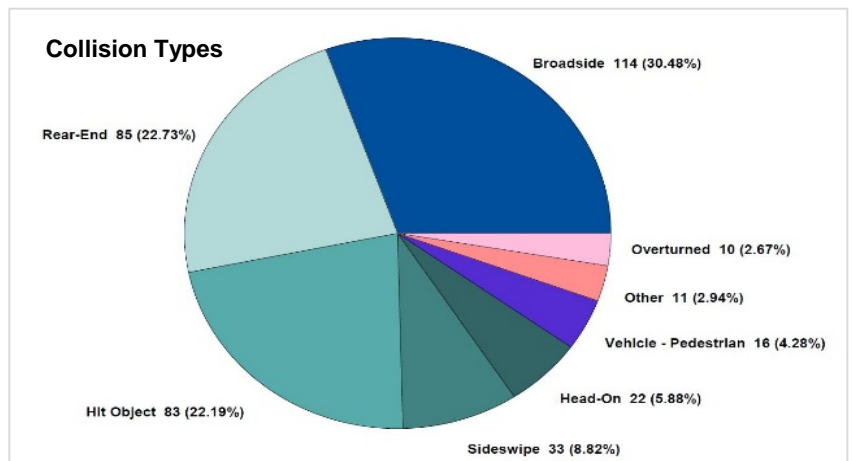
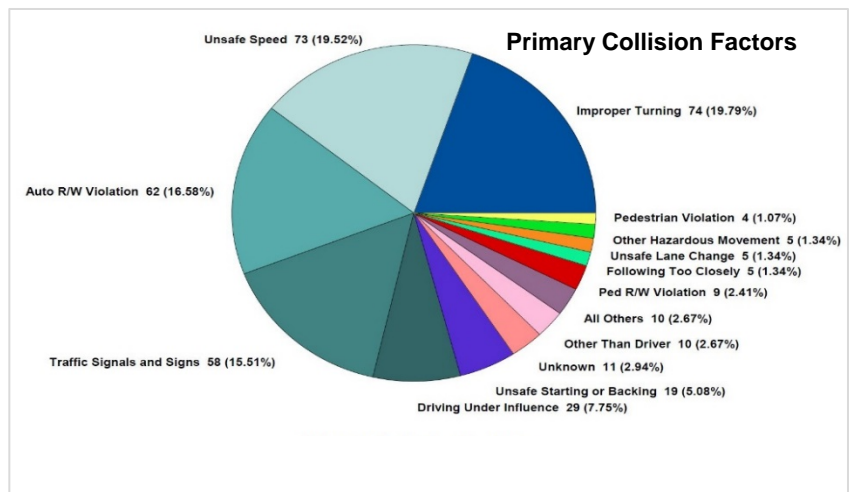
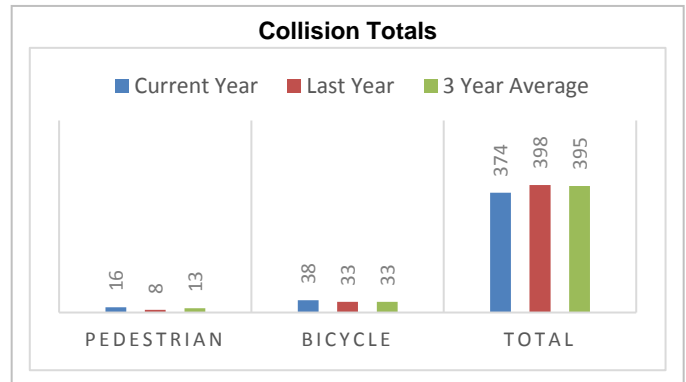
This report summarizes the collisions within the City in 2018 and analyzes trends and patterns to identify changes that can be made to reduce the number of collisions. Reported traffic collisions involving vehicles, bicyclists and pedestrians are reviewed on a weekly basis by Traffic Engineering. This weekly review looks at individual collisions to determine if improvements can be made to improve safety. This report takes a comprehensive look at the one-year and three-year trends to identify larger patterns and improvements that can improve safety.

Overall Trends

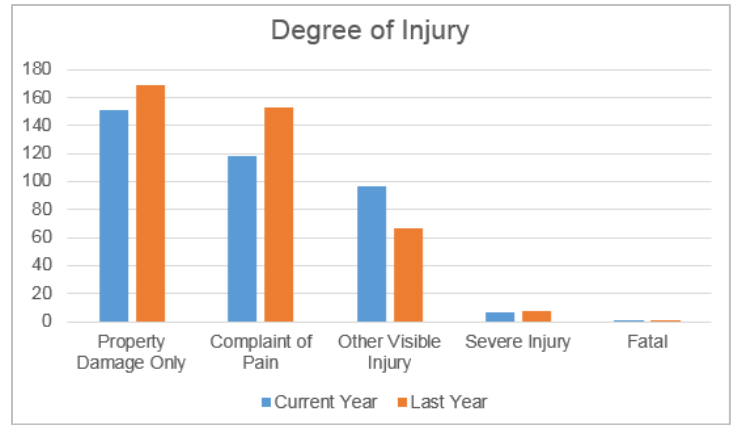
The total number of collisions was slightly lower than last year (374 compared to 398) and also less than the previous three-year average of 395. There are slightly more bicyclist collisions this year (38 compared to 33 both last year and for the three year average). Pedestrian collisions have increased from last year's historically low number (16 compared to 8), but have only raised slightly higher than the previous three year average of 13.

Primary collision factors remained consistent to previous years. Notable exceptions included a decrease in unsafe speed, decrease in DUI, increase in unsafe starting or backing, and an increase in pedestrian right of way violations, which are pedestrian/vehicle collisions where the vehicle is at fault.

Collision types (by percentage) remained the same as last year except for a small decrease in rear-end collisions and an increase in collisions involving pedestrians. The percentage of vehicle collisions occurring at night decreased slightly (26 percent of all collisions, compared to last year's 31 percent) with a corresponding increase in the number of daytime collisions when compared to last year.



The highest degree of injury reported in each collision is categorized by five levels (fatal, severe, visible injury, complaint of pain and property damage only). The number of collisions that had any reported injury were down slightly, however, the percent of total collisions with injury was slightly higher than last year. There was one fatal collision during this time period (Hacienda Drive north of I-580 – pedestrian ran from median in front of northbound vehicle at night) compared to one last year. Historical average in Pleasanton is one fatality per year.



Current Year Analysis

Intersection

The intersections with the most collisions (vehicle, bicyclist and pedestrian combined) were identified for the current year¹ and compared to both last year and the previous three year period². The intersections of Santa Rita Road at Valley Avenue, Hopyard Road at Stoneridge Drive, and Stoneridge Drive at Johnson Drive appear on all three lists. There are often year to year fluctuations in collision locations, which is why the three year trend is included in the analysis. Traffic engineering staff analyzed each intersection in detail to identify correctable patterns. The top two intersections are described below as well as any intersections where staff identified patterns/improvements.

Current Year (12/1/17 - 11/30/18)			Last Year (12/1/16 - 11/30/17)			Previous 3 Years (12/1/14 - 11/30/17)		
Rank	Intersection	Collisions	Rank	Intersection	Collisions	Rank	Intersection	Collisions
1	W Las Positas Bl at Santa Rita Rd	8	1	Hopyard Rd at Stoneridge Dr	8	1	Santa Rita Rd at Valley Av	22
2	Sunol Bl at On Ramp Sb I680 From Eb Sunol Bl	8	2	Santa Rita Rd at Stoneridge Dr	8	2	Hopyard Rd at Owens Dr	22
3	Hacienda Dr at Off Ramp WB I580 To Hacienda Dr	7	3	Hopyard Rd at W Las Positas Bl	6	3	Stoneridge Dr at Santa Rita Rd	19
4	Hopyard Rd at Las Positas Bl	7	4	Santa Rita Rd at Valley Av	6	4	Stanley Bl at Valley Av	17
5	Bernal Av at Valley Av (W)	6	5	Hopyard Rd at WB I580 Off Ramp	5	5	W Las Positas Bl at Santa Rita Rd	15
6	Hopyard Rd at Owens Dr	6	6	El Charro Rd at Stoneridge Dr	5	6	Stoneridge Dr at Johnson Dr	15
7	Hopyard Rd at Stoneridge Dr	6	7	Foothill Rd at Stoneridge Dr	5	7	Hopyard Rd at Stoneridge Dr	13
8	Santa Rita Rd at Valley Av	6	8	Stoneridge Dr at Johnson Dr	5	8	Foothill Rd at Canyon Wy	11
9	Hacienda Dr at Owens Dr	5	9	Valley Av at Busch Rd	5	9	Hopyard Rd at Valley Av	11
10	Stoneridge Dr at Johnson Dr	5				10	Sunol Bl at On Ramp Nb I680 From Eb Sunol Bl	11
						11	Sunol Bl at On Ramp Sb I680 From Eb Sunol Bl	11

West Las Positas Boulevard at Santa Rita Road

Three of the eight collisions at this location involved bicycles with two in the same crosswalk. Both of the collisions were in the southwest crosswalk (from the southwest corner to the pedestrian island) and found the right turning vehicles at fault. One of the two collisions occurred during the school peak travel period. The third bicycle collision was a solo bicyclist that fell off his bike and is noted in the police report

¹ Reported traffic collisions that occurred between 12/01/2017 and 11/30/2018 are included in the “current year”.

² The previous three year period is 12/01/2014 to 11/30/2017

as an inexperienced rider. No other patterns are identified. This collision pattern will be considered in the development of the West Las Positas Pedestrian and Bicycle Corridor plan.

Sunol Boulevard at On Ramp SB I680 from EB Sunol Boulevard

Seven of the eight collisions involved an eastbound left turning vehicle and a westbound through vehicle with the left turning vehicle found at fault. The most common reason given for the collision was that the left turning vehicle did not see the approaching westbound vehicle. Collisions occurred mainly in the morning but not necessarily in the commute hour. This intersection will be signalized as part of the Sunol Boulevard at I-680 Intersection Improvement capital improvement project, which is in the design phase.

Hacienda Drive at Off Ramp WB I580 to Hacienda Drive

Five of the seven collisions involved a northbound through vehicle and a westbound left turning vehicle where the northbound vehicle ran the red light. There was not a time of day or day of the week pattern. Staff will review the location to determine if additional pavement striping is needed or if an additional traffic signal head would improve visibility.

Stoneridge Drive at Johnson Drive

In previous annual reports, the intersection of Stoneridge Drive at Johnson Drive contained a pattern of westbound rear end collisions in the PM peak hour. Signal coordination patterns were implemented as a result of the previous analysis and the collision pattern did not show up in this year's report.

No correctable patterns were identified for the remaining intersections. There were several intersections where the collisions occurred mainly in off-peak traffic times and many of the drivers found at fault were distracted or not paying close enough attention to surroundings. While distracted driving/inattention is not a primary collision factor, it is a growing trend in the collision reports.

Midblock

High Incidence Midblock Collisions were analyzed over a three-year period. A three year time frame is used because a one year analysis does not typically have enough collisions to identify patterns. A midblock collision is defined as a collision that occurred greater than 200' from an intersection (or 250' if it is a rear-end collision). There were 15 segments that had four or more midblock collisions (the four-collision threshold was chosen to analyze locations that may have more than 1 collision per year over the 3 year period). Each of the segments was reviewed in detail to identify correctable patterns and found the following:

Johnson Drive from Owens Drive to Commerce Drive

A pattern of single vehicle collisions at the two curves along the northwest section of the segment was identified in 2017 through the weekly review traffic collisions and the collision pattern was also noted in the 2018 analysis. Chevron signs were replaced with larger signs and additional chevron signs were installed at both curves in July of 2017. In addition to this improvement, the property owner trimmed landscaping at the three driveways to the ClubSport/Marriott Hotel parking lot to increase available sight distance. Since the installation of the additional signs and landscape changes, one collision did occur at curve #1 (DUI – vehicle southbound making left turn and hitting a fixed object), but no further collisions at the second curve or the ClubSport/Marriott Hotel driveways.

The segment remained on the list due to three new collisions along this segment. Two of the three collisions were located at a driveway near the eastern side of the segment by Starbucks (one collision was the result of a lost driver making a U-turn and another was the result of an eastbound vehicle traveling at 55 MPH and striking a westbound left turning vehicle). No patterns were identified and no changes are recommended to this segment at this time.

Rosewood Drive from Old Santa Rita Road to Walmart Drive

In 2016 this segment was identified as having a collision pattern at the northern most driveway to the Kohl's shopping center. A left turn restriction was installed to address the collision pattern (April of 2016). There was one left turn collision at that location since the installation of the restriction (driver ignored restriction). The majority of collisions were single vehicle collisions with various causes. No further patterns were identified and no changes are recommended to this segment at this time.

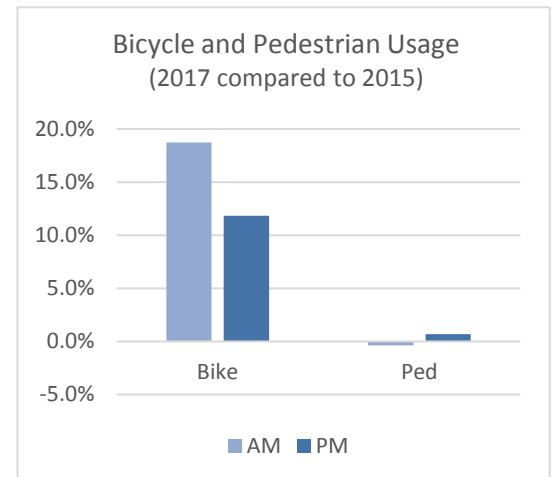
No correctable patterns were identified for the remaining segments. Like in the intersection analysis, there were several segments with off-peak traffic collisions where distracted driving was noted as the cause. No additional roadway/signage changes are recommended at this time.

Pedestrian & Bicycle Analysis

Collisions involving pedestrians and bicyclists are examined separately from vehicle collisions as these are the most vulnerable users of the transportation network. Due to the low number of pedestrians and bicycle collisions, the collision analysis spans a three year period³. There were 40 collisions involving pedestrians and 102 bicycle collisions over the three-year period (there were 39 pedestrian and 99 bicycle collisions in the previous three-year period⁴).

Fifteen of the 102 bicycle collisions were “solo” bicycle collisions (a bicyclist crashing without another party involved)⁵. The percentage of “solo” bike collisions and bicycle versus vehicle remained unchanged compared to the last three-year period where roughly 15% of reported bicycle accidents were solo crashes.

