

## **PEDESTRIAN COLLISION FIELD OBSERVATIONS BY CLUSTER/COLLISION**

### **#1 EL CAMINO REAL AND FLORA VISTA AVENUE**

**#667, 815, 869, 558. The descriptions of the impact location could not be determined. I went to the police station for more detail. Covid has closed the building. However, there is a chance more information can be obtained.**

**I have contacted Officer Selberg and requested a clarifying diagram on the confusing TIMS reports. He did agree to supply the needed clarifications in a timely manner.**

**The only issues observed were.**

- a. The City/State has upgraded the crosswalk striping to include the ladder pattern. However, the crown of El Camino Real precludes the perception of the markings when a vehicle starts from a stop bar.**
- b. The illumination is lacking.**
- c. The offset angular geometry and the width of the street confuses the perception of a pedestrian within the crosswalk. The Traffic Engineer might have a suggestion on pedestrian sign heads in the median and revising the alignment of those that are angled and cannot be seen.**

**#066 No observations.**

**#677 No observations.**

### **#2 MONROE STREET AND LAS PADRES BLVD.**

**#288, #109, #073, #746, #989, #322.**

There are a majority of accidents making left turns and at early morning or at night. The recent program to upgrade the illumination at signalized intersections will be of some benefit. The City is not planning add poles at wide streets to insure a uniform level of illumination. This intersection could be a possible candidate for additional poles.

### **#3 EL CAMINO REAL AND RAILROAD AVENUE**

**#896** A crosswalk across Benton Street on the East side of Railroad Avenue east side is needed. A new luminaire and pole are needed above the new crosswalk.

**#550** Movements not understood.

**#159** Illumination needs an upgrade. New poles need to be installed.

**#597** Lighting needs an upgrade. New poles are required.

**#267** No comment.

### **#4 LICK MILL BLVD. / ET AL AND TASMAN BLVD.**

**#112** In general there are no crosswalks across Lick Mill Blvd., some should exist to allow access to the Preserve. At the accident site, this is one of the populated points along the South side. It is a fair distance from a crosswalk, so it could be a candidate for a crossing. The street curves here and judgement is needed. Pavement legends and lighting would be required.

**#399** No observations

**#794** Improper crosswalk illumination at Calle Del Luna. Need to confirm the City's approach under their Project. The luminaires are box type and cutoff type behind the face of curb. The crosswalks are very poorly illuminated as the

wide street and rail lines create very poorly illuminated crosswalks. This combined with the wrong luminaires at the sidewalks create this problem. New post top luminaires are required at the street center due to the overhead power lines. Trees need to be trimmed to ensure the luminaires are not blocked.

# 539 The wrong type of lighting fixtures exist at all corners. Limited illumination exists along with missing poles and fixtures. No comment on this daylight collision.

## **#5 MISSION STREET AND THE ALAMEDA**

# 235 No comment

#494, #235, #037 A crosswalk should be installed across Portola Avenue. There have been three Pedestrian at fault accidents at this location. The descriptions of movements are hard to follow.

## **#6 LAFAYETTE STREET**

#034 No comment.

#961, #212,

#129. The luminaires along Lafayette Street appear to be the old style and should be converted to the new luminaire under the City program. The arms for these fixtures should be lengthened. The IES values for the crosswalk need confirmation. The City should consider installing WAIT/WALK announcements (new type of button) at the HAWS and crosswalks.

**A general study of illumination at the University entrances should be considered.**

**#7a. LAFAYETTE STREET**

**#212 No comments**

**#961 No comments**

**#272 No comments**

**#7b. WASHINGTON**

**#073 Stop sign is placed beyond crosswalk. A yield sign and road marking should be placed prior to the crosswalk.**

**#560 Additional poles and luminaires could be needed in addition to City luminaire upgrades.**

**#748 see above #560.**

**#8 MONTAGUE EXPRESSWAY AND BASSETT STREET**

**#682, #242 Locations could not be found.**

**#244 No Comments.**

**#9 MONTAGUE EXPRESSWAY AND AGNEW ROAD.**

**Could not determine all locations with accuracy. I am planning to visit the site and confirm Pedestrian WALK duration. Could be a site for WALK / WAIT announcements with new button.**

**There appears to be a major problem with Pedestrian Signals throughout Santa Clara. California Vehicle Code Section #21458 describes the various Pedestrian signal displays which control what a pedestrian can do at an intersection.**

**The City of Santa Clara universally uses Pedestrian signal heads that display a white WALK logo, then a flashing red RAISED HAND without a countdown timer, then a solid red RAISED HAND. Subsection (c) of Vehicle Code Section # 21458 states the red flashing RAISED HAND is not cover as an approved Pedestrian Signal configuration (TOO MANY OR'S). Confusion will exist as a pedestrian confronts a flashing RAISED HAND. There is no way to determine the length of time remaining for the pedestrian to cross. Typically, the following solid red RAISED HAND leaves 3 seconds+/- before a vehicle can proceed through the intersection across the pedestrian's path.**

**This wide intersection has lighting at the side curbs. However, additional illumination is required at the median.**

**#10 STEVENS CREEK BLVD.**

**#768 No comment**

**#276 No comment**

**#535 Additional lighting could be required in addition to the new City project. Coordinate with San Jose.**

**#240 See #460**

**#165, #460, #456, #943 Possible lighting upgrade with poles and luminaires.**