

Annual Collision Analysis 2020

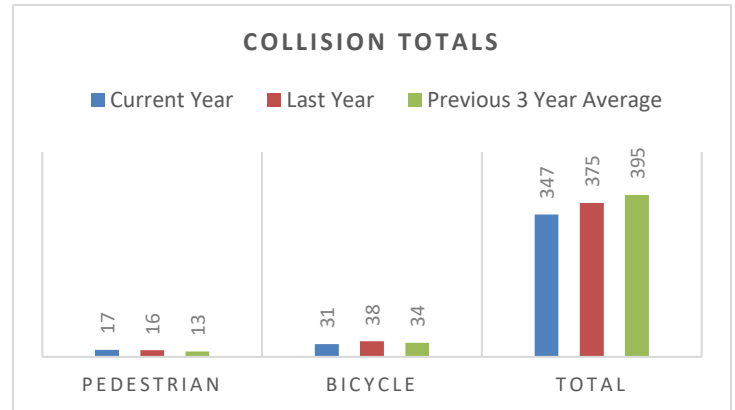


Summary

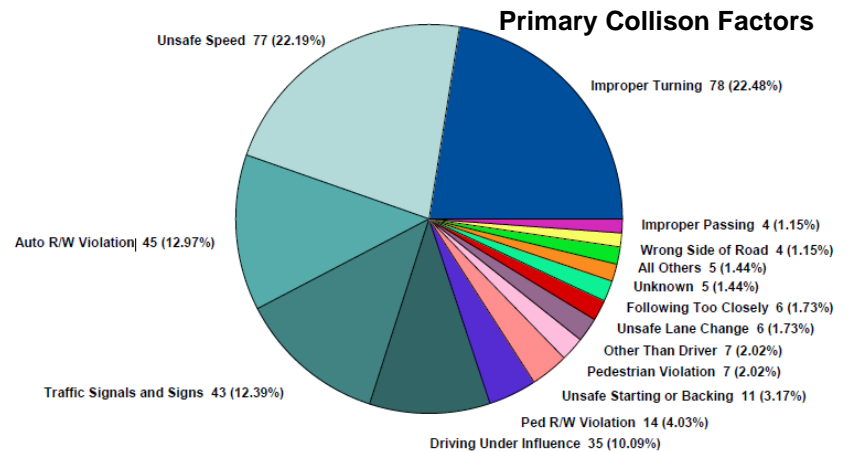
This report summarizes the collisions within the City in 2019 and analyzes trends and patterns to identify changes that can be made to reduce the number of collisions. Reported traffic collisions involving vehicles, bicyclists and pedestrians are reviewed on a weekly basis by Traffic Engineering. The 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 for the current year¹ was significantly lower than last year (347 compared to 375) and also less than the previous three-year average² of 395. There were fewer bicyclist collisions this year (31 compared to 38 last year and 34 for the three year average). Pedestrian collisions increased by one compared to last year and four compared to the three year average (17 compared to 13).

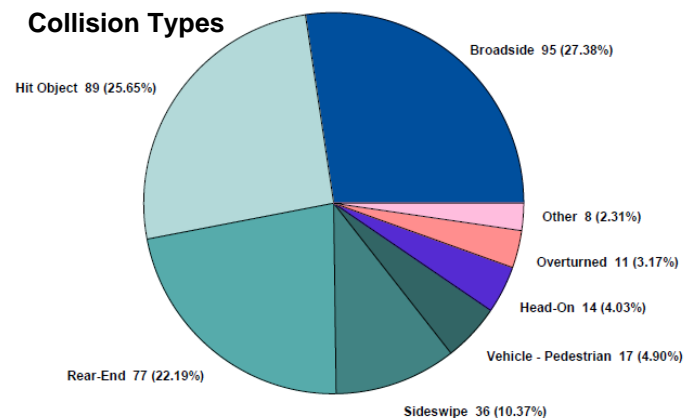


Primary collision factors remained relatively consistent to previous years. Unsafe speed and improper turning are the most common reasons for collisions. The two combine to account for 44% of all collisions with auto right-of-way, traffic signals/signs and DUI rounding out the top five.



Collision types (by percentage) remained the same as last year except for small decreases in broadside and head-on collisions, and an increase in collisions where vehicles hit objects.

Collision Types

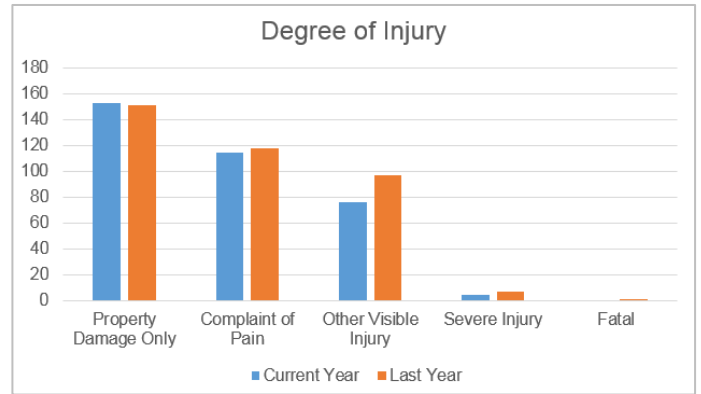


The percentage of vehicle collisions occurring at night increased (33 percent of all collisions, compared to last year's 27 percent) with a corresponding decrease in the number of daytime collisions when compared to last year. The daytime/nighttime percentages this year are more closely aligned with those of two years ago.

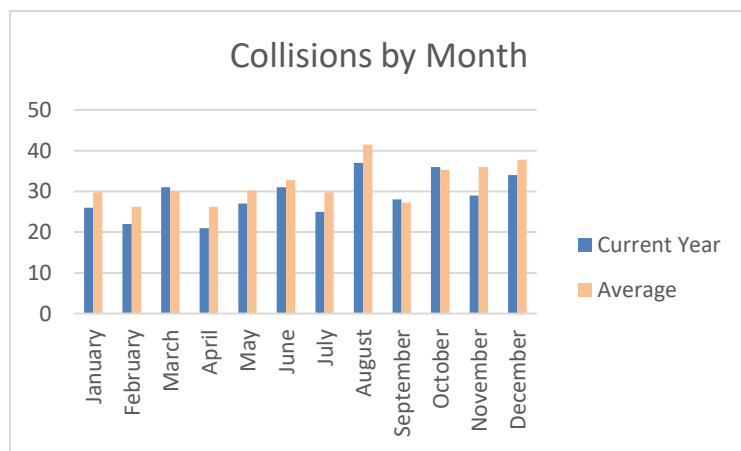
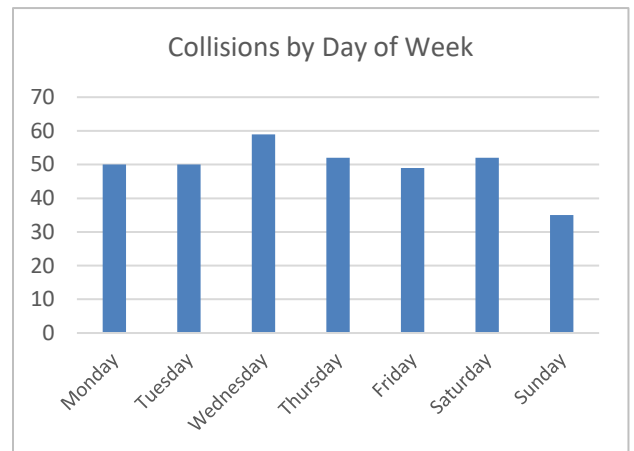
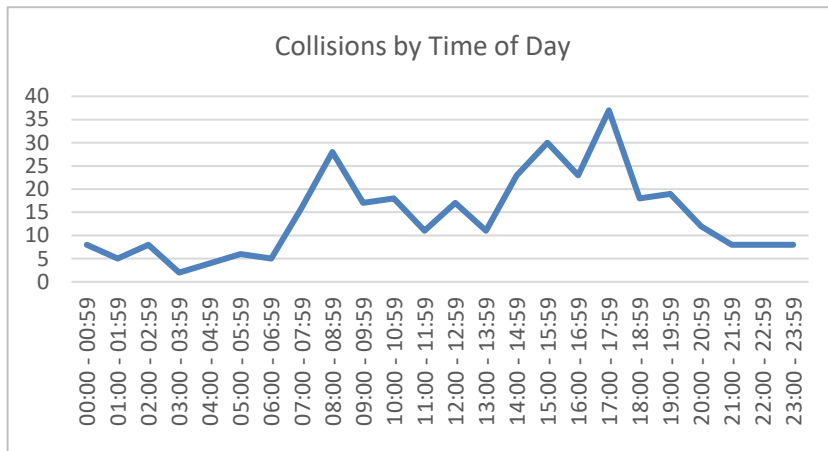
¹ Reported traffic collisions that occurred between 12/01/2018 and 11/30/2019 are included in the "current year"

² The previous three year period is 12/01/2015 to 11/30/2018

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 reported some type of injury were down 4%. There were no fatal collisions this year and one fatal collision last year (Hacienda Drive north of I-580 – pedestrian ran from median in front of northbound vehicle at night). Historically Pleasanton averages one fatality per year.



Time of day analysis showed the majority of the collisions in the morning, school pick-up, and afternoon commute periods. This is not surprising as we see an increase in vehicle trips during these times. In looking at the different days of week Wednesdays between 6 PM to 7 PM has the highest number of collisions. Collisions by month analysis identified August as the month with the most collisions. Historically August has the most collisions, with the rest of the months being more variable.



Current Year Analysis

Intersection

The intersections with the most collisions (vehicle, bicyclist and pedestrian combined) were identified for the current year and compared to both last year and the previous three year period. The intersections of **Hopyard Road at Owens Drive, Hopyard Road at Stoneridge Drive, Santa Rita Road at Valley Avenue, and Bernal Avenue at Valley Avenue (west)** 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 (12/1/18 - 11/30/19)			Last Year (12/1/17 - 11/30/18)			Previous 3 Years (12/1/15 - 11/30/18)		
Rank	Intersection	Collisions	Rank	Intersection	Collisions	Rank	Intersection	Collisions
1	Willow Rd at Gibraltar Dr (N)	7	1	Santa Rita Rd at W Las Positas Bl	8	1	Hopyard Rd at Owens Dr	20
2	Stoneridge Dr at Off Ramp SB I680 to Stoneridge Dr	7	2	Sunol Bl at On Ramp SB I680 From EB Sunol Bl	8	2	Santa Rita Rd at Valley Av	18
3	Hopyard Rd at Owens Dr	6	3	Hacienda Dr at Off Ramp WB I580 To Hacienda Dr	7	3	Hopyard Rd at Stoneridge Dr	17
4	First St at Vineyard Av	5	4	Hopyard Rd at Las Positas Bl	7	4	Santa Rita Rd at W Las Positas Bl	17
5	Hacienda Dr at Off Ramp WB I680 to Hacienda Dr	5	5	Bernal Av at Valley Av (W)	6	5	Santa Rita Rd at Stoneridge Dr	17
6	Hopyard Rd at Stoneridge Dr	5	6	Hopyard Rd at Owens Dr	6	6	Sunol Bl at On Ramp SB I680 From EB Sunol Bl	16
7	Stoneridge Dr at Stoneridge Mall Rd	5	7	Hopyard Rd at Stoneridge Dr	6	7	Hopyard Rd at W Las Positas Bl	15
8	Santa Rita Rd at Valley Av	5	8	Santa Rita Rd at Valley Av	6	8	Valley Av at Stanley Bl	15
9	Bernal Av at Valley Av (W)	5	9	Hacienda Dr at Owens Dr	5	9	Stoneridge Dr at Johnson Dr	13
			10	Stoneridge Dr at Johnson Dr	5	10	Santa Rita Rd at Rosewood Dr	11
						11	Sunol Bl at On Ramp NB I680 From EB Sunol Bl	11
						12	Bernal Av at Valley Av (W)	11

Willow Road at Gibraltar Drive (north)

Six of the seven collisions were broadsides and all were outside of the peak travel periods. The majority (four out of seven) consisted of a westbound through versus a northbound through with the westbound through found at fault for running a red light. In looking at the details of each collision, two drivers were unsure/not paying attention to signal color, with the other two claiming entering on a green or yellow.

We will consider installing additional westbound signal head and/or yellow backplates to existing signal heads to increase driver awareness to signal indications.

Stoneridge Drive at Off Ramp SB I680 to Stoneridge Drive

Six of the seven collisions involve a westbound through vehicle colliding with a southbound left vehicle. Five of those collisions found the westbound through vehicle at fault for running a red light (in the fifth collision they both claimed green). In looking at the details of each collision, the majority of westbound through drivers claimed entering on a green or yellow light.

We will increase the all red time and investigate feasibility of red light camera. We will also consider bringing the westbound limit line forward and adding yellow backplates to existing signal heads.

Hacienda Drive at Off Ramp WB I580 to Hacienda Drive

Five of the five 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.

This roadway is scheduled to be resurfaced this year; we will consider moving limit line location at that time. In the meantime, we will explore the possibility of red light camera, increasing all red time and installing yellow backplates.

No correctable patterns were identified at the remaining intersections.

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 11 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 a previous 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 Bay Club/DoubleTree parking lot to increase available sight distance. Since the installation of the additional signs and landscape changes, one single vehicle collision has occurred at southern curve (in 2018) and no further collisions at northern curve or the middle /north Clubsport driveways.

No further patterns were identified and no changes are recommended to this segment at this time.

Rosewood Drive from Old Santa Rita Road to Walmart Drive/Cal Center

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 have been two left turn collision at that location since the installation of the restriction (one driver ignored restriction one did not see it). The majority of collisions are now single vehicle collisions with various causes. No further patterns were identified and no changes are recommended to this segment at this time.

Foothill Road from EB I580 On Ramp to WB I580 On Ramp

A previous pattern of northbound rear-end collisions involving stopped northbound traffic was identified in previous reviews. Signal timing improvements were implemented last year to extend the green time for the northbound direction. No further collisions have occurred since the timing changes.

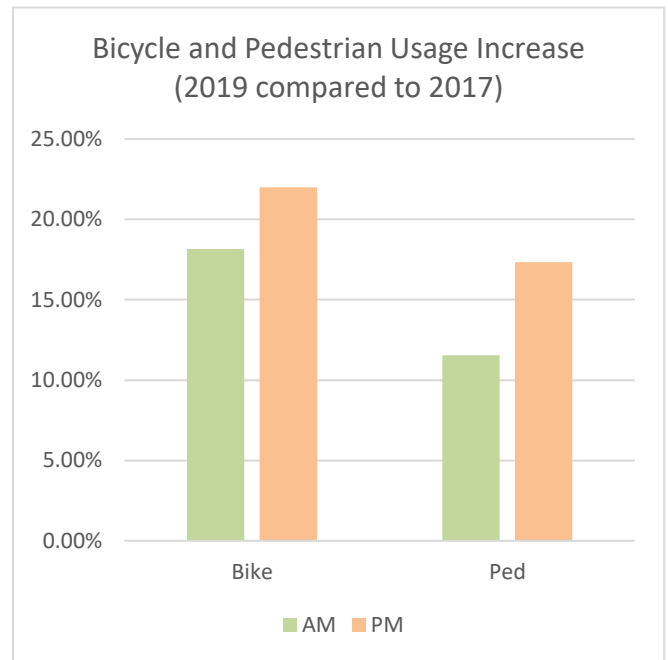
No correctable patterns were identified for the remaining segments. Like in the intersection analysis, there were several segments with off-peak traffic collisions where distracted driving was noted as the cause. No additional roadway/signage changes are recommended at this time.