While the number of collisions has remained relatively constant, the City has recorded an increase in bicycle usage, although there has not been a significant change in pedestrian activity. City wide traffic counts were conducted at 145 intersections in both 2015 and in 2017. Vehicle, bicycle and pedestrian volumes were recorded during the morning and evening peak travel times. This data was used to calculate changes from 2015 to 2017 in bicycle use (19% increase in the morning and 12% increase in the evening) and changes in pedestrian activity (0.4% decrease in the morning and 0.7% increase in the evening). Bicycle volumes were also compared to total vehicle volumes to calculate a percentage of road users that were



³ The current three year period is 12/1/2015 to 11/30/2018

⁴ The previous three year period is 12/1/2014 to 11/30/2017

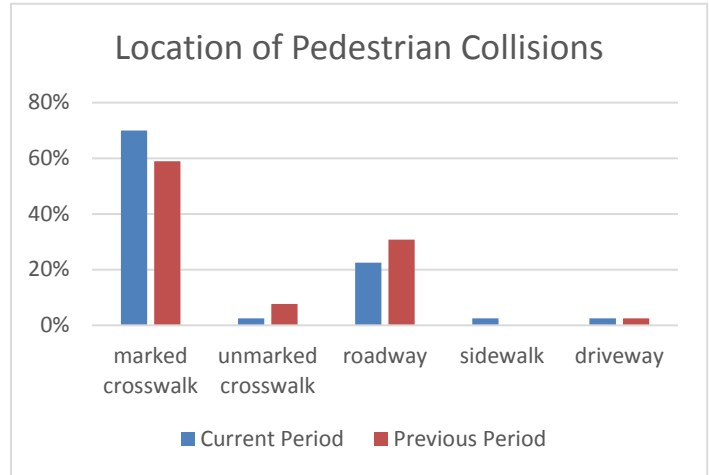
⁵ “Solo” bicycles collisions are the result of a bicyclist falling off the bicycle for various reasons (medical, roadway conditions, not paying attention, hitting an object, etc.)

bicyclists. The percentage of bicycle users showed an increase from 0.39% to 0.46% in the morning and 0.26% to 0.29% in the evening⁶.

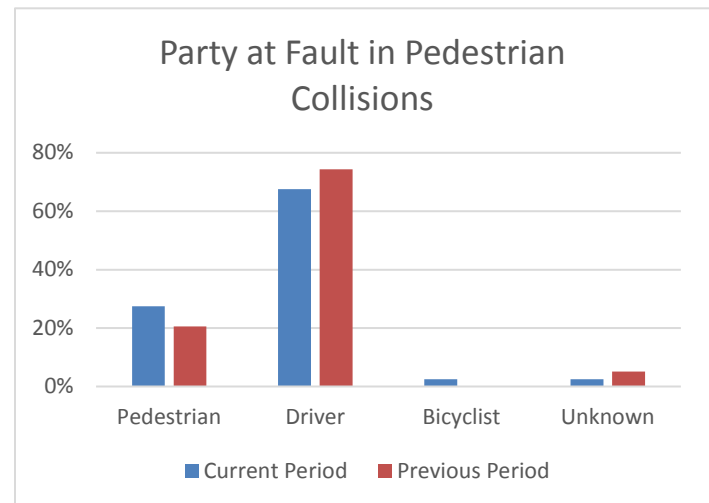
Pedestrian Collision Statistics

While numerous data points are collected regarding collision details, the pedestrian’s location, party at fault and age were analyzed to determine if trends exist.

The table to the right illustrates the percentage of collisions that occurred in marked and unmarked crosswalks, in the roadway (outside of a marked or unmarked crosswalk), on the sidewalk or at a driveway. While the number of collisions at marked crosswalks was greater than the other location types, this does not necessarily equate to relative safety as there are more pedestrians crossing at marked crosswalks than the other location types. The volume of pedestrians crossing at marked vs. unmarked crossings is difficult to quantify given the number of intersections within the City. One collision occurred on the sidewalk in the current period (bicyclist struck pedestrian at a bus stop).

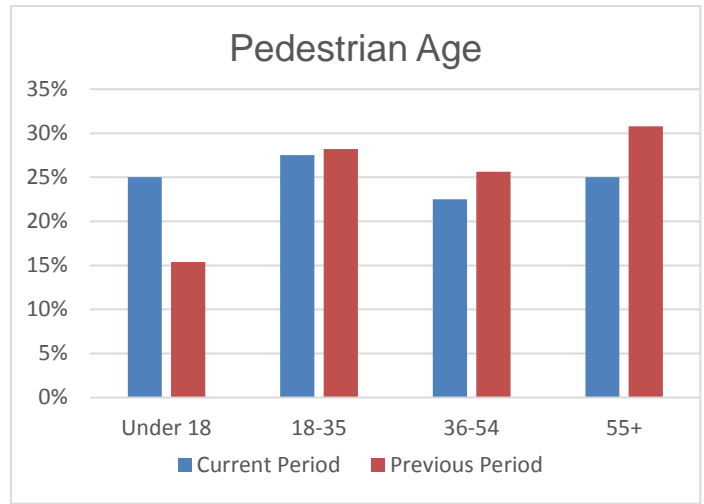


The Party at Fault chart shows an increase in pedestrian at fault collisions compared to the previous period with about 1/4 of the collisions having the pedestrian at fault. Around 2/3 of the time the driver is found at fault with the remaining collisions not assigning a party at fault.



⁶ Total bicyclists were divided by total of vehicles for 153 intersections to calculate bicycle usage percentages.

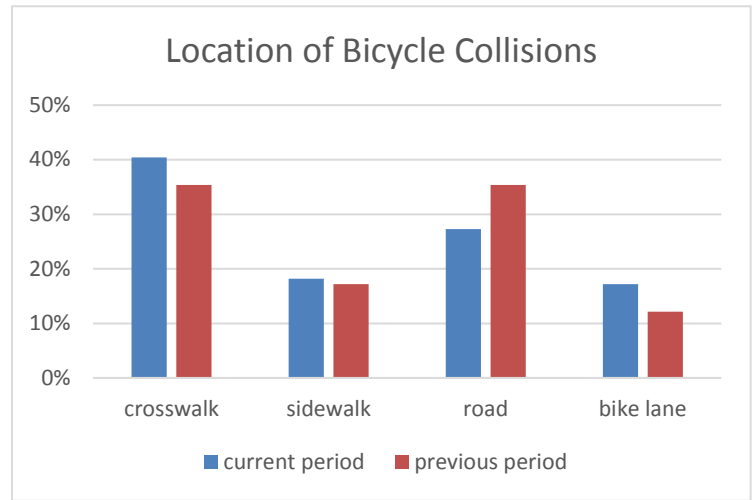
The Pedestrian Age chart shows that the distribution is relatively equal between age categories with the highest category this period in the 18-35 age category at 28% (11 of the 40 collisions). The under 18 category increased compared to the previous period while the 55 and older category decreased.



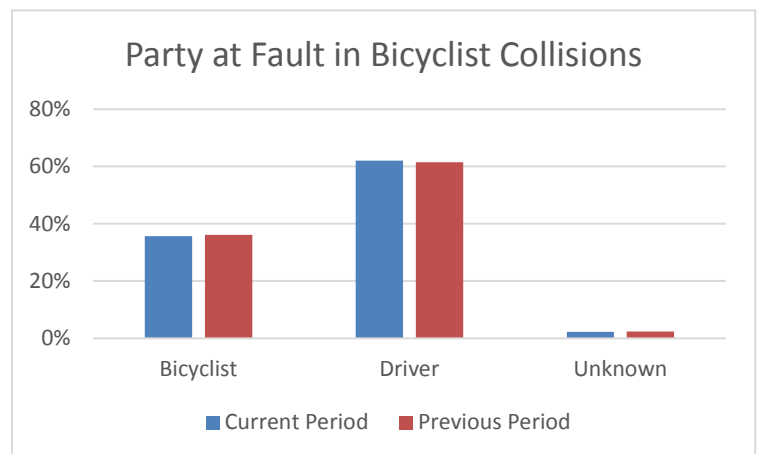
Bicycle Collision Statistics

Similar to the pedestrian collision section, the location, fault and age statistics were reviewed for bicycle collisions to determine if patterns exist.

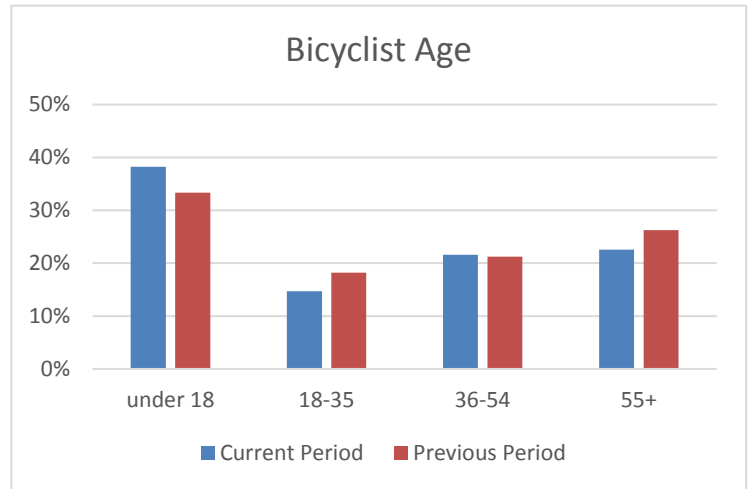
The percentages of bike collisions that occurred in a crosswalk, on a sidewalk, in a bike lane or simply on the “road” (outside of a bike lane or crosswalk) are shown on the bar graph to the right. The distribution of collision location is relatively uniform with a slightly higher number of collisions occurring within crosswalks. Similar to the pedestrian collisions, the greater number of collisions within a crosswalk does not necessarily indicate reduced safety.



Party at fault (bicyclist, driver or unknown) is shown on the bar graph to the right. Unlike the 25% of pedestrians found at fault, a higher percentage of bicyclists were at fault, 36% (excluding the solo bicycle crashes) with vehicles at fault 62% of the time and the remaining percentage did not have a party at fault identified.



The Bicyclist Age chart shows the between age categories. The under 18 category has the largest share of bicycle collisions, 39 of the 99 bicycle collisions (38%). The under 18 category also increased slightly compared to the previous year while the 55 and older category and 18 – 35 category both slightly decreased.



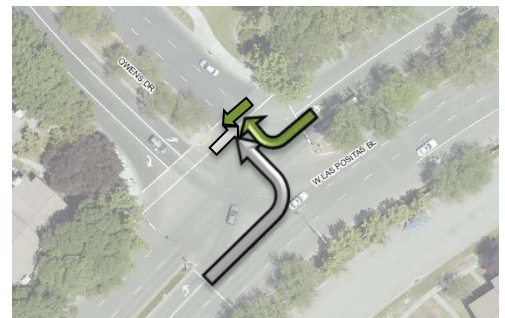
Pedestrian Analysis

Intersection

Three intersections had more than one pedestrian collision in the current three-year period. The three intersections and the collisions are shown below.

Owens Drive at West Las Positas Boulevard

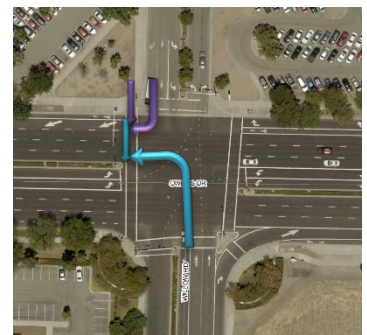
Both collisions occurred in the northern crosswalk. One pedestrian was crossing on a walk indication and was struck by a westbound right turning vehicle. The driver was utilizing the shared through right turn lane (middle lane) and did not notice the illuminated no right turn sign. The driver was not hindered by other vehicles in the adjacent lane. This intersection has an illuminated “no right turn” sign that turns on for the first five seconds of the walk indication to prohibit turns when the pedestrian begins to cross. The sign also provides an additional alert to drivers that a pedestrian is crossing the street. In the second collision the pedestrian was found at fault. The pedestrian crossed when the pedestrian signal was red (and the opposing left turn was green) and was struck by a left turning vehicle. This pedestrian was visiting from another country and was unfamiliar with traffic signals. No roadway/signage changes are recommended at this time. This intersection was also identified in our bicycle analysis with two bicycle collisions reported in this crosswalk.



These collisions will be considered in the West Las Positas Corridor plan currently in design.

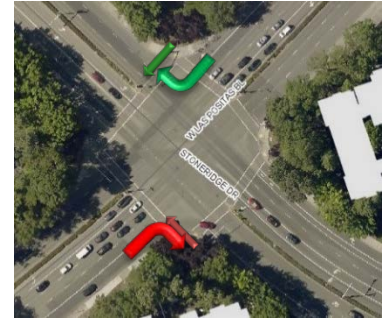
Owens Drive at Willow Road

Both collisions occurred in the west crosswalk and both found the driver to be at fault. One collision was a northbound vehicle striking a pedestrian and the other involved a southbound right turning vehicle striking a pedestrian. The right turning driver admitted he was “not watching where he was going.” The northbound left turn collision occurred prior to the left turn signal modification. The intersection was modified on 4/6/2017 to provide protected left turns, so that the left turn movement no longer operates at the same time as the pedestrian movement. No further pedestrian collisions have occurred at this intersection since the signal modification.



Stoneridge Drive at West Las Positas Boulevard

Both collisions occurred with pedestrians entering the crosswalk on a green pedestrian signal. The collisions occurred on opposite corners, one in the northwest crosswalk and one in the southwest crosswalk. The collision in the northwest crosswalk occurred with both the pedestrian and the vehicle traveling in the same direction and both the vehicle and the pedestrian had a green light. The driver made the right turn and never saw the pedestrian. In the southwest crosswalk collision, the driver was making a right turn on red and was looking left and started to make the right turn at the same time the pedestrian received a green pedestrian indication.



These collisions will be considered in the West Las Positas Corridor plan currently in design.

Midblock

There are no midblock sections identified that had more than one pedestrian collision during the three-year period.

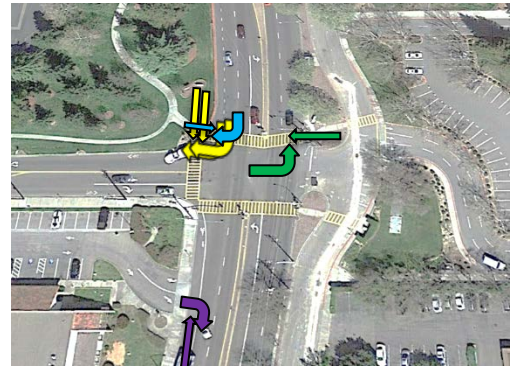
Bicycle Analysis

Intersection

Eleven intersections had two or more collisions in three year period. Patterns were identified at the following intersections:

Santa Rita Road at Black Avenue (5 bicycle collisions)

Three of the five collisions involved a southbound right turn vehicle at the northwest corner of the intersection. Four of the five collisions were in the north crosswalk and four of the collisions also involved a bicyclist under the age of 18 (three of these collisions were during the school commutes, the 4th occurred on a Sunday).



Although four of the collisions occurred in the north crosswalk, a correctable pattern was not identified. The two collisions with a southbound bicyclist on the west side of the roadway found the bicyclists at fault (neither cyclist slowed at the intersection, one didn't have brakes). The third collision was a 45 year old in the crosswalk when the southbound right turn vehicle attempted to make a right turn on red. The fourth collision involved a westbound bicyclist that was hit by an eastbound left turn (vehicle found at fault) and the fifth collision was a bicyclist traveling against the flow of traffic in the bike lane and was hit by a right turning vehicle exiting the Post Office

West Las Positas Boulevard at Santa Rita Road

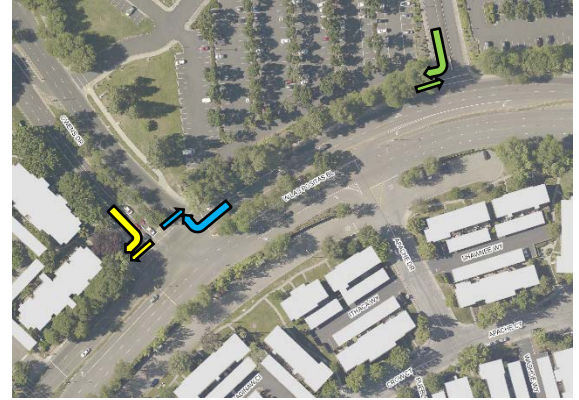
Three collisions occurred at this intersection and all three involved a bicyclist under the age of 18. Two of the collisions occurred in the same crosswalk. Both of the collisions in the southwest corner of the intersection were located between the curb and the pedestrian island. Both found a right turning vehicle at fault. One of the two collisions occurred during the school peak travel period. The third collision was a bicyclist who fell off his bike, and was noted in the collision report as an inexperienced rider.



