**Ranking Criteria Applied to Technically Feasible Routes for Connecting the Stevens Creek Trail**

**Grading and Color Code Key**

<table>
<thead>
<tr>
<th>Ranking Criteria</th>
<th>Criteria Grading</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>A</td>
</tr>
<tr>
<td><strong>General Elements</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Type of Facility</strong></td>
<td>Class I Trail or Median Path</td>
</tr>
<tr>
<td># Major Intersections</td>
<td>None</td>
</tr>
<tr>
<td># Minor Intersections – only residential collector/residential collector/arterial street intersections – does not include neighborhood streets</td>
<td>None</td>
</tr>
<tr>
<td><strong>Improves Route to School</strong> – based upon route within 1 mile of elementary school boundaries and/or 2 miles of middle school or high school</td>
<td>Access to 3 or more schools</td>
</tr>
<tr>
<td><strong>Pedestrian/Bike Accident Data</strong> Still in development – includes all pedestrian and bicycle injury accidents along the routes over the past five years. See attached list of accidents.</td>
<td></td>
</tr>
<tr>
<td><strong>Enhances Streetscape or Opportunity for Habitat Enhancement</strong></td>
<td>Includes new street trees and new bulb-outs w/ landscaping or opportunity for enhancing habitat</td>
</tr>
<tr>
<td><strong>Aesthetic Appeal and Walking/Biking Comfort</strong></td>
<td>Within the creek corridor</td>
</tr>
</tbody>
</table>

Updated 10/8/13
Ranking Criteria Applied to Technically Feasible Routes for Connecting the Stevens Creek Trail
Grading and Color Code Key

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<tr>
<td></td>
<td>A</td>
</tr>
<tr>
<td><strong>General Elements</strong></td>
<td></td>
</tr>
<tr>
<td>Posted Speed Limit (MPH)/85th Percentile Speed (actual speed)</td>
<td>≤25 mph</td>
</tr>
<tr>
<td>Traffic Volume – ADT Average Daily Traffic</td>
<td>&lt;2,500</td>
</tr>
<tr>
<td>Unique Traffic Conditions</td>
<td>None</td>
</tr>
<tr>
<td>VTA/City Street Ratings Information is provided, but is left unranked due to variation among cities and VTA ratings</td>
<td>City Designated Beginner</td>
</tr>
</tbody>
</table>
## Summary of Technically Feasible Routes for Connecting the Stevens Creek Trail

### TECHNICALLY FEASIBLE ALIGNMENTS & ROUTE TYPES

<table>
<thead>
<tr>
<th>Segment</th>
<th>Facility Type</th>
<th>Major Intersection Crossing Type</th>
<th>Route to School(s)</th>
<th>Pedestrian/Bike Accident Data</th>
<th>Enhances Streetscape or Opportunity for Habitat Enhancement</th>
<th>Aesthetic Appeal</th>
<th>Posted Speed Limit (85th Percentile)</th>
<th>Traffic Volume (ADT)</th>
<th>Unique Traffic Conditions</th>
<th>Current VTA/City Street Ratings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes</td>
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<td></td>
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</tr>
<tr>
<td>Greenway to Bike</td>
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<td></td>
<td></td>
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<td></td>
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</tr>
<tr>
<td>Franklin to Truman</td>
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</tr>
<tr>
<td>crossing at Fremont grade through 22 acres Multi Creek Corridor</td>
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</tr>
</tbody>
</table>

### Option 1A: Creek Corridor Multi-use Trail through 22 acres of open space

<table>
<thead>
<tr>
<th>Route</th>
<th>Facility Type</th>
<th>Major Intersection Crossing Type</th>
<th>Route to School(s)</th>
<th>Pedestrian/Bike Accident Data</th>
<th>Enhances Streetscape or Opportunity for Habitat Enhancement</th>
<th>Aesthetic Appeal</th>
<th>Posted Speed Limit (85th Percentile)</th>
<th>Traffic Volume (ADT)</th>
<th>Unique Traffic Conditions</th>
<th>Current VTA/City Street Ratings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alert Street to Bike Path</td>
<td></td>
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</tr>
</tbody>
</table>

