



Item No. 15 Town of Atherton

CITY COUNCIL STAFF REPORT – REGULAR AGENDA

**TO: HONORABLE MAYOR AND CITY COUNCIL
GEORGE RODERICKS, CITY MANAGER**

FROM: ROBERT OVADIA, PUBLIC WORKS DIRECTOR

DATE: SEPTEMBER 15, 2021

**SUBJECT: MODIFICATION OF HOURS FOR THE RIGHT-TURN ON RED
RESTRICTIONS AT THE MIDDLEFIELD ROAD/OAK GROVE
AVENUE INTERSECTION**

RECOMMENDATION

Approval of modification to the hours for the right-turn on red restriction at the Middlefield Road/Oak Grove Avenue intersection to be between the hours of 7:00 am to 7:00 pm.

BACKGROUND

At the Transportation Committee meeting on March 19, 2021, the Transportation Committee reviewed the hours associated with the “No Right Turn on Red” turn restrictions at the Middlefield Road / Oak Grove intersection. The Transportation Committee received a verbal report from Sgt. Metzger on the history of the turn restrictions at the intersection. Sgt. Metzger advised that the restrictions of right-turns on red were initiated over 25 years ago, with right turns on red initially restricted from Oak Grove Avenue to Middlefield Road between the hours of 7 am – 7 pm, Monday - Friday. Due to growing population at the high school, the restrictions (no right turn on red) were expanded to all legs of the intersection – no right turn on red for each leg – between the hours of 7 am to 7 pm, Monday – Friday, in approximately 1997. These restrictions remained in place until approximately 2014 or 2015, when the restrictions were changed to the hours of 7:30 am – 9:30 am and 1:30 pm – 3:30 pm, Monday – Friday. This appeared to try to correspond to the hours of the school at the time. School hours and student activity at and around the school have changed significantly over the years with regards to start and end times, varied schedules, and before/after school activities.

With the changing hours of operations, different schedules, the locations of the bus stops at the intersection (across Oak Grove Avenue and across Middlefield Road from the school) and the significant student/pedestrian activity at the intersection, Sgt. Metzger’s recommendation was to revert the hours of the restrictions to 7:00 am – 7:00 pm to accommodate the varying hours of the school, varying schedules, and significant student/pedestrian activity through the day. It was noted that there is limited visibility around a couple of the corners and the no right turn on red is

appropriate for the locations where they are posted. It was also noted that standardizing the hours would also make it easier for compliance by the motoring public and enforcements.

The Committee appreciated the information and recommendations by Sgt. Metzger. The Committee asked further questions and deliberated various issues and concerns, including sight visibility, student/pedestrian safety, ever changing school hours and schedules, ease on compliance and enforcement, potential traffic backups and impacts. After deliberations, the Committee recommended that the right-tun on red restrictions be revised to be from 7:00 am to 5:00 pm.

This recommendation was brought forth to the City Council for their consideration at the May 19, 2021, meeting. The recommendation included an inadvertent error recommending the time change to be from 7 am to 7pm. Following discussion, the City Council requested that staff reach out to area residents to receive input regarding the potential change and return to the Transportation Committee for further review prior to consideration by the Council.

DISCUSSION

On June 2, 2021, staff mailed out a letter to area residents advising of the potential change in the restriction to be from 7:00 am to 7:00 pm and requesting input prior to the enactment of any changes at the intersection. Residents were advised that comments would be accepted via email and at the July 13, 2021, Transportation Committee. Concurrently, the on-line survey associated with the potential mitigation measures developed for the Neighborhood Traffic Management Action Plan (NTMAP) was open and included a potential measure regarding right-turn restrictions at the Middlefield Oak Grove intersection.

Staff received a number of emails in response to the letter, most opposed to the change. The responses to the on-line map survey indicated an even split on the item. The Police Chief also provided a copy of the collision history at the Middlefield Rd/Oak Grove intersection between June 1, 2011, and May 31, 2021. The Transportation Committee received the comments submitted via email as well as the results on the on-line survey. After deliberation, the Transportation Committee recommended that the hours associated with “No Right on Red” be changed to be from 7am to 7pm.

FISCAL IMPACT

Limited impacts. New turn restriction signage will be required. There are sufficient funds in the existing Public Works operating budget to cover the cost of the new signs.

PUBLIC NOTICE

Public notification was achieved by posting the agenda, with this agenda item being listed, at least 72 hours prior to the meeting in print and electronically. Information about the project is also disseminated via the Town's electronic News Flash and Atherton Online. There are approximately 1,200 subscribers to the Town's electronic News Flash publications. Subscribers include residents as well as stakeholders – to include, but be not limited to, media outlets, school districts, Menlo Park Fire District, service providers (water, power, and sewer), and regional elected officials.

COMMISSION/COMMITTEE FEEDBACK/REFERRAL

This item X has or has not been before a Town Committee or Commission.