These collisions will be considered in the West Las Positas Corridor plan currently in design.

West Las Positas Boulevard at Owens Drive

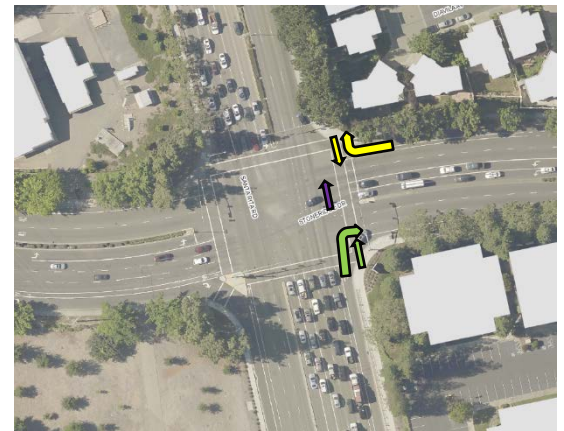
Three collisions were recorded at this intersection. Upon closer inspection, one of the collisions was just inside the geographic limit of 200 feet from the intersection and occurred at the south driveway to Stanford Valley Care Hospital. The two collisions located at the intersection were in the north crosswalk. One collision was the result of a southbound right turning vehicle that ran the red light. In the second collision, the eastbound bicyclist was struck by a westbound right turning vehicle in the shared right turn/through lane. The cyclist was found at fault for riding the wrong way.



These collisions will be considered in the West Las Positas Corridor plan currently in design.

Stoneridge Drive at Santa Rita Road

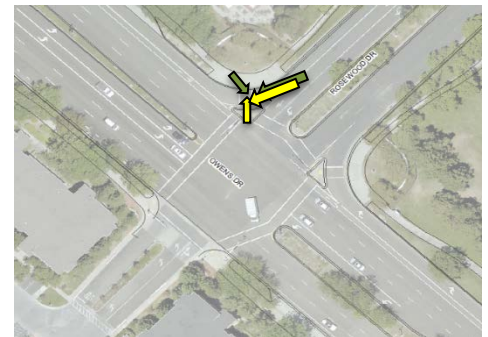
There were three collisions at this intersection. The first collision was a northbound solo bicyclist that hit a puddle and fell. The other two collisions occurred in the east crosswalk with bicyclists unsafely leaving the sidewalk. One bicyclist was traveling southbound and the other northbound. The southbound bicyclist didn't stop for the pedestrian signal and hit the westbound right turning vehicle. The bicyclist was found at fault. Similarly, the northbound bicyclist hit the northbound right turning vehicle and this bicyclist was also found to be at fault.



No correctable pattern identified.

Owens Drive at Rosewood Drive

Both collisions found the vehicle at fault and both drivers admitted that they were not looking for bicyclists. In the first collision, the westbound bicyclist was leaving the pedestrian island when struck by a southbound right turning vehicle. In the second collision, the eastbound bicyclist was leaving the curb to get to the pedestrian island and was struck by a southbound right turning vehicle. Ladder crosswalks and green bike lanes were installed at this intersection as a result of the identification of this pattern in the 2018 analysis (the same two collisions). No new collisions have been reported in the last year.



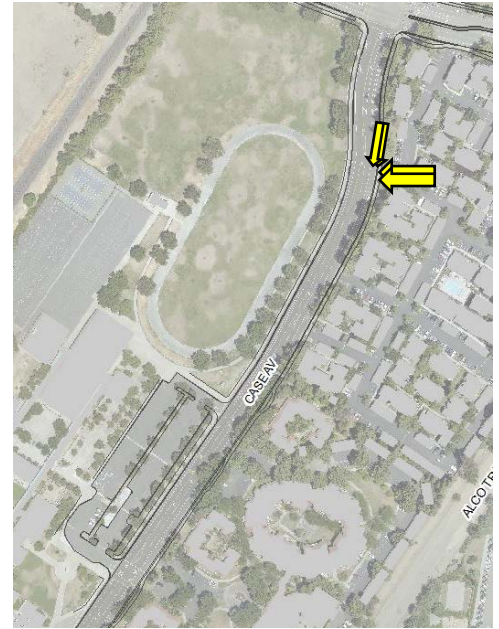
Midblock

Two midblock segments were identified with more than one bicycle collision during the three-year period. A pattern was identified along one of those segments:

Case Avenue from Bernal Avenue to Valley Avenue

Both of the collisions occurred at the same driveway. Both collisions had the bicyclist traveling against the flow of traffic (south on the east side of the roadway). One bicyclist was in the bike lane and one was on the sidewalk. It should be noted the cyclist traveling the wrong way in the bike lane did not have brakes and was unable to stop/slow after seeing vehicle pull out of driveway. In neither collision did the driver see the approaching cyclist (drivers looking to the left).

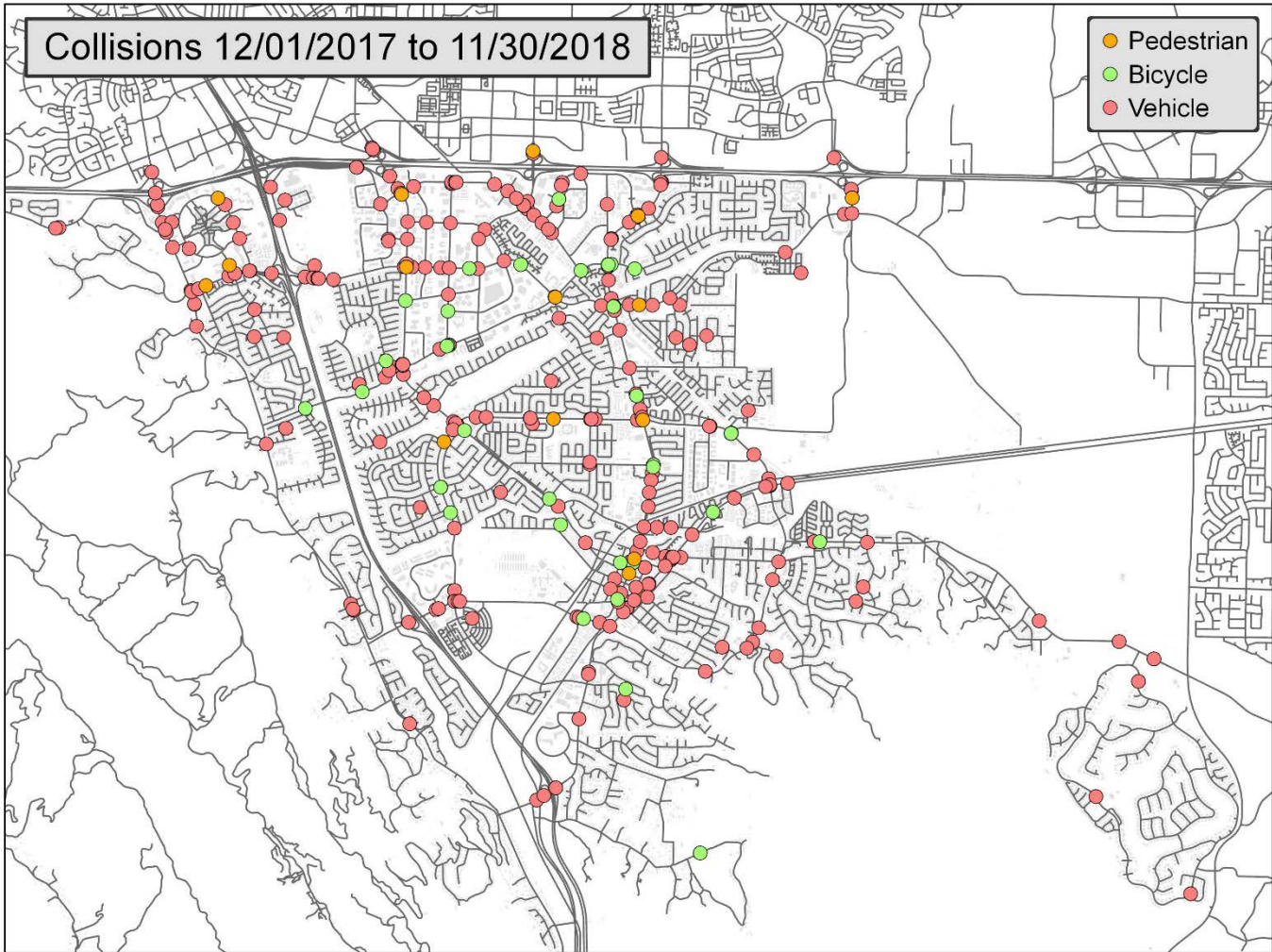
This segment was identified in last year's report as a candidate for enhanced bike lane markings (in last year's report there was one additional collision that occurred to the south-2015 collision). Green bike lanes were added along the entire segment. No collisions have occurred since this modification was completed.



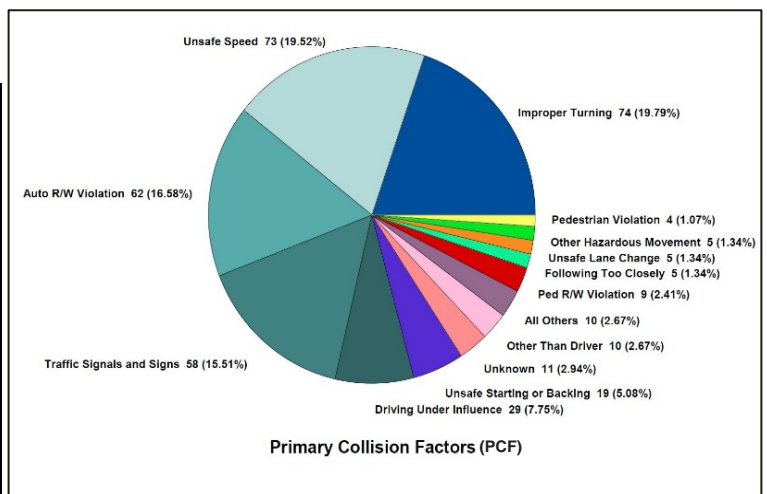
Annual Collision Analysis 2019

Date range reviewed: 12/1/2017 to 11/30/2018

Number of Collisions: 374 (which includes 16 pedestrian and 38 bicycle)

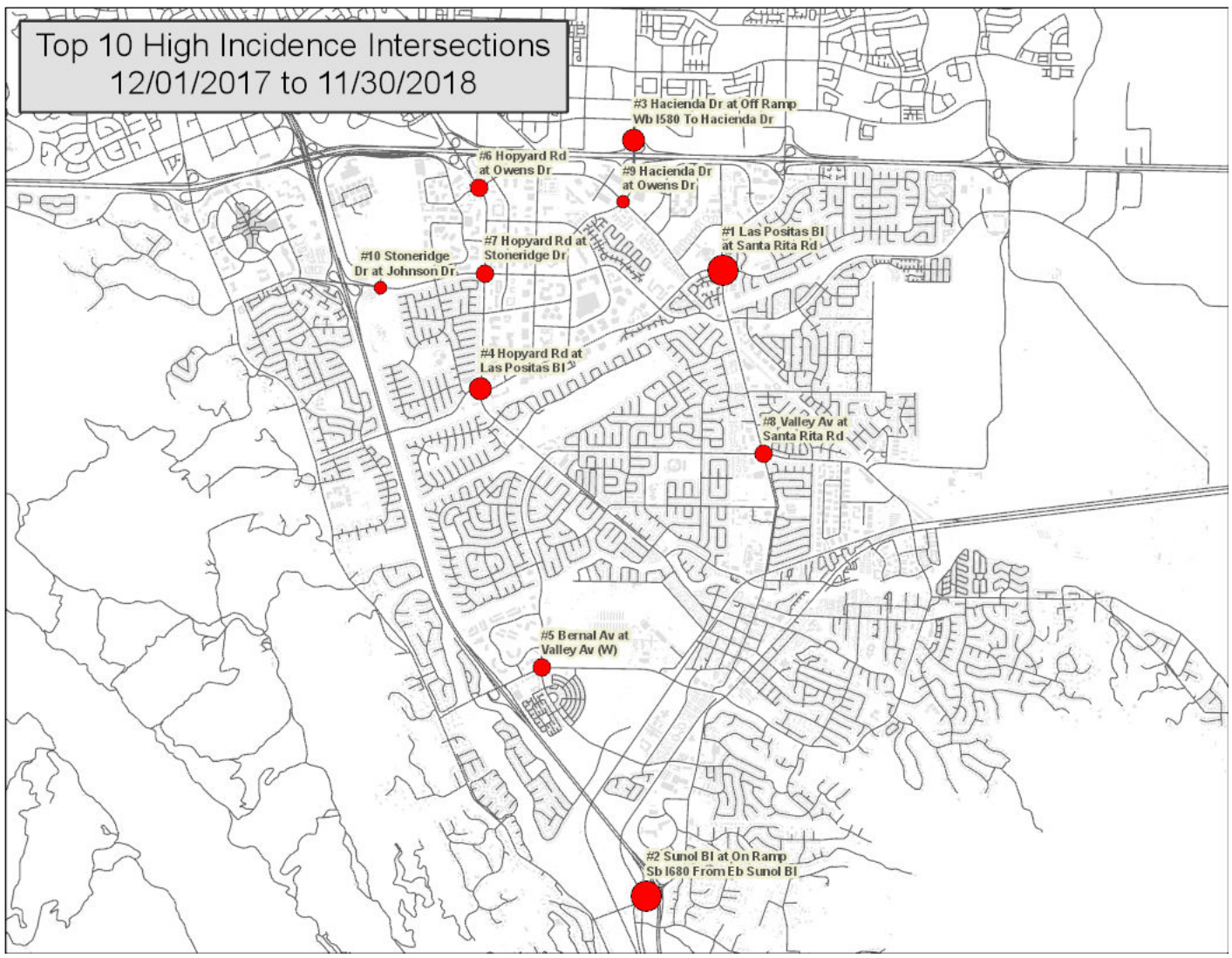


Historical Comparison			
Date Range	Pedestrian	Bicycle	Total
12/1/17-11/30/18	16	38	374
Last Year 12/1/16-11/30/17	8	33	398
3 Year Average 12/1/14-11/30/17	13	33	395