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 41 collisions involving pedestrians and 102 bicycle collisions over the three-year period (there were 40 pedestrian and 102 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 previous 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 both bicycle usage and in pedestrian activity. Citywide traffic counts were conducted at 153 intersections in both 2017 and 2019. Vehicle, bicycle and pedestrian volumes were recorded during the morning and evening peak travel times. This data was used to calculate changes from 2017 to 2019 in bicycle use (18% increase in the morning and 22% increase in the evening) and changes in pedestrian activity (12% increase in the morning and 17% increase in the evening). While no significant pattern was identified in the bicycle volume increase, the majority of the pedestrian volume increase was located at the intersection of Stoneridge Mall Road and the Bart Station, likely due to Workday employees. Pedestrian volumes increased from 199 to 597 during the peak two hours counted. Total vehicles only slightly increased from 1,920 to 1,996 during the same time period.



Bicycle volumes were also compared to total vehicle volumes to calculate a percentage of road users that were bicyclists. The percentage of bicycle users showed an increase from 0.48% to 0.58% in the morning and 0.30% to 0.36% in the evening⁶. This increase is on top of the previous increases in bicyclist usage seen when we compared 2015 to 2017.

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.

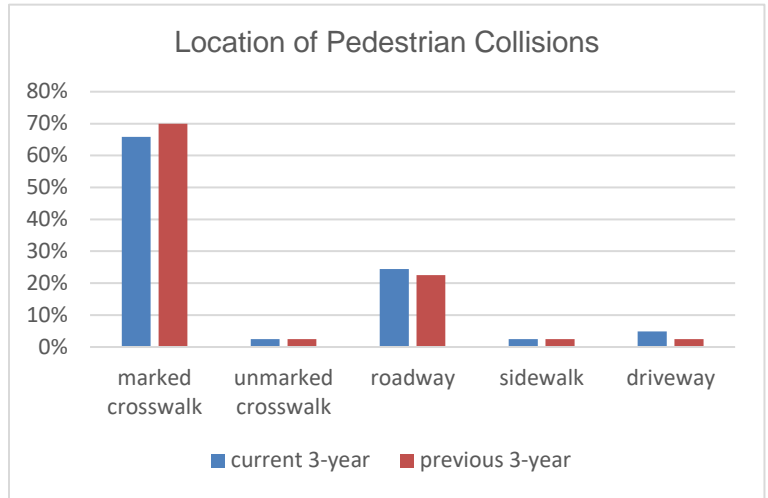
³ The current three year period is 12/1/2016 to 11/30/2019

⁴ The previous three year period is 12/1/2015 to 11/30/2018

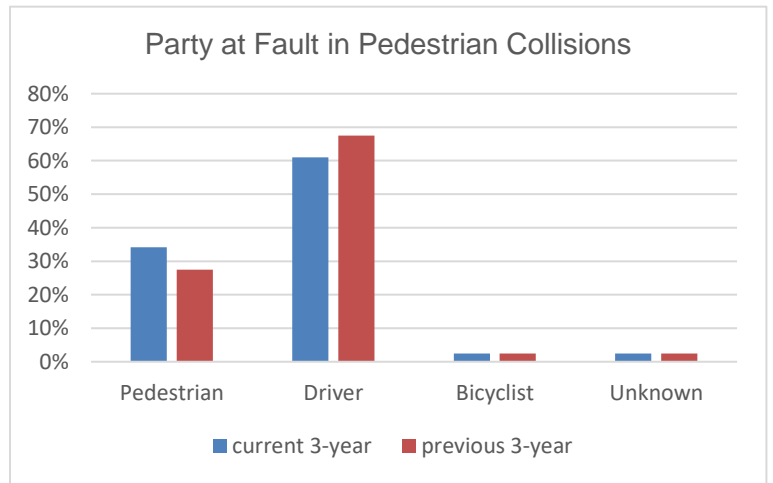
⁵ “Solo” bicycles collisions are the result of a bicyclist falling off the bicycle for various reasons (medical, roadway conditions, not paying attention, hitting an object, etc.)

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

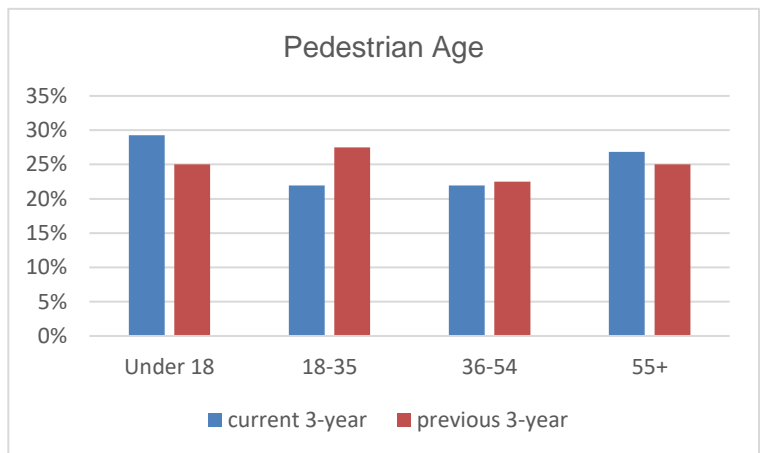
The chart to the right illustrates the percentage of collisions that occurred in marked and unmarked crosswalks, in the roadway (outside of a marked or unmarked crosswalk), on the sidewalk or at a driveway. While the number of collisions at marked crosswalks was greater than the other location types, 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 that is included in both the previous and 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 1/3 of the collisions having the pedestrian at fault. There is a corresponding decrease in the collisions with the driver found at fault.



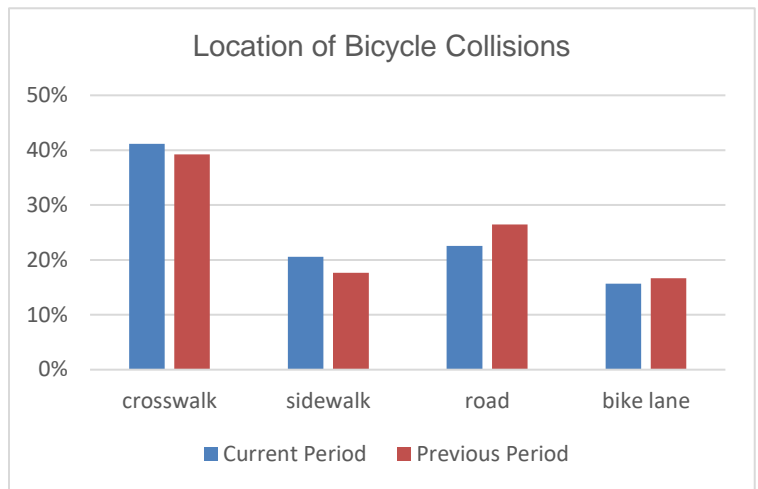
The Pedestrian Age chart shows that the distribution is relatively equal between age categories. The highest category this period is the under 18, with 29% of the collisions (12 of the 41). The 18-35 category decreased compared to the previous period, while the 55 and older category increased.



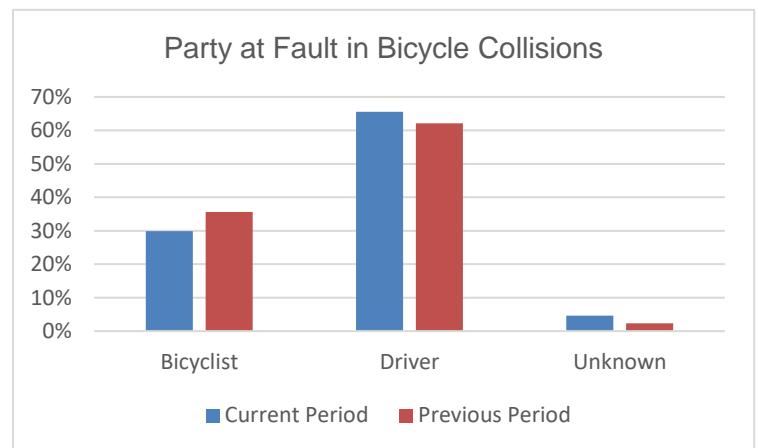
Bicycle Collision Statistics

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

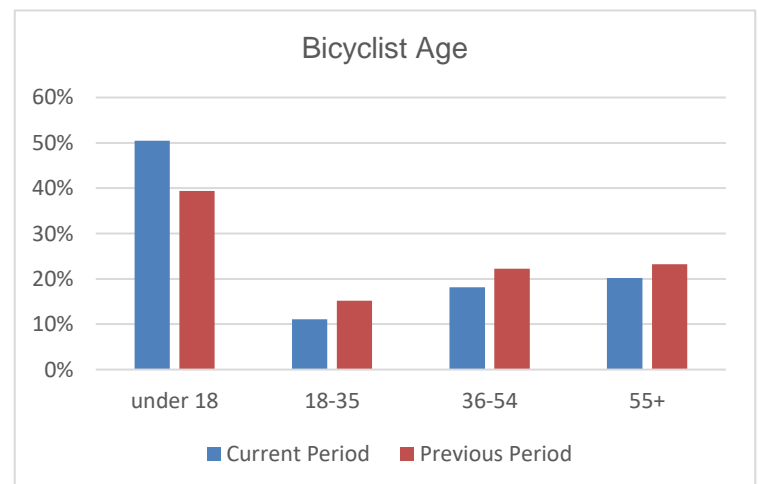
The percentages of bike collisions that occurred in a crosswalk, on a sidewalk, in a bike lane, or simply on the “road” (outside of a bike lane or crosswalk) are shown on the bar graph to the right. The distribution of collision location is relatively uniform with a slightly higher number of collisions occurring within crosswalks. Similar to the pedestrian collisions, the greater number of collisions within a crosswalk does not necessarily indicate reduced safety. When comparing to the previous period there are only slight changes (a slight reduction in collisions in the road and a slight increase in those occurring at crosswalks and sidewalks).



Party at fault (bicyclist, driver or unknown) is shown on the bar graph to the right. Similar to the 34% of pedestrians found at fault, 30% of bicyclists were found at fault (excluding the solo bicycle crashes) with the driver of the vehicle at fault 66% of the time, and the remaining percentage did not have a party at fault identified. When comparing to the last period there was a slight increase in drivers found at fault and a corresponding decrease in the bicyclists found at fault. The number of collisions where fault could not be determined increased slightly (it went from two collision to four collisions)



The Bicyclist Age chart shows the differences between age categories. The under 18 category has the largest share of bicycle collisions, 51% (50 of the 99)⁷. The under 18 category also increased compared to the previous year while the 55 and older category and 18 – 35 category both slightly decreased.



⁷ There are 99 collisions in the current period where age of the bicyclist was determined (there were 102 total bicyclist collisions)

Pedestrian Analysis

Intersection

Four intersections had more than one pedestrian collision in the current three-year period. The intersections/collisions are discussed below.

First Street at Vineyard Avenue/Ray Street

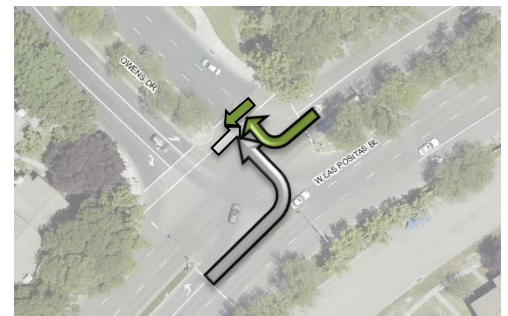
In the first collision a northbound right turning vehicle struck a westbound pedestrian in the south crosswalk. The driver was looking at a computer instead of where he was headed. In the second collision a northbound through vehicle struck an eastbound pedestrian in the north crosswalk on a green pedestrian signal (no independent witness could confirm northbound vehicle ran red light, but that is likely the case).

No roadway/signage changes are recommended at this time



Owens Drive at West Las Positas Boulevard

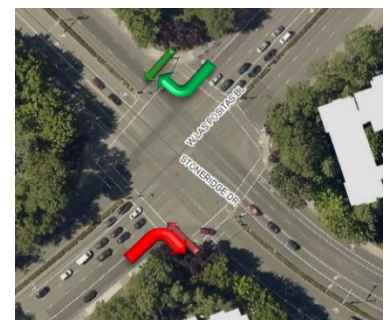
Both collisions occurred in the northern crosswalk, and both pedestrians were found at fault. In the first collision the pedestrian crossed when the pedestrian signal was red (and the opposing left turn was green) and the pedestrian was struck by an eastbound left turning vehicle. This pedestrian was visiting from another country and was unfamiliar with traffic signals. In the second collision the westbound pedestrian walked into the side of the westbound right turning vehicle. 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.

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.

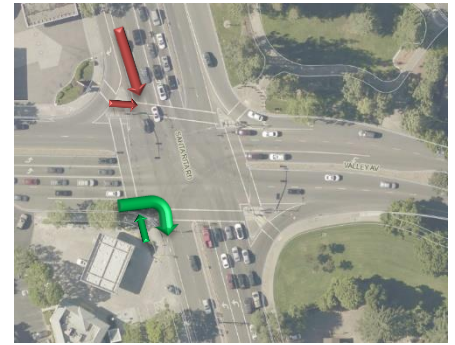


These collisions will be considered in the West Las Positas Corridor plan currently in design.

Santa Rita Road at Valley Avenue

In the first collision an eastbound right turning vehicle, looking left, struck a northbound pedestrian in the west crosswalk. In the second collision a southbound through vehicle struck an eastbound pedestrian in the north crosswalk that was crossing against the pedestrian signal. The eastbound pedestrian was not paying attention and was noted as listening to headphones.

No roadway/signage changes are recommended at this time.



Midblock

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

Bicycle Analysis

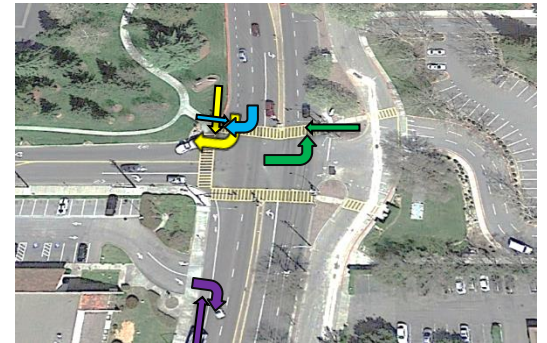
Intersection

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

Santa Rita Road at Black Avenue

Two of the four collisions involved a southbound right turn vehicle at the northwest corner of the intersection. Three of the four collisions were in the north crosswalk and three of the collisions also involved with a bicyclist under the age of 18 (three of these collisions were during the school commutes).

