

Technical Appendix to the South Palo Alto School Commute Safety Study

LIST OF APPENDICES

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Appendix A

Comprehensive List of School Commute Comments

| Topic | Recommendation | School |
|--|---|-----------------|
| Bicycle/Pedestrian Safety Improvements | Create safe walking route | Barron Park |
| Bicycle/Pedestrian Safety Improvements | Add sidewalks/bike lanes | Barron Park |
| Bicycle/Pedestrian Safety Improvements | Crossing guard | Barron Park |
| Education/Encouragement | Barron Park to encourage carpool matching | Barron Park |
| Intersection Improvements | Create a more pedestrian-friendly intersection | Barron Park |
| Intersection Improvements | Sight distance issues at various intersections | Barron Park |
| Other | Shuttle schedule should coincide with school start times | Barron Park |
| PA Sanitation schedule change | Collect trash/recycling during non-school commute times | Barron Park |
| Parking Restriction Enforcement | No Parking in crosswalk | Barron Park |
| Signage/Striping | More visible school zones | Barron Park |
| Traffic Calming | Reduce speeds from La Donna to Laguna | Barron Park |
| Vegetation Control | Reduce vegetation in alleyways | Barron Park |
| Bicycle/Pedestrian Safety Improvements | Pedestrian pushbuttons | Briones |
| Neighborhood Friendly Road | Bike/ped friendly | Briones |
| Pedestrian Safety Improvements | Crossing guards/better ped controls and crosswalks | Briones |
| Pedestrian Safety Improvements | Enhanced crosswalks for visibility | Briones |
| Pedestrian Safety Improvements | Additional crossing guards | Briones |
| Reverse Traffic Flow | Change from exit to entrance | Briones |
| Reverse Traffic Flow | Change from entrance to exit | Briones |
| Traffic Calming | Speed humps | Briones |
| Pedestrian Safety Improvements | Better signage for safe passage without sidewalk | Briones, Terman |
| Bicycle/Pedestrian Safety Improvements | Need safe route between Gunn HS and Stanford campus | Gunn |
| Design Modifications | Add right-turn capacity at driveway signal | Gunn |
| Design Modifications | Both exit lanes should turn left | Gunn |
| Drop-off Program | Gunn HS can work with adjacent office complex for drop off permission | Gunn |
| Education/Encouragement | Gunn installed GO-FAST for trip reduction | Gunn |
| Education/Encouragement | Gunn is expanding carpool program | Gunn |
| General | Parking permits are sold out | Gunn |
| Other | Gunn students should be bused from hills and Stanford campus | Gunn |
| Other | Expand shuttle and transit service to Gunn HS | Gunn |
| Parking Restrictions | No Parking signs on Georgia will eliminate 30 spaces | Gunn |
| Pedestrian Safety Improvements | Crossing guards/better ped controls | Gunn |
| Signal Coordination | Shorter wait time for bikes/peds | Gunn |
| Traffic Congestion | Drop-off area changes | Gunn |
| Traffic Congestion | Gunn HS needs help to reduce trips from PAUSD | Gunn |
| Traffic Control | Westbound Gunn HS traffic will block Terman entrance | Gunn |
| Bicycle Route Improvements | Bike lanes along Maybell | Gunn, Briones |
| Traffic Calming | Slow traffic from El Camino to Amarata | Gunn, Briones |
| Traffic Congestion | Change school start time | Gunn, Briones |
| Traffic Congestion | Corridor will have added congestion with Terman MS open | Gunn, Briones |
| Traffic Control | Turn restrictions | Gunn, Briones |
| Bicycle and Pedestrian Safety | Need a safe way to get bikes and peds to Terman | Terman |
| Bicycle and Pedestrian Safety | Bike lanes needed for safe passage across El Camino | Terman |
| Drop-off Restrictions | Bicyclists on Donald will be blocked by Terman parents | Terman |
| General | Start times for schools in this attendance area will be staggered | Terman |
| Other | Page Mill/Hanover intersection a concern for Terman students | Terman |
| Pedestrian Safety Improvements | Crosswalks needed in Terman parking lot | Terman |
| General | Ramona entry gate convenient from Loma Verde and Ramona | El Carmelo |
| Other | Visibility a problem on Loma Verde and Ramona | El Carmelo |
| Parking/Traffic Law Enforcement | Clearly mark hydrant area/enforce stop sign law | El Carmelo |
| Signage/Striping | Install 4-way stop sign with crosswalks | El Carmelo |
| Signage/Striping | Add school crosswalks | El Carmelo |
| Signage/Striping | No U-turn signs | El Carmelo |
| Signage/Striping | Reverse stop signs to reduce speed on Waverly | El Carmelo |
| Traffic Calming | Through traffic restrictions/ radar trailer set-up | El Carmelo |