High Incidence Intersection Report

12/01/2017 to 11/30/2018 (1 Year)			Last year (12/1/16 - 11/30/17)		Previous 3 Years (12/1/14 - 11/30/17)	
Rank	Intersection	Collisions	Rank	Collisions	Rank	Collisions
1	W Las Positas Bl at Santa Rita Rd	8	-	2	5	15
2	Sunol Bl at On Ramp Sb I680 From Eb Sunol	8	-	4	11	11
3	Hacienda Dr at Off Ramp Wb I580 To Hacienda Dr	7	-	0	-	5
4	Hopyard Rd at Las Positas Bl	7	3	6	-	9
5	Bernal Av at Valley Av (W)	6	-	1	-	7
6	Hopyard Rd at Owens Dr	6	-	4	1	22
7	Hopyard Rd at Stoneridge Dr	6	1	8	7	13
8	Santa Rita Rd at Valley Av	6	-	6	2	22
9	Hacienda Dr at Owens Dr	5	-	1	-	6
10	Stoneridge Dr at Johnson Dr	5	8	5	6	15

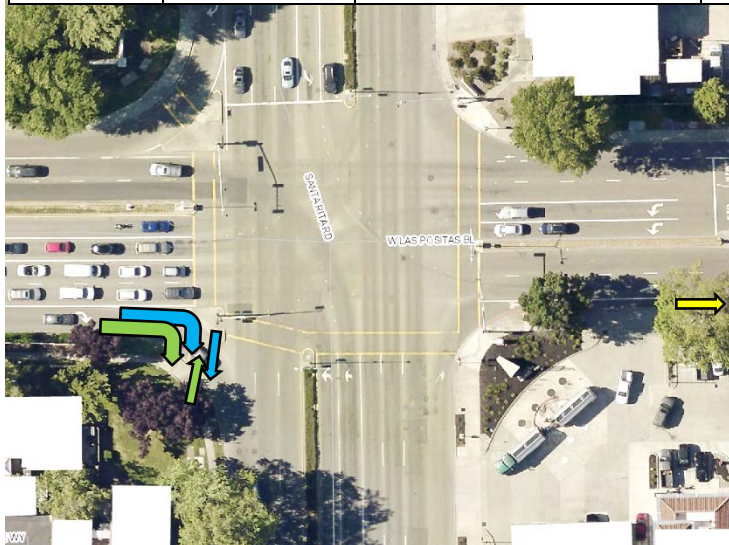


Intersection Historical

Current Year 12/1/17 - 11/30/18			Last Year 12/1/16 - 11/30/17			Previous 3 Years 12/1/14 - 11/30/17		
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2	Sunol Bl at On Ramp Sb I680 From Eb Sunol Bl	8	2	Santa Rita Rd at Stoneridge Dr	8	2	Hopyard Rd at Owens Dr	22
3	Hacienda Dr at Off Ramp WB I580 To Hacienda Dr	7	3	Hopyard Rd at W Las Positas Bl	6	3	Stoneridge Dr at Santa Rita Rd	19
4	Hopyard Rd at Las Positas Bl	7	4	Santa Rita Rd at Valley Av	6	4	Stanley Bl at Valley Av	17
5	Bernal Av at Valley Av (W)	6	5	Dougherty Rd at WB I580 Off Ramp	5	5	W Las Positas Bl at Santa Rita Rd	15
6	Hopyard Rd at Owens Dr	6	6	El Charro Rd at Stoneridge Dr	5	6	Stoneridge Dr at Johnson Dr	15
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						11	Sunol Bl at On Ramp Sb I680 From Eb Sunol Bl	11

#1 W Las Positas Bl at Santa Rita Rd

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ Kld
2018-00004450	2/2/2018 10:51 Fri	75' South	Rear-End	Other Motor Vehicle	North	Other	North	Stopped In Road	Unsafe Speed	1/0
2018-00005156	2/5/2018 20:47 Mon	65' South	Hit Object	Fixed Object	South	Making Right Turn			Improper Turning	0/0
2018-00026452	7/1/2018 16:02 Sun	4' West	Broadside	Bicycle	East	Making Right Turn	North	Proceeding Straight	Improper Turning	1/0
2018-00026964	7/5/2018 13:37 Thu	0'	Broadside	Other Motor Vehicle	North	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	2/0
2018-00031249	8/10/2018 13:35 Fri	0'	Hit Object	Fixed Object	East	Making Right Turn			Improper Turning	0/0
2018-00031677	8/14/2018 07:55 Tue	109' East	Hit Object	Other Object	East	Proceeding Straight			Other Improper Driving	1/0
2018-00035353	9/11/2018 08:01 Tue	12' South	Broadside	Bicycle	East	Making Right Turn	West	Making Left Turn	Auto R/W Violation	1/0
2018-00043691	11/16/2018 22:05 Fri	0'	Head-On	Other Motor Vehicle	North	Proceeding Straight	South	Making Left Turn	Unknown	1/0



Analysis: Three collisions occurred at this intersection involving bicycles with two occurring in the same crosswalk. Both of the collisions in the southwest crosswalk from the southwest corner to the pedestrian island found a right turning vehicle at fault. One of the two collisions occurred during the school peak travel period. The third collision was a bicyclist who fell off his bike, inexperienced rider.

No other patterns are identified. This collision pattern will be considered in the development of the West Las Positas Pedestrian and Bicycle Corridor plan.

#2 Sunol Bl at On Ramp SB I680 From EB Sunol Bl

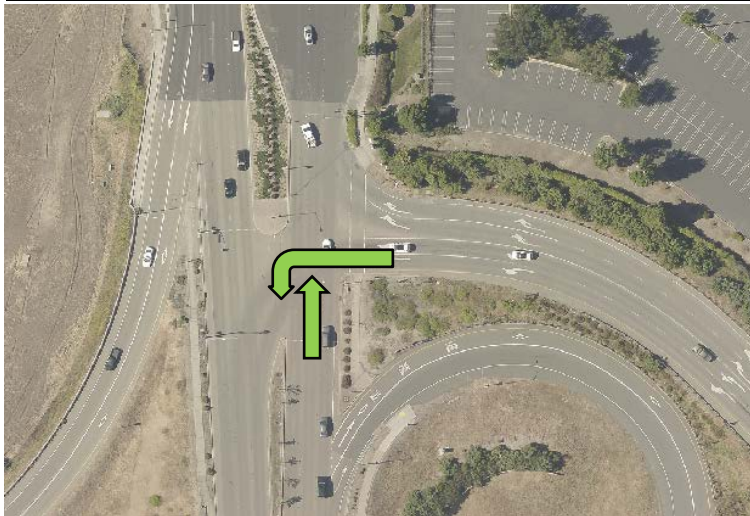
Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2018-00018500	5/9/2018 10:07 Wed	0'	Head-On	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	3/0
2018-00024923	6/20/2018 06:35 Wed	0'	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Improper Turning	2/0
2018-00033381	8/26/2018 15:35 Sun	0'	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1/0
2018-00038012	10/1/2018 09:20 Mon	0'	Head-On	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1/0
2018-00038314	10/3/2018 10:06 Wed	0'	Head-On	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	2/0
2018-00039394	10/11/2018 08:40 Thu	120' North	Sideswipe	Other Motor Vehicle	West	Slowing/Stopping	West	Changing Lanes	Improper Turning	0/0
2018-00039974	10/16/2018 12:15 Tue	0'	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	1/0
2018-00042374	11/5/2018 08:43 Mon	0'	Head-On	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	0/0



Analysis: Seven of the eight collisions involved an eastbound left turning vehicle and a westbound through vehicle with the left turning vehicle found at fault. The most common reason given for the collision was that the left turning vehicle did not see the approaching westbound vehicle. Collisions occurred mainly in the morning but not many in the commute hour. This intersection will be signalized as part of the Sunol Boulevard I680 ramp capital improvement project (we are currently in the design phase with Caltrans).

#3 Hacienda Dr at Off Ramp WB I580 To Hacienda Dr

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2017-00051776	12/18/2017 20:38 Mon	0'	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	2/0
2017-00052168	12/20/2017 20:40 Wed	86' North	Vehicle - Pedestrian	Pedestrian	East	Crossed Into Opposing Lane	North	Proceeding Straight	Pedestrian Violation	0/1
2018-0004269	1/31/2018 12:41 Wed	0'	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	1/0
2018-00010490	3/16/2018 12:48 Fri	0'	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	3/0
2018-00016620	4/27/2018 10:43 Fri	0'	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	0/0
2018-00032438	8/19/2018 07:31 Sun	0'	Broadside	Other Motor Vehicle	West	Proceeding Straight	South	Stopped In Road	Unsafe Speed	2/0
2018-00043162	11/12/2018 09:49 Mon	0'	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	1/0



Analysis: Five of the seven collisions involved a northbound through vehicle and a westbound left turning vehicle where the northbound vehicle ran the red light. There does not appear to be a time or day pattern. We recommend looking at the existing striping to see if any needs to be refreshed and to explore the possibility of adding an additional signal head.

#4 Hopyard Rd at W Las Positas Bl

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2017-00052954	12/26/2017 17:27 Tue	45' South	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Driving Under Influence	0/0
2018-00011715	3/25/2018 02:14 Sun	27' West	Hit Object	Fixed Object	East	Other Unsafe Turning			Improper Turning	0/0
2018-00011997	3/27/2018 15:29 Tue	0'	Sideswipe	Other Motor Vehicle	South	Proceeding Straight	South	Proceeding Straight	Unsafe Lane Change	0/0
2018-00013131	4/4/2018 09:32 Wed	0'	Hit Object	Fixed Object	East	Making Right Turn			Improper Turning	0/0
2018-00020127	5/19/2018 18:27 Sat	0'	Broadside	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight	Improper Turning	1/0
2018-00031156	8/9/2018 17:05 Thu	0'	Rear-End	Other Motor Vehicle	East	Making Right Turn	East	Making Right Turn	Unsafe Speed	1/0
2018-00044442	11/24/2018 00:54 Sat	9' West	Hit Object	Fixed Object	North	Making Right Turn			Driving Under Influence	0/0

Analysis: No pattern identified.

#5 Bernal Av at Valley Av (W)

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2018-00000914	1/8/2018 11:26 Mon	40' North	Other	Other Motor Vehicle	South	Backing	South	Stopped In Road	Unsafe Starting or Backing	0/0
2018-00006241	2/15/2018 16:06 Thu	0'	Sideswipe	Other Motor Vehicle	North	Making Left Turn	North	Making Left Turn	Improper Turning	1/0
2018-00014280	4/12/2018 08:32 Thu	0'	Broadside	Other Motor Vehicle	South	Stopped In Road	North	Proceeding Straight	Improper Turning	0/0
2018-00029656	7/27/2018 17:47 Fri	0'	Broadside	Other Motor Vehicle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation	1/0
2018-00032400	8/18/2018 20:35 Sat	118' East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	0/0
2018-00042473	11/6/2018 08:21 Tue	188' East	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Making Right Turn	Unsafe Speed	2/0

Analysis: No pattern identified.

#6 Hopyard Rd at Owens Dr

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2018-00024555	6/17/2018 02:30 Sun	0'	Hit Object	Fixed Object	North	Proceeding Straight			Unsafe Speed	1/0
2018-00025933	6/27/2018 18:03 Wed	0'	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Proceeding Straight	Traffic Signals and Signs	2/0
2018-00033951	8/30/2018 12:16 Thu	51' North	Rear-End	Other Motor Vehicle	South	Stopped In Road	South	Stopped In Road	Unsafe Starting or Backing	1/0
2018-00031074	8/9/2018 07:17 Thu	0'	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	0/0
2018-00041370	10/27/2018 22:51 Sat	0'	Vehicle - Pedestrian	Pedestrian	East	Proceeding Straight	East	Making Left Turn	Pedestrian Violation	1/0
2018-00044467	11/24/2018 11:19 Sat	0'	Broadside	Other Motor Vehicle	North	Proceeding Straight	East	Making Left Turn	Traffic Signals and Signs	0/0

Analysis: No pattern identified.

#7 Hopyard Rd at Stoneridge Dr

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2017-00049835	12/6/2017 15:22 Wed	11' South	Vehicle - Pedestrian	Pedestrian	East	Making Right Turn	East	Proceeding Straight	Ped R/W Violation	1/0
2018-00002770	1/21/2018 11:36 Sun	80' West	Hit Object	Fixed Object	West	Ran Off Road			Improper Turning	0/0
2018-00013418	4/5/2018 23:12 Thu	0'	Hit Object	Fixed Object	North	Ran Off Road			Driving Under Influence	0/0
2018-00019668	5/16/2018 15:13 Wed	196' East	Broadside	Other Motor Vehicle	East	Making Right Turn	East	Proceeding Straight	Improper Turning	1/0
2018-00025080	6/21/2018 10:13 Thu	0'	Broadside	Other Motor Vehicle	North	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	2/0
2018-00032352	8/18/2018 12:08 Sat	108' North	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Starting or Backing	1/0

Analysis: No pattern identified.

#8 Valley Av at Santa Rita Rd

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2017-00049330	12/4/2017 16:00 Mon	65' West	Sideswipe	Other Motor Vehicle	West	Changing Lanes	West	Proceeding Straight	Improper Turning	0/0
2017-00050153	12/8/2017 11:06 Fri	200' West	Hit Object	Fixed Object	West	Making Right Turn			Improper Turning	0/0
2018-00007090	2/21/2018 12:22 Wed	0'	Rear-End	Other Motor Vehicle	South	Proceeding Straight	North	Making U Turn	Traffic Signals and Signs	1/0
2018-00030506	8/3/2018 21:42 Fri	0'	Broadside	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight	Traffic Signals and Signs	0/0
2018-00037411	9/26/2018 06:41 Wed	100' North	Sideswipe	Other Motor Vehicle	South	Changing Lanes	South	Proceeding Straight	Improper Turning	1/0
2018-00038315	10/3/2018 10:10 Wed	0'	Vehicle - Pedestrian	Pedestrian	East	Making Right Turn	North	Proceeding Straight	Ped R/W Violation	1/0

Analysis: No pattern identified.

#9 Hacienda Dr at Owens Dr

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ Kld
2017-00051932	12/19/2017 19:43 Tue	190' East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	1/0
2018-00002598	1/20/2018 08:49 Sat	10' South	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Driving Under Influence	0/0
2018-00021646	5/29/2018 08:43 Tue	200' North	Sideswipe	Other Motor Vehicle	North	Proceeding Straight	North	Proceeding Straight	Improper Turning	0/0
2018-00030107	7/31/2018 10:26 Tue	0'	Broadside	Other Motor Vehicle	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	2/0
2018-00037762	9/28/2018 19:44 Fri	0'	Head-On	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation	2/0

Analysis: No pattern identified.