- Audit/Finance Committee (meets every other month)
- Bicycle/Pedestrian Committee (meets as needed)
- Civic Center Advisory Committee (meets as needed)
- Environmental Programs Committee (meets every other month)
- Park and Recreation Committee (meets each month)
- Planning Commission (meets each month)
- Rail Committee (meets every other month)
- X Transportation Committee (meets every other month)

ATTACHMENTS

1. Letter to residents dated July 2, 2021, with notification boundary
2. Email responses to letter
3. Filtered responses to the NTMAP on-line survey
4. Accident History Report - Middlefield Rd/Oak Grove Avenue June 1, 2011 – May 31, 2021



Town of Atherton
Public Works Department
150 Watkins Ave.
Atherton, CA 94027
Phone: (650) 752-0541

June 2, 2021

RE: Right turn restrictions at the Middlefield Road/Oak Grove Avenue

Dear Resident:

The Town of Atherton is considering changing the hours associated with the “No Right-Turn on Red” restriction at the Middlefield Road/Oak Grove Avenue intersection. The current restrictions are limited to the hours of 7:30 am to 9:30 am and from 1:30 pm to 3:30 pm, Monday - Friday. The proposed modification would restrict the right-turn on red movements between the hours of 7:00 am to 7:00 pm, Monday - Friday. We are seeking input from area residents prior to enacting the modifications. Comments will be accepted via email to rovadia@ci.atherton.ca.us and at the July 13, 2021, Transportation Committee meeting.

The restriction of right-turn on red movements at the Middlefield Road/Oak Grove intersection were initiated over 25 years ago. Initially, the right turns on red were restricted from Oak Grove Avenue to Middlefield Road between the hours of 7 am – 7 pm, Monday - Friday. Due to growing population at the high school, the restrictions (no right turn on red) were expanded to all legs of the intersection between the hours of 7 am to 7 pm, Monday – Friday, in approximately 1997. These restrictions remained in place until approximately 2014 or 2015, when the restrictions were changed to the hours of 7:30 am – 9:30 am and 1:30 pm – 3:30 pm, Monday – Friday. This appeared to try to correspond to the hours of the school at the time. School hours and student activity at and around the school have changed significantly over the years with regards to start and end times, varied schedules, and before/after school activities.

With the changing hours of operations, varying student schedules, the locations of the bus stops at the intersection (across Oak Grove Avenue and across Middlefield Road from the school) and the significant student/pedestrian activity at the intersection throughout the day, the Transportation Committee is recommending that the hours of the restrictions be expanded to 7:00 am – 7:00 pm, Monday – Friday. Standardizing the hours would also make it easier for compliance by the motoring public as well as for enforcement.

The Town is interested in learning your thoughts on the proposed change. Please submit your comments either via email to rovadia@ci.atherton.ca.us or directly to the Transportation Committee at their upcoming meeting on July 13, 2021, at 6:00 pm. Meeting information and the agenda for the July 13, 2021, Transportation Committee meeting will be posted on the Town’s website a minimum of 72 hours in advance of the meeting.

Sincerely,

Robert Ovadia
Director of Public Works

Notification Boundary



Middlefield Rd/Oak Grove Ave – No Right-on-Red Time Modification

Responses

From: [REDACTED]
Date: Monday, May 17, 2021 at 1:15 PM
To: Council <Council@ci.atherton.ca.us>
Subject: Intersection Oak Grove at Middlefield

Dear Council Members,
When the time to discuss the signage at the intersection of Oak Grove at Middlefield, please note my objection to current signage.

I recommend eliminating the confusion the hours restriction creates.
Either remove the no right on red sign or leave it with no hours restrictions.

Thanks,

[REDACTED]
James Ave

From: [REDACTED]
Date: Saturday, May 22, 2021 at 9:13 AM
To: Rick DeGolia <rdegolia@ci.atherton.ca.us>
Cc: [REDACTED]
Subject: Re: Intersection Oak Grove at Middlefield

Hi Rick,
All well I hope.
I appreciate your reaching out for clarification:

Three points to be made:

1. We (wife [REDACTED] & I) prefer no right turn on red 24X7. Simplest solution.
This is offered because of the behavior some drivers display at that intersection. Example = go / no go decision process during the restricted hours caused by confusion (what time is it ? can't decipher the restrictions, etc.).
2. We would also propose a left turn arrow on the traffic signal on Oak Grove at Middlefield - both directions. Traffic backs up where MA parking exits to Oak Grove (when MA used to adjourn at about 3pm). With many kids paying no attention to the walk/don't walk pedestrian signal, there are lots of opportunities for accidents & injury. Flashing red pedestrian signals are universally ignored.
3. Alternative to 2 would be no left turn at Oak Grove on to Middlefield (heading back in front of MA - not sure what compass direction that is). Being a short block from Oak Grove to the Ravenswood intersection, it gets backed up. The bus stop at that intersection often adds to the congestion. We've observed impatient drivers trying to get around blocked traffic at that intersection.

So that's all I have to offer this morning.
Take care, be safe, and keep doing a great job,

Best,

[REDACTED]
James Ave

From: [REDACTED]
Sent: Monday, June 7, 2021 1:48 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: Right Turn on Red Restrictions - Middlefield//Oak Grove

Mr. Ovadia:

My wife and I have lived at [REDACTED] De Bell Drive for almost 40 years. It is the first house on De Bell, and it also borders Middlefield.