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

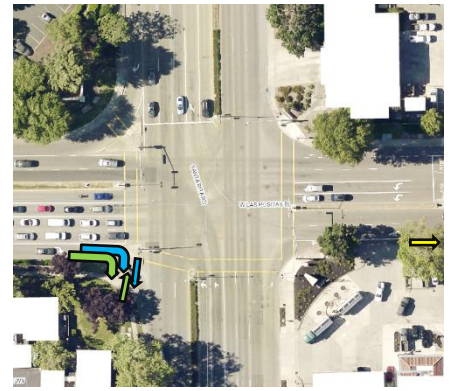


Although three of the collisions occurred in the north crosswalk, a correctable pattern has not been identified. There were two collisions at the northwest corner of the intersection. The first was a southbound bicyclist hit a southbound right turning vehicle found the bicyclist at fault (cyclist did not slow and crossed against the pedestrian signal). The second collision was a 45 year old in the crosswalk when the southbound right turn vehicle attempted to make a right turn on red. The third collision involved a westbound bicyclist that was hit by an eastbound left turn (vehicle found at fault). The last collision was a bicyclist traveling against the flow of traffic and hit by a right turning vehicle exiting the Post Office

This intersection was analyzed last year with the same reported collisions. No additional collisions have occurred at this intersection since the last report. We are currently working with the school to look for ways to improve traffic flow at the site and also improve pedestrian/bicyclist safety.

Santa Rita Road at West Las Positas Boulevard

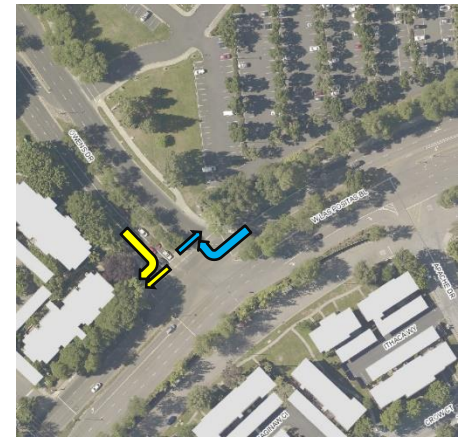
Three collisions occurred at this intersection and all three involved a bicyclist under the age of 18. Two of the collisions occurred in the same crosswalk. Both collisions in the southwest corner of the intersection were located between the curb and the pedestrian island. Both found a right turning 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 it was noted in the collision report as an inexperienced rider.



This intersection was analyzed last year with the same reported collisions. No additional collisions have occurred at this intersection since the last report. This collision pattern will be considered in the West Las Positas Corridor plan currently being developed.

West Las Positas Boulevard at Owens Drive

Two collisions were recorded at this intersection 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.



This intersection was analyzed last year with the same reported collisions. These collisions will be considered in the West Las Positas Corridor plan currently being developed.

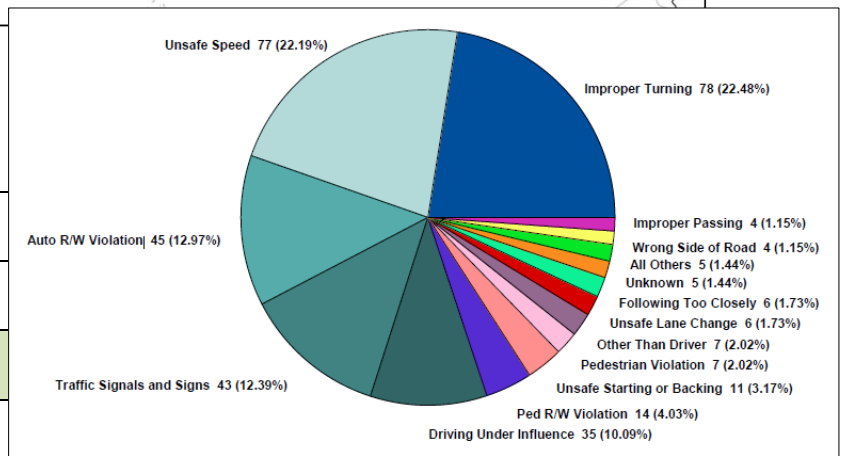
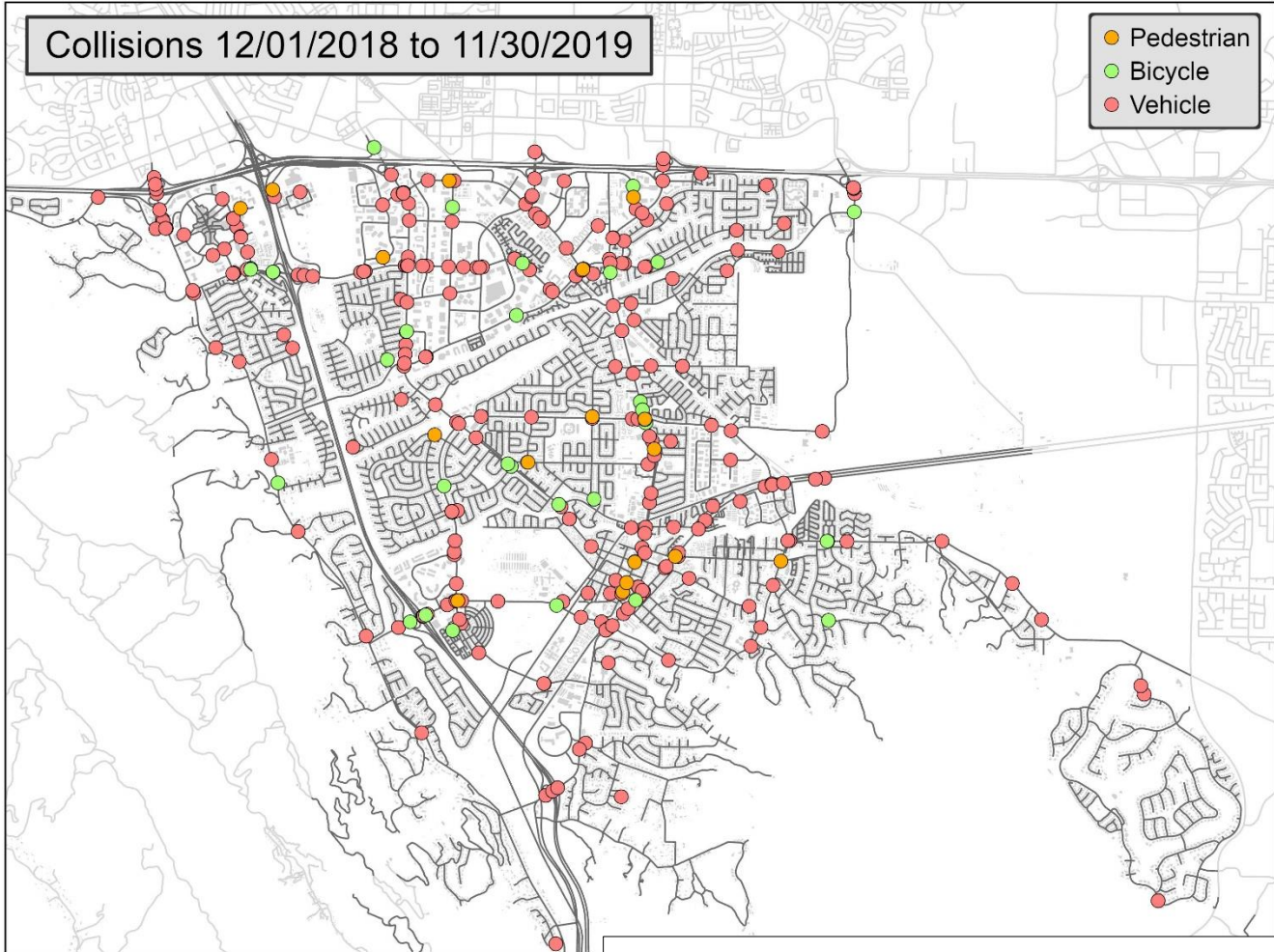
Midblock

Two midblock segments were identified with more than one bicycle collision during the three-year period. Neither of the segments had any correctable patterns identified.

Annual Collision Analysis 2019

Date range reviewed: 12/1/2018 to 11/30/2019

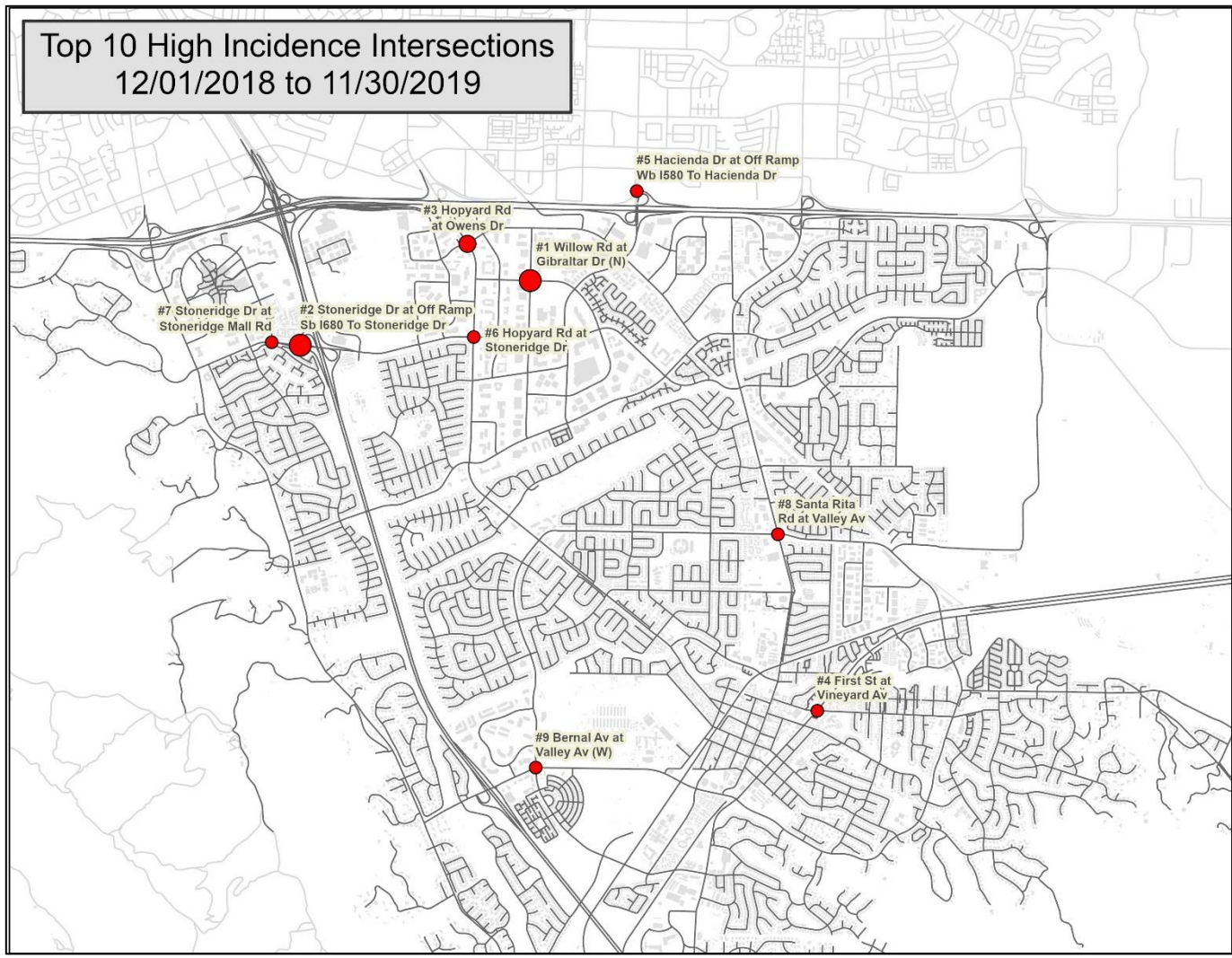
Number of Collisions: 347 (which includes 17 pedestrian and 31 bicycle)



Historical Comparison			
Date Range	Pedestrian	Bicycle	Total
Current Year	17	31	347
Last Year	16	38	375
Previous 3 Year Average	13	34	395

High Incidence Intersection Report

12/01/2018 to 11/30/2019 (1 Year)			Last year (12/1/17 - 11/30/18)		Previous 3 Years (12/1/15 - 11/30/18)	
Rank	Intersection	Collisions	Rank	Collisions	Rank	Collisions
1	Willow Rd at Gibraltar Dr (N)	7	-	4	-	8
2	Stoneridge Dr at Off Ramp SB I680	7	-	1	-	6
3	Hopyard Rd at Owens Dr	6	6	6	1	20
4	First St at Vineyard Av	5	-	4	-	9
5	Hacienda Dr at Off Ramp WB I680	5	3	7	-	10
6	Hopyard Rd at Stoneridge Dr	5	7	6	3	17
7	Stoneridge Dr at Stoneridge Mall Rd	5	-	3	-	9
8	Santa Rita Rd at Valley Av	5	8	6	2	18
9	Bernal Av at Valley Av (W)	5	5	6	12	11

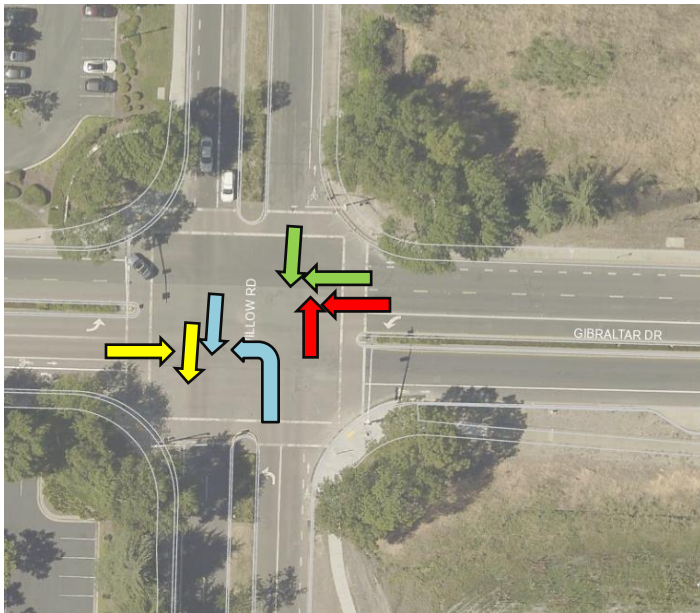


Intersection Historical

Current Year (12/1/18 - 11/30/19)			Last Year (12/1/17 - 11/30/18)			Previous 3 Years (12/1/15 - 11/30/18)		
Rank	Intersection	Collisions	Rank	Intersection	Collisions	Rank	Intersection	Collisions
1	Willow Rd at Gibraltar Dr (N)	7	1	Santa Rita Rd at W Las Positas Bl	8	1	Hopyard Rd at Owens Dr	20
2	Stoneridge Dr at Off Ramp SB I680 to Stoneridge Dr	7	2	Sunol Bl at On Ramp SB I680 From EB Sunol Bl	8	2	Santa Rita Rd at Valley Av	18
3	Hopyard Rd at Owens Dr	6	3	Hacienda Dr at Off Ramp WB I580 To Hacienda Dr	7	3	Hopyard Rd at Stoneridge Dr	17
4	First St at Vineyard Av	5	4	Hopyard Rd at Las Positas Bl	7	4	Santa Rita Rd at W Las Positas Bl	17
5	Hacienda Dr at Off Ramp WB I680 to Hacienda Dr	5	5	Bernal Av at Valley Av (W)	6	5	Santa Rita Rd at Stoneridge Dr	17
6	Hopyard Rd at Stoneridge Dr	5	6	Hopyard Rd at Owens Dr	6	6	Sunol Bl at On Ramp SB I680 From EB Sunol Bl	16
7	Stoneridge Dr at Stoneridge Mall Rd	5	7	Hopyard Rd at Stoneridge Dr	6	7	Hopyard Rd at W Las Positas Bl	15
8	Santa Rita Rd at Valley Av	5	8	Santa Rita Rd at Valley Av	6	8	Valley Av at Stanley Bl	15
9	Bernal Av at Valley Av (W)	5	9	Hacienda Dr at Owens Dr	5	9	Stoneridge Dr at Johnson Dr	13
			10	Stoneridge Dr at Johnson Dr	5	10	Santa Rita Rd at Rosewood Dr	11
						11	Sunol Bl at On Ramp NB I680 From EB Sunol Bl	11
						12	Bernal Av at Valley Av (W)	11