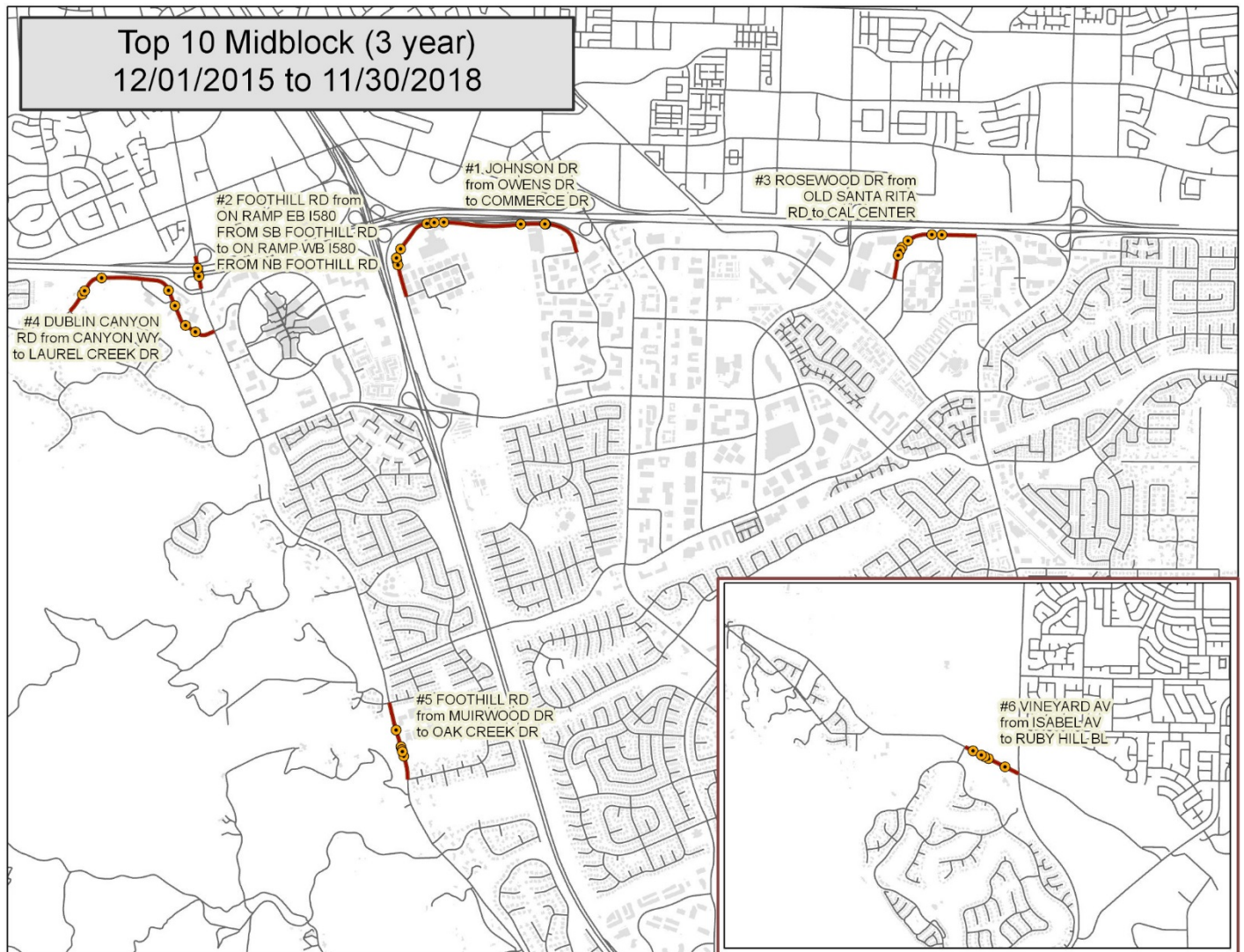
#10 Stoneridge Dr at Johnson Dr

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ Kld
2017-00049863	12/6/2017 18:14 Wed	108' West	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Proceeding Straight	Following Too Closely	1/0
2018-00014466	4/13/2018 19:21 Fri	0'	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	0/0
2018-00028979	7/22/2018 12:04 Sun	152' West	Sideswipe	Other Motor Vehicle	West	Changing Lanes	West	Proceeding Straight	Improper Turning	0/0
2018-00029773	7/28/2018 16:34 Sat	0'	Overtuned	Other Motor Vehicle	West	Proceeding Straight	East	Making Left Turn	Traffic Signals and Signs	1/0
2018-00030354	8/2/2018 16:58 Thu	40' East	Sideswipe	Other Motor Vehicle	East	Proceeding Straight	South	Making Left Turn	Traffic Signals and Signs	1/0

Analysis: No pattern identified.

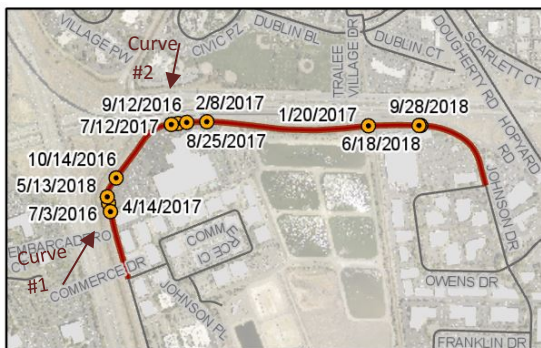
High Incidence Midblock Report

12/01/2015 to 11/30/2018 (3 Year)			Previous period (12/01/2014- 11/30/2017)		Current year (12/1/17 - 11/30/18)	
Rank	Intersection	Collisions	Rank	Collisions	Rank	Collisions
1	JOHNSON DR from OWENS DR to COMMERCE DR	11	1	10	1	3
2	FOOTHILL RD from ON RAMP EB I580 FROM SB FOOTHILL RD to ON RAMP WB I580 FROM NB FOOTHILL RD	8	8	5	-	1
3	ROSEWOOD DR from OLD SANTA RITA RD to CAL CENTER	8	3	8	2	3
4	DUBLIN CANYON RD from CANYON WY to LAUREL CREEK DR	7	2	8	-	0
5	FOOTHILL RD from MUIRWOOD DR to OAK CREEK DR	5	6	6	-	0
6	VINEYARD AV from ISABEL AV to RUBY HILL BL	5	-	-	-	-



#1 JOHNSON DR from OWENS DR to COMMERCE DR

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kid
2016-00023958	7/3/2016 17:41 Sun	775' North of COMMERCE DR	Hit Object	Fixed Object	West	Ran Off Road			Improper Turning looking at passenger	0/0
2016-00033883	9/12/2016 14:16 Mon	3400' West of OWENS DR (N)	Broadside	Other Motor Vehicle	North	Entering Traffic	East	Proceeding Straight	Auto R/W Violation didn't see V2	0/0
2016-00038088	10/14/2016 15:33 Fri	1052' North of COMMERCE DR	Hit Object	Fixed Object	West	Ran Off Road			Driving Under Influence, raining	0/0
2017-00002350	1/20/2017 16:52 Fri	1500' West of OWENS DR (N)	Hit Object	Fixed Object	East	Entering Traffic			Improper Turning raining	0/0
2017-00005040	2/8/2017 18:02 Wed	2200' North of COMMERCE DR	Head-On	Other Motor Vehicle	West	Making Left Turn entering lot	East	Proceeding Straight	Auto R/W Violation possible DUI	2/0
2017-00013595	4/14/2017 19:17 Fri	690' North of COMMERCE DR	Broadside	Other Motor Vehicle	West	Making Left Turn entering lot	South	Making Left Turn exiting lot	Auto R/W Violation	1/0
2017-00025623	7/12/2017 16:45 Wed	1845' North of COMMERCE DR	Broadside	Other Motor Vehicle	North	Making Left Turn exiting lot	East	Proceeding Straight	Auto R/W Violation P1 did not see V2, motorcycle	1/0
2017-00032862	8/25/2017 20:15 Fri	2000' North of COMMERCE DR	Hit Object	Fixed Object hydrant	East	Making Right Turn			Unsafe Starting or Backing GTO throttle "locked up"	0/0
2018-00019142	5/13/2018 13:24 Sun	840' North of COMMERCE DR	Hit Object	Fixed Object	South	Making Left Turn			Driving Under Influence	1/0
2018-00024714	6/18/2018 11:36 Mon	980' West of OWENS DR (N)	Head-On	Other Motor Vehicle	West	Making U Turn	East	Proceeding Straight	Auto R/W Violation P1 lost	2/0
2018-00037750	9/28/2018 17:45 Fri	997' West of OWENS DR (N)	Head-On	Other Motor Vehicle	East	Proceeding Straight	West	Making Left Turn	Unsafe Speed V1 55 MPH, at fault	3/0

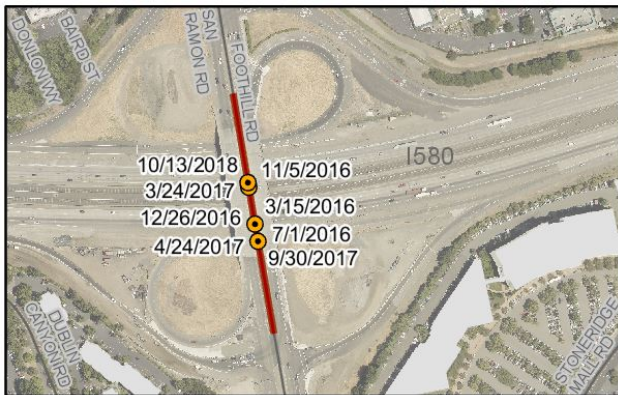


Analysis: A pattern of single vehicle collisions at the two curves along the northwest section of the segment was identified in last year's annual report. Chevron signs were replaced with larger signs and additional chevron signs are installed at both curves in July of 2017. In addition to this improvement, staff requested the property owner trim landscaping at the three driveways to the ClubSport/Marriott Hotel parking lot to increase available sight distance. Since the installation of the additional signs and landscape changes, one collision has occurred at curve #1 and no further collisions at curve #2 or the ClubSport driveway.

There are three collisions along this segment in 2018, and two of the three collisions in 2018 are located at driveway near Starbucks (one was the result of a lost driver making a U-turn and another was the result of an eastbound vehicle traveling at 55 MPH and striking a WBL). No further patterns are identified and no changes are recommended to this segment at this time.

#2 FOOTHILL RD from ON RAMP EB I580 FROM SB FOOTHILL RD to ON RAMP WB I580 FROM NB FOOTHILL RD

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kid
2016-00009563	3/15/2016 17:09 Tue	400' North of ON RAMP EB I580 FROM NB FOOTHILL RD	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Proceeding Straight	Unsafe Speed looking in rear view mirror	1/0
2016-00023679	7/1/2016 14:49 Fri	350' North of ON RAMP EB I580 FROM NB FOOTHILL RD	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Proceeding Straight	Unsafe Speed P1 did not see v2 in time to stop	3/0
2016-00040932	11/5/2016 07:15 Sat	500' South of OFF RAMP WB I580 TO FOOTHILL RD	Rear-End	Bicycle	South	Changing Lanes	South	Proceeding Straight	Unsafe Lane Change	1/0
2016-00047200	12/26/2016 11:27 Mon	400' North of ON RAMP EB I580 FROM NB FOOTHILL RD	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed P1 looked away from roadway	2/0
2017-00011016	3/24/2017 15:16 Fri	514' South of OFF RAMP WB I580 TO FOOTHILL RD	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Slowing/Stopping	Unsafe Speed	1/0
2017-00014727	4/24/2017 18:02 Mon	350' North of OFF RAMP EB I580 TO FOOTHILL RD	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed P1 did not see v2 in time to stop	1/0
2017-00039271	9/30/2017 17:40 Sat	350' North of ON RAMP EB I580 FROM NB FOOTHILL RD	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed took eyes off roadway	0/0
2018-00039643	10/13/2018 14:35 Sat	520' North of ON RAMP EB I580 FROM NB FOOTHILL RD	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed looking at collision on side of roadway	1/0

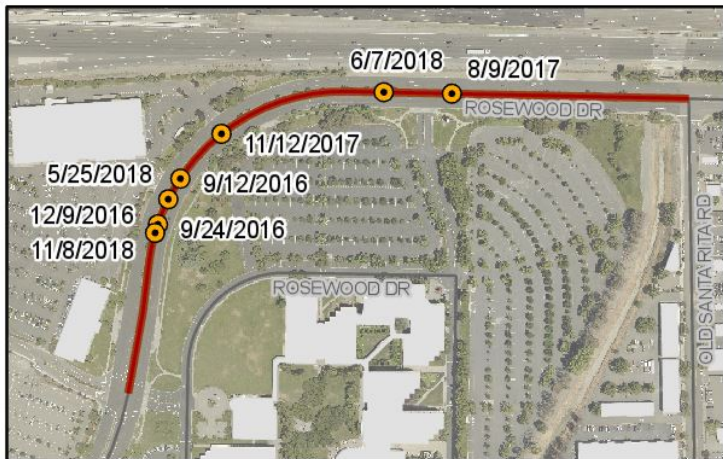


Analysis: A previous pattern of northbound rear-end collisions involving stopped northbound traffic was identified in the last review. This trend remains. The majority of reasons given by the person at fault are some form of looking away from the roadway momentarily.

We recommend looking at existing signal timing for possible improvements.

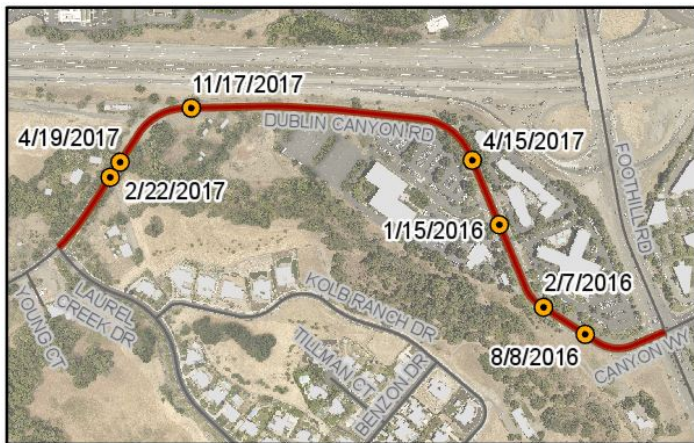
#3 ROSEWOOD DR from OLD SANTA RITA RD to CAL CENTER/WALMART DR

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2016-00033889	9/12/2016 15:15 Mon	1760' North of OWENS DR	Hit Object	Fixed Object sign	North	Making Left Turn			Improper Turning swerved to avoid animal	0/0
2016-00035550	9/24/2016 15:02 Sat	528' East of WALMART	Broadside	Other Motor Vehicle	South	Making Right Turn	West	Proceeding Straight	Auto R/W Violation P1 did not see V2	0/0
2016-00045194	12/9/2016 09:36 Fri	500' East of WALMART	Hit Object	Fixed Object hydrant	West	Proceeding Straight			Improper Turning 50-60 MPH lost control	0/0
2017-00029862	8/9/2017 15:10 Wed	728' West of OLD SANTA RITA RD	Hit Object	Fixed Object <i>lightpole</i>	West	Making Left Turn			Improper Turning fell asleep	0/0
2017-00045909	11/12/2017 14:42 Sun	872' North of WALMART	Broadside	Other Motor Vehicle	South	Making Left Turn	West	Proceeding Straight	Auto R/W Violation P1 did not see V2	3/0
2018-00021124	5/25/2018 15:04 Fri	611' North of WALMART	Hit Object	Fixed Object sign/median	East	Making Left Turn			Improper Turning made left against sign, saw sign	0/0
2018-00023171	6/7/2018 17:00 Thu	1400' North of WALMART	Hit Object	Fixed Object lightpole	East	Proceeding Straight			Unsafe Speed changing gears lost control	0/0
2018-00042790	11/8/2018 15:33 Thu	500' North of WALMART	Sideswipe	Other Motor Vehicle	North	Changing Lanes	North	Proceeding Straight	Improper Turning P1 did not see V2	0/0



Analysis: In 2016 this segment was identified as having a collision pattern at the northern most driveway to the Kohl's shopping center. A left turn restriction was installed to address the collision pattern (April of 2016). There has been one left turn collision at that location since the installation of the restriction (driver ignored restriction). The majority of collisions are now single vehicle collisions with various causes. No further patterns are identified and no changes are recommended to this segment at this time.