South Palo Alto School Commute Safety Study

| Topic | Recommendation | School |
|--|--|--------------------|
| Bicycle/Pedestrian Safety Improvements | Better lighting along path | Fairmeadow |
| Drop-off Program | Encourage parking lot at park for drop-off/pick up | Fairmeadow |
| Education/Encouragement | Newspapers should advertise school safety | Fairmeadow |
| Education/Encouragement | Resource person to talk to parents about walk-pools | Fairmeadow |
| General | 30 more bicyclists than walkers at Fairmeadow | Fairmeadow |
| General | Cowper/East Meadow intersection functions well | Fairmeadow |
| Traffic Law Enforcement | There is noticeable police presence at Fairmeadow | Fairmeadow |
| Bicycle/Pedestrian Safety Improvements | Improve safety at exit driveway | Hoover |
| General | Extend busing for all district students | Hoover |
| General | Only 15-25 bicyclists daily | Hoover |
| General | Parents should park at Mitchell Park and walk students to school | Hoover |
| General | More parking at school | Hoover |
| Turn Restrictions | Allow for left turn into school driveway from east | Hoover |
| Visibility Improvements | Relocate bus/shuttle stop to allow better visibility | Hoover |
| Curb/Sidewalk Design Changes | No rolled curbs to restrict parking on sidewalks | JLS |
| Drop-off Program | Determine alternative school bus drop off area at JLS | JLS |
| Drop-off Restrictions | Enforce restricted drop-off rules | JLS |
| Education/Encouragement | Parents learn more about crossing guard responsibilities | JLS |
| General | Attendance will decrease at JLS in 2003/04 year | JLS |
| Other | Problems with bus turning in parking lot of JLS | JLS |
| Pedestrian Safety Improvements | Additional crossing guards | JLS |
| Turn Restrictions | No turn on red during school commute hours | JLS |
| Drop-off Restrictions | Drop-off in driveway between JLS and Fairmeadow a problem | JLS, Fairmeadow |
| Traffic Law Enforcement | No U-turns in road/no driving in bike lane | JLS, Fairmeadow |
| Bicycle/Pedestrian Safety Improvements | Crossing guard and handicap ramps | Ohlone |
| Education/Encouragement | September is Traffic Safety month at Ohlone School | Ohlone |
| Other | Driver behavior an issue | Ohlone |
| Other | Need to be respectful of neighbors | Ohlone |
| Parking Restrictions | Buddhist temple will only allow parking on special occasions | Ohlone |
| Traffic Law Enforcement | No U-Turns allowed | Ohlone |
| Drop-off Program | Encourage drop-off on Ames to reduce Rorke congestion | Palo Verde |
| Drop-off Restrictions | Enforce restricted drop-off rules | Palo Verde |
| Education/Encouragement | Palo Verde has 3rd grade frequent rider program | Palo Verde |
| Education/Encouragement | Carpooling at PTA meeting got little response | Palo Verde |
| Education/Encouragement | Considering once a week a walk to school day | Palo Verde |
| Education/Encouragement | PTA to support more regular TDM activities | Palo Verde |
| Neighborhood Friendly Road | Bike/ped friendly | Palo Verde |
| Parking Restrictions | Restrict parking on left side of road by crosswalk | Palo Verde |
| Pedestrian Safety Improvements | Handicap ramps | Palo Verde |
| Traffic Calming | Reduce speeds | Palo Verde |
| Traffic Congestion | Restrict two-way traffic during certain hours | Palo Verde |
| Traffic Congestion | Narrow road causing congestion | Palo Verde |
| Traffic Law Enforcement | Periodic police patrols | Palo Verde |
| Bicycle/Pedestrian Safety Improvements | Crossing guards | Palo Verde, Ohlone |
| Bicycle/Pedestrian Safety Improvements | Crossing guards | Palo Verde, Ohlone |
| Pedestrian Safety Improvements | Crossing guards | Palo Verde, Ohlone |

South Palo Alto School Commute Safety Study



Appendix B
Corridor Performance
Worksheets

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: Charleston / Arastradero - Foothill to Middlefield
School(s) Served: Gunn, Terman, and Hoover

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|---------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | | | | 40 | 40 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | 4 | 4 |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | | |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | 4 |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | 2 | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - No Gaps in Facility | 3 | 2 | 6 | | 6 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | 2 | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | |
| - Limited exposure at intersections | 2 | 2 | 4 | | 4 |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 65 | 39 | 53 |
| Bicycle Facilities Score: | | | | 40 | 40 |
| Other Categories Score: | | | | 39 | 53 |
| Total Corridor Score: | | | 115 | 79 | 93 |
| Ratio of Score to Maximum: | | | | 0.69 | 0.81 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: Meadow Drive - El Camino Way to Louis Road
School(s) Served: Fairmeadow, Jane Lathrop Stanford

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|---------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | | 50 | | | 50 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | | |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | 2 | 2 |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - No Gaps in Facility | 3 | 2 | 6 | 6 | 6 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | |
| - Limited exposure at intersections | 2 | 2 | 4 | 4 | 4 |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 65 | 41 | 47 |
| Bicycle Facilities Score: | | | | 50 | 50 |
| Other Categories Score: | | | | 41 | 47 |
| Total Corridor Score: | | | 115 | 91 | 97 |
| Ratio of Score to Maximum: | | | | 0.79 | 0.84 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: El Camino Way - Meadow Drive to El Camino Real
School(s) Served: Gunn, Turman, Juana Briones

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|---------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | | 20 | | | 40 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | 4 |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | 3 |
| - Good Maintenance | 3 | 2 | 6 | 2 | 6 |
| - No Gaps in Facility | 3 | 2 | ** | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | | 4 |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 59 | 31 | 53 |
| Bicycle Facilities Score: | | | | 20 | 40 |
| Other Categories Score: | | | | 31 | 53 |
| Total Corridor Score: | | | 109 | 51 | 93 |
| Ratio of Score to Maximum: | | | | 0.47 | 0.85 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

** Not Applicable

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: Matadero Avenue - El Camino Real to Josina Avenue
School(s) Served: Barron Park

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|------------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | 30 | | | | 30 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | 6 |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | |
| - Good Maintenance | 3 | 2 | 6 | | 6 |
| - No Gaps in Facility | 3 | 2 | ** | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | | |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 59 | 16 | 34 |
| Bicycle Facilities Score: | | | | 30 | 30 |
| Other Categories Score: | | | | 16 | 34 |
| Total Corridor Score: | | | 109 | 46 | 64 |
| Ratio of Score to Maximum: | | | | 0.42 | 0.59 |
| Performance Measure: | | | | Tolerable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

** Not Applicable

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: Los Robles Avenue - El Camino Real to Laguna Avenue
School(s) Served: Gunn