There have been so many accidents at the Oak Grove/Middlefield intersection over the years that I will never turn right on red at this intersection. There is no visibility anyway when you are going south on Middlefield. So I think extending the restrictions is an excellent idea.

[REDACTED]
De Bell Drive

From: [REDACTED]
Sent: Monday, June 7, 2021 7:14 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: Right turn restrictions

Hello,

I am writing in response to the proposal to increase the right turn restrictions at Middlefield Road and Oak Grove Avenue. I live on Middlefield Road in between Oak Grove and Ravenswood. I do not think the hours for no right turn need to be extended beyond the current school hours. The traffic on Middlefield is relatively quiet other than those hours for pedestrians. I believe it would be a waste of a lot of the citizens' time and aggravating to sit and wait for the light to change to green to turn right on to Middlefield from Oak Grove. The green light allowing traffic to flow on Oak Grove is a very short time span in comparison to the green light on the traffic flowing on Middlefield. This would be a time sink. In addition I do not have a problem getting out of my driveway due to right hand turns onto Middlefield on a red. I also run a lot across that intersection and have never had an issues or felt endangered crossing over that intersection.

Thanks for listening

From: [REDACTED]
Sent: Monday, June 7, 2021 9:34 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: right turn on Middlefield from Oak Grove

Hi

I am against extending the no turn hours. What is the benefit? Can you share the data? In my view, the biggest issue is actually the bus stop on Middlefield near Oak Grove south direction. During the school hours the bus does not stop in its parking/stop space blocking traffic partially creating an unsafe situation. Thanks, [REDACTED]

[REDACTED] - [REDACTED] Middlefield Road 94027

From: [REDACTED]
Sent: Tuesday, June 15, 2021 4:26 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: Right turn restrictions at Middlefield/Oak Grove

Hi

I've been a 20 year resident in Lindenwood, and I see NO reason to change the restriction to the onerous 7 am - 7 pm proposed schedule. The way it is works just fine with the high school students coming and going.

People will avoid it, creating more traffic at the other Lindenwood gates, and one of those is already a dangerous intersection!

Please don't do it.

[REDACTED]

From: [REDACTED]
Sent: Wednesday, June 16, 2021 6:13 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: No Right Turn on Red at Middlefield/Oak Grove Avenue

Hi Robert,

We **oppose** extending the hours to 7 am to 7 pm. That's way too long. We live nearby and it makes sense to keep the hours as they are. All of my household feels this way (4 adult drivers).

Best regards, the [REDACTED] Family

From: [REDACTED]
Sent: Wednesday, June 16, 2021 9:49 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Cc: [REDACTED]
Subject: Oak Grove & Middlefield Ave

Dear sir,

I am opposed to the extension of the right turn on red restriction. I see no justification in your letter to extend the restrictions other than making it easier for the APD to enforce the rule.

M-A high school was an open campus when this rule was instigated; students were free to leave campus as they pleased, so the past history of restrictions at this intersection are not relevant. M-A high school is presently a closed campus and, as such, student activity will *not* occur throughout the day as you portend.

I frequently bicycle and walk this neighborhood as well as drive and your contention that there is "significant student/pedestrian activity at the intersection throughout the day" has not been observed by this individual.

Further, why was this item not brought before the Bicycle and Pedestrian Committee?

[REDACTED]
Lowery Drive

From: [REDACTED]
Sent: Wednesday, June 30, 2021 7:28 AM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: Proposed right on red rule change at Middlefield and Oak Grove Ave

To whom it may concern,

I live very near the corner of Oak Grove and Middlefield and would like to strongly request that no change be made to the "right on red" hours. I realize I do not have all the safety data available but the right on red restriction is a real inconvenience for those of us who drive there every day. The current restriction is more than adequate from what I can tell and no pressing safety need has been put forth to make the change appropriate,

We have also recently had the bike lane added to our street, there is significant traffic coming with the gargantuan development at the end of the block and adding the right on red rules would make our street undriveable! The traffic burden would also be disproportionate to the streets around us.

Thank you for your consideration.

[REDACTED]
Oak Grove Ave
Atherton CA

From: [REDACTED]
Sent: Friday, July 2, 2021 1:13 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: Oak Grove Light

Mr. Ovadia,

I have resided at [REDACTED] Oak Grove Avenue, Atherton for the past 16 years. I pass thru the intersection of Oak Grove and Middlefield multiple times a day and in various modes of transportation: walking, driving and biking. Any change in the ability to “turn right on red” at this intersection will impact my household and those on my street more than residents in other areas of our town.

While I agree with limiting the “right on red” turn during school commute hours that are currently posted from 7:30am-9:30am and 1:30(due to short day schedule one day a week) – 3:30pm, I do NOT support extending the hours to the entire workday 7am to 7 pm.