### Option 1B: Creek Corridor Multi-use Trail through 22 acres with grade-separated crossing at Fremont

<table>
<thead>
<tr>
<th>Route</th>
<th>Facility Type</th>
<th>Major Intersection Crossing Type</th>
<th>Route to School(s)</th>
<th>Pedestrian/Bike Accident Data</th>
<th>Enhances Streetscape or Opportunity for Habitat Enhancement</th>
<th>Aesthetic Appeal</th>
<th>Posted Speed Limit (85th Percentile)</th>
<th>Traffic Volume (ADT)</th>
<th>Unique Traffic Conditions</th>
<th>Current VTA/City Street Ratings</th>
</tr>
</thead>
<tbody>
<tr>
<td>As Proposed Future Off-Street Bike Path</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

### Franklin to Truman Greenway to Bike Lanes

<table>
<thead>
<tr>
<th>Route</th>
<th>Facility Type</th>
<th>Major Intersection Crossing Type</th>
<th>Route to School(s)</th>
<th>Pedestrian/Bike Accident Data</th>
<th>Enhances Streetscape or Opportunity for Habitat Enhancement</th>
<th>Aesthetic Appeal</th>
<th>Posted Speed Limit (85th Percentile)</th>
<th>Traffic Volume (ADT)</th>
<th>Unique Traffic Conditions</th>
<th>Current VTA/City Street Ratings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Undesignated Street and Bike Lanes</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TECHNICALLY FEASIBLE ALIGNMENTS &amp; ROUTE TYPES</td>
<td>Length (Approx.)</td>
<td>Facility Type</td>
<td># Major Intersection(s)</td>
<td># Minor Intersection(s)</td>
<td>Route to School(s)</td>
<td>Pedestrian/Bike Accident Data</td>
<td>Enhances Streetscape or Opportunity for Habitat Enhancement</td>
<td>Aesthetic Appeal</td>
<td>Posted Speed Limit (MPH) (85th Percentile)</td>
<td>Traffic Volume (ADT)</td>
</tr>
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</tr>
<tr>
<td>Mary Avenue Bicycle Lanes</td>
<td>8,450 LF</td>
<td>Bike Lanes</td>
<td>Homestead</td>
<td>2 Cascade/Mary and The Dalles/Mary C</td>
<td>3 West Valley Elementary, Cupertino Middle and Homestead HS A</td>
<td>4 bicycle injury collisions, 1 bicyclist and 1 pedestrian collisions no injuries C</td>
<td>Replace missing street trees D</td>
<td>Along a tree lined, bus collector D</td>
<td>35 C</td>
<td>8,564 C</td>
</tr>
<tr>
<td>Mary Avenue Median-running Multi-use Trail Requires loss of a travel lane and bike lanes in exchange for median running path May restrict turning movements for vehicles</td>
<td>8,450 LF</td>
<td>Median Path In Center of Road</td>
<td>Homestead Signalized</td>
<td>2 Cascade/Mary and The Dalles/Mary C</td>
<td>2 West Valley Elem. and Cupertino Middle B</td>
<td>Could apply data from above</td>
<td>Possibly buffer landscaping along median path C</td>
<td>Along a tree lined, busy collector C</td>
<td>35 C</td>
<td>8,564 C</td>
</tr>
<tr>
<td>Option 1A: Bernardo Avenue Multi-use Trail along Soundwall with Grade-separated crossings Requires 1-Way Street or Loss of Parking</td>
<td>6,325 LF</td>
<td>Trail</td>
<td>None</td>
<td>A</td>
<td>3 West Valley Elementary, Cupertino Middle &amp; South Peninsula Hebrew Day School A</td>
<td>Would include Grade Separation</td>
<td>Requires new street trees and landscaping along the trail A</td>
<td>Along a landscaped path adjacent to the soundwall A</td>
<td>Separated from auto traffic A</td>
<td>Separated from auto traffic A</td>
</tr>
<tr>
<td>Option 1B: Bernardo Avenue Multi-use Trail along Soundwall Requires 1-Way Street or Loss of Parking</td>
<td>6,325 LF</td>
<td>Trail</td>
<td>Homestead Signalized</td>
<td>None A</td>
<td>3 West Valley Elem., Cupertino Middle &amp; South Peninsula Hebrew Day School A</td>
<td>2 bicycle injury collisions and 1 pedestrian collisions no injuries on Homestead B</td>
<td>Requires new street trees and landscaping along the trail A</td>
<td>Along a landscaped path adjacent to the soundwall A</td>
<td>Separated from auto traffic A</td>
<td>Separated from auto traffic A</td>
</tr>
<tr>
<td>Option 2: Bernardo Avenue Greenway</td>
<td>6,325 LF</td>
<td>Greenway</td>
<td>Homestead Signalized</td>
<td>Cascade and The Dalles end at Bernardo + No signals B</td>
<td>3 West Valley Elem., Cupertino Middle and South Peninsula Hebrew Day School A</td>
<td>3 bicyclists injury collisions and 2 bicycle injury collisions and 1 pedestrian collisions with no injuries on Homestead to reach Mary C</td>
<td>Replace missing street trees D</td>
<td>Along a tree lined, lightly traveled collector street B</td>
<td>30 B</td>
<td>2,532 A</td>
</tr>
</tbody>
</table>
# Summary of Technically Feasible Routes for Connecting the Stevens Creek Trail