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|---------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | 50 | | | | 50 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - No Gaps in Facility | 3 | 2 | 6 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | 2 |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 65 | 29 | 31 |
| Bicycle Facilities Score: | | | | 50 | 50 |
| Other Categories Score: | | | | 29 | 31 |
| Total Corridor Score: | | | 115 | 79 | 81 |
| Ratio of Score to Maximum: | | | | 0.69 | 0.70 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

**Corridor: Louis Road - Loma Verde Avenue to Greer Road
School(s) Served: Palo Verde**

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|------------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | 50 | | | | 50 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | 4 | 4 |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - No Gaps in Facility | 3 | 2 | 6 | 6 | 6 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | 4 | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 65 | 52 | 55 |
| Bicycle Facilities Score: | | | | 50 | 50 |
| Other Categories Score: | | | | 52 | 55 |
| Total Corridor Score: | | | 115 | 102 | 105 |
| Ratio of Score to Maximum: | | | | 0.89 | 0.91 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

**Corridor: Ames Avenue - Louis Road to Rorke Way
School(s) Served: Palo Verde**

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|------------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | 30 | | | | 30 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - No Gaps in Facility | 3 | 2 | ** | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | 4 | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 59 | 42 | 45 |
| Bicycle Facilities Score: | | | | 30 | 30 |
| Other Categories Score: | | | | 42 | 45 |
| Total Corridor Score: | | | 109 | 72 | 75 |
| Ratio of Score to Maximum: | | | | 0.66 | 0.69 |
| Performance Measure: | | | | Tolerable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

** Not Applicable

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: Rorke Way - Ames Avenue (Loop)
School(s) Served: Palo Verde

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|---------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | 30 | | | | 30 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | 4 |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - No Gaps in Facility | 3 | 2 | ** | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | 6 | 6 |
| - 25 to 35 MPH | 2 | 2 | 4 | | |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | ** | | |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 55 | 36 | 43 |
| Bicycle Facilities Score: | | | | 30 | 30 |
| Other Categories Score: | | | | 36 | 43 |
| Total Corridor Score: | | | 105 | 66 | 73 |
| Ratio of Score to Maximum: | | | | 0.63 | 0.70 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: Barron Avenue - El Camino Real to Laguna Avenue
School(s) Served: Barron Park

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|------------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | 30 | | | | 30 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | 6 |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | |
| - Good Maintenance | 3 | 2 | 6 | | 6 |
| - No Gaps in Facility | 3 | 2 | 6 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | | |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 65 | 16 | 34 |
| Bicycle Facilities Score: | | | | 30 | 30 |
| Other Categories Score: | | | | 16 | 34 |
| Total Corridor Score: | | | 115 | 46 | 64 |
| Ratio of Score to Maximum: | | | | 0.40 | 0.56 |
| Performance Measure: | | | | Undesirable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: Maybell Avenue - El Camino Real to Donald Drive
School(s) Served: Juana Briones

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|---------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | | 20 | | | 50 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | |
| - Good Maintenance | 3 | 2 | 6 | | 6 |
| - No Gaps in Facility | 3 | 2 | 6 | | 6 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | 2 |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 65 | 20 | 37 |
| Bicycle Facilities Score: | | | | 20 | 50 |
| Other Categories Score: | | | | 20 | 37 |
| Total Corridor Score: | | | 115 | 40 | 87 |
| Ratio of Score to Maximum: | | | | 0.35 | 0.76 |
| Performance Measure: | | | | Undesirable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: Amaranta Avenue - Maybell Avenue to Los Robles Avenue
School(s) Served: Juana Briones

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|--------------------------------|---------------------|------------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | 30 | | | | 30 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | 3 |
| - Good Maintenance | 3 | 2 | 6 | 3 | 3 |
| - No Gaps in Facility | 3 | 2 | ** | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 59 | 26 | 29 |
| Bicycle Facilities Score: | | | | 30 | 30 |
| Other Categories Score: | | | | 26 | 29 |
| Total Corridor Score: | | | 109 | 56 | 59 |
| Ratio of Score to Maximum: | | | | 0.51 | 0.54 |
| Performance Measure: | | | | Tolerable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

** Not Applicable

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
CORRIDORS**

Corridor: Waverly Street - Meadow Drive to El Dorado Avenue
School(s) Served: Fairmeadow, Jane Lathrop Stanford

| Bicycle Facilities | Traffic Volume Levels | | | | Revised Score |
|--|-----------------------|---------------------------|---------------------------------------|---------------------|---------------|
| | < 5,000 ADT Points | 5000 to 10,000 ADT Points | 10,000 to 20,000 ADT Points | > 20,000 ADT Points | |
| No Bike Route (Travel Lanes < 14 Feet) | 30 | 20 | 0 | 0 | |
| No Bike Route (Travel Lanes > 14 Feet) | 40 | 40 | 30 | 20 | |
| Bike Lane With or Without Pkg (4 Feet Wide) | 50 | 40 | 40 | 30 | |
| Bike Lane With or Without Pkg (5+ Feet Wide) | 50 | 50 | 50 | 40 | |
| Maximum Possible Points: | 50 | 50 | 50 | 40 | |
| Corridor Score: | 40 | | | | 40 |
| Other Categories | Points | Weight | Overall Rank (Points x Weight) | Score | |
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Parking | | | | | |
| - No On-Street Parking | 4 | 2 | 8 | | |
| Street and Crossing Width | | | | | |
| - Less than 40 Feet | 3 | 2 | 6 | 6 | 6 |
| - 40 Feet or More With Median Refuge | 2 | 2 | 4 | | |
| - 40 Feet or More Without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - No Gaps in Facility | 3 | 2 | ** | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | 6 |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | |
| - Limited exposure at intersections | 2 | 2 | 4 | 4 | 4 |
| - Side Street Stops | 2 | 2 | 4 | | |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Maximum Other Category Ranking: | | | 59 | 41 | 43 |
| Bicycle Facilities Score: | | | | 40 | 40 |
| Other Categories Score: | | | | 41 | 43 |
| Total Corridor Score: | | | 109 | 81 | 83 |
| Ratio of Score to Maximum: | | | | 0.74 | 0.76 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | Convenience Exposure Protection | | |
| Very Good | 4 | | | | |
| Good | 3 | 2 | | | |
| Tolerable | 2 | 3 | | | |
| Undesirable | 1 | | | | |