I am a witness to activity at this corner throughout different periods of the day, across many years, and all seasons of the year. Unlike the MA high school start and ending commute hour traffic from September to May, at other hours of the workday there are very few pedestrians. And vehicle traffic on oak grove during non-school commute hours is primarily residents leaving or returning to their homes in Lindenwood. Additionally, vehicle traffic traveling north/south along Middlefield is relatively light except during the school and work commute hours. The work commute hours of approximately 5:00 - 6:00pm sees a steady flow of Middlefield traffic, but this vehicular traffic is present all along Middlefield throughout points of Menlo park and Atherton and is not specific to the Oak Grove intersection.

Given school has not been physically in session for greater than 12 months, it is hard to argue that traffic has gotten worse at the intersection in the last year, even during school commute hours. I’m not sure why this is even being raised at this time.

If anything would improve the safety of the intersection during the High school starting and ending commute hours, it would be a left hand turn signal from Oak Grove avenue onto Middlefield in both directions, similar to what is available from Middlefield onto oak grove currently.

But to impose a strict “no turn on red” during all the hours of the day that I travel to and from my home, creates an unnecessary burden to the households that have to travel thru this intersection on every trip out of the house.

Enacting a “no turn” law appears to be over regulating activity for a significant part of the day, in which there is already a simple solution and signage already in place for the school commute times.

You may contact me to discuss further.

[REDACTED]
650-[REDACTED]

PS – I believe the history about the Intersection is inaccurate in the letter we received. When we first moved here in 2005 there was no restriction from Oak Grove for turning right onto Middlefield. It was at the latest the early 2010s (possibly 2009/2010) when the MP school district adopted an early release day on Thursdays at 1:30 to mimic the high school so that parents could coordinate carpools between

high school and the elementary schools. This is when the signage for “no turn on red” from 1:30-3:30 went in on Oak Grove and Middlefield. I coordinated the Menlo Park school shuttle between Encinal and Laurel for several years for the kids and it only ran M, T, W and F because of the short schedule Thursdays at 1:30. My last year coordinating the shuttle was 2013 so that’s why I believe the short schedule (and signage) took effect in 2009/2010.

Mr. Robert Ovadia
Director of Public Works
Town of Atherton

July 5, 2021

Re: Right turn restrictions at Middlefield Road/ Oak Grove Avenue intersection

Dear Mr. Ovadia,

This is in response to your letter of June 2, 2021. We live on Maple Leaf Way in the Maple Manor subdivision, which is at one of the corners of the intersection in question. We strongly oppose the proposed extension of “No Right-Turn on Red” restrictions on all four corners of the intersection to 7 AM to 7 PM, 12 hours a day! Prohibiting traffic to safely turn right on red will make the already-significant gridlock on Middlefield Road even worse. It would remove the current “pressure valve” that allows cars to exit Middlefield. This is especially the case for south-bound traffic on Middlefield turning right (towards Menlo Park downtown) on Oak Grove.

Having lived in this area for almost 40 years, we can state, based on long-time personal observation, that at this particular corner, even during the current restricted hours, there is very little student foot traffic. Student pedestrians by and large cross Middlefield to the south-bound bus stop or to walk to Menlo Park along the south side of Oak Grove; or cross Oak Grove and walk north along Middlefield to the north-bound bus stop. During the hours outside of the current restrictions, it is rare to see a high school student utilize the north – or for that matter, even the south -- side of Oak Grove.

The proposed changes do not take into account the many safety improvements made at this intersection over the past few years, including (a) the expansion and raised curbs at each of the four pedestrian corners, (b) bright yellow markings on each corner, and (c) the installation of “call buttons” at each of the four corners of this intersection with which, at any time, a pedestrian can stop traffic. By law, a motorist may not drive into the crosswalk or make a turn whenever a pedestrian crossing signal is activated. No further prohibitions on traffic movement are necessary.

Menlo Park obviously considered a similar situation when, in the last several years, it installed call buttons and re-designed its crossings and restrictions a block away, at Oak Grove and Laurel, adjacent to a school. There, the sign simply states, “No Right Turn when Children Present.”

As you no doubt know, prior to the COVID-19 shutdown, Middlefield Road was increasingly being used as an alternate to highway 101 and El Camino for north/south commuting traffic, and we have no illusions about that not recurring in the future. Outlawing traffic from turning right on red after a stop will only add to the gridlock and the accompanying impatience of drivers, particularly during the evening rush hours. The resulting buildup will also make it

harder for those of us in Maple Manor and Lindenwood to safely exit our neighborhoods and merge into Middlefield Road traffic.

You state that this change will “make it easier for compliance by the motoring public as well as for enforcement.” We disagree. We have seen no widespread flouting of the restrictions during the hours when the “no right turn” is in force, and have observed most drivers to be cautious when pedestrians are present at any time. We cannot speak for enforcement, for with the exception of our recent sighting of an Atherton police motorcycle parked under the foliage off of the Oak Grove sidewalk, we virtually never see Town Police parked at or observing this intersection.