#1 Willow Road at Gibraltar Drive (north)

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2019-00004568	2/10/2019 10:41 Sun	0' V1 not paying attention, ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	1/0
2019-00011021	3/30/2019 13:07 Sat	0' V1 saw light changing, ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	2/0
2019-00011950	4/6/2019 10:32 Sat	0' V1 thought yellow, ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	3/0
2019-00024697	7/11/2019 12:22 Thu	0' V1 claimed green, ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	1/0
2019-00025007	7/13/2019 15:05 Sat	0' V1 unsure of signal color, ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	2/0
2019-00025267	7/15/2019 14:29 Mon	0' V1, student driver, did not see V2	Head-On	Other Motor Vehicle	North	Making Left Turn	South	Proceeding Straight	Auto R/W Violation	2/0
2019-00037230	10/15/2019 08:01 Tue	0' V1 sun in eyes, ran red	Broadside	Other Motor Vehicle	East	Proceeding Straight	South	Proceeding Straight	Traffic Signals and Signs	0/0

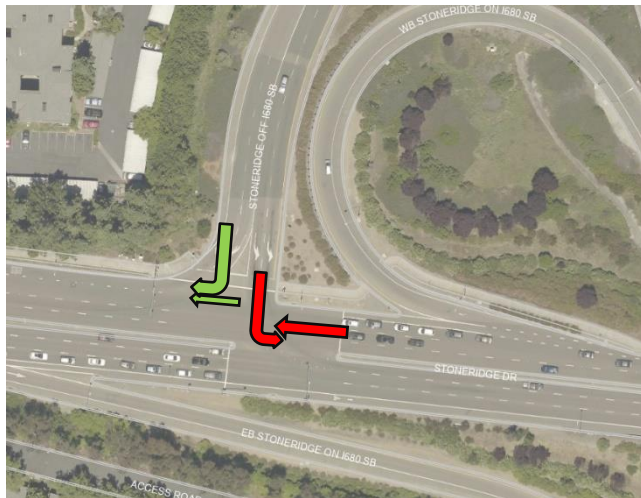


Analysis: Six of the seven collisions were broadsides and all were outside of the peak travel periods. The majority (four out of seven) consisted of a WBT versus a NBT with the WBT found at fault for running a red light. In looking at the details of each collision, two drivers were unsure/not paying attention to signal color, with the other two claiming entering on a green or yellow.

We will consider installing additional westbound signal head and/or yellow backplates to existing signal heads to increase driver awareness to signal indications.

#2 Stoneridge Drive at Off Ramp from SB I680

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2018-00046898	12/13/2018 07:00 Thu	0' V1 claimed yellow, ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	South	Making Left Turn	Traffic Signals and Signs	0/0
2019-00021994	6/19/2019 21:16 Wed	0' Both claimed green, someone ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	South	Making Left Turn	Traffic Signals and Signs	1/0
2019-00022715	6/26/2019 05:18 Wed	10' East Both claimed green, someone ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	South	Making Left Turn	Unknown	3/0
2019-00028664	8/9/2019 15:44 Fri	0' V1 claimed yellow, ran red	Head-On	Other Motor Vehicle	West	Proceeding Straight	South	Making Left Turn	Traffic Signals and Signs	2/0
2019-00033277	9/12/2019 14:41 Thu	0' V1 not sure of signal color, ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	South	Making Left Turn	Traffic Signals and Signs	1/0
2019-00033690	9/16/2019 08:19 Mon	0' V1 never saw bicyclist	Broadside	Bicycle	South	Making Right Turn	West	Proceeding Straight	Auto R/W Violation	1/0
2019-00034237	9/20/2019 07:32 Fri	0' V1 claimed green, ran red	Broadside	Other Motor Vehicle	West	Proceeding Straight	South	Making Left Turn	Traffic Signals and Signs	1/0



Analysis: Six of the seven collisions involve a WBT versus a SBL. Five of those collisions found the WBT vehicle at fault for running a red light (in the fifth collision they both claimed green). In looking at the details of each collision the WBT drivers, the majority claimed entering on a green or yellow light.

We will increase the all red time and investigate feasibility of red light camera. We will also consider bringing westbound limit line forward and adding yellow backplates to existing signal heads.

#3 Hopyard Road at Owens Drive

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2019-00000535	1/6/2019 00:15 Sun	200' West motorcyclist tipped over	Overtuned	Fixed Object	West	Making U Turn			Improper Turning	1/0
2019-00012934	4/14/2019 00:08 Sun	0'	Hit Object signal pole	Fixed Object	North	Proceeding Straight			Driving Under Influence	1/0
2019-00013959	4/20/2019 16:15 Sat	23' East V1 dog jumped in lap, driver hit gas	Rear-End	Other Motor Vehicle	West	Stopped In Road	West	Stopped In Road	Unsafe Starting or Backing	0/0
2019-00022543	6/24/2019 15:25 Mon	0'	Rear-End	Other Motor Vehicle	South	Making Right Turn	South	Making Right Turn	Following Too Closely	1/0
2019-00025446	7/16/2019 18:46 Tue	0' V2 stopped for ped	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Making Right Turn	Following Too Closely	0/0
2019-00038057	10/23/2019 12:38 Wed	15' South	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed	1/0

Analysis: No pattern identified.

#4 First Street at Vineyard Avenue/Ray Street

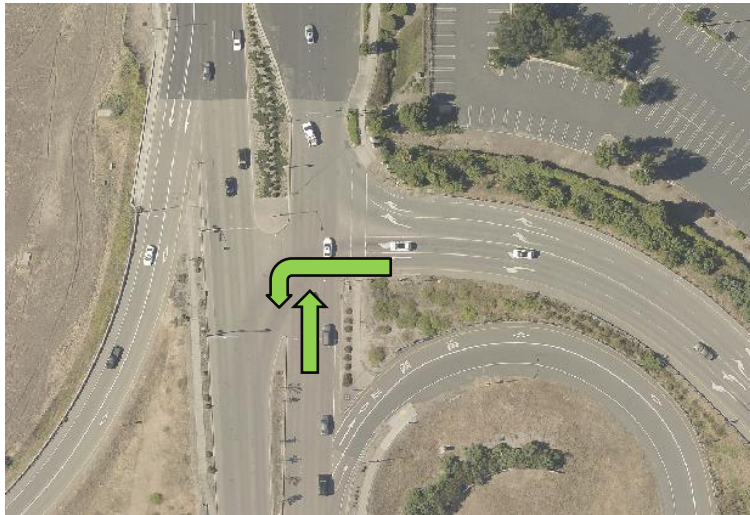
Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2019-00008133	3/9/2019 10:51 Sat	49' North	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Driving Under Influence	0/0
2019-00012721	4/12/2019 07:50 Fri	100' East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Stopped In Road	Unsafe Speed	0/0
2019-00018768	5/28/2019 08:49 Tue	130' North V1 pulling over for traffic stop for being on cellphone was hit by V2	Broadside	Other Motor Vehicle	South	Making Right Turn	South	Proceeding Straight	Improper Turning	0/0
2019-00040697	11/14/2019 07:24 Thu	180' North	Sideswipe	Other Motor Vehicle	South	Changing Lanes	South	Proceeding Straight	Improper Turning	0/0
2019-00042368	11/27/2019 16:55 Wed	0' EB ped in north crosswalk on walk hit by NBT, ran red	Vehicle - Pedestrian	Pedestrian	North	Proceeding Straight	East	Proceeding Straight	Ped R/W Violation	1/0

Analysis: No pattern identified

** First Street is the north/south street.*

#5 Hacienda Drive at Off Ramp WB I580

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2018-00048346	12/24/2018 19:02 Mon	0' V1 saw red, couldn't stop in time	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	1/0
2019-00007670	3/6/2019 13:15 Wed	0' V1 looking to make lane change	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	1/0
2019-00011886	4/5/2019 19:51 Fri	0' V1 looking at passenger	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	1/0
2019-00017783	5/20/2019 17:16 Mon	0' V1 claimed yellow, ran red	Overtaken	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Traffic Signals and Signs	1/0
2019-00023023	6/28/2019 12:49 Fri	0' V1 unfamiliar with area, looking past signal light	Broadside	Other Motor Vehicle	North	Proceeding Straight	West	Making Left Turn	Unsafe Speed	1/0



Analysis: Five of the five 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.

This roadway is scheduled to be resurfaced this year, we will consider moving limit line location at that time. In the meantime we will explore the possibility of red light camera, increasing all red time and installing yellow backplates.

#6 Hopyard Road at Stoneridge Drive

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ KId
2018-00047226	12/15/2018 17:59 Sat	122' North	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Speed	3/0
2018-00047527	12/18/2018 08:15 Tue	100' West	Sideswipe	Other Motor Vehicle	West	Changing Lanes	West	Proceeding Straight	Improper Turning	0/0
2019-00003606	1/31/2019 18:38 Thu	33' West	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Speed	0/0
2019-00027935	8/3/2019 21:59 Sat	0'	Broadside	Other Motor Vehicle	South	Proceeding Straight	West	Proceeding Straight	Traffic Signals and Signs	2/0
2019-00030798	8/25/2019 06:17 Sun	0'	Broadside	Other Motor Vehicle	East	Proceeding Straight	North	Proceeding Straight	Traffic Signals and Signs	2/0

Analysis: No pattern identified.

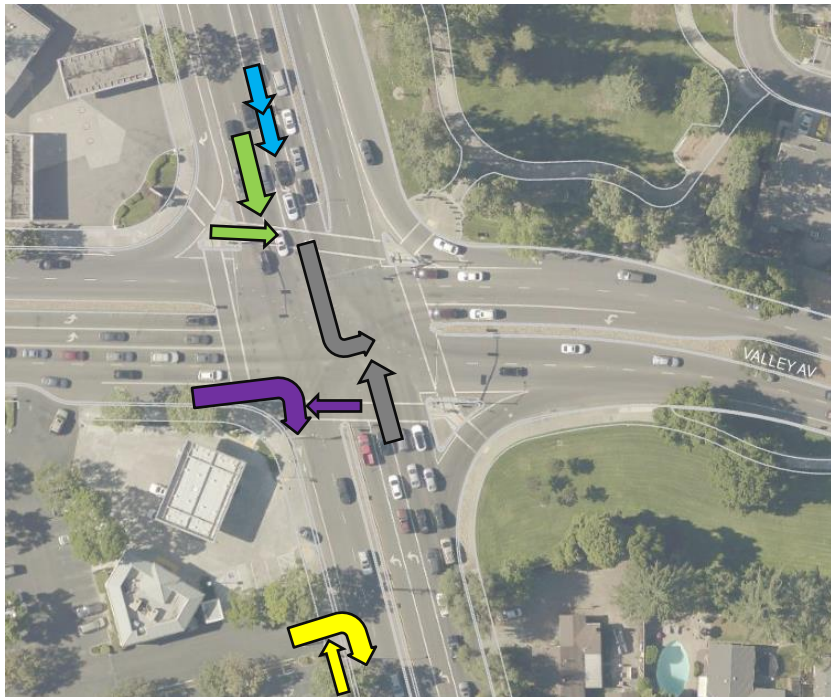
#7 Stoneridge Drive at Stoneridge Mall Road

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2019-00005001	2/13/2019 22:36 Wed	0' P1 attempted right turn at 35 MPH	Hit Object S curb	Fixed Object	South	Making Right Turn			Improper Turning	0/0
2019-00022073	6/20/2019 15:47 Thu	35' North	Hit Object NW curb	Other Object	South	Making Right Turn			Driving Under Influence	0/0
2019-00027203	7/25/2019 16:53 Thu	127' West P1 fell asleep	Hit Object	Fixed Object	West	Proceeding Straight			Improper Turning	0/0
2019-00029653	8/16/2019 15:31 Fri	0'	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Slowing/Stopping	Unsafe Speed	0/0
2019-00031529	8/30/2019 08:44 Fri	0' WBR in #1 never saw bicyclist WBR#2 had stopped	Broadside	Bicycle	West	Making Right Turn	West	Proceeding Straight	Improper Passing	0/0

Analysis: No pattern identified.

#8 Santa Rita Road at Valley Avenue

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ Kld
2019-00008087	3/8/2019 22:02 Fri	0' EB ped in N crosswalk entered against ped signal on headphones/inattention	Vehicle - Pedestrian	Pedestrian	East	Entering Traffic Pedestrian	South	Proceeding Straight	Pedestrian Violation	1/0
2019-00016878	5/12/2019 17:08 Sun	0'	Head-On	Other Motor Vehicle	North	Proceeding Straight	South	Making Left Turn	Traffic Signals and Signs	2/0
2019-00036865	10/11/2019 17:00 Fri	142' South NB bicyclist on west sidewalk crossing driveway	Broadside	Bicycle	East	Entering Traffic Looking left	North	Proceeding Straight Bicyclist	Auto R/W Violation	0/0
2019-00038805	10/30/2019 08:50 Wed	16' South	Broadside	Bicycle	East	Making Right Turn	West	Proceeding Straight	Improper Turning	1/0
2019-00039975	11/8/2019 10:57 Fri	40' North	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Speed	0/0



Analysis: Two of the collisions involve a bicyclist and one a pedestrian. One of the bicyclist collisions occurred at a driveway south of the intersection. The pedestrian collision in the north crosswalk found the pedestrian at fault for attempting to cross against the pedestrian signal (pedestrian was distracted/wearing headphones). The bicyclist collision in the south crosswalk found the vehicle at fault (large number of pedestrians crossing to school)