** Not Applicable

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

**Corridor: Charleston / Arastradero - Foothill to Middlefield
School(s) Served: Gunn, Terman, and Hoover**

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | | |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | 4 |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | 2 | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - Transit Interface | 3 | 1 | 3 | 3 | 3 |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | 8 | 8 | 8 |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | 4 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | 3 |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | 6 | 6 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | 2 | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | 4 | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | 4 | 4 |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | | |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | 3 | 3 |
| Maximum Possible Overall Ranking: | | | 90 | 60 | 71 |
| Ratio of Score to Maximum: | | | | 0.67 | 0.79 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

Corridor: Meadow Drive - El Camino Way to Louis Road
School(s) Served: Fairmeadow, Jane Lathrop Stanford

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|-------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | 8 | 8 | 8 |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | 3 |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | 9 | 9 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | 4 | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | 2 | 4 |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 90 | 64 | 72 |
| Ratio of Score to Maximum: | | | | 0.71 | 0.80 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

Corridor: El Camino Way - Meadow Drive to El Camino Real
School(s) Served: Gunn, Turman, Juana Briones

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|-------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | 3 |
| - Good Maintenance | 3 | 2 | 6 | | 6 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | ** | | |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | 9 | 9 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | 4 | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | 4 | 4 |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 3 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 82 | 58 | 73 |
| Ratio of Score to Maximum: | | | | 0.71 | 0.89 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

** Not Applicable

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

Corridor: Matadero Avenue - El Camino Real to Josina Avenue

School(s) Served: Barron Park

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|--------------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | 6 |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | |
| - Good Maintenance | 3 | 2 | 6 | | 6 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | ** | | |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | 3 |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | | |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 82 | 26 | 51 |
| Ratio of Score to Maximum: | | | | 0.32 | 0.62 |
| Performance Measure: | | | | Undesirable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

** Not Applicable

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

Corridor: Los Robles Avenue - El Camino Real to Laguna Avenue
School(s) Served: Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | ** | | |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks ** | 3 | 3 | 9 | 9 | 9 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | 2 |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 82 | 41 | 43 |
| Ratio of Score to Maximum: | | | | 0.50 | 0.52 |
| Performance Measure: | | | | Tolerable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

** Striped pathway provided

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

**Corridor: Louis Road - Loma Verde Avenue to Greer Road
School(s) Served: Palo Verde**

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|-------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - Transit Interface | 3 | 1 | 3 | 3 | 3 |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | 8 | 8 | 8 |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | 9 | 9 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | 4 | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | 4 | 4 |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 90 | 72 | 75 |
| Ratio of Score to Maximum: | | | | 0.80 | 0.83 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

**Corridor: Ames Avenue - Louis Road to Rorke Way
School(s) Served: Palo Verde**

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | 8 | | |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | 9 | 9 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | 4 | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | | 4 |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 90 | 57 | 64 |
| Ratio of Score to Maximum: | | | | 0.63 | 0.71 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

Corridor: Rorke Way - Ames Avenue (Loop)
School(s) Served: Palo Verde

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | 8 | | 4 |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | 9 | 9 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | 6 | 6 |
| - 25 to 35 MPH | 2 | 2 | 4 | | |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | 4 | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | 4 | 4 |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | | |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 90 | 57 | 64 |
| Ratio of Score to Maximum: | | | | 0.63 | 0.71 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

**Corridor: Barron Avenue - El Camino Real to Laguna Avenue
School(s) Served: Barron Park**

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|--------------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | 6 |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | |
| - Good Maintenance | 3 | 2 | 6 | | 6 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | 8 | | |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | 3 |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | | |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 90 | 26 | 51 |
| Ratio of Score to Maximum: | | | | 0.29 | 0.57 |
| Performance Measure: | | | | Undesirable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

Corridor: Maybell Avenue - El Camino Real to Donald Drive
School(s) Served: Juana Briones

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|--------------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | |
| - Good Maintenance | 3 | 2 | 6 | | 6 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | 8 | 8 | 8 |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | 4 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | | 9 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | 2 |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 90 | 34 | 55 |
| Ratio of Score to Maximum: | | | | 0.38 | 0.61 |
| Performance Measure: | | | | Undesirable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

Corridor: Amaranta Avenue - Maybell Avenue to Los Robles Avenue
School(s) Served: Juana Briones

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | | |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | | 3 |
| - Good Maintenance | 3 | 2 | 6 | 3 | 3 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | 8 | 8 | 8 |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | | |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | 4 |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | | |
| - Limited exposure at intersections | 2 | 2 | 4 | | |
| - Side Street Stops | 2 | 2 | 4 | 4 | 4 |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 90 | 37 | 40 |
| Ratio of Score to Maximum: | | | | 0.41 | 0.44 |
| Performance Measure: | | | | Tolerable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
CORRIDORS**

Corridor: Waverly Street - Meadow Drive to El Dorado Avenue
School(s) Served: Fairmeadow, Jane Lathrop Stanford