To triple the hours of “no right turn on red” without a more thorough examination of the need and the potential effects would be reckless and foolhardy. It could put into place an unnecessary restriction that could actually threaten the lives of those of us in cars trying to exit Maple Manor – an already, at times, risky maneuver due to backed up traffic at the Middlefield/Oak Grove corner which the right turn on red helps to alleviate. Please do the homework necessary to make a thoughtful decision based on all of the facts, rather than one that makes enforcement “easier.” Simplification of compliance at the risk of lives is no solution.

For all of the reasons above, we request that this expanded and unnecessary restriction NOT be put in place.

Very truly yours,

A solid black rectangular redaction box covering the signature area.

From: [REDACTED]
Sent: Wednesday, July 7, 2021 1:47 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Cc: [REDACTED]; [REDACTED]
Subject: Oppose to the Right Turn Restrictions @Middlefield & Oak Grove

Dear Robert,

I oppose to the new hours change proposal.

The extended hours proposal is not necessary, thanks.

Regards,

[REDACTED]
Toyon Road, Atherton, CA 94027
W: [REDACTED]
C: [REDACTED]
Skype: [REDACTED]

From: [REDACTED]
Sent: Saturday, July 10, 2021 6:55 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>; Steve McCulley <SMcCulley@ci.atherton.ca.us>
Cc: [REDACTED]
Subject: Middlefield Rd/Oak Grove Ave - No Right-on-Red Time Modification
Importance: High

Subject: Right Turn on Red Restrictions - Middlefield//Oak Grove

Greetings Mr. Ovadia and Council Members,

As multi-decade residents of Manzanita Rd (cul-de-sac off of Oak Grove), our family of 5 adult drivers vigorously OPPOSE modifying the hours to 7am-7pm. This egregious 12 hours/ALL-day ban would disproportionately impact and penalize residents and services for the portion of Lindenwood that daily use Oak Grove. We support keeping the hours as currently posted OR removing all right turn restrictions.

If enacted, the 12-hour restriction would substantially increase hazards as drivers seek alternate routes for access to Middlefield by using narrower, winding residential streets, for example, through De Bell Drive then right on Middlefield, or via Encino Rd (past Laurel School) and/or via Toyon to Ringwood and eventually right on Middlefield.

Bus Concerns: From our years using Oak Grove, including as past graduates of M-A, it is clear that pedestrian activity at the Oak Grove/Middlefield intersection is generally light except for the brief interludes when students come and go. HOWEVER, during those hours we have frequently observed congestion due to failure of the buses to maneuver completely off the roadway into their allotted stopping space, thus leaving their rear end or sides partially on the roadway. Two possible workarounds: (1) Move the "bus stop sign" forward, closer to the telephone pole, thus lengthening the available paved area for buses to maneuver. (2) Often several buses arrive at the same time, so sequencing arrivals more carefully would also help. These are issues for discussion with Sam Trans, not for limiting right turn hours for residents.

Kind regards,

[REDACTED]
Manzanita Rd

From: [REDACTED]
Sent: Monday, July 12, 2021 5:17 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: Middlefield turn restrictions

Dear Mr. Ovadia,

I am writing in response to your letter requesting comment on the proposed change in hours of restricted right turn on the intersection of Oak Grove Avenue and Middlefield Road. As a resident at [REDACTED] Oak Grove Avenue for 24 years, I have witnessed the increase in traffic and activity at that intersection, and I use that intersection frequently.

The intersection is heavily traveled and appears to be a site of more frequent accidents than most. I can certainly understand the need for increasing safety provisions. The students need to be protected. But I believe that restricting the hours for right turns will increase the traffic congestion and may have unanticipated effects. While I don't oppose the change, I don't believe it is a meaningful solution to the source of the problem. The community needs a broader longer-term plan to reduce traffic conflict at that intersection.

Rush-hour traffic in the area traffic is intense. Prohibiting right hand turns during rush hour will increase congestion, affecting everyone in the neighborhood. Much of the eastbound traffic on Oak Grove turns right or left at the Middlefield intersection. Restricting right turns will cause traffic to back up on Oak Grove in both directions. Since much of the through traffic that now continues on Oak Grove cuts through Edge, Toyon or Frederick to Ringwood, a turning restriction will cause this through traffic to increase and will create a hazard for students and pedestrians on Oak Grove and Edge Road by Laurel School. Westbound traffic on Oak Grove carries cut through traffic from Bay Road via Ringwood as well as the local traffic. Restricting the right turns will increase the time it takes for westbound traffic to clear the intersection and will diminish the flow of eastbound left-turn traffic.

Much has changed in the last 40 years, but the infrastructure hasn't. The school, in conjunction with Atherton and Menlo Park, should develop a plan that would accommodate the flow of traffic to and from the school and separate it from through traffic. While M-A is a very important part of the community, its demands on the surrounding infrastructure continue to expand without concern for the externalities it creates. The conflicting demands of an expanding school district, increased rush hour traffic and the substantial increases in Menlo Park development have created a larger problem than can't be addressed merely by the the Town of Atherton imposing turn restrictions.