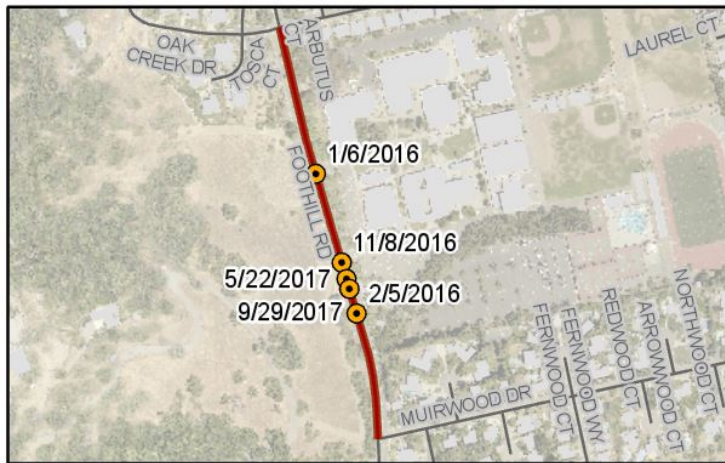
#4 DUBLIN CANYON RD from CANYON WY/FOOTHILL RD to LAUREL CREEK DR										
Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/KId
2016-00001633	1/15/2016 08:23 Fri	1152' West of FOOTHILL RD	Broadside	Other Motor Vehicle	South	Entering Traffic exiting driveway	East	Proceeding Straight	Auto R/W Violation V1 windshield not defrosted	0/0
2016-00004398	2/7/2016 04:27 Sun	677' West of FOOTHILL RD	Hit Object	Fixed Object	West	Ran Off Road			Improper Turning fell asleep	0/0
2016-00028691	8/8/2016 07:17 Mon	430' West of FOOTHILL RD	Sideswipe	Other Motor Vehicle	East	Changing Lanes	East	Proceeding Straight	Improper Turning V2 motorcycle	1/0
2017-00007007	2/22/2017 17:03 Wed	435' East of LAUREL CREEK DR	Broadside	Other Motor Vehicle	East	Making U Turn	East	Proceeding Straight	Auto R/W Violation	2/0
2017-00013674	4/15/2017 12:48 Sat	1500' West of FOOTHILL RD	Hit Object	Fixed Object	West	Making Left Turn			Improper Turning sped up to not let another vehicle pass	0/0
2017--0001416	4/19/2017 18:14 Wed	525' East of LAUREL CREEK DR	Head-On	Fixed Object	West	Ran Off Road			Driving Under Influence reaching for cell phone	0/0
2017-00046651	11/17/2017 19:44 Fri	1000' East of LAUREL CREEK DR	Sideswipe	Fixed Object	West	Ran Off Road			Improper Turning swerved to avoid cat	1/0



Analysis: Predominately single vehicle collisions but not clustered at one location. In past years the pattern has been more collisions at the westernmost curve. Additional and larger signs were installed on this curve in March of 2016. No further patterns are identified and no changes are recommended to this segment at this time.

#5 FOOTHILL RD from MUIRWOOD DR to OAK CREEK DR

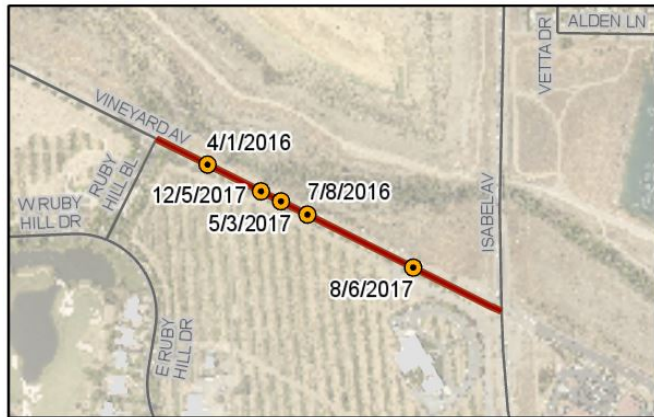
Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2016-00000597	1/6/2016 15:07 Wed	589' South of OAK CREEK DR	Rear-End	Other Motor Vehicle	North	Stopped In Road	North	Proceeding Straight	Impeding Traffic stopped to allow left into lot	2/0
2016-00004278	2/5/2016 21:16 Fri	500' North of MUIRWOOD DR (S)	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Driving Under Influence V1 went on green, V2 hadn't moved yet	0/0
2016-00041282	11/8/2016 08:09 Tue	707' North of MUIRWOOD DR (S)	Vehicle - Pedestrian	Pedestrian	West	Making Right Turn	South	Proceeding Straight	Ped R/W Violation V1 hit and run	1/0
2017-00018351	5/22/2017 07:21 Mon	640' North of MUIRWOOD DR (S)	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed V2 stopped at 2 nd light, exit loop	1/0
2017-00039179	9/29/2017 20:28 Fri	600' North of MUIRWOOD DR (S)	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Speed V2 stopped at 2 nd light, student lot	0/0



Analysis: Three of the five collisions are northbound vehicles with all three being rear-end. There are several collisions that occurred at one of the signals at the high school. There was one pedestrian collision that occurred in front of the school. We installed high visibility crosswalks (November, 2017). No further patterns are identified and no changes are recommended to this segment at this time.

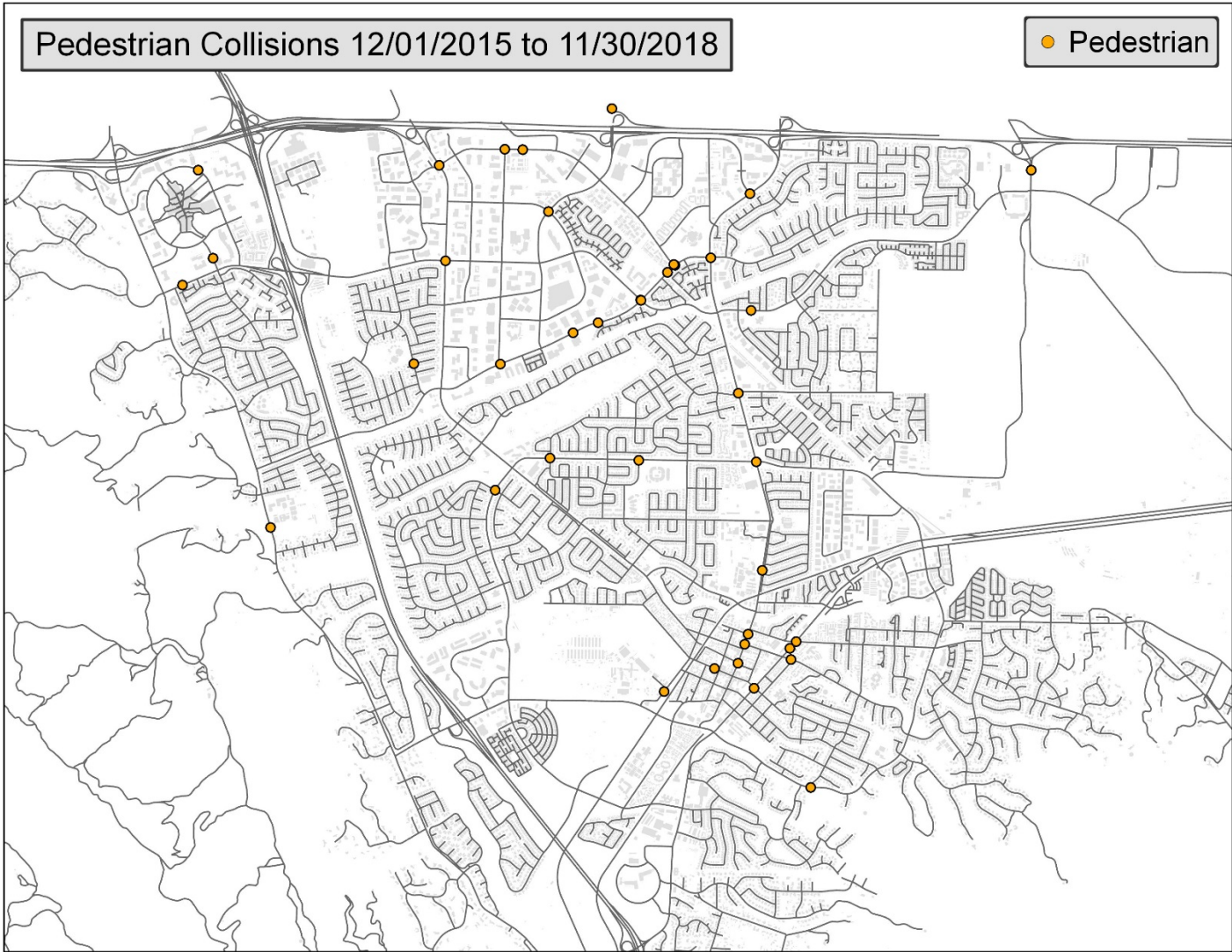
#6 VINEYARD AV from ISABEL AV to RUBY HILL BL

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2016-00011895	4/1/2016 21:05 Fri	291' East of RUBY HILL BL	Hit Object	Fixed Object	West	Proceeding Straight			Driving Under Influence	0/0
2016-00024520	7/8/2016 07:30 Fri	1100' West of ISABEL AV	Hit Object	Fixed Object	West	Ran Off Road			Improper Turning on cell phone for navigation	0/0
2017-00015767	5/3/2017 09:31 Wed	1250' West of ISABEL AV	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed hit and run	0/0
2017-00029453	8/6/2017 21:21 Sun	500' West of ISABEL AV	Broadside	Other Motor Vehicle	West	Making Left Turn	East	Proceeding Straight	Auto R/W Violation P1 did not see V2	0/0
2017-00049618	12/5/2017 20:24 Tue	594' East of RUBY HILL BL	Hit Object	Fixed Object	West	Proceeding Straight			Improper Turning swerved to avoid deer	0/0



Analysis: No patterns are identified and no changes are recommended to this segment at this time.

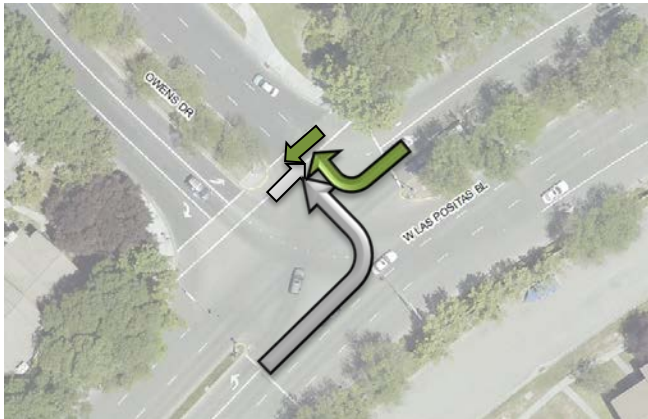
Pedestrian Collisions



Summary of 40 Pedestrian Collisions					
LOCATION					
	Marked Crosswalk	Unmarked Crosswalk	Crossing Driveway	Sidewalk	In Street
This Period	28/40 (70%)	2/40 (5%)	-	1 (3%)	9/40 (23%)
Last Period	23/39 (59%)	3/39 (8%)	1/39 (3%)	-	12/39 (31%)
FAULT					
	Pedestrian at Fault	Vehicle at Fault	Unknown	Bicyclist	
This Period	11/40 (28%)	27/40 (68%)	1/40 (3%)	1/40 (3%)	
Last Period	8/39 (21%)	29/39 (74%)	2/39 (5%)	-	

Pedestrian High Incidence Intersection Report (within 200' of intersection)		
12/01/2015 to 11/30/2018 (3 year)		
Rank	Intersection	Collisions
1	West Las Positas Boulevard at Owens Drive	2
2	Owens Drive at Willow Road	2
3	Stoneridge Drive at West Las Positas Boulevard	2

Report Number	date and time	location	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	crosswalk/ street/driveway	age
2016-00041453	11/09/16 06:20 Wednesday	W Las Positas Bl & Owens Dr	West	Making Right Turn (WBR)	West (Ped)	Proceeding Straight	Ped R/W Violation	1/0	Driver	marked crosswalk (north crosswalk)	62
2017-00033063	08/27/17 09:53 Sunday	33' W of Owens Dr & W Las Positas Bl	East (Ped)	Other	East	Making Left Turn (EBL)	Pedestrian Violation	1/0	Pedestrian	marked crosswalk (north crosswalk)	63



Analysis: Both collisions occurred in the northern crosswalk. One pedestrian was crossing on a walk indication and was struck by a westbound right turning vehicle. The driver was utilizing the outside right turn lane and did not notice the illuminated no right turn sign, and his view was not hindered by other vehicles in the adjacent lane. This intersection has an illuminated no right turn sign that turns on for the first five seconds of the walk indication to prohibit turns when the pedestrian begins to cross. The sign also provides an additional alert to drivers that a pedestrian is crossing the street. In the second collision the pedestrian was found at fault. They crossed when the pedestrian signal was red (and the opposing left turn was green) and the pedestrian was struck by an eastbound left turning vehicle. This pedestrian was visiting from another country and was unfamiliar with traffic signals. No roadway/signage changes are recommended at this time. This intersection was also identified in our bicycle analysis with two bicycle collisions reported in this crosswalk.

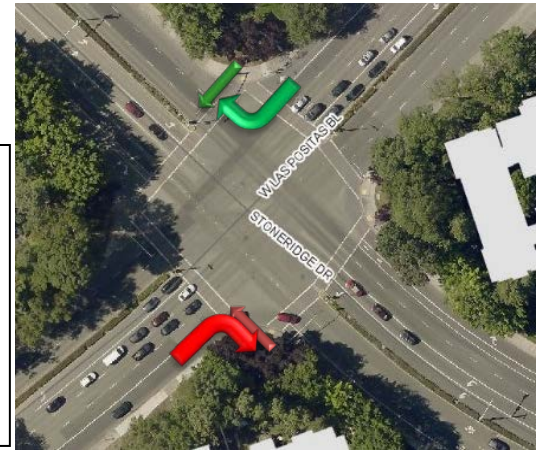
These collisions will be considered in the West Las Positas Corridor plan currently being developed.

Report Number	date and time	location	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	crosswalk/ street/driveway	age
2016-00016592	05/10/16 07:53 Tuesday	Owens Dr & Willow Rd	North	Making Left Turn (NBL)	South (Ped)	Proceeding Straight	Ped R/W Violation	1/0	vehicle	marked crosswalk (west crosswalk)	28
2016-00017739	05/19/16 15:20 Thursday	Owens Dr Willow Rd	West	Making Right Turn (SBR)	South (Ped)	Other	Ped R/W Violation	1/0	vehicle	marked crosswalk (west crosswalk)	28



Analysis: Both collisions occurred in the west crosswalk and both found the driver to be at fault. One collision was a northbound vehicle striking a pedestrian and the other involved a southbound right turning vehicle striking a pedestrian. The right turning driver admitted he was "not watching where he was going". The northbound left turn collision should no longer occur, as the left turn movement no longer operates at the same time as the pedestrian movement. The intersection was modified on 4/6/2017 to provide protected left turns. No further pedestrian collisions have occurred at this intersection since the signal modification.