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|---|--------|--------|-----------------------------------|-------------|------------------|
| Sidewalks | | | | | |
| - Continuous | 3 | 2 | 6 | 6 | 6 |
| Crossing Width | | | | | |
| - Less than 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - 60 Feet or More with Median Refuge | 2 | 2 | 4 | | |
| - 60 Feet or More without Median Refuge | 1 | 2 | 2 | | |
| Condition of Facilities | | | | | |
| - Street Lighting | 3 | 1 | 3 | 3 | 3 |
| - Good Maintenance | 3 | 2 | 6 | 6 | 6 |
| - Transit Interface | 3 | 1 | 3 | | |
| Max. Spacing of Controlled Intersections | | | | | |
| - Controls at or adjacent to schools | 4 | 2 | 8 | 8 | 8 |
| - <1,000 Feet between Intersection or Xing Guards | 4 | 1 | 4 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| On-Street Parking | | | | | |
| - On-Street Parking Permitted w/Sidewalks | 3 | 3 | 9 | 9 | 9 |
| Corridor Speeds | | | | | |
| - Less than or equal to 25 MPH | 3 | 2 | 6 | | 6 |
| - 25 to 35 MPH | 2 | 2 | 4 | 4 | |
| - Greater than 35 MPH | 1 | 2 | 2 | | |
| Priority and Protection | | | | | |
| - Limited exposure along corridor | 2 | 2 | 4 | 4 | 4 |
| - Limited exposure at intersections | 2 | 2 | 4 | 4 | 4 |
| - Side Street Stops | 2 | 2 | 4 | | |
| Corridor Street Traffic Volumes | | | | | |
| - 10,000 ADT or less | 3 | 2 | 6 | 6 | 6 |
| Sight Distance | | | | | |
| - Generally Unrestricted Sight Distance | 3 | 2 | 6 | 6 | 6 |
| Detached Sidewalk | | | | | |
| - Separated from Street More than 5 Feet | 3 | 2 | 6 | 3 | 3 |
| Maximum Possible Overall Ranking: | | | 90 | 71 | 73 |
| Ratio of Score to Maximum: | | | | 0.79 | 0.81 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

Appendix C

Signalized Intersection Performance Worksheets

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: El Camino Real at Matadero Avenue (Int #1)
School(s) Served: Barron Park

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 6 | 9 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 38 | 49 |
| Ratio of Score to Maximum: | | | | 0.57 | 0.73 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: El Camino Real at Maybell Avenue (Int #2)
School(s) Served: Juana Briones, Terman, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 6 | 9 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | 9 | 9 |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | | |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 35 | 55 |
| Ratio of Score to Maximum: | | | | 0.52 | 0.82 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: El Camino Real at Charleston Road (Int #3)
School(s) Served: Juana Briones, Terman, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 6 | 9 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | 9 | 9 |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 33 | 59 |
| Ratio of Score to Maximum: | | | | 0.49 | 0.88 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Arastradero Road at Terman Access (Int #4)
School(s) Served: Juana Briones, Terman, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 6 | 12 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | 12 | 12 |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | 9 | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 53 | 67 |
| Ratio of Score to Maximum: | | | | 0.79 | 1.00 |
| Performance Measure: | | | | Tolerable | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Arastradero Road at Coulombe Drive (Int #5)
School(s) Served: Juana Briones, Terman, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 6 | 12 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | 3 | 3 |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 30 | 56 |
| Ratio of Score to Maximum: | | | | 0.45 | 0.84 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

**Corridor: Alma Street at Meadow Drive (Int #7)
School(s) Served: Gunn**

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 6 | 12 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 30 | 59 |
| Ratio of Score to Maximum: | | | | 0.45 | 0.88 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Meadow Drive at Waverley Street (Int #8)
School(s) Served: Fairmeadow, Jane Lathrop Stanford, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 12 | 12 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | 12 | 12 |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | 9 | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 53 | 67 |
| Ratio of Score to Maximum: | | | | 0.79 | 1.00 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Meadow Drive at Middlefield Road (Int #9)
School(s) Served: Fairmeadow, Jane Lathrop Stanford, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 12 | 12 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | 9 | 9 |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 47 | 64 |
| Ratio of Score to Maximum: | | | | 0.70 | 0.96 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Carlson Drive at Charleston Road (Int #10)
School(s) Served: Hoover, Fairmeadow, Jane Lathrop Stanford, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 12 | 12 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | 9 |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | 3 | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | 9 | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 50 | 64 |
| Ratio of Score to Maximum: | | | | 0.75 | 0.96 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Oregon Expressway at Louis Road (Int #11)

School(s) Served:

| | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|--------------------|--------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | | |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | | |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 18 | 27 |
| Ratio of Score to Maximum: | | | | 0.27 | 0.40 |
| Performance Measure: | | | | Undesirable | Undesirable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Oregon Expressway at Greer Road (Int #12)

School(s) Served:

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|--------------------|--------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | | |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | | |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 18 | 27 |
| Ratio of Score to Maximum: | | | | 0.27 | 0.40 |
| Performance Measure: | | | | Undesirable | Undesirable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Arastradero Road at Gunn Access (Int #17)

School(s) Served: Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 12 | 12 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | 9 | 9 |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | 2 | 2 |
| Maximum Possible Overall Ranking: | | | 67 | 43 | 51 |
| Ratio of Score to Maximum: | | | | 0.64 | 0.76 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Charleston Road at Alma Street (Int #20)
School(s) Served: Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| <i>Bike Clearance Interval</i> | | | | | |
| - Adequate Interval | 4 | 3 | 12 | 12 | 12 |
| <i>Bicycle Signal Controls</i> | | | | | |
| - Loop Detection | 4 | 2 | 8 | 8 | 8 |
| - Queue Area with Loop Detection | 4 | 2 | 8 | | 8 |
| <i>Signal Phasing</i> | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Barrier Free</i> | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| <i>Right Turn Restrictions</i> | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 67 | 42 | 50 |
| Ratio of Score to Maximum: | | | | 0.63 | 0.75 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: El Camino Real at Matadero Avenue (Int #1)