It is time to start addressing these problems; turn restrictions should be contingent on an commitment by the school board, and Menlo Park, to contribute to a plan to address these transportation issues. With the potential redevelopment of the SRI campus and grade separation of railroad tracks from streets, there is a unique opportunity to solve this problem and make a much more livable community. Without pushing back on short term issues such as this one, the long term issues will never be addressed.

Respectfully,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, July 13, 2021 10:44 AM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: Atherton resident - Right Turn Restrictions at Middlefield and Oak Grove

Dear Robert,

My name is [REDACTED] and I live at [REDACTED] Oak Grove Avenue, Atherton. I'm writing to let you know my thoughts about the proposed change to an all-day restricted red light at Oak Grove and Middlefield.

I believe that this change will significantly impact the traffic flow. I am firmly against this change.

Oak Grove Avenue is already used as a main thoroughfare for people who live in Vintage Oaks and Suburban Park to get to downtown Menlo Park. It is a preferred route over Ravenswood. This change will clog traffic.

As someone who is directly affected, we are asking you to keep the restricted right turn times as is. I drive this route all the time and there are many times when there are no pedestrians. The 7-7 restrictions would serve to back up traffic.

We've had many changes on Oak Grove...bike lanes installed, big construction and development, all on street parking has been removed. I'm not sure if our neighbors at [REDACTED] Oak Grove have submitted any comments, but I would be concerned that their driveway would be blocked quite a bit with this change.

Thank you for your consideration.

Respectfully,
[REDACTED]

From: [REDACTED]
Sent: Tuesday, July 13, 2021 12:52 PM
To: Robert Ovadia <rovadia@ci.atherton.ca.us>
Subject: Opposed to changing right turn restrictions at Middlefield/Oak Grove

To the Transportation Committee and Mr. Ovadia,

I'm writing in opposition to changing the right turn on red restrictions at the intersection of Oak Grove Avenue and Middlefield Road. Student safety should be a priority, but based on my 28 years of going through this intersection, no change is warranted.

Most frequently, my right turns at this intersection are from westbound Oak Grove (from Lindenwood) onto northbound Middlefield. Before entering the intersection to make this turn, the view of northbound traffic on Middlefield is unobstructed, as are all four corners and all four crosswalks. Anyone who comes to a full stop prior to making a turn can readily see if any pedestrians are in the area and if any northbound cars are approaching.

There is heavy pedestrian use of the intersection before and after school, and caution and restrictions are appropriate at those times. However, the overwhelming majority of the time between 7:00 am and 7:00 pm there are no pedestrians at the intersection. Given this, there does not appear to be a reason to make changes to the current right turn on red restrictions.

Mr. Ovadia's letter asserted that "School hours and student activity at and around the school have changed significantly over the years with regards to start and end times, varied schedules, and before/after school activities." This is something that I have not witnessed, and which should be substantiated with data before making any changes.

Additionally, the letter said that there is "significant student/pedestrian activity at the intersection throughout the day." As stated above, even on school days there are large periods of time when there are no pedestrians around the intersection.

The letter did not reference any data on pedestrian accidents at this intersection. Was this omitted because there have been no such accidents? If there have been accidents, what were the circumstances, and do these circumstances warrant a change?

Student safety is important, but absent data and a solid rationale it should not be used as justification for unnecessary changes.

Respectfully,

[REDACTED]