Analysis: Both collisions occurred with pedestrians entering the crosswalk on a green pedestrian signal. The collisions were on opposite corners, one in the northwest crosswalk and one in the southwest crosswalk. The collision in the northwest crosswalk occurred with both the pedestrian and the vehicle traveling in the same direction and both the vehicle and the pedestrian had a green light. The driver made the right turn and never saw the pedestrian. In the southwest crosswalk collision, the driver was making a right turn on red and was looking left and started to make the right turn at the same time the pedestrian received a green pedestrian indication.



Report Number	date and time	location	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	crosswalk/ street/driveway	age
2018-00038422	10/04/18 06:35 Thursday	STONERIDGE DR & LAS POSITAS BL	West	Making Right Turn	West (Ped)	Proceeding Straight	Traffic Signals and Signs	1/0	Driver	marked crosswalk (north crosswalk)	46
2018-00039874	10/15/18 17:20 Mon	LAS POSITAS BL & STONERIDGE DR	North	Making Right Turn	West (Ped)	Proceeding Straight	Ped R/W Violation	1/0	Driver	marked crosswalk (south crosswalk)	11

Bicycle Collisions

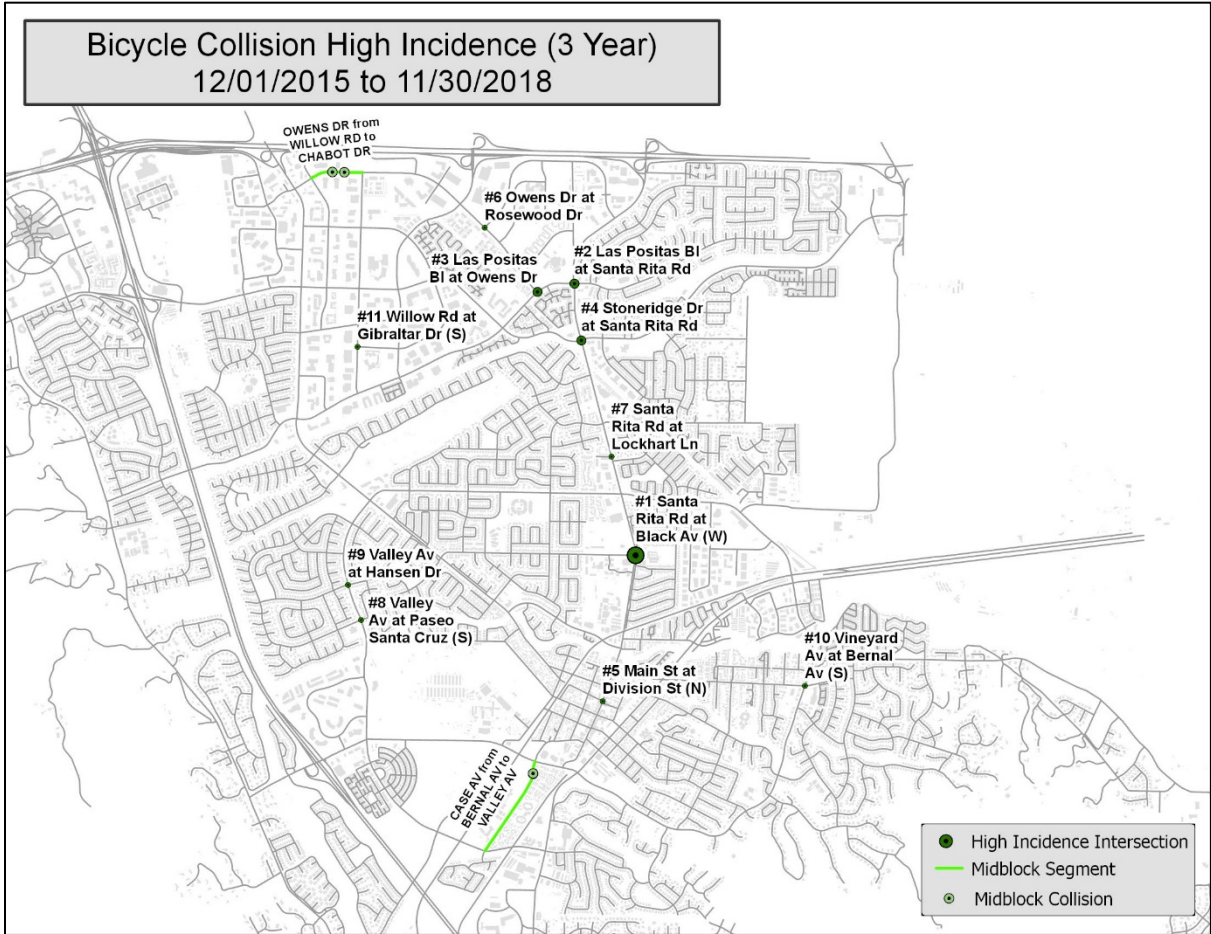
Bicycle Collisions 12/01/2015 to 11/30/2018



Summary		
	12/01/2015-11/30/2018	12/01/2014-11/30/2017
Vehicle/Bicycle	87 (85%)	83 (79%)
Bicycle only (solo)	15 (15%)	16 (16%)
Total	102	99
Bicycle in Crosswalk		
	40/102 (40%)	35/99 (35%)
Bicycle on Sidewalk		
	18/102 (18%)	17/99 (17%)
Bicycle in Street (other than bike lane)		
	27/102 (27%)	35/99 (35%)
Bicycle in Bike Lane		
	17/102 (17%)	12/99 (12%)
Bicyclist under 18 years old		
	40/102 (39%)	33/99 (33%)
Fault (Vehicle/Bicycle Collisions)		
Bicycle at Fault		
	31/87 (36%)	30/83 (36%)
Vehicle at Fault		
	54/87 (62%)	51/83 (61%)
Unknown/Other		
	2/87 (2%)	2/83 (2%)

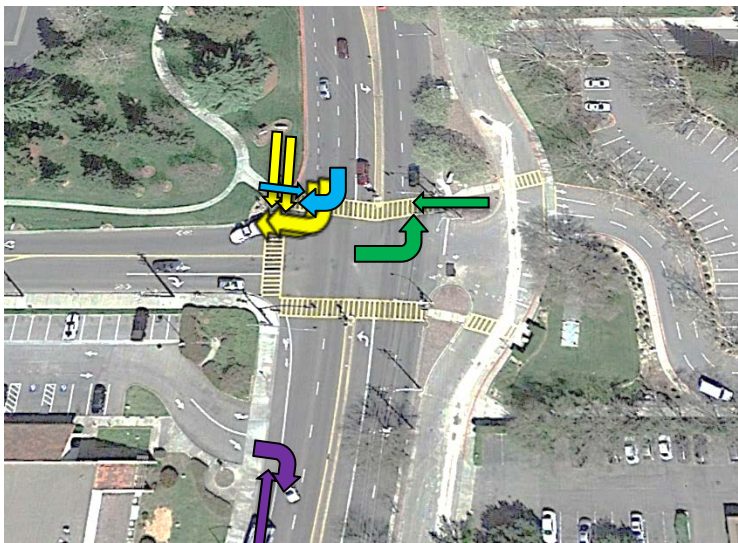
Bicycle High Incidence Intersection Report (within 200' of intersection)		
12/01/2015 to 11/30/2018		
Rank	Intersection	Collisions
1	Santa Rita Rd at Black Av (W)	5
2	Las Positas Bl at Santa Rita Rd	3
3	Las Positas Bl at Owens Dr	3
4	Stoneridge Dr at Santa Rita Rd	3
5	Main St at Division St (N)	2
6	Owens Dr at Rosewood Dr	2
7	Santa Rita Rd at Lockhart Ln	2
8	Valley Av at Paseo Santa Cruz (S)	2
9	Valley Av at Hansen Dr	2
10	Vineyard Av at Bernal Av (S)	2
11	Willow Rd at Gibraltar Dr (S)	2

Bicycle High Incidence Midblock Report		
12/01/2015 to 11/30/2018		
Rank	Location	Collisions
1	OWENS DR from WILLOW RD to CHABOT DR	2
2	CASE AV from BERNAL AV to VALLEY AV	2



Intersection

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2015-00045775	12/27/15 19:06 Sun	4' N of Santa Rita Rd & Black Av (W)	Broadside	South (Bicycle)	Entering Traffic	South	Making Right Turn	Auto R/W Violation	1/0	Bicyclist	crosswalk	17
2018-00018647	05/10/18 07:21 Thu	14' N of SANTA RITA RD & BLACK AV (W)	Broadside	East	Making Left Turn	West (Bicycle)	Proceeding Straight	Other Hazardous Movement	1/0	Driver	crosswalk	12
2018-00020487	05/22/18 07:45 Tue	13' W of BLACK AV & SANTA RITA RD (W)	Broadside	South (Bicycle)	Proceeding Straight	South	Making Right Turn	Auto R/W Violation	1/0	Bicyclist	crosswalk	16
2018-00033116	08/21/18 14:00 Tue	21' N of SANTA RITA RD & BLACK AV (W)	Broadside	South	Making Right Turn	East (Bicycle)	Proceeding Straight	Auto R/W Violation	1/0	Driver	crosswalk	45
2018-00043307	11/13/18 15:23 Tue	60' S of SANTA RITA RD & BLACK AV (W)	Sideswipe	North (Bicycle)	Proceeding Straight	East	Making Right Turn	Other Hazardous Movement	1/0	Bicyclist	bike lane	16

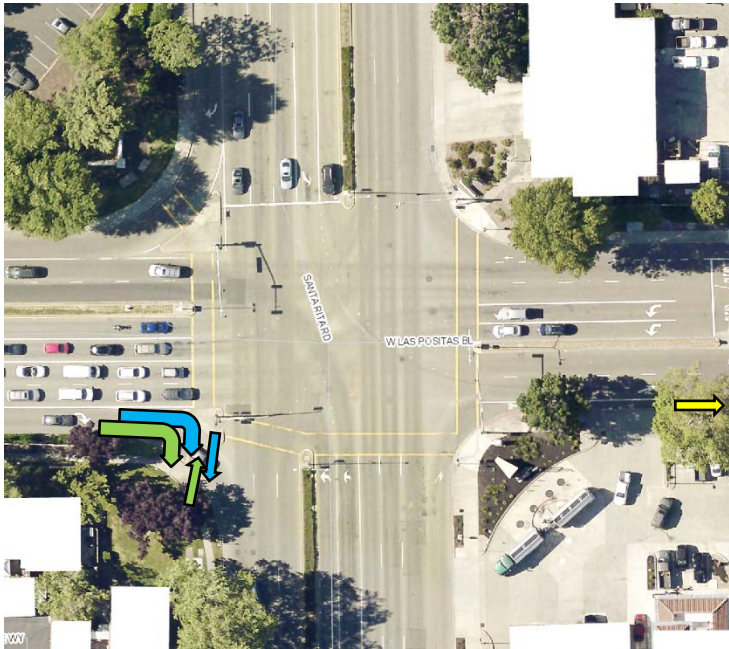


Analysis: Three of the five collisions involved a southbound right turn vehicle at the northwest corner of the intersection. Four of the five collisions were in the north crosswalk and four of the collisions also involved with a bicyclist under the age of 18 (three of these collisions were during the school commutes, the 4th occurred on a Sunday).

Crosswalks at this intersection were converted to ladder striping in late January 2018, however four of these collisions were after the striping change was completed.

Although four of the collisions occurred in the north crosswalk, a correctable pattern has not been identified. The two collisions where a southbound bicyclist hit a southbound right turning vehicle found the bicyclist at fault (neither cyclist slowed at the intersection, one didn't have brakes). The third collision was a 45 year old in the crosswalk when the southbound right turn vehicle attempted to make a right turn on red. The fourth collision involved a westbound bicyclist that was hit by an eastbound left turn (vehicle found at fault) and the fifth collision was a bicyclist traveling against the flow of traffic and hit by a right turning vehicle exiting the Post Office

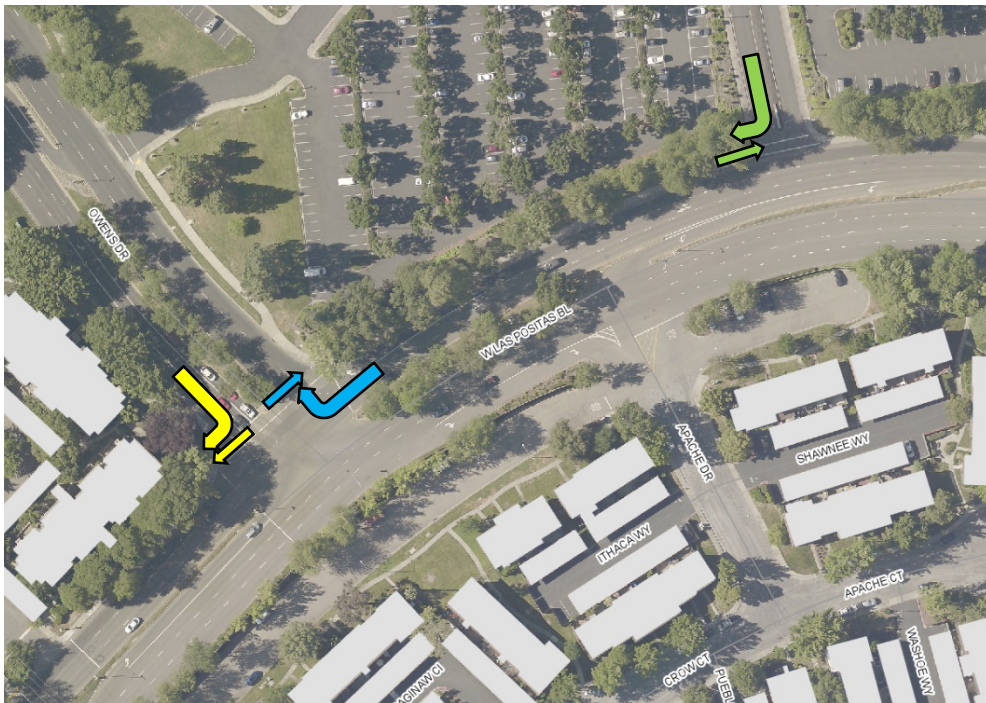
Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2018-00026452	07/01/18 16:02 Sun	4' W of LAS POSITAS BL & SANTA RITA RD	Broadside	East	Making Right Turn	North (Bicycle)	Proceeding Straight	Improper Turning	1/0	Driver	crosswalk	16
2018-00031677	08/14/18 07:55 Tue	109' E of LAS POSITAS BL & SANTA RITA RD	Hit Object	East (Bicycle)	Proceeding Straight			Other Improper Driving	1/0	Unknown	sidewalk	11
2018-00035353	09/11/18 08:01 Tue	12' S of SANTA RITA RD & LAS POSITAS BL	Broadside	East	Making Right Turn	West (Bicycle)	Making Left Turn	Auto R/W Violation	1/0	Driver	crosswalk	11



Analysis: Three collisions occurred at this intersection and all three involved a bicyclist under the age of 18. Two of the collisions occurred in the same crosswalk. Both of the collisions in the southwest corner of the intersection were located between the curb and the pedestrian island. Both found a right turning vehicle at fault. One of the two collisions occurred during the school peak travel period. The third collision was a bicyclist who fell off his bike, and was noted in the collision report as an inexperienced rider.

This collision pattern will be considered in the West Las Positas Corridor plan currently being developed.