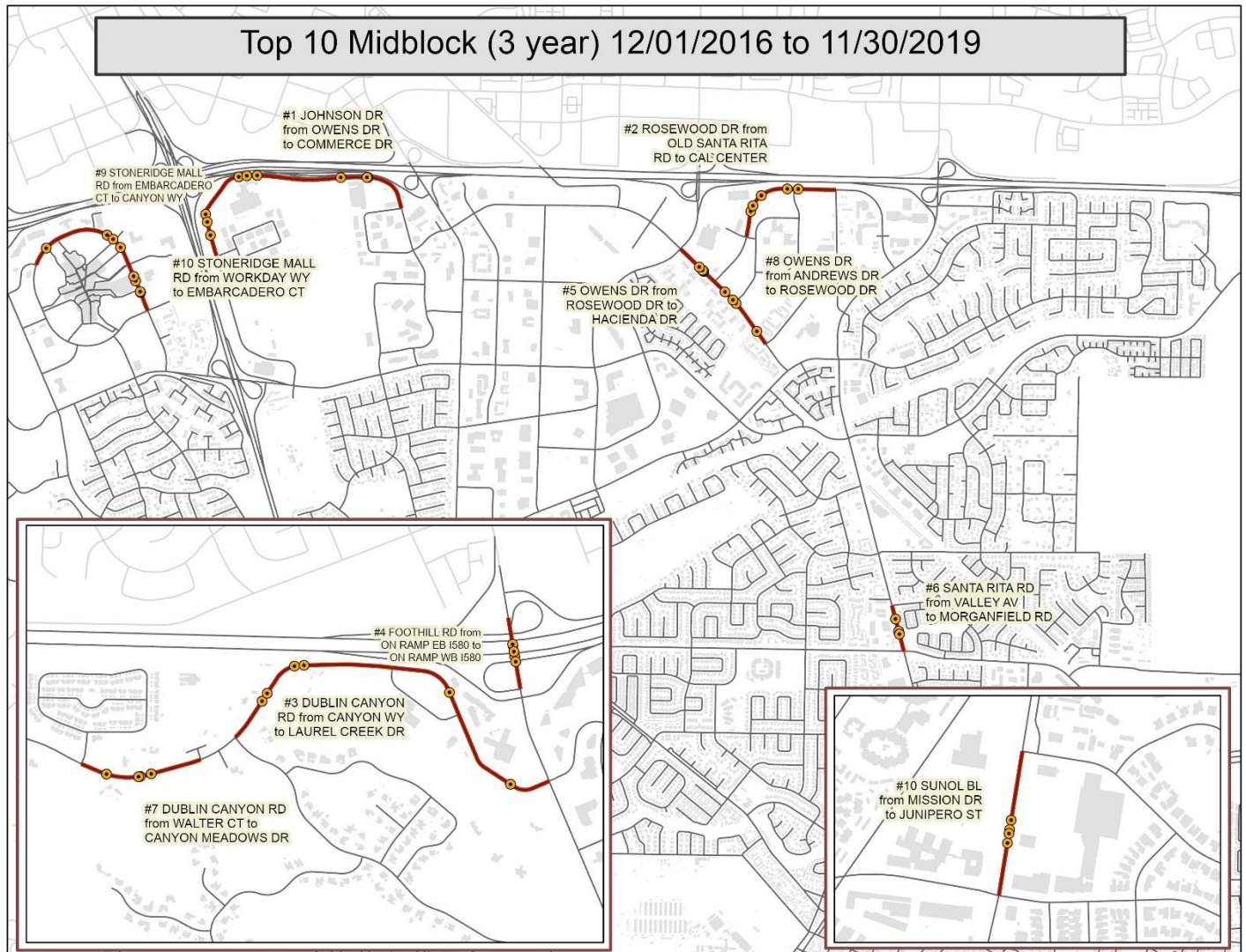
#9 Bernal Avenue at Valley Avenue (west)

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ Kld
2018-00047317	12/16/2018 15:43 Sun	68' West	Rear-End	Other Motor Vehicle	East	Proceeding Straight	East	Stopped In Road	Unsafe Starting or Backing V1 started, V2 hadn't	1/0
2019-00001307	1/12/2019 18:49 Sat	0'	Broadside	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	1/0
2019-00019450	6/1/2019 08:16 Sat	0'	Broadside	Other Motor Vehicle	West	Proceeding Straight	East	Making Left Turn	Traffic Signals and Signs Both claimed green	1/0
2019-00029025	8/11/2019 08:47 Sun	200' East	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Proceeding Straight	Unsafe Speed hit and run	0/0
2019-00041266	11/18/2019 14:42 Mon	60' East East side of intersection (no pedestrian crossing side)	Vehicle - Pedestrian	Pedestrian	South	Proceeding Straight	South	Making Left Turn	Pedestrian Violation	1/0

Analysis: Four of the five collisions occurred on the weekend. The pedestrian collision listed the pedestrian as crossing the east side of the intersection from the median to the south sidewalk. Pedestrian was wearing headphones and driver (SBL) was looking over shoulder to change lanes. Pedestrian was found at fault.

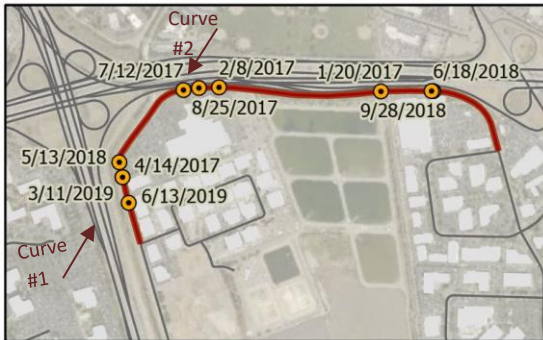
High Incidence Midblock Report

12/01/2016 to 11/30/2019 (3 Year)			Previous period (12/01/2015- 11/30/2018)		Current year (12/1/2018 - 11/30/2019)	
Rank	Intersection	Collisions	Rank	Collisions	Rank	Collisions
1	JOHNSON DR from OWENS DR to COMMERCE DR	10	1	11	6	2
2	ROSEWOOD DR from OLD SANTA RITA RD to WALMART DR/CAL CENTER	7	3	8	-	1
3	DUBLIN CANYON RD from CANYON WY to LAUREL CREEK DR	6	4	7	3	2
4	FOOTHILL RD from ON RAMP EB I580 to ON RAMP WB	6	2	8	-	1
5	OWENS DR from ROSEWOOD DR to HACIENDA DR	5	-	4	-	1
6	SANTA RITA RD from VALLEY AV to MORGANFIELD RD	5	-	4	7	2
7	DUBLIN CANYON RD from WALTER CT to CANYON MEADOWS DR	4	-	4	-	0
8	OWENS DR from ANDREWS DR to ROSEWOOD DR	4	-	3	-	1
9	STONERIDGE MALL RD from EMBARCADERO CT to CANYON WY	4	-	4	-	1
10	STONERIDGE MALL RD from WORKDAY WY to EMBARCADERO CT	4	-	2	5	2
11	SUNOL BL from MISSION DR to JUNIPERO ST	4	-	4	-	0



#1 JOHNSON DR from OWENS DR to COMMERCE DR

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ Kld
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	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 entering lot	East	Proceeding Straight	Auto R/W Violation	1/0
2017-00032862	8/25/2017 20:15 Fri	2000' North of COMMERCE DR	Hit Object	Fixed Object	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	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	3/0
2019-00008362	3/11/2019 06:10 Mon	688' North of COMMERCE DR	Vehicle - Pedestrian	Pedestrian	West	Making Left Turn exiting Clubsport driveway	South	Proceeding Straight	Auto R/W Violation hit and run	1/0
2019-00021190	6/13/2019 16:23 Thu	426' North of COMMERCE DR	Broadside	Other Motor Vehicle	South	Making U Turn midblock from curb	South	Proceeding Straight	Improper Turning V1 saw V2 thought he could make it	1/0



Analysis: A pattern of single vehicle collisions at the two curves along the northwest section of the segment was identified in a previous 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 single vehicle collision has occurred at curve #1 and no further collisions at curve #2 or the middle /north Clubsport driveways.

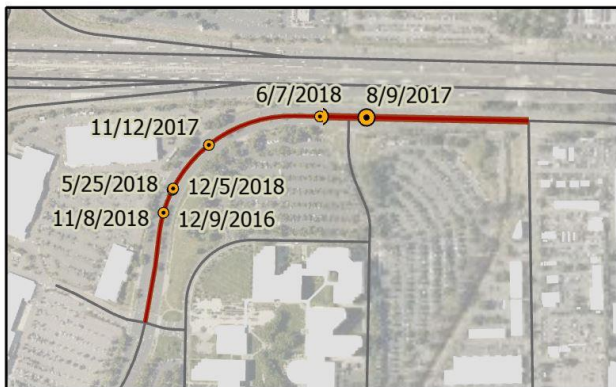
There were three collision along this segment in 2018, and two of the three collisions were located at driveway near Starbucks (one was the result of a lost driver making a U-turn and another was the result of an eastbound vehicle traveling at 55 MPH and striking a WBL).

In 2019 there were two collisions. The vehicle/pedestrian collision was a WBL exiting the southern Clubsport driveway striking a SB pedestrian, the driver fled the scene. The second collision was a SB U-turning vehicle who saw V2 approaching but thought they could make it.

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

#2 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	In/Kid
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 lightpole	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 V1 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 V1 saw turn restriction, ignored	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 V1 did not see V2	0/0
2018-00045927	12/5/2018 20:53 Wed	617' North of WALMART	Hit Object	Fixed Object sign/median	East	Making Left Turn			Improper Turning V1 did not see turn restriction	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 two left turn collision at that location since the installation of the restriction (one driver ignored restriction one did not see it). The majority of collisions are now single vehicle collisions with various causes. No further patterns were identified and no changes are recommended to this segment at this time.

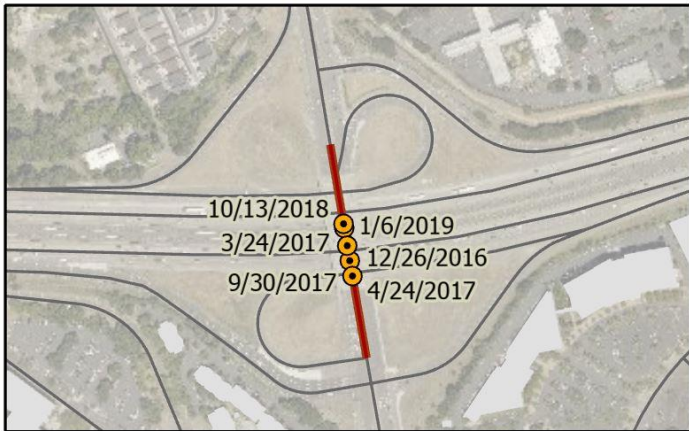
#3 DUBLIN CANYON RD from CANYON WY/FOOTHILL RD to LAUREL CREEK DR										
Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/ Kld
2017-00007007	2/22/2017 17:03 Wed	435' East of LAUREL CREEK DR	Broadside	Other Motor Vehicle	East	Making U Turn	East	Proceeding Straight	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
2019-00028259	8/6/2019 12:38 Tue	907' East of LAUREL CREEK DR	Sideswipe	Other Motor Vehicle	East	Making Right Turn	West	Proceeding Straight	Unsafe Speed crossed centerline, Hit and Run, probable DUI	0/0
2019-00031135	8/27/2019 16:05 Tue	400' West of FOOTHILL RD	Hit Object	Fixed Object	East	Making Left Turn			Improper Turning possible medical condition, blacked out	1/0



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

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

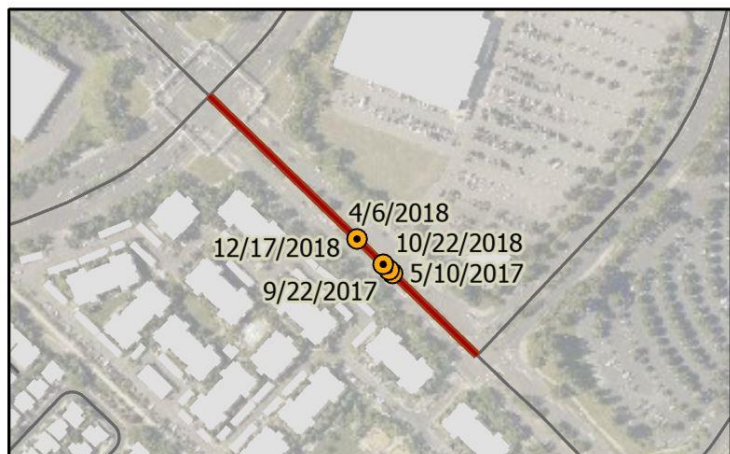
Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2016-00047200	12/26/2016 11:27 Mon	400' North of ON RAMP EB I580 FROM NB FOOTHILL	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed P1 looked away from roadway	2/0
2017-00011016	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	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed P1 took eyes off roadway	0/0
2018-00039643	10/13/2018 14:35 Sat	520' North of ON RAMP EB I580 FROM NB FOOTHILL	Rear-End	Other Motor Vehicle	North	Proceeding Straight	North	Stopped In Road	Unsafe Speed P1 looking at collision on side of roadway	1/0
2019-00000572	1/6/2019 13:01 Sun	449' North of ON RAMP EB I580 FROM NB FOOTHILL	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Speed P1 foot slipped off brake onto accelerator	2/0



Analysis: A previous pattern of northbound rear-end collisions involving stopped northbound traffic was identified in previous reviews. Signal timing improvements were implemented last year to extend the green time for the northbound direction. No further collisions have occurred since the timing changes.

#5 OWENS DR from ROSEWOOD DR to HACIENDA DR

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2017-00016884	5/10/2017 22:19 Wed	288' West of ROSEWOOD DR Walmart driveway	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation P1 did not see V2	1/0
2017-00037791	9/22/2017 08:31 Fri	300' West of ROSEWOOD DR Walmart driveway	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation P1 did not see V2	0/0
2018-00013488	4/6/2018 16:30 Fri	502' East of HACIENDA DR Walmart driveway	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation P1 did not see V2	3/0
2018-00040654	10/22/2018 12:28 Mon	320' West of ROSEWOOD DR Walmart driveway	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation P1 did not see V2	1/0
2018-00047451	12/17/2018 17:12 Mon	502' East of HACIENDA DR Walmart driveway	Broadside	Other Motor Vehicle	East	Making Left Turn	West	Proceeding Straight	Auto R/W Violation P1 did not see V2	1/0



Analysis: All of these collisions occurred at the Walmart driveway on Owens Drive (the location of the dots on the map are different as Police measured from Rosewood Drive for some and Hacienda for others). All of the collisions involved an eastbound left turn and westbound through vehicle with the driver of V1 stating they did not see V2. This trend did not seem to continue in 2019. Sight distance will be examined at this left turn as there is a median hedge.

#6 SANTA RITA RD from VALLEY AV to MORGANFIELD RD

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2017-00006873	2/21/2017 18:00 Tue	395' North of VALLEY AV	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Speed	1/0
2018-00011039	3/20/2018 12:43 Tue	365' North of VALLEY AV	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Starting or Backing V1 started, V2 hadn't yet	1/0
2018-00016198	4/25/2018 08:29 Wed	400' North of VALLEY AV	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Proceeding Straight	Unsafe Speed P1 did not see V2 stop in time	2/0
2019-00010607	3/27/2019 17:16 Wed	388' South of LOCKHART LN west sidewalk	Broadside	Bicycle	North	Proceeding Straight	East	Stopped In Road	Unknown	1/0
2019-00040626	11/13/2019 15:37 Wed	340' North of VALLEY AV west sidewalk	Broadside	Bicycle	North	Proceeding Straight	East	Making Right Turn	Auto R/W Violation	1/0



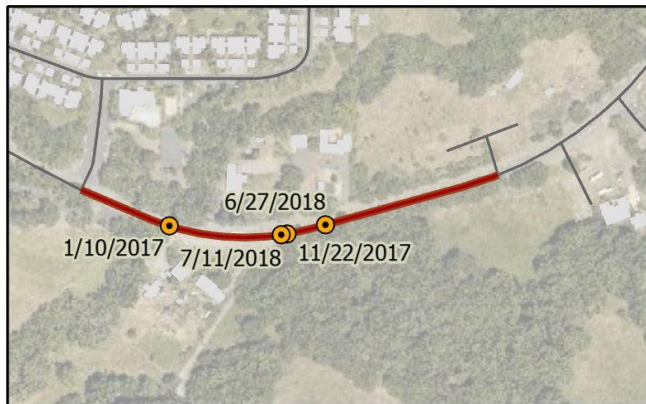
Analysis: Three out of the five collisions were southbound rear-end collisions. The southbound direction has some congestion, so an increase in rear-end collisions is not unexpected.