School(s) Served: Barron Park

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | | |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 6 | 9 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | | | | | |
| | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 73 | 91 |
| Ratio of Score to Maximum: | | | | 0.70 | 0.87 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: El Camino Real at Maybell Avenue (Int #2)
School(s) Served: Juana Briones, Terman, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | | |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 6 | 9 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | 9 | 9 |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | | |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 70 | 88 |
| Ratio of Score to Maximum: | | | | 0.67 | 0.84 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

**Corridor: El Camino Real at Charleston Road (Int #3)
School(s) Served: Juana Briones, Terman, Gunn**

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | | |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 6 | 9 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | 9 |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | 9 | |
| - Solit Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 68 | 92 |
| Ratio of Score to Maximum: | | | | 0.65 | 0.88 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Arastradero Road at Terman Access (Int #4)

School(s) Served: Juana Briones, Terman, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | 3 | 3 |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 12 | 12 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | 12 | 12 |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | 9 | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | | 4 |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | 2 | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | | | | | |
| | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | 3 | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 92 | 103 |
| Ratio of Score to Maximum: | | | | 0.88 | 0.98 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Arastradero Road at Coulombe Drive (Int #5)
School(s) Served: Juana Briones, Terman, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | 3 | 3 |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 12 | 12 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | 3 | 3 |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | | |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | | 4 |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | 2 | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | | 3 |
| Crossing Guard Present | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | 3 | 2 | 6 | | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 51 | 80 |
| Ratio of Score to Maximum: | | | | 0.49 | 0.76 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Alma Street at Meadow Drive (Int #7)

School(s) Served: Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | 3 | 3 |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 12 | 12 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | | |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | 2 | 2 |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 2 | 3 |
| Crossing Guard Present | | | | | |
| | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | 3 | 3 |
| Maximum Possible Overall Ranking: | | | 105 | 68 | 90 |
| Ratio of Score to Maximum: | | | | 0.65 | 0.86 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Meadow Drive at Waverley Street (Int #8)
School(s) Served: Fairmeadow, Jane Lathrop Stanford, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | 3 | 3 |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 12 | 12 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | 12 | 12 |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | 9 | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | | |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | | | | | |
| | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 87 | 102 |
| Ratio of Score to Maximum: | | | | 0.83 | 0.97 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Meadow Drive at Middlefield Road (Int #9)
School(s) Served: Fairmeadow, Jane Lathrop Stanford, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | 3 | 3 |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 12 | 12 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | 9 | 9 |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | 6 | 6 |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | | |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | | | | | |
| | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 84 | 99 |
| Ratio of Score to Maximum: | | | | 0.80 | 0.94 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Carlson Drive at Charleston Road (Int #10)
School(s) Served: Hoover, Fairmeadow, Jane Lathrop Stanford, Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | 3 | 3 |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 12 | 12 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | 9 |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | 3 | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 6 | 6 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | 9 | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | | 4 |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | 2 | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 83 | 97 |
| Ratio of Score to Maximum: | | | | 0.79 | 0.92 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Oregon Expressway at Louis Road (Int #11)

School(s) Served:

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|--------------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | | |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | | |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 2 | 2 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 6 | 6 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | 3 | 3 | 9 | | |
| ADA Accessibility | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 105 | 39 | 48 |
| Ratio of Score to Maximum: | | | | 0.37 | 0.46 |
| Performance Measure: | | | | Undesirable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Oregon Expressway at Greer Road (Int #12)

School(s) Served:

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|--------------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | | |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | | |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 2 | 2 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 6 | 6 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | | |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | 9 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | | | | | |
| | 3 | 3 | 9 | | |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 105 | 39 | 48 |
| Ratio of Score to Maximum: | | | | 0.37 | 0.46 |
| Performance Measure: | | | | Undesirable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Arastradero Road at Gunn Access (Int #17)

School(s) Served: Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|------------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | 3 | 3 |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 12 | 12 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | 9 | 9 |
| - Split Phase | 2 | 3 | 6 | | |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | 2 | 2 |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | | 4 |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | 2 | |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | 3 | 3 | 9 | | |
| ADA Accessibility | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 70 | 78 |
| Ratio of Score to Maximum: | | | | 0.67 | 0.74 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
PEDESTRIAN PERFORMANCE MEASURE
INTERSECTIONS (SIGNALIZED)**

Corridor: Charleston Road at Alma Street (Int #20)

School(s) Served: Gunn

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Signal Cycle Length | | | | | |
| - Less than or Equal to 120 seconds | 3 | 1 | 3 | 3 | 3 |
| Adequate Crossing Allowance | | | | | |
| - Adequate Crossing Time | 4 | 3 | 12 | 12 | 12 |
| Signal Phasing | | | | | |
| - All Pedestrian Phase | 4 | 3 | 12 | | |
| - No Conflicting Left Turns (Protected) | 3 | 3 | 9 | | |
| - Split Phase | 2 | 3 | 6 | 6 | 6 |
| - Single Phase | 1 | 3 | 3 | | |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 6 | 6 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curbs | 3 | 1 | 3 | 3 | 3 |
| - No Other Barriers (poles, mailboxes, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Restrictions | | | | | |
| - Prohibited on Red | 3 | 3 | 9 | | |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 60 Feet | 3 | 2 | 6 | | |
| - Crossing > 60 Feet with 5-foot+ Median | 2 | 2 | 4 | | |
| - Crossing > 60 Feet without Median | 1 | 2 | 2 | 2 | 2 |
| Pedestrian Signals | | | | | |
| - Pedestrian Signals | 3 | 3 | 9 | 9 | 9 |
| - Pedestrian Countdown Signals | 3 | 2 | 6 | | 6 |
| - Pedestrian Activation | 3 | 1 | 3 | 3 | 3 |
| Crossing Guard Present | | | | | |
| | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 105 | 75 | 81 |
| Ratio of Score to Maximum: | | | | 0.71 | 0.77 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