<table>
<thead>
<tr>
<th>TECHNICALLY FEASIBLE ALIGNMENTS &amp; ROUTE TYPES</th>
<th>Length (Approx.)</th>
<th>Facility Type</th>
<th># Major Intersections</th>
<th># Minor Intersection(s)</th>
<th>Route to School(s)</th>
<th>Pedestrian/Bike Accident Data</th>
<th>Enhances Streetscape or Opportunity for Habitat Enhancement</th>
<th>Aesthetic Appeal</th>
<th>Posted Speed Limit (MPH) (85th Percentile)</th>
<th>Traffic Volume (ADT)</th>
<th>Unique Traffic Conditions</th>
<th>VTA/City Street Ratings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FREMONT AVENUE to HOMESTEAD ROAD (continued)</strong></td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Belleville Bike Lanes</strong>&lt;br&gt;Requires Reduced Parking</td>
<td>5,430 LF&lt;br&gt;Belleview at Fremont</td>
<td>Bike Lanes</td>
<td>Homestead Signalized</td>
<td>Most are internal streets B</td>
<td>2 West Valley Elem. and Cupertino Middle B</td>
<td>2 bicyclists injury and 1 pedestrian injury collisions C</td>
<td>Replace missing street trees D</td>
<td>Along a tree-lined, lightly traveled collector street B</td>
<td>25 A</td>
<td>1,343 A</td>
<td></td>
<td>VTA - Undesignated Street&lt;br&gt;Sunnyvale - Beginner Route</td>
</tr>
<tr>
<td><strong>Belleville/Bedford/Fallen Leaf/Bridge Combination of Bike Lanes and a Greenway</strong>&lt;br&gt;Requires Reduced Parking</td>
<td>6,740 LF&lt;br&gt;Belleview at Fremont</td>
<td>Bike Lanes and Greenway</td>
<td>Homestead Signalized</td>
<td>Most are internal streets B</td>
<td>2 West Valley Elem. and Cupertino Middle B</td>
<td>1 bicyclist injury and 1 pedestrian injury collisions B</td>
<td>Replace missing street trees D</td>
<td>Along a tree-lined, lightly traveled collector street B</td>
<td>25 A</td>
<td>1,343 A</td>
<td></td>
<td>VTA - Undesignated Streets&lt;br&gt;Sunnyvale - Beginner Route</td>
</tr>
<tr>
<td><strong>Option 1: Fallen Leaf Lane Multi-use Trail - Requires 60-Foot ROW</strong></td>
<td>7,100 LF&lt;br&gt;Fallen Leaf at Fremont</td>
<td>Median Path&lt;br&gt;In Center of Road</td>
<td>Homestead Flashing Crosswalk</td>
<td>Most are cul de sacs B</td>
<td>2 West Valley Elem. and Cupertino Middle B</td>
<td>None A</td>
<td>Requires new street trees and landscaping along the trail A</td>
<td>Along a lightly traveled, residential street B</td>
<td>Separated from auto traffic A</td>
<td>Separated from auto traffic A</td>
<td>None A</td>
<td>Undesignated Street</td>
</tr>
<tr>
<td><strong>Option 2: Fallen Leaf Lane Greenway or Bike Route</strong></td>
<td>7,100 LF&lt;br&gt;Fallen Leaf at Fremont</td>
<td>Greenway</td>
<td>Homestead Flashing Crosswalk</td>
<td>Most are cul de sacs B</td>
<td>2 West Valley Elem. and Cupertino Middle B</td>
<td>None A</td>
<td>Could include walking space, street trees and narrowing of intersections B</td>
<td>Along a lightly traveled, residential street B</td>
<td>25 A</td>
<td>1,350 A</td>
<td>None A</td>
<td>Proposed Bike Route&lt;br&gt;in 2002 General Plan and 2012 Bicycle Transportation Plan</td>
</tr>
<tr>
<td><strong>Fremont Avenue to Grant Road to Foothill Expressway</strong>&lt;br&gt;Existing Bike Lanes (Proposed Multi-use Path) to Delineated but not Designated Bike Lanes&lt;br&gt;No Pedestrian Facilities on Foothill Expressway</td>
<td>11,140 LF&lt;br&gt;Hwy 85&lt;br&gt;Off-ramp to Grant at Foothill</td>
<td>Bike Lanes</td>
<td>Delineate but not Designate</td>
<td>D</td>
<td>2 Grant and Foothill Expway Signalized</td>
<td>3 Newcastle/Fremont, Austin/Fremont/Truman/Fremont D</td>
<td>2 Montclair Elementary School and St. Simon Elementary School B</td>
<td>11 bicyclists injury collisions in Los Altos E</td>
<td>Along a tree-lined, busy collector street D</td>
<td>30 (38), 25 (37) and 45 E</td>
<td>Fremont - 16,300&lt;br&gt;Grant - 10,700&lt;br&gt;Foothill Expway - 20,402 E</td>
<td>Grant Road and Foothill Expway serve as Truck Routes, Fremont and Grant traffic heavy at commute hours, Grant busy at school hours, Traffic backs up at Belleville forcing residents living to the north of Fremont to turn west and U-turn to cross the street D</td>
</tr>
</tbody>
</table>