There were also two bicycle collisions along this segment. Both bicycle collisions involved a northbound bicyclist traveling on the west sidewalk and striking an EBR vehicle exiting a driveway. In the northernmost collision the driver claimed had stopped and was waiting for a gap in traffic when the bicyclist struck him, the bicyclist claimed the vehicle struck him (fault was unable to be determined). In the second collision the bicyclist was in a "hurry to math class" and was found at fault.

No changes are recommended to this segment at this time.

#7 DUBLIN CANYON RD from WALTER CT to CANYON MEADOWS DR

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2017-00001069	1/10/2017 19:05 Tue	263' East of CANYON MEADOWS DR	Broadside	Other Motor Vehicle	East	Proceeding Straight	West	Making U Turn	Wrong Side of Road P1 crossed centerline, passed vehicles yielding to V2 making U-turn	2/0
2017-00047345	11/22/2017 10:39 Wed	1000' West of LAUREL CREEK DR	Hit Object	Fixed Object sign	North	Backing			Unsafe Starting or Backing cement truck backing up	0/0
2018-00025940	6/27/2018 19:00 Wed	700' East of CANYON MEADOWS DR	Hit Object	Fixed Object radar speed sign	West	Backing			Unsafe Starting or Backing delivery truck backing up	0/0
2018-00027703	7/11/2018 20:36 Wed	575' East of CANYON MEADOWS DR	Hit Object	Fixed Object bridge barrier	West	Proceeding Straight			Unsafe Speed turning dome light off, hit bridge barrier	1/0



Analysis: Although three vehicle versus object collisions were identified, no correctable pattern was identified. No changes are recommended to this segment at this time.

#8 OWENS DR from ANDREWS DR to ROSEWOOD DR

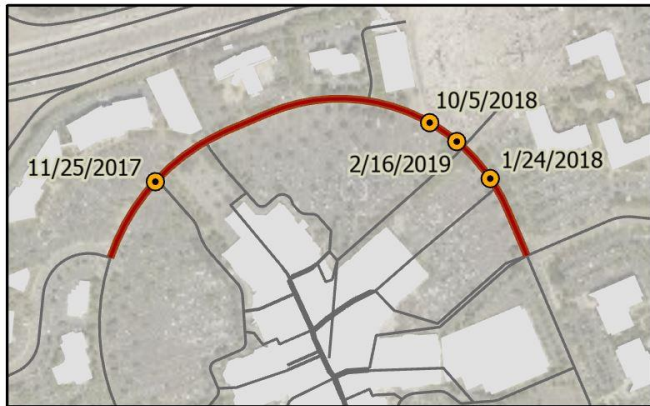
Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2016-00045804	12/14/2016 18:28 Wed	586' East of ROSEWOOD DR	Sideswipe	Other Motor Vehicle	East	Proceeding Straight	East	Proceeding Straight	Unsafe Lane Change V1 just ended call bumped into V2	0/0
2017-00020969	6/9/2017 15:52 Fri	280' South of ROSEWOOD DR	Other	Animal	South	Proceeding Straight			Other Than Driver Dog broadsided vehicle	0/0
2017-00052250	12/21/2017 15:08 Thu	498' East of ROSEWOOD DR	Hit Object	Fixed Object	East	Making Right Turn			Improper Turning unlicensed driver exiting apartments	0/0
2019-00016294	5/8/2019 14:28 Wed	300' West of ANDREWS DR	Sideswipe	Other Motor Vehicle	West	Changing Lanes	West	Proceeding Straight	Improper Turning	0/0



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

#9 STONERIDGE MALL RD from EMBARCADERO CT to CANYON WY

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2017-00047843	11/25/2017 17:37	380' North of CANYON WY	Hit Object	Fixed Object	South	Proceeding Straight			Other Than Driver Trailer hit overhanging branch, branch hit hydrant	0/0
2018-00003261	1/24/2018 12:58	365' North of EMBARCADERO CT	Broadside	Other Motor Vehicle	East	Making Left Turn Exiting mall	South	Changing Lanes	Auto R/W Violation	1/0
2018-00038587	10/5/2018 08:55 Fri	720' North of EMBARCADERO CT	Vehicle - Pedestrian	Pedestrian	North	Entering Traffic Pedestrian, at fault	East	Proceeding Straight	Pedestrian Violation crossing guard for Workday construction	1/0
2019-00005347	2/16/2019 15:43 Sat	579' North of EMBARCADERO CT	Hit Object	Fixed Object temp fencing	South	Proceeding Straight			Improper Turning	0/0



Analysis: Two of the four collisions were construction related. No other patterns are identified and no changes are recommended to this segment at this time.

#10 STONERIDGE MALL RD from WORKDAY WY to EMBARCADERO CT

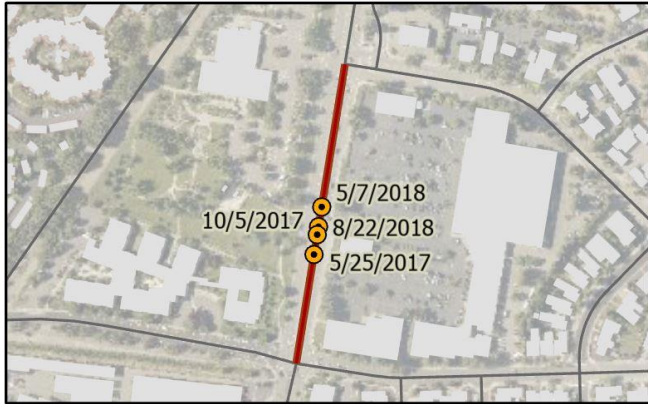
Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2017-00004596	2/5/2017 09:16 Sun	377' North of WORKDAY WY	Hit Object	Fixed Object curb	South	Proceeding Straight			Improper Turning showing kid how to drive, hit gas instead of brake	0/0
2018-00031032	8/8/2018 16:25	342' South of EMBARCADERO CT	Broadside	Other Motor Vehicle	North	Making Left Turn	North	Proceeding Straight	Improper Turning side swipe in two-way left turn lane	2/0
2019-00000297	1/3/2019 17:26 Thu	394' North of WORKDAY WY	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped In Road	Unsafe Starting or Backing foot slipped off brake	2/0
2019-00022185	6/21/2019 15:01 Fri	244' South of EMBARCADERO CT	Broadside	Other Motor Vehicle	East	Making Left Turn exiting driveway	South	Proceeding Straight	Improper Turning P1 waved on by another SB driver	2/0



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

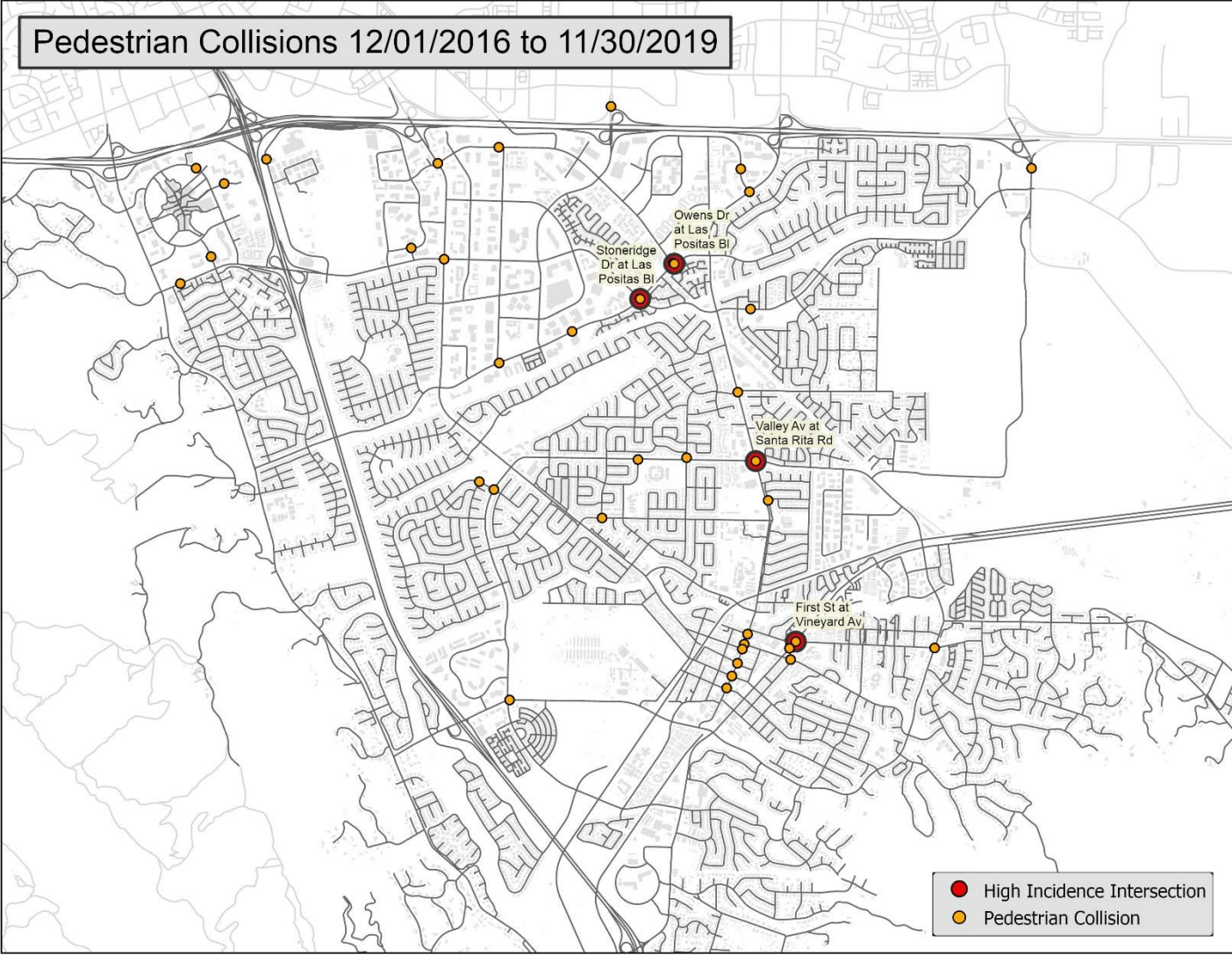
#11 SUNOL BL from MISSION DR to JUNIPERO ST

Report Number	Date Time DOW	Location	Type	Involved with	DirV1	MPCV1	DirV2	MPCV2	PCF	Inj/Kld
2017-00018973	5/25/2017 14:39 Thu	303' North of JUNIPERO ST Raley's Driveway	Broadside	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight NBT #2	Auto R/W Violation P1 waved on by NBT #1	0/0
2017-00040066	10/5/2017 05:06 Thu	380' North of JUNIPERO ST	Hit Object median	Fixed Object	North	Proceeding Straight			Improper Turning	0/0
2018-00018256	5/7/2018 18:10	396' South of MISSION DR Raley's Driveway	Broadside	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight NBT #2	Auto R/W Violation P1 did not see V2	2/0
2018-00032842	8/22/2018 07:18	358' East of JUNIPERO ST	Hit Object median	Fixed Object	South	Passing Other Vehicle	South	Proceeding Straight	Unsafe Lane Change V1 tried to pass V2, hit median	0/0



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

Pedestrian Collisions



Pedestrian Collision Statistics					
LOCATION					
	Marked Crosswalk	Unmarked Crosswalk	Crossing Driveway	Sidewalk	In Street
This Period	27/41 (66%)	1/41 (2%)	2/41 (5%)	1/41 (2%)	10/41 (24%)
Last Period	28/40 (70%)	1/40 (3%)	1/40 (3%)	1/40 (3%)	9/40 (23%)
FAULT					
	Pedestrian at Fault	Vehicle at Fault	Unknown	Bicyclist	
This Period	14/41 (34%)	25/41 (61%)	1/41 (2%)	1/41 (2%)	
Last Period	11/40 (28%)	27/40 (68%)	1/40 (3%)	1/40 (3%)	

Pedestrian High Incidence Intersection Report (within 200' of intersection)		
12/01/2016 to 11/30/2019 (3 year)		
Rank	Intersection	Collisions
1	First Street at Vineyard Avenue/Ray Street	2
2	Owens Drive at West Las Positas Boulevard	2
3	Stoneridge Drive at West Las Positas Boulevard	2
4	Santa Rita Road at Valley Avenue	2

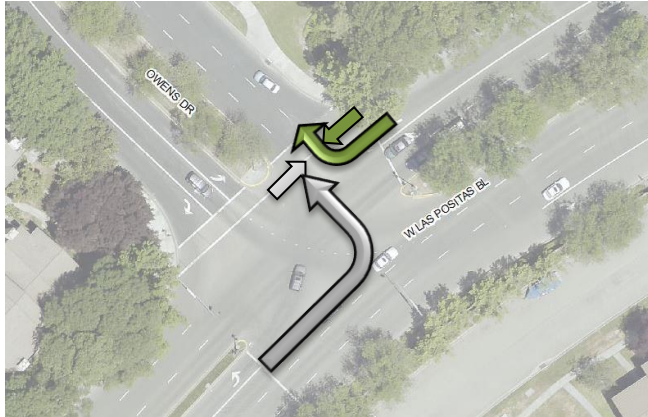
Report Number	date and time	location	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	crosswalk/ street/driveway	age
2017-00001340	01/13/17 00:38 Friday	Vineyard Av & First St	North	Making Right Turn	West (Ped)	Proceeding Straight	Ped R/W Violation	1/0	Driver	marked crosswalk	24
2019-00042368	11/27/19 16:55 Wed	VINEYARD AV & FIRST ST	North	Proceeding Straight	East (Ped)	Proceeding Straight	Ped R/W Violation	1/0	Driver	marked crosswalk	12



Analysis: In the first collision a northbound right turning vehicle struck a westbound pedestrian in the south crosswalk. The driver was looking at a computer instead of where he was headed. In the second collision a northbound through vehicle struck an eastbound pedestrian in the north crosswalk on a green pedestrian signal (no independent witness could confirm northbound vehicle ran red light, but that is likely the case).

No roadway/signage changes are recommended at this time.

Report Number	date and time	location	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	crosswalk/ street/driveway	age
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
2019-00037579	10/18/19 15:16 Fri	OWENS DR & LAS POSITAS BL	West (Ped)	Proceeding Straight	West	Making Right Turn	Pedestrian Violation	0/0	Pedestrian	marked crosswalk	9



Analysis: Both collisions occurred in the northern crosswalk, and both pedestrians were found at fault. In the first collision the pedestrian 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. In the second collision the westbound pedestrian walked into the side of the westbound right turning vehicle. 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.