Phase	Potential Measure	Location	Support			Additional Comments	Overall Reaction	Support Percentage
			Yes	No	Total			
Near-Term Measures	Temporary Speed Lump	Almendral Avenue between Ralston Road and Amador Avenue	6	5	11	Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	55%
		Fairview Avenue between Atherton Avenue and Camino Al Lago	14	9	23	Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	61%
		Monte Vista Avenue between Atherton Avenue and Camino Al Lago	9	3	12	Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	75%
		Selby Lane between Austin Avenue and Serrano Drive	7	5	12	1. Actually, there should be two additional lumps; one NE of Serrano and a 2nd one to the SW of the main entrance to the school; there is significant Ped traffic between the school yard and Serrano as folks use this route for walking (and biking). 2. Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	58%
		Stockbridge Avenue between Austin Avenue and Serrano Drive	11	7	18	1. Speed lumps should be installed on Stockbridge between Selby Lane and the Alameda! 2. This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day. 3. Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	61%
		Stockbridge Avenue between Nora Way and Shearer Drive	9	6	15	1. This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day. 2. Data indicates that speeding is not a serious problem and that there has not been a significant increase in accidents or other problems due to speeding. Speed lumps just become an annoyance for residents without really solving any problems, which are the result of too many cars on the road.	POSITIVE	60%
		Watkins Avenue between Atherton Building Department and McCormick Lane	13	9	22	1. Please place lump near existing crosswalk. 2. There is a lot of traffic on this street, especially at some commute hours, but I am very opposed to the addition of speed lumps at this location.	POSITIVE	59%
		Watkins Avenue between Burns Avenue and Atherton Building Department	11	8	19	1. Please place lump near existing crosswalk. 2. Speed humps are necessary on Glenwood. There is no way to tell you that. 3. I am very opposed to speed lumps at this location. There is no real problem with speeding on this road. There IS some congestion, but speed lumps would hardly improve that and might, in fact, make the flow worse.	POSITIVE	58%
		Watkins Avenue between Dinkelspiel Station Lane and El Camino Real	13	8	21	1. This is a great location for a temporary speed lump and will make this section of Watkins much safer for the young kids in the neighborhood! 2. would like left turn restriction from Watkins on to El Camino 3. Please place lump near pedestrian crossing at Station Lane. 4. Data indicates that speeding is not a real problem on this street. It is a high traffic street because it is one of the few places where people can cross from El Camino to Middlefield, but the real problem is congestion caused by too many cars and not unsafe driving or speeding. I am very opposed to adding speed lumps to this location. 5. Please please please install this, cars speed way too fast right next to my kids every day 6. i'd prefer a sidewalk	POSITIVE	62%
	Median Island	Almendral Avenue and Austin Avenue	5	3	8		POSITIVE	63%
		Atherton Avenue and Barry Lane	10	6	16		POSITIVE	63%
		Atherton Avenue and Elena Avenue	8	6	14	Maybe...only way a median will be effective at any intersection is if there are reflectors or other raised objects to slow people down....biggest issue is turning across oncoming traffic, not right hand turns (although people usually rolling-stop thru those)	POSITIVE	57%
		Atherton Avenue and Fairview Avenue	9	5	14	only if one is at Linda Vista Ave/Atherton Ave as well though	POSITIVE	64%
		Atherton Avenue and Monte Vista Avenue	10	2	12	only if one is at Linda Vista Ave/Atherton Ave as well though	POSITIVE	83%
		Selby Lane and W Selby Lane	5	4	9	1. a traffic circle is also preferred 2. not sure what this is for or what it would accomplish	POSITIVE	56%
		Stockbridge Avenue and Serrano Drive	9	5	14	This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day.	POSITIVE	64%
		Stockbridge Avenue and Shearer Drive	8	5	13	This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day.	POSITIVE	62%
	Pedestrian Improvements	Tuscaloosa Avenue and Austin Avenue	5	3	8	you need to put something on Austin at Atherton Ave!	POSITIVE	63%
		Alejandra Avenue and El Camino Real	12	2	14	1. In theory yes, but without knowing what those actual improvements are it's hard to say. 2. YES!! I'm surprised that more kids are not hit. Give them a clearly designated crosswalk.	POSITIVE	86%
		Selby Lane - Mid-block Crosswalk between Serrano Drive and W Selby Lane	10	2	12	1. In general, pedestrian improvements would be good. I do most of my walking at the edge of the street because the street is a smooth surface to walk on. 2. In theory yes, but more specifics would be needed to offer more valuable feedback. 3. Don't need them. Pedestrians should just wait for a break in the traffic or get the cooperation of the vehicles to slow or stop for them to cross.	POSITIVE	83%
			Selby Lane and Austin Avenue	7	3	10	1. In theory, yes, but more details would be needed to provide more valuable feedback. 2. People will cross anywhere along Selby where they can.	POSITIVE