Updated 10/8/13
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<tr>
<th>TECHNICALLY FEASIBLE ALIGNMENTS &amp; ROUTE TYPES</th>
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<tr>
<td><strong>HOMESTEAD ROAD to STEVENS CREEK BOULEVARD</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Mary Avenue Bicycle Lanes to Stevens Creek Blvd. Bike Lanes</td>
<td>6,130 LF</td>
<td>Bike Lanes</td>
<td>2 Lubec/Mary and Parkwood/Mary B</td>
<td>3 Garden Gate Elem, Homestead HS and De Anza College B</td>
<td>None A</td>
<td>Replace missing street trees D</td>
<td>Along a moderately busy collector street C</td>
<td>Mary 35 (34) SC Blvd. 35 (40) D</td>
<td>Separated from auto traffic Mary–3,850 SC Blvd– 34,980 E</td>
<td>Must cross Hwy 85 interchange at SC Blvd., which also serves as Truck Route E</td>
<td>Off-Street Bike Path to Don Burnett Pedestrian and Bicycle Bridge to Bicycle Lanes on Mary and SC Blvd.</td>
<td></td>
</tr>
<tr>
<td>Barranca/Peninsular/Caroline/Maxine Bike Lanes (requires loss of some parking) or Greenway to Stokes/Dempster/Peninsula Greenway with Hwy 280 Overcrossing to Stevens Creek Blvd. Some missing sidewalks</td>
<td>7,325 LF</td>
<td>Greenway</td>
<td>Stevens Creek Blvd. Signalized</td>
<td>None A</td>
<td>2 West Valley Elementary School and Monta Vista HS B</td>
<td>1 bicyclist injury collision in Cupertino B</td>
<td>Use existing street with no landscaping and Replace missing street trees E</td>
<td>Along residential streets with few sidewalks and Along a tree lined residential street with sidewalks C</td>
<td>Residential 25 SC Blvd. 35 (40) B</td>
<td>Very low volume residential to SC Blvd–20,640 A-</td>
<td>SC Blvd. serves as Truck Route D</td>
<td>Undesignated Streets</td>
</tr>
<tr>
<td>Barranca/Peninsular/Caroline/Maxine Bike Lanes (requires loss of some parking) or Greenway to Phar Lap/Madera/Mann Greenway with Hwy 280 Overcrossing Some missing sidewalks</td>
<td>6,580 LF</td>
<td>Greenway</td>
<td>None Trail Crossing (under construction)</td>
<td>None A</td>
<td>3 West Valley Elementary, Stevens Creek Elem. and Monta Vista HS A</td>
<td>4 bicyclist injury collisions in Cupertino C</td>
<td>Use existing street with no landscaping and Replace missing street trees E</td>
<td>Along residential streets without sidewalks C</td>
<td>Residential 25 A</td>
<td>Very low volume residential A</td>
<td>None A</td>
<td>Undesignated Streets</td>
</tr>
<tr>
<td>Foothill Expressway to Foothill Blvd. Delineate but not Designateimprovements to Stevens Creek Blvd. No Pedestrian Facilities on Foothill Expressway</td>
<td>6,000 LF</td>
<td>Bike Lanes</td>
<td>2 Foothill Expway &amp; Stevens Creek Blvd. Signalized</td>
<td>4 Cristo Rey/Starling/Foothill, Vista Knoll/Foothill, Alpine/Foothill and Salem/Foothill D</td>
<td>2 Stevens Creek Elem. and Monarch Christian School B</td>
<td>2 bicyclists injury collisions in Los Altos and 5 bicyclists and 1 ped injury collisions and 2 pedestrian fatalities (2 collisions with trucks) E</td>
<td>Replace missing street trees D</td>
<td>Along a busy collector street E</td>
<td>Foothill Expway–45 Foothill Blvd–40 (44 south and 45 north) SC Blvd–35 (38) E</td>
<td>Must cross Hwy 280 Interchange at Foothill Blvd. SC Blvd. and Foothill Blvd. serve as Truck Routes</td>
<td>“Delineate but not Designate” Expressway to Undesignated Crossing at Hwy 280 to Bike Lanes</td>
<td></td>
</tr>
</tbody>
</table>