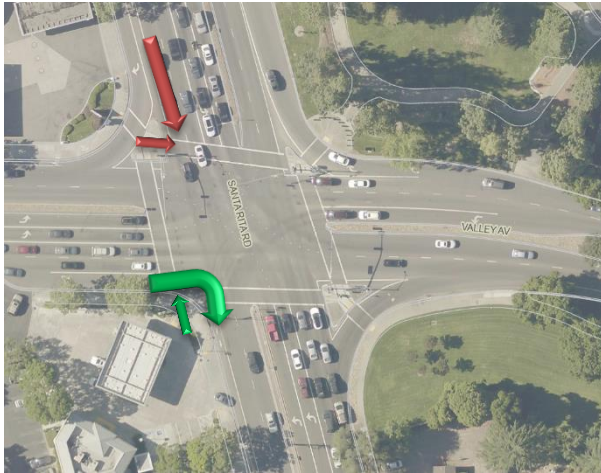
These collisions will be considered in the West Las Positas Corridor plan currently being developed.

Report Number	date and time	location	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	crosswalk/ street/driveway	age
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

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.

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

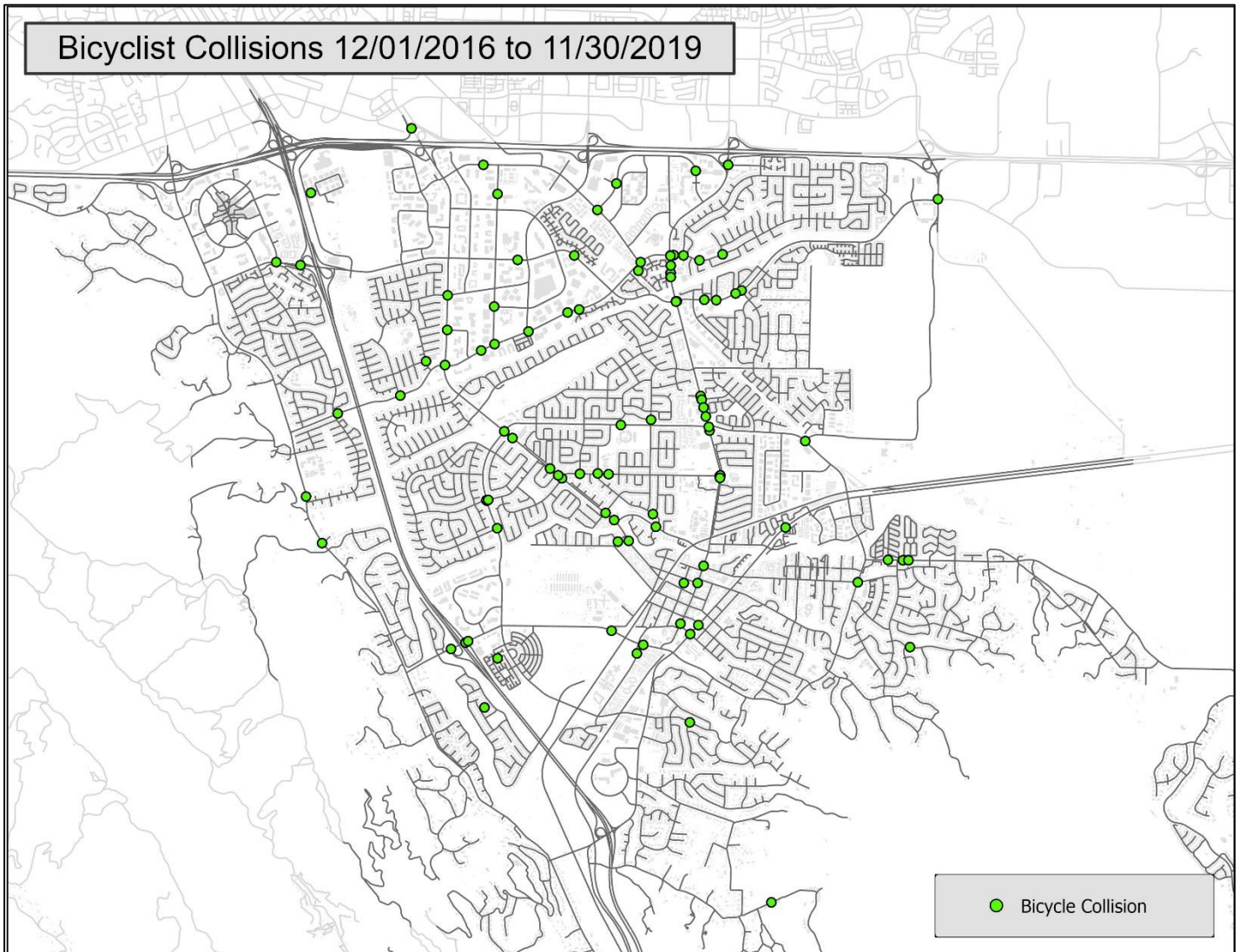
Report Number	date and time	location	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	crosswalk/ street/driveway	age
2019-00038315	10/03/18 10:10 Wed	VALLEY AV & SANTA RITA RD	East	Making Right Turn	North (Ped)	Proceeding Straight	Ped R/W Violation	1/0	Driver	marked crosswalk	68
2019-00008087	03/08/19 22:02 Fri	SANTA RITA RD & VALLEY AV	East (Ped)	Entering Traffic	South	Proceeding Straight	Pedestrian Violation	1/0	Pedestrian	marked crosswalk	20



Analysis: In the first collision an eastbound right turning vehicle, looking left, struck a northbound pedestrian in the west crosswalk. In the second collision a southbound through vehicle struck an eastbound pedestrian in the north crosswalk that was crossing against the pedestrian signal. The eastbound pedestrian was not paying attention and was noted as listening to headphones.

No roadway/signage changes are recommended at this time.

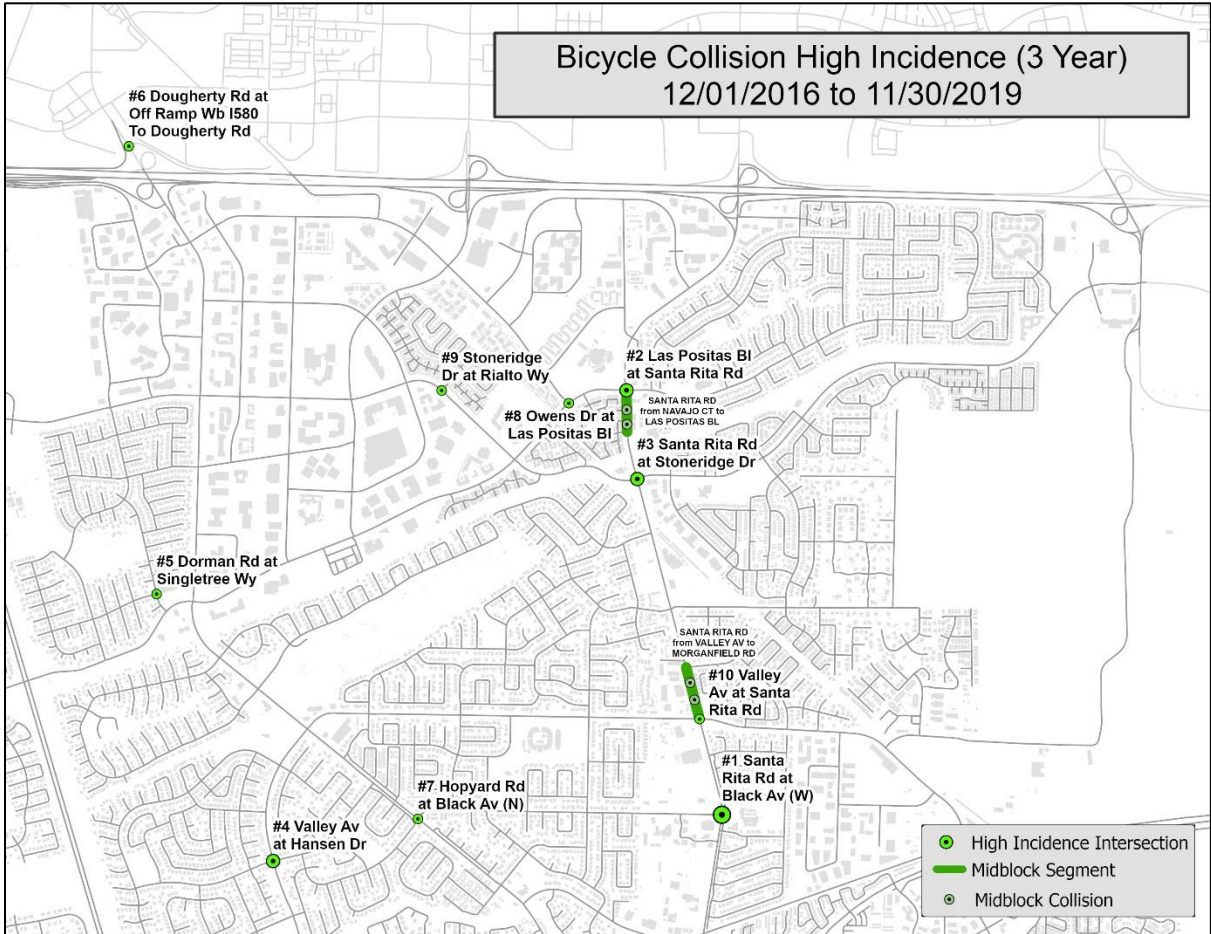
Bicycle Collisions



Bicyclist Collision Statistics		
	12/01/2016-11/30/2019	12/01/2015-11/30/2018
Vehicle/Bicycle	87 (85%)	87 (85%)
Bicycle only (solo)	15 (15%)	15 (15%)
Total	102	102
Bicycle in Crosswalk		
	42 (41%)	40/102 (39%)
Bicycle on Sidewalk		
	21 (21%)	18/102 (18%)
Bicycle in Street (other than bike lane)		
	23 (23%)	27/102 (26%)
Bicycle in Bike Lane		
	16 (16%)	17/102 (17%)
Bicyclist under 18 years old		
	50 (51%)	39/102 (39%)
Fault (Vehicle/Bicycle Collisions)		
Bicycle at Fault	26 (30%)	31/87 (36%)
Vehicle at Fault	57 (66%)	54/87 (62%)
Unknown/Other	4 (5%)	2/87 (2%)

Bicycle High Incidence Intersection Report (within 200' of intersection)		
12/01/2016 to 11/30/2019		
Rank	Intersection	Collisions
1	Santa Rita Road at Black Avenue (W)	4
2	Santa Rita Road at West Las Positas Boulevard	3
3	Santa Rita Rd at Stoneridge Drive	3
4	Valley Av at Hansen Dr	3
5	Dorman Road at Singletree Way	2
6	Dougherty Road at Off Ramp I580 WB	2
7	Hopyard Road at Black Avenue (N)	2
8	West Las Positas Boulevard at Owens Dr	2
9	Stoneridge Drive at Rialto Way	2
10	Santa Rita Road at Valley Avenue	2

Bicycle High Incidence Midblock Report		
12/01/2015 to 11/30/2018		
Rank	Location	Collisions
1	Santa Rita Road from Navajo Court to West Las Positas Boulevard	2
2	Santa Rita Road from Valley Avenue to Morganfield Road	2



Intersection

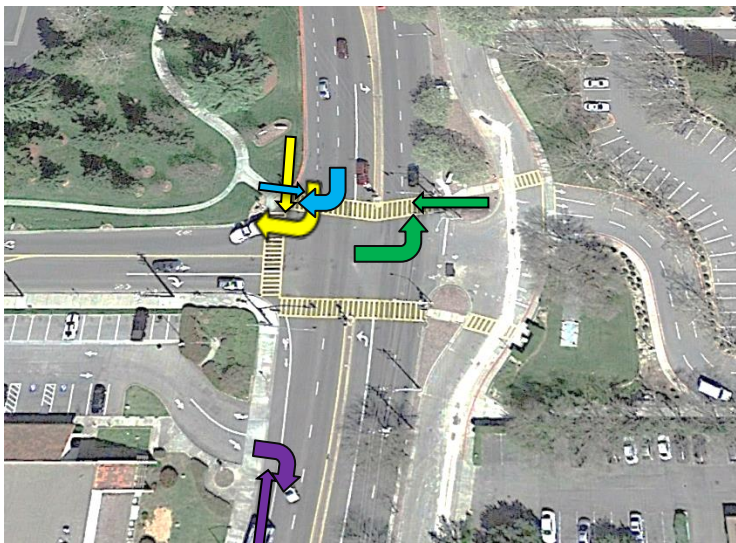
Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2018-00018647	05/10/18 07:21 Thu	14' N of SANTA RITA RD & BLACK AV (W)	Broadside	East	Making Left Turn	West (Bicycle)	Proceeding Straight	Other Hazardous Movement	1/0	Driver	crosswalk	12
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: Two of the four collisions involved a southbound right turn vehicle at the northwest corner of the intersection. Three of the four collisions were in the north crosswalk and three of the collisions also involved with a bicyclist under the age of 18 (three of these collisions were during the school commutes).

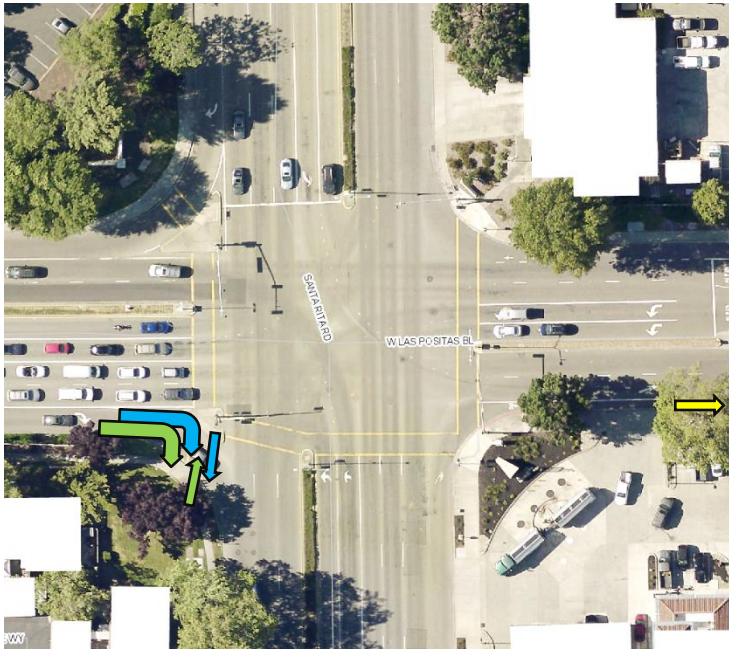
Crosswalks at this intersection were converted to ladder striping in late January 2018, however these collisions occurred after the striping change was completed.

Although three of the collisions occurred in the north crosswalk, a correctable pattern has not been identified. There were two collisions at the northwest corner of the intersection. The first was a southbound bicyclist hit a southbound right turning vehicle found the bicyclist at fault (cyclist did not slow and crossed against the pedestrian signal). The second collision was a 45 year old in the crosswalk when the southbound right turn vehicle attempted to make a right turn on red. The third collision involved a westbound bicyclist that was hit by an eastbound left turn (vehicle found at fault). The last collision was a bicyclist traveling against the flow of traffic and hit by a right turning vehicle exiting the Post Office

This intersection was analyzed last year with the same reported collisions. No additional collisions have occurred at this intersection since the last report. We are currently working with the school to look for ways to improve traffic flow at the site and also improve pedestrian/bicyclist safety.