Appendix D

Unsignalized Intersection Performance Worksheets

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY BICYCLE PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Corridor: Meadow Drive at El Camino Way (Int #6) | | | | | |
| School(s) Served: Terman, Gunn | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 4 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | |
| - Crossing < 40 Feet | 2 | 2 | 4 | | 4 |
| - Crossing > 40 Feet | 1 | 2 | 2 | 2 | |
| Maximum Possible Overall Ranking: | | | 24 | 18 | 20 |
| Ratio of Score to Maximum: | | | | 0.75 | 0.83 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY BICYCLE PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|-------------|------------------|
| Corridor: Ames Avenue at Rorke Way (Int #13) School(s) Served: Palo Verde | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Sight Distance from Stop Bar</i> | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 6 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| <i>Crossing Width</i> | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 24 | 20 | 24 |
| Ratio of Score to Maximum: | | | | 0.83 | 1.00 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| <p align="center">PALO ALTO SCHOOL COMMUTE SAFETY STUDY BICYCLE PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED)</p> | | | | | |
|---|--------|--------|-----------------------------------|-------------|------------------|
| <p>Corridor: Waverley Street at El Dorado Avenue (Int #14) School(s) Served: El Carmelo</p> | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 6 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 24 | 20 | 24 |
| Ratio of Score to Maximum: | | | | 0.83 | 1.00 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

**PALO ALTO SCHOOL COMMUTE SAFETY STUDY
BICYCLE PERFORMANCE MEASURE
INTERSECTIONS (UNSIGNALIZED)**

Corridor: Waverley Street at Loma Verde Avenue (Int #15)

School(s) Served: El CarmeloAppendix DE

| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 3 | 6 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 24 | 19 | 24 |
| Ratio of Score to Maximum: | | | | 0.79 | 1.00 |
| Performance Measure: | | | | Good | Very Good |

| | Points | Weight | |
|-------------|--------|--------|-------------|
| Very Good | 4 | 1 | Convenience |
| Good | 3 | 2 | Exposure |
| Tolerable | 2 | 3 | Protection |
| Undesirable | 1 | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY BICYCLE PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Corridor: Bryant Street at Loma Verde Avenue (Int #16) | | | | | |
| School(s) Served: El Carmelo | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 3 | 6 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 24 | 19 | 24 |
| Ratio of Score to Maximum: | | | | 0.79 | 1.00 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY BICYCLE PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Corridor: Coulombe Drive at Maybell Avenue (Int 19) School(s) Served: Juana Briones, Terman, Gunn | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 6 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 24 | 18 | 22 |
| Ratio of Score to Maximum: | | | | 0.75 | 0.92 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY BICYCLE PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Corridor: Louis Road at Amarillo Avenue (Int #22) School(s) Served: Ohlone | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | | 6 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 24 | 14 | 20 |
| Ratio of Score to Maximum: | | | | 0.58 | 0.83 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY BICYCLE PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|-------------|------------------|
| Corridor: Greer Road at Amarillo Avenue (Int #23) School(s) Served: Ohlone | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| <i>Right Turn Speeds</i> | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| <i>Sight Distance from Stop Bar</i> | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 6 |
| <i>Right Turn Conflicts</i> | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| <i>Crossing Width</i> | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 24 | 20 | 22 |
| Ratio of Score to Maximum: | | | | 0.83 | 0.92 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY BICYCLE PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|--|--------|--------|-----------------------------------|-------------|------------------|
| Corridor: Georgia Avenue at Amaranta Avenue (Int #24) School(s) Served: Juana Briones, Terman | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 6 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Maximum Possible Overall Ranking: | | | 24 | 20 | 22 |
| Ratio of Score to Maximum: | | | | 0.83 | 0.92 |
| Performance Measure: | | | | Good | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY PEDESTRIAN PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|--------------------|------------------|
| Corridor: Meadow Drive at El Camino Way (Int #6) School(s) Served: Terman, Gunn | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curb | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, no s/w, etc.) | 3 | 1 | 3 | | 3 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | |
| - Crossing < 40 Feet | 2 | 2 | 4 | | 4 |
| - Crossing > 40 Feet | 1 | 2 | 2 | 2 | |
| Crossing Guard Provided | | | | | |
| | 3 | 3 | 9 | | |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | | 6 |
| Maximum Possible Overall Ranking: | | | 57 | 18 | 43 |
| Ratio of Score to Maximum: | | | | 0.32 | 0.75 |
| Performance Measure: | | | | Undesirable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY PEDESTRIAN PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|--------------------|------------------|
| Corridor: Ames Avenue at Rorke Way (Int #13) School(s) Served: Palo Verde | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | | 3 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curb | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, no s/w, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Crossing Guard Provided | 3 | 3 | 9 | | |
| ADA Accessibility | 3 | 2 | 6 | | 6 |
| Maximum Possible Overall Ranking: | | | 57 | 23 | 39 |
| Ratio of Score to Maximum: | | | | 0.40 | 0.68 |
| Performance Measure: | | | | Undesirable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY PEDESTRIAN PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Corridor: Waverley Street at El Dorado Avenue (Int #14) | | | | | |
| School(s) Served: El Carmelo | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 3 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curb | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, no s/w, etc.) | 3 | 1 | 3 | | |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | 2 | |
| Crossing Guard Provided | | | | | |
| | 3 | 3 | 9 | | |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 57 | 39 | 42 |
| Ratio of Score to Maximum: | | | | 0.68 | 0.74 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY PEDESTRIAN PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|-------------|------------------|
| Corridor: Waverley Street at Loma Verde Avenue (Int #15) | | | | | |
| School(s) Served: El Carmelo | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 3 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curb | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, no s/w, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | 2 | |
| Crossing Guard Provided | | | | | |
| | 3 | 3 | 9 | | |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 57 | 42 | 45 |
| Ratio of Score to Maximum: | | | | 0.74 | 0.79 |
| Performance Measure: | | | | Good | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY PEDESTRIAN PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Corridor: Bryant Street at Loma Verde Avenue (Int #16) | | | | | |
| School(s) Served: El Carmelo | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 3 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 6 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curb | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, no s/w, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | 2 | |
| Crossing Guard Provided | | | | | |
| | 3 | 3 | 9 | | |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 57 | 39 | 45 |
| Ratio of Score to Maximum: | | | | 0.68 | 0.79 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY PEDESTRIAN PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Corridor: Coulombe Drive at Maybell Avenue (Int 19) School(s) Served: Juana Briones, Terman, Gunn | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curb | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, no s/w, etc.) | 3 | 1 | 3 | | |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | 6 |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Crossing Guard Provided | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | 3 | 2 | 6 | | 6 |
| Maximum Possible Overall Ranking: | | | 57 | 36 | 49 |
| Ratio of Score to Maximum: | | | | 0.63 | 0.86 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY PEDESTRIAN PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Corridor: Louis Road at Amarillo Avenue (Int #22) School(s) Served: Ohlone | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | 3 |
| - No Roll Curb | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, no s/w, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Crossing Guard Provided | 3 | 3 | 9 | 9 | 9 |
| ADA Accessibility | 3 | 2 | 6 | | 6 |
| Maximum Possible Overall Ranking: | | | 57 | 28 | 52 |
| Ratio of Score to Maximum: | | | | 0.49 | 0.91 |
| Performance Measure: | | | | Tolerable | Very Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY PEDESTRIAN PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Corridor: Greer Road at Amarillo Avenue (Int #23) School(s) Served: Ohlone | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 3 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 6 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | 3 | 3 |
| - No Roll Curb | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, no s/w, etc.) | 3 | 1 | 3 | 3 | 3 |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | 6 | 6 |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | | |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 40 Feet | 1 | 2 | 2 | | |
| Crossing Guard Provided | 3 | 3 | 9 | | |
| ADA Accessibility | 3 | 2 | 6 | 6 | 6 |
| Maximum Possible Overall Ranking: | | | 57 | 37 | 43 |
| Ratio of Score to Maximum: | | | | 0.65 | 0.75 |
| Performance Measure: | | | | Tolerable | Good |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