**Summary of Technically Feasible Routes for Connecting the Stevens Creek Trail**

- **Mary Avenue Bicycle Lanes to Stevens Creek Blvd.**
  - Length: 6,130 LF
  - Facility Type: Bike Lanes
  - Major Intersections: 2
  - Minor Intersections: 3
  - Route to School: None A
  - Accident Data: Replace missing street trees D
  - Enhancement: Along a moderately busy collector street C
  - Speed Limit: Mary 35 (34) SC Blvd. 35 (40) D
  - Traffic Volume: Separated from auto traffic Mary–3,850 SC Blvd– 34,980 E
  - Conditions: Must cross Hwy 85 interchange at SC Blvd., which also serves as Truck Route E
  - VTA/City Street: Off-Street Bike Path to Don Burnett Pedestrian and Bicycle Bridge to Bicycle Lanes on Mary and SC Blvd.

- **Barranca/Peninsular/Caroline/Maxine Bike Lanes (requires loss of some parking) or Greenway to Stokes/Dempster/Peninsula Greenway with Hwy 280 Overcrossing to Stevens Creek Blvd. Some missing sidewalks**
  - Length: 7,325 LF
  - Facility Type: Greenway
  - Major Intersections: None A
  - Minor Intersections: 2
  - Route to School: Stevens Creek Blvd. Signalized
  - Accident Data: 1 bicyclist injury collision in Cupertino B
  - Enhancement: Use existing street with no landscaping and Replace missing street trees E
  - Speed Limit: Residential 25 SC Blvd. 35 (40) B
  - Traffic Volume: Very low volume residential to SC Blvd–20,640 A-
  - Conditions: SC Blvd. serves as Truck Route D
  - VTA/City Street: Undesignated Streets

- **Barranca/Peninsular/Caroline/Maxine Bike Lanes (requires loss of some parking) or Greenway to Phar Lap/Madera/Mann Greenway with Hwy 280 Overcrossing Some missing sidewalks**
  - Length: 6,580 LF
  - Facility Type: Greenway
  - Major Intersections: None A
  - Minor Intersections: 3
  - Route to School: None Trail Crossing (under construction)
  - Accident Data: 4 bicyclist injury collisions in Cupertino C
  - Enhancement: Use existing street with no landscaping and Replace missing street trees E
  - Speed Limit: Residential 25 A
  - Traffic Volume: Very low volume residential A
  - Conditions: None A
  - VTA/City Street: Undesignated Streets

- **Foothill Expressway to Foothill Blvd. Delineate but not Designateimprovements to Stevens Creek Blvd. No Pedestrian Facilities on Foothill Expressway**
  - Length: 6,000 LF
  - Facility Type: Bike Lanes
  - Major Intersections: 2
  - Minor Intersections: 4
  - Route to School: None A
  - Accident Data: 2 bicyclists injury collisions in Los Altos and 5 bicyclists and 1 ped injury collisions and 2 pedestrian fatalities (2 collisions with trucks) E
  - Enhancement: Replace missing street trees D
  - Speed Limit: Foothill Expway–45 Foothill Blvd–40 (44 south and 45 north) SC Blvd–35 (38) E
  - Traffic Volume: Must cross Hwy 280 Interchange at Foothill Blvd. SC Blvd. and Foothill Blvd. serve as Truck Routes
  - Conditions: Steep downgrade to creek corridor E
  - VTA/City Street: “Delineate but not Designate” Expressway to Undesignated Crossing at Hwy 280 to Bike Lanes
5-Year Pedestrian/Bicyclist Collision Data from 2008 - August 2013 on Studied Stevens Creek Trail Routes

City of Los Altos – Collision Summaries

Foothill Expressway – Grant Road to City Limit
7 car/bike injury collisions

Fremont Avenue – City limit near Highway 85 to Grant Road
6 car/bike injury collisions

Grant Road – Fremont to Foothill Expressway
5 car/bike injury collisions

City of Cupertino – Collision Summaries

Foothill Blvd – Stevens Creek Blvd to Homestead Road
5 car/bike injury collisions with a total of 6 injured, 2 car/pedestrian fatalities, and 1 car/pedestrian injury collisions

Homestead Road – Foothill Boulevard to Mary
5 car/bike injury collisions, 2 car/bike collisions – no injury, and No pedestrian collisions

Mary Avenue – Homestead and Steven Creek Blvd.
1 car/bike collision – no injury and 1 car/pedestrian injury collision

Stevens Creek Boulevard – Western city limits and Mary Avenue
1 car/bike fatality, 5 car/bike injury collisions, 4 car/bike collisions – no injury, 3 car/pedestrian injury collisions and 1 car/pedestrian collision – no injury

City of Sunnyvale – Collision Summaries

Knickerbocker Drive – Heatherstone and Mary
2 car/bike injury collisions 1 car/pedestrian injury collision 1 bike/object injury collision 1 pedestrian/bike injury collision

Mary Avenue – Knickerbocker and Homestead
6 car/bike injury collisions 2 car/pedestrian injury collision 2 car/pedestrian injury – no injuries 2 car/bike collision – no injuries
Belleville Way – Fremont and Homestead
1 car/bike injury collision
1 car/pedestrian injury collision

Bernardo Road – Fremont and Homestead
2 car/bike injury collisions

Homestead Road – Mary and Belleville
4 car/bike injury collision
1 car/pedestrian collision – no injuries

Fremont Avenue – Mary and Belleville
2 car/bike injury collision

City of Los Altos – Collision Locations

Foothill Expressway Collisions
Foothill/ Arboretum – 1 other bike collision
Foothill/Homestead – 3 broadside bike collisions
Foothill/Fremont – 1 broadside bike collision
Foothill Highway 280 On-Ramp – 1 sideswipe bike collision
Foothill/Cristo Rey – 1 sideswipe bike collision

Fremont Avenue Collisions
Fremont/Truman – 4 total = 1 broadside bike collision and 3 other bike collisions
Fremont/Bright Oaks – 1 broadside bike collision
Fremont/Grant – 1 broadside bike collision

Grant Road Collisions
Grant/El Sereno – 1 broadside bike collision
Grant/Foothill – 1 sideswipe bike collision
Grant/ Homestead – 2 total = 1 sideswipe bike collision and 1 other bike collision