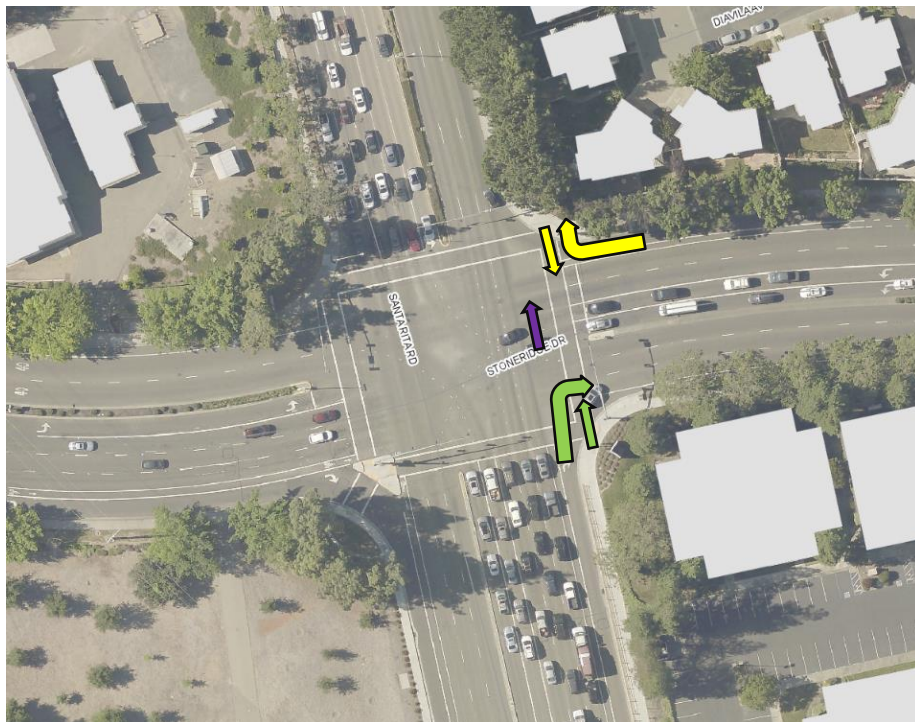
Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2018-00026452	07/01/18 16:02 Sun	4' W of LAS POSITAS BL & SANTA RITA RD	Broadside	East	Making Right Turn	North (Bicycle)	Proceeding Straight	Improper Turning	1/0	Driver	crosswalk	16
2018-00031677	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 intersection was analyzed last year with the same reported collisions. No additional collisions have occurred at this intersection since the last report. This collision pattern will be considered in the West Las Positas Corridor plan currently being developed.

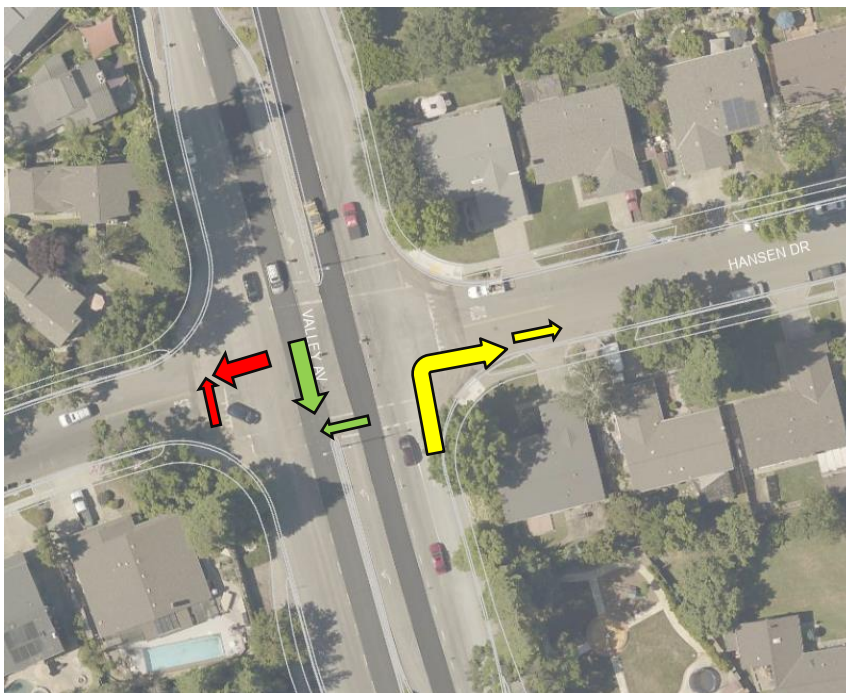
Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2017-00046856	11/19/17 10:43 Sun	Santa Rita Rd & Stoneridge Dr	Other	North (Bicycle)	Proceeding Straight			Unsafe Speed	1/0	Bicyclist	road	57
2018-00008762	03/06/18 07:46 Tue	21' E of Stoneridge 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 southbound and the other northbound. 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.

This intersection was analyzed last year with the same reported collisions. No additional collisions have occurred at this intersection since the last report. 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
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
2018-00046139	12/07/18 14:56 Fri	60' E of HANSEN DR & VALLEY AV	Rear-End	East	Proceeding Straight	East (Bicycle)	Proceeding Straight	Unsafe Speed	1/0	Driver	road	73



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. In the third collision a 92 year old eastbound driver struck an eastbound bicyclist after making the northbound right turn from Valley Avenue to Hansen Drive. The driver did not see the bicyclist until it was too late to stop, and hit the cyclist from behind. The bicyclist had crossed over Valley Avenue (from west to east) after stopping at the west side of the intersection.

Crosswalks are laddered at this intersection and bike lanes are enhanced with green paint (installed summer 2017). The aerial picture does not show the current striping at this intersection.

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
2018-00020756	05/23/18 09:00 Wed	6' E of SINGLETREE WY & DORMAN RD	Broadside	East	Making Right Turn	North (Bicycle)	Proceeding Straight	Auto R/W Violation	1/0	Driver	sidewalk	11
2019-00039595	11/05/19 08:06 Tue	SINGLETREE WY & DORMAN RD	Broadside	North (Bicycle)	Entering Traffic	East	Making Right Turn	Pedestrian Violation	0/0	Bicyclist	crosswalk	8



Analysis: Both collisions occurred in the west crosswalk and involved a northbound bicyclist and an eastbound right turning vehicle. Both bicyclists were under 18 and traveling to nearby Donlon Elementary School.

In the first collision the bicyclist saw the stopped vehicle and believed the driver saw him. The driver did not see the bicyclist and luckily had only just let her foot off the brake when the collision occurred. The driver was found at fault.

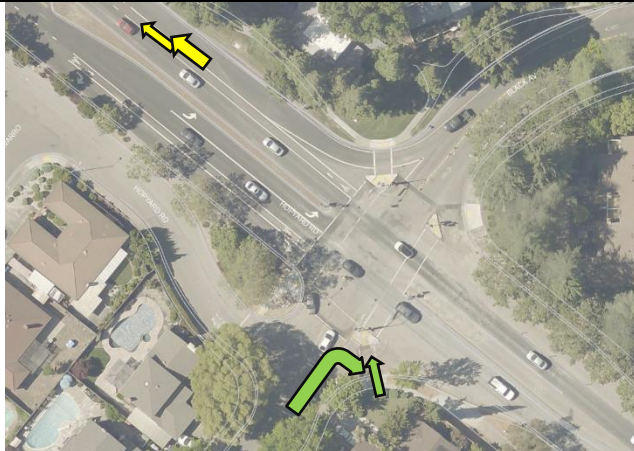
In the second collision the driver had edged out and stopped in the crosswalk to see southbound traffic. When the driver was just starting to accelerate the northbound bicyclist ran into the side of the vehicle. The bicyclist was found at fault.

While both collisions were similar in nature no changes to the intersection 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
2017-00017073	05/12/17 06:45 Fri	Dougherty Rd & Off Ramp Hopyard Rd From Wb I580	Broadside	West	Making Right Turn	South (Bicycle)	Proceeding Straight	Improper Turning	1/0	Driver	crosswalk	65
2019-00009049	03/15/19 16:44 Fri	Dougherty Rd & Off Ramp Hopyard Rd From Wb I580	Broadside	West	Making Right Turn	South (Bicycle)	Proceeding Straight	Unsafe Starting or Backing	1/0	Driver	crosswalk	18

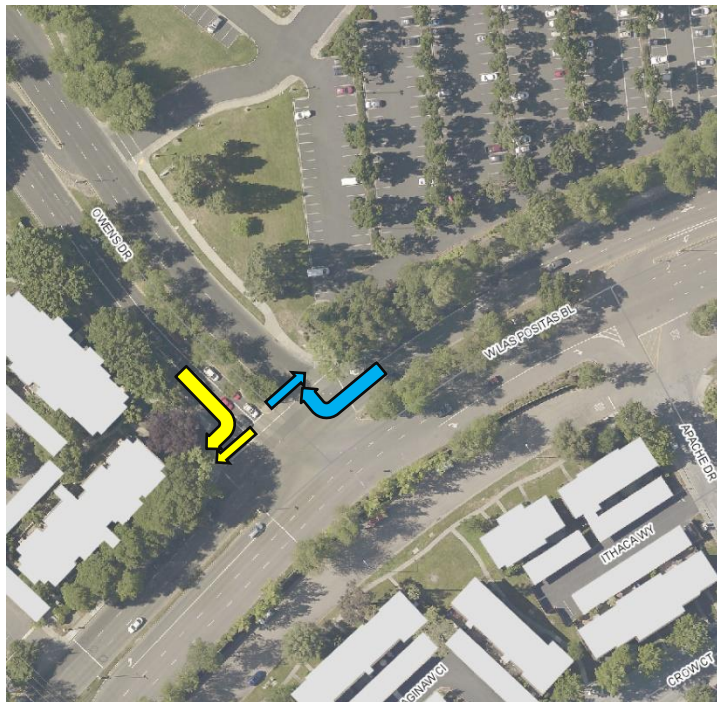
Analysis: In both collisions a southbound bicyclist in the east crosswalk was struck by a westbound right turning vehicle making a right turn on a red light. Both drivers were looking left at approaching traffic and never visually cleared the right before starting their right turn. In both collisions the bicyclist was crossing on a green pedestrian signal and the driver was found at fault.

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
2019-00000669	01/07/19 10:04 Mon	BLACK AV & HOPYARD RD (N)	Broadside	East	Making Right Turn	North (Bicycle)	Proceeding Straight	Auto R/W Violation	1/0	Driver	crosswalk	73
2019-00015056	04/30/19 10:47 Tue	152' N of HOPYARD RD & BLACK AV (N)	Rear-End	North	Merging	North (Bicycle)	Proceeding Straight	Unsafe Speed	1/0	Driver	bike lane	20



Analysis: Although both bicyclists were traveling northbound and the driver was found at fault, the rest of the collision details showed no patterns. In the first collision the bicyclist was northbound from the sidewalk to the pedestrian island and struck by an eastbound right turning vehicle looking left. In the second collision the northbound bicyclist was struck by a northbound vehicle that was merging from the right turn only lane to the through lane. This driver was looking over left shoulder when she struck the bicyclist from behind.

Report Number	date and time	location	type	Dir V1	MPC V1	Dir V2	MPC V2	PCF	inj/kld	Fault	Bike Location	Bicyclist Age
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: Two collisions were recorded at this intersection. 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.

This intersection was analyzed last year with the same reported collisions. 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
2018-00004309	01/31/18 17:00 Wed	1' S of STONERIDGE DR & RIALTO WY	Sideswipe	North (Bicycle)	Proceeding Straight	North	Making Right Turn	Other Improper Driving	1/0	Bicyclist	road	57
2019-00035864	10/03/19 08:06 Thu	RIALTO WY & STONERIDGE DR	Other	East (Bicycle)	Traveling Wrong Way	East	Making Left Turn	Wrong Side of Road	1/0	Bicyclist	crosswalk	13

Analysis: The first collision occurred at the south side of the intersection at a commercial driveway. The bicyclist approached a northbound right turning vehicle and pulled along the passenger side. The bicyclist was struck when the driver started the right turn. The driver never saw/expected another vehicle to be alongside him and the bicyclist was found at fault. The second collision occurred in the north crosswalk with the eastbound bicyclist being hit by an eastbound left turning vehicle. The juvenile bicyclist was found at fault for riding against traffic flow.

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
2019-00036865	10/11/19 17:00 Fri	142' S of SANTA RITA RD & VALLEY AV	Broadside	East	Entering Traffic	North (Bicycle)	Proceeding Straight	Auto R/W Violation	0/0	Driver	sidewalk	14
2019-00038805	10/30/19 08:50 Wed	16' S of SANTA RITA RD & VALLEY AV	Broadside	West	Making Right Turn	West (Bicycle)	Proceeding Straight	Improper Turning	1/0	Driver	crosswalk	16

Analysis: The first collision occurred in the northernmost driveway to the Safeway shopping center. The bicyclist was traveling northbound on the west sidewalk and was struck by a vehicle that was waiting to make an eastbound right turn. A southbound right turning vehicle stopped to let the bicyclist continue northbound and when she was in front of the eastbound vehicle the driver started her turn. In the second collision a westbound bicyclist in the south crosswalk was hit by westbound right turning vehicle that did not see the bicyclist until it was too late to stop. The driver was found at fault in the collision.

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
2017-00024087	07/02/17 20:29 Sun	580' S of Santa Rita Rd & Las Positas Bl	Hit Object	South (Bicycle)	Proceeding Straight			Unsafe Speed	1/0	Bicyclist	sidewalk	33
2019-00037758	10/20/19 11:55 Sun	334' S of SANTA RITA RD & LAS POSITAS BL	Rear-End	North	Making Right Turn	North (Bicycle)	Slowing/Stopping	Improper Turning	1/0	Driver	road	58

Analysis: The first collision was a solo southbound bicyclist that was traveling on the sidewalk when he fell and hit his head.

The second collision a northbound vehicle was making a right turn into the shopping center driveway on the east side of the roadway. The northbound bicyclist traveling behind the vehicle was unable to stop in time, despite aggressively braking. The driver was found at fault.

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
2019-00010607	03/27/19 17:16 Wed	388' S of SANTA RITA RD & LOCKHART LN	Broadside	North (Bicycle)	Proceeding Straight	East	Stopped In Road	Unknown	1/0	Unknown	sidewalk	14
2019-00040626	11/13/19 15:37 Wed	340' N of SANTA RITA RD & VALLEY AV	Broadside	North (Bicycle)	Proceeding Straight	East	Making Right Turn	Auto R/W Violation	1/0	Bicyclist	sidewalk	14

Analysis: In both collisions a northbound bicyclist traveling on the sidewalk was struck by an eastbound vehicle exiting a driveway on the west side of the roadway (different driveways though).

In the first collision the driver claimed he was stopped and waiting to make his right turn when he was broadsided by the northbound bicyclist. The bicyclist thought the driver had stopped for him and when passing him was struck. Fault could not be determined due to conflicting statements.

In the second collision the northbound bicyclist was in a hurry to make it to a math class (math tutoring business located in adjacent shopping center). The bicyclist did not try to slow or "communicate" his intentions to the driver and was struck by the eastbound right turning vehicle. The driver never saw the bicyclist and the bicyclist was found at fault.

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