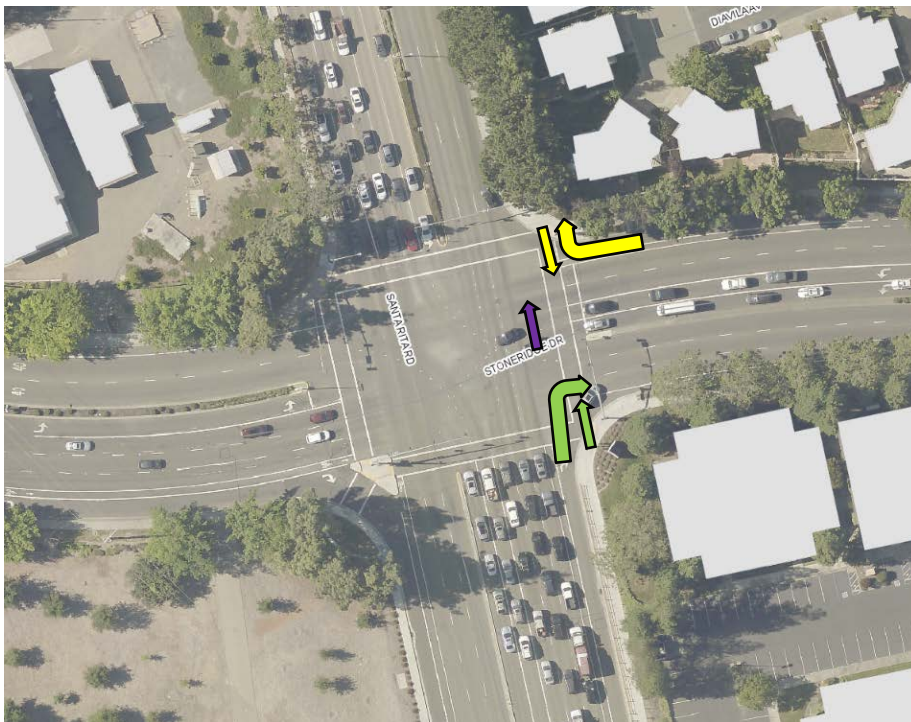
Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2015-00043879	12/10/15 15:22 Thu	200' E of Las Positas Bl & Owens Dr	Broadside	South	Making Right Turn	East (Bicycle)	Proceeding Straight	Unsafe Starting or Backing	0/0	Driver	crosswalk	47
2018-00014043	04/10/18 18:15 Tue	OWENS DR & LAS POSITAS BL	Rear-End	South	Making Right Turn	West (Bicycle)	Proceeding Straight	Traffic Signals and Signs	1/0	Driver	crosswalk	25
2018-00042304	11/04/18 15:02 Sun	LAS POSITAS BL & OWENS DR	Broadside	East (Bicycle)	Proceeding Straight	West	Making Right Turn	Wrong Side of Road	1/0	Bicyclist	crosswalk	13



Analysis: Three collisions were recorded at this intersection. Upon closer inspection one of the collisions was just inside the geographic limit for this intersection but occurred at the south driveway to Stanford Valley Care Hospital. The two collisions were located at the intersection were both in the north crosswalk. One collision was the result of a southbound right turning vehicle that ran the red light. In the second collision, the eastbound bicyclist was struck by a westbound right turning vehicle in the shared right turn/through lane. The cyclist was found at fault for riding the wrong way.

These collisions will be considered in the West Las Positas Corridor plan currently being developed.

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2017-00046856	11/19/17 10:43 Sun	Santa Rita Rd & Stoneridge Dr	Other	North (Bicycle)	Proceeding Straight			Unsafe Speed	1/0	Bicyclist	road	57
2018-00008762	03/06/18 07:46 Tue	21' E of STONERIDGE DR & SANTA RITA RD	Broadside	South (Bicycle)	Proceeding Straight	West	Making Right Turn	Auto R/W Violation	1/0	Bicyclist	crosswalk	15
2018-00033587	08/28/18 10:57 Tue	10' S of SANTA RITA RD & STONERIDGE DR	Broadside	North (Bicycle)	Proceeding Straight	North	Making Right Turn	Auto R/W Violation	1/0	Bicyclist	crosswalk	84



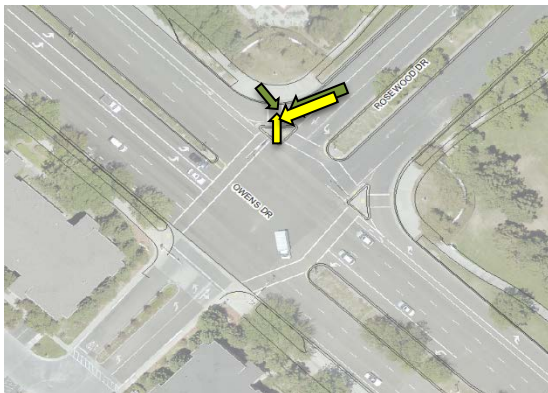
Analysis: There were three collisions at this intersection. The first collision was a northbound solo bicyclist that hit a puddle and fell. The other two collision occurred in the east crosswalk with bicyclists unsafely leaving the sidewalk. One cyclists was traveling in the southbound and the other in the northbound direction. The southbound bicyclist didn't stop for the pedestrian signal and hit the westbound right turn vehicle. The bicyclist was found at fault. Similarly, the northbound bicyclist hit the northbound right turning vehicle and this bicyclist was also found to be at fault.

No correctable pattern identified.

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2016-00007249	02/27/16 10:20 Saturday	45' N of Main St & Division St (N)	Sideswipe	South	Parked	South (Bicycle)	Proceeding Straight	Other Hazardous Movement	1/0	Driver	road	39
2016-00026325	07/21/16 16:04 Thursday	Main St & Division St (N)	Broadside	North (Bicycle)	Crossed Into Opposing Lane	South	Proceeding Straight	Auto R/W Violation	1/0	Bicyclist	road	60

Analysis: In the first collision a southbound bicyclist was unable to stop when a parked vehicle's door was opened into his path. In the second collision a northbound bicycle crossed Main Street diagonally into the path of a southbound vehicle (bicyclist did not see the approaching southbound vehicle until it hit him). No correctable pattern identified. This location was identified in last year's analysis with the same two collisions (no new collisions have been reported in the last year).

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2016-00028947	08/09/16 19:11 Tuesday	Rosewood Dr & Owens Dr	Broadside	South	Making Right Turn	West (Bicycle)	Proceeding Straight	Improper Turning	1/0	Driver	crosswalk	55
2017-00020494	06/05/17 19:26 Monday	Rosewood Dr & Owens Dr	Broadside	South	Making Right Turn	East (Bicycle)	Entering Traffic	Auto R/W Violation	1/0	Driver	crosswalk	52



Analysis: Both collisions found the vehicle at fault, and both drivers were not looking for bicyclists. In the first collision, the westbound bicyclist was leaving the pedestrian island when struck by a southbound right turning vehicle. In the second collision, the eastbound bicyclist was leaving the curb to get to the pedestrian island and was struck by a southbound right turning vehicle. Ladder crosswalks and green bike lanes were installed at this intersection early 2019 to provide additional crosswalk and bicycle lane visibility. This location was identified in last year's analysis with the same two collisions (no new collisions have been reported in the last year).

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2016-00039219	10/23/16 10:19 Sunday	Santa Rita Rd & Lockhart Ln	Broadside	North (Bicycle)	Entering Traffic	East	Making Right Turn	Unsafe Speed	1/0	Bicyclist	sidewalk	50
2017-00016825	05/10/17 14:01 Wednesday	Santa Rita Rd & Lockhart Ln	Broadside	North (Bicycle)	Proceeding Straight	East	Making Right Turn	Unsafe Speed	1/0	Bicyclist	sidewalk	42

Analysis: In both collisions a northbound bicyclist hit an eastbound vehicle edging out on Lockhart Lane for better visibility of Santa Rita Road. The bicyclist was found at fault in both collisions. This location has limited visibility to the south caused by a large building at this intersection. This roadway functions more like a driveway with only right turns out and in being possible. This location was identified in last year's analysis with the same two collisions (no new collisions have been reported in the last year). We continue to look at the feasibility of making this an entrance only.

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2016-00040674	11/03/16 09:08 Thu	118' S of Valley Av & Paseo Santa Cruz (S)	Rear-End	South	Merging	South (Bicycle)	Proceeding Straight	Unsafe Lane Change	1/0	Driver	road	60
2018-00042031	11/02/18 08:06 Fri	16' N of VALLEY AV & PASEO SANTA CRUZ (S)	Broadside	South	Proceeding Straight	West (Bicycle)	Proceeding Straight	Auto R/W Violation	1/0	Driver	crosswalk	41

Analysis: There are two reported collisions at this intersection with one occurring south of intersection and one in the north crosswalk. The one south of the intersection occurred when a southbound merging vehicle was looking left and ran into the back of the bicyclist. The other collision occurred when a westbound bicyclist was hit by a southbound through vehicle in the number two lane who never saw bicyclist and claimed the sun to limit his visibility. Crosswalks are laddered at this intersection and bike lanes are enhanced with green paint (installed summer 2017).

No correctable pattern was identified and no changes are recommended at this time.

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2017-00032767	08/24/17 15:00 Thu	13' S of Valley Av & Hansen Dr	Broadside	South	Proceeding Straight	West (Bicycle)	Proceeding Straight	Auto R/W Violation	1/0	Driver	crosswalk	9
2017-00050753	12/12/17 15:33 Tue	8' W of HANSEN DR & VALLEY AV	Broadside	North (Bicycle)	Entering Traffic	West	Proceeding Straight	Auto R/W Violation	0/0	Bicyclist	crosswalk	56

Analysis: The first collision occurred in the south crosswalk when a westbound bicyclist was hit by a southbound through vehicle that never saw the bicyclist. The second collision occurred in the west crosswalk when a northbound through bicyclist was hit by a westbound through vehicle, bicyclist did not obey stop sign, and was found at fault. Crosswalks are laddered at this intersection and bike lanes are enhanced with green paint (installed summer 2017).

No correctable pattern was identified and no changes are recommended at this time.

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2016-00007899	03/02/16 17:43 Wed	60' W of Vineyard Av & Bernal Av (S)	Sideswipe	East	Other Unsafe Turning	East (Bicycle)	Proceeding Straight	Improper Turning	1/0	Driver	bike lane	41
2017-00038864	09/28/17 08:40 Thu	Bernal Av & Tawny Dr	Broadside	North	Making Right Turn	West (Bicycle)	Proceeding Straight	Traffic Signals and Signs	1/0	Driver	crosswalk	17

Analysis: In the first collision an eastbound through bicyclist was hit by an eastbound right turning vehicle. The driver of the vehicle thought she was far enough ahead of the cyclist to turn. In the second collision a westbound cyclist in the southern crosswalk was struck by a northbound right turning vehicle that ran the red light. No correctable pattern was identified and no changes are recommended at this time. This location was identified in last year's analysis with the same two collisions (no new collisions have been reported in the last year).

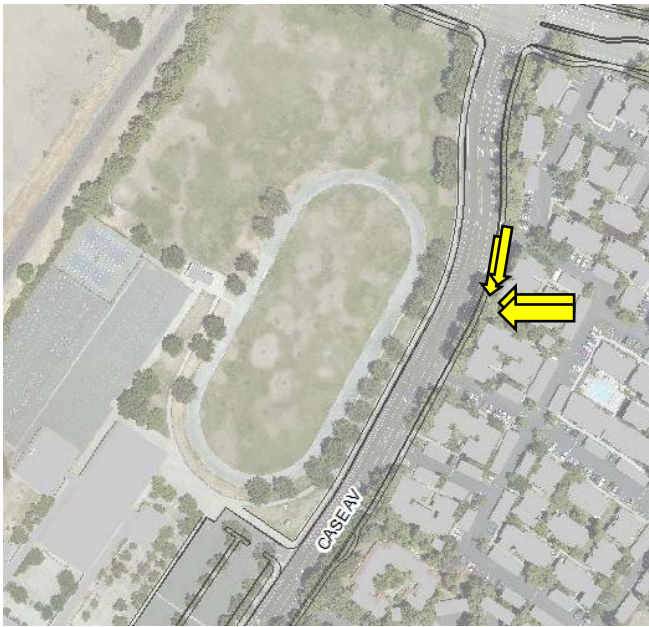
Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2016-00015766	05/03/16 08:10 Tue	10' S of Willow Rd & Gibraltar Dr (S)	Broadside	North	Proceeding Straight	East (Bicycle)	Proceeding Straight	Unsafe Speed	1/0	Driver	crosswalk	14
2018-00012917	04/02/18 17:04 Mon	WILLOW RD & GIBRALTAR DR (S)	Sideswipe	West	Making Right Turn	North (Bicycle)	Proceeding Straight	Auto R/W Violation	1/0	Driver	bike lane	29

Analysis: In the first collision an eastbound bicyclist in the south crosswalk was hit by a northbound vehicle in the number two lane (number one lane stopped), driver of vehicle fled scene. In the second collision a northbound bicyclist was hit by a westbound right turning vehicle that fled the scene initially, but later called PD to give a statement.

No correctable pattern was identified and no changes are recommended at this time.

Midblock

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2016-00037967	10/13/16 15:57 Thursday	336' S of Case Av & Bernal Av	Broadside	South (Bicycle)	Traveling Wrong Way	West	Stopped In Road	Wrong Side of Road, No Brakes	1/0	Bicyclist	bike lane	15
2017-00011459	03/28/17 08:30 Tuesday	328' S of Case Av & Bernal Av	Broadside	West	Entering Traffic	South (Bicycle)	Proceeding Straight	Unknown	1/0	Unknown	sidewalk	12



Analysis: Both of the collisions occurred at the same driveway. Both collisions had the bicyclist traveling against the flow of traffic (south on the east side of the roadway). One bicyclist was in the bike lane and one was on the sidewalk. It should be noted the cyclist traveling the wrong way in the bike lane did not have brakes and was unable to stop/slow after seeing vehicle pull out of driveway. In neither collision did the driver see the approaching cyclist (drivers looking to the left).

This segment was identified in last year's report as a candidate for enhanced bike lane markings (in last year's report there was one additional collision that occurred to the south-2015 collision). Green bike lanes were added along the entire segment which was a recommendation from last year's annual review. No collisions have occurred since this modification was completed.

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2016-00010738	03/24/16 07:49 Thursday	803' W of Owens Dr & Willow Rd	Broadside	South (Bicycle)	Crossed Into Opposing Lane -	East	Proceeding Straight	Auto R/W Violation	1/0	Bicyclist	road	62
2017-00039154	09/29/17 17:27 Friday	483' W of Owens Dr & Willow Rd	Broadside	East	Entering Traffic	West (Bicycle)	Proceeding Straight	Auto R/W Violation	1/0	Driver	bike lane	54

Analysis: This segment was identified in last year's analysis with the same two collisions (no new collisions have been reported in the last year).

In the first collision a southbound bicyclist was hit by a westbound right vehicle. The driver of the vehicle did not see the cyclist until it was too late to avoid the collision. The driver also cited sun blocking his vision, luckily he was already slowing down to enter a driveway. In the second collision an eastbound bicyclist in the westbound bike lane was hit by a vehicle exiting a commercial driveway that was looking left.

No correctable pattern was identified and no changes are recommended at this time.