City of Cupertino – Collision Locations

Foothill Blvd from Stevens Creek Blvd to Homestead Road
Foothill Blvd/Starling – 1 car/bike injury collision
Foothill Blvd/Stevens Creek – 2 car/bike injury collision with 3 injuries
Foothill Blvd/Stevens Creek – 1 truck/bike injury collision
Foothill Blvd/Santa Paula – 1 car/bike injury collision
Foothill Blvd/Salem – 1 car/pedestrian injury collision
Foothill Blvd/Cupertino Road – 1 car/pedestrian fatality
Foothill Blvd/Cupertino Road – 1 truck/pedestrian fatality
Homestead Road Collision Summary between Foothill and Mary
Homestead/Homestead Court – 1 car/bike injury collision
Homestead/Barranca – 1 car/bike collision – no injuries
Homestead/Mary – 3 car/bike injury collision
Homestead/Mary – 1 car/bike collision – no injuries
Homestead – 1 car/bike collision – no injuries

Mary Avenue Collisions
Mary/Steves Creek Blvd – 1 car/pedestrian injury collision
Mary/Lubec – 1 car/bike collision – no injury

Stevens Creek Boulevard Collisions
Stevens Canyon/Steves Creek Blvd – 1 car/bike collision – no injury
Stevens Creek Blvd/Phar Lap – 1 car/bike injury collision
Stevens Creek Blvd/Mann – 1 car/bike injury collision
Stevens Creek Blvd/Mann – 1 car/bike collision – no injuries
Stevens Creek Blvd/Orange – 1 truck/pedestrian injury collision
Stevens Creek Blvd/Peninsula – 1 car/pedestrian collision – no injury
Stevens Creek Blvd/Steves Canyon – 1 car/bike injury collision
Stevens Creek Blvd/Imperial – 1 car/bike injury collision
Stevens Creek Blvd/Mary – 1 car/bike injury collision
Stevens Creek Blvd/Mary – 1 car/bike collision – no injury
Stevens Creek Blvd/Pasadena – 1 car/bike injury collision
Stevens Creek Blvd/Pasadena – 1 car/pedestrian injury collision
Stevens Creek Blvd – 1 car/bike fatality

City of Sunnyvale – Collision Locations

Knickerbocker Drive Collision Summary between Heatherstone and Mary
Knickerbocker/Heatherstone – 1 bike/object injury collision
Knickerbocker/Bernardo – 1 car/bike injury collision (rear end)
Knickerbocker/Mango – 1 car/pedestrian injury collision
Mary/Knickerbocker – 1 car/bike injury collision (broadside) and
1 pedestrian/bike injury collision (broadside)

Mary Avenue Collision Summary between Knickerbocker and Homestead
Mary/Ticonderoga – 1 car/bike injury collision (broadside) and
2 car/pedestrian injury collision
Mary/Remington – 1 car/pedestrian injury – no injuries
Mary/Fremont – 1 car/bike injury collision (broadside) and
1 car/bike collision – no injuries
Mary/Cascade – 1 car/bike injury collision (broadside)
Mary/Helena – 1 car/pedestrian injury – no injuries
Mary/The Dalles – 1 car/bike injury collision (broadside) and
1 car/bike collision – no injuries
Mary/Rockefeller – 1 car/bike injury collision (other)
Mary/Homestead – 1 car/bike injury collision (broadside)
Belleville Way Collision Summary between Fremont and Homestead
  Belleville/Homestead – 1 car/bike injury collision (broadside) and
  1 car/pedestrian injury collision

Bernardo Road Collision Summary between Fremont and Homestead
  Bernardo/Homestead – 2 car/bike injury collisions (broadside and rear end)

Homestead Road Collision Summary between Mary and Belleville
  Homestead/Bernardo – 1 car/bike injury collision
  Homestead/Belleville – 1 car/bike injury collision (sideswipe)
  Homestead/Mackenzie – 1 car/pedestrian collision – no injuries
  Homestead/Wright – 2 car/bike injury collision (broadside and rear end)

Fremont Avenue Collision Summary between Mary and Belleville
  Fremont/SR 85 – 2 car/bike injury collision (broadside and other)
  (not include in Trail Route Summary)