| PALO ALTO SCHOOL COMMUTE SAFETY STUDY PEDESTRIAN PERFORMANCE MEASURE INTERSECTIONS (UNSIGNALIZED) | | | | | |
|---|--------|--------|-----------------------------------|------------------|------------------|
| Corridor: Georgia Avenue at Amaranta Avenue (Int #24) | | | | | |
| School(s) Served: Juana Briones, Terman | | | | | |
| Category | Points | Weight | Overall Rank (Points x Weight) | Score | Revised Score |
| Right Turn Speeds | | | | | |
| - Low Speed Right Turn | 3 | 2 | 6 | 6 | 6 |
| Sight Distance from Stop Bar | | | | | |
| - Adequate Sight Distance for Vehicles | 3 | 2 | 6 | 4 | 6 |
| Crosswalks | | | | | |
| - On All Approaches | 3 | 3 | 9 | 9 | 9 |
| Barrier Free | | | | | |
| - Handicap Ramps | 3 | 1 | 3 | | |
| - No Roll Curb | 3 | 1 | 3 | | |
| - No Other Barriers (poles, mailboxes, no s/w, etc.) | 3 | 1 | 3 | | |
| Right Turn Conflicts | | | | | |
| - Less than 200 Right Turns/Hour | 3 | 2 | 6 | | |
| - 200 to 500 Right Turns/Hour | 2 | 2 | 4 | 4 | 4 |
| - 500+ Right Turns/Hour | 1 | 2 | 2 | | |
| Crossing Width | | | | | |
| - Crossing < 30 Feet | 3 | 2 | 6 | | |
| - Crossing < 40 Feet | 2 | 2 | 4 | 4 | 4 |
| - Crossing > 40 Feet | 1 | 2 | 2 | 2 | 2 |
| Crossing Guard Provided | | | | | |
| | 3 | 3 | 9 | | |
| ADA Accessibility | | | | | |
| | 3 | 2 | 6 | | |
| Maximum Possible Overall Ranking: | | | 57 | 29 | 31 |
| Ratio of Score to Maximum: | | | | 0.51 | 0.54 |
| Performance Measure: | | | | Tolerable | Tolerable |
| | Points | Weight | | | |
| Very Good | 4 | 1 | Convenience | | |
| Good | 3 | 2 | Exposure | | |
| Tolerable | 2 | 3 | Protection | | |
| Undesirable | 1 | | | | |

Appendix E

Unit Costs and Cost Estimate Assumptions

Unit Costs and Cost Estimate Assumptions

Sidewalks: \$30/foot

Intersection handicap ramps: one per corner, \$2,500 per ramp

New signs: \$500 each

Striping: \$2 per foot (for crosswalks, short striping jobs, and bike stencils, assumed "staff time only" or negligible cost, i.e. <\$1,000)

Fixed Radar Trailer: \$7,000

Street lighting: \$3,000 per light plus \$20 per linear foot for conduit (detailed field survey needed to provide a project cost estimate)

Pedestrian countdown signal heads: \$350 per head, assume 8 per intersection at a 4-way intersection