Near-Term Measures	Signage	Cam Al Lago between Alameda de las Pulgas and Park Lane	12	2	14	1. but not sure it will do any good 2. speeds reduced by bridge anyway. do not disturb residential character of this neighborhood with such feedback signage.	POSITIVE	86%
		Selby Lane between Oakwood Boulevard and Logan Lane	7	2	9		POSITIVE	78%
		Stockbridge Avenue between Patricia Drive and Carolina Lane	11	2	13	1. Speed feedback signs are necessary on ALL Bike and pedestrian ways. 2. Probably only modestly helpful. The speeders and cut-through traffic seem to ignore them	POSITIVE	85%
	Left Turn Restriction (AM Peak Period)	Glenwood Avenue and Middlefield Road	11	5	16	1. It needs to be all day and on Glenwood and also middlefield going south 2. It needs to be all day to cover the afternoon rush as well. It would also be helpful to put no left turns on NB Middlefield. Plus speed humps on Glenwood (4) to cut the speeding down). This is a Ped and Bike way. 3. A Left Turn restriction will just push traffic onto smaller, ancillary roads. The problem we have in this whole area is that we have too many cars on the road and these restrictions will not address the root source of our problems.	POSITIVE	69%
		Tuscaloosa Avenue and El Camino Real	6	5	11	Turn restrictions, in general, seem to increase traffic instead of alleviating it. If people can't turn left here, they will clog up the road by having to turn right and find a U-turn or else they will have to go to another street to make their turn. The problem we have is that there are too many cars on the road and these restrictions will not alleviate that problem.	POSITIVE	55%
	Signal Coordination	Middlefield Road and Encinal Avenue	14		14	This is a great idea for Middlefield! I have driven it frequently and think it would help a lot with congestion	POSITIVE	100%
		Middlefield Road and Marsh Road	18	1	19	1. If signal coordination can improve the flow through this intersection and down Middlefield, I would support that. But it's hard to truly answer this question since the proposal is so vague. 2. already done	POSITIVE	95%
		Middlefield Road and Oak Grove Avenue	14	1	15	1. If signal coordination can increase the flow through Middlefield, I would be in favor of that. But there isn't enough info provided to truly provide valuable feedback. 2. Great great idea!	POSITIVE	93%
		Middlefield Road and Ravenswood Avenue	12	2	14	If signal coordination can be done in such a way as to alleviate traffic and increase flow through Middlefield I would support that.	POSITIVE	86%
		Middlefield Road and Ringwood Avenue	12	2	14	1. If signal coordination can be done in such a way as to alleviate traffic and increase flow through Middlefield I would support that. 2. already done 3. Have not noticed much problem here during commute times	POSITIVE	86%
Concept 1	Fair Oaks Lane and Lloyd Drive	13	3	16	1. This improves visibility of cross traffic for cars and pedestrians. If it does improve safety, the temporary structures should become permanent curbs. 2. We noticed that there is a proposed left turn restricted (during the AM) from Fair Oaks Ln onto Lloyd Drive. It would be more effective to put a right turn restriction instead (during the AM) for folks driving over the tracks and taking a right from Fair Oaks Ln onto Lloyd Drive as as short cut onto El Camino (by avoiding the stop light).	POSITIVE	81%	
Mid-Term Measures	Permanent Speed Lump	Monte Vista Avenue between Atherton Avenue and Camino Al Lago	5	3	8	Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any permanent speed lumps throughout the town.	POSITIVE	63%
		Watkins Avenue between Atherton Building Department and McCormick Lane	10	7	17	1. Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any permanent speed lumps throughout the town. 2. Please place near crosswalk.	POSITIVE	59%
		Watkins Avenue between Burns Avenue and Atherton Building Department	9	7	16	1. Data indicates that there is no serious speeding problem through the town. So, I am very opposed to the addition of any permanent speed lumps throughout the town. 2. Please place near crosswalk.	POSITIVE	56%
	Temporary Traffic Circle	Atherton Avenue and Austin Avenue	8	6	14	1. Won't slow speeders and just inconvenience residents 2. Traffic circles are so uncommon in the US that most drivers don't know how to navigate them and intersections that have them become worse not better.	POSITIVE	57%
	Traffic Signal	Alameda de las Pulgas and Atherton Avenue	16	7	23	1. I'm OK with the circle, but I thought that there isn't enough room to accomodate a circle -- A traffic light would be OK with me 2. The circle does not do anything as bikes coming in fast across is a huge issue. There is no space for a traffic circle. Putting a traffic signal is sufficient. And enforcing on bikes stop lights will solve this. Something that slows bikes is required in the intersection. I have entryways both on Atherton and Alameda De Las Pulgas - and hence I see the issues both ways. I have cameras that catch the bikes speeding too. 3. I appreciate the desire to improve traffic flow here. I think it would be very difficult to turn from westbound Atherton to southbound Alameda in the morning with a traffic circle here. The volume of traffic coming down Alameda would make it really difficult to get in. We have to make this left turn daily; the only other option would be a scary unprotected left turn from Stockbridge or Polhemus. 4. This intersection desperately needs a traffic signal, but a traffic circle would also be a significant improvement. 5. In my experience traffic flows well through this intersection and there is no need for a change in signage. Also, I think that because traffic circles are so uncommon in the US, most people don't know how to properly navigate them and you end up with more problems instead of fewer.	POSITIVE	70%

Mid-Term Measures	Concept 2	Stockbridge Avenue and Selby Lane	12	8	20	<p>1. My reason for opposing is (1) we walk here daily and it can be difficult to cross as a pedestrian. I think a traffic circle would make it more dangerous; and (2) it seems like there is a lot of cut-through traffic that comes Atherton Ave (from El Camino or Barney) (speeding) up Selby and then (speeding) west on Stockbridge towards Alameda/84/280. I think this roundabout would encourage that traffic.</p> <p>2. Not if it is to replace the stop signs. The stop signs are working. Based on my observations, drivers do always stop at this intersection, which helps to reduce their speed along Stockbridge Avenue at least somewhat, reduces the risks pedestrians trying to cross at this intersection and reduces the risk of collisions.. Eliminating the stop signs would just result in already speeding cut-through commuters speeding through this intersection and even faster down Stockbridge Avenue and probably an increase in collisions between cars and increased danger to pedestrians at this intersection.</p> <p>3. Is this a traffic circle or a 4-way stop? Those are opposite concepts, so this design is asking for trouble.</p> <p>4. Traffic circles are so uncommon in the US that most drivers don't know how to navigate them and intersections that have them become worse not better. This one is particularly bad and confusing.</p>	POSITIVE	60%
Long-Term Measures	Class I Bike Lane	Marsh Road between Middlefield Road and Fair Oaks Avenue	6	2	8	It is pretty dangerous for pedestrians and bikers right now to use Marsh.	POSITIVE	75%
	Class II Bike Lane	Atherton Avenue between El Camino Real and Alameda de las Pulgas	16	3	19	<p>1. It should also take into account pedestrians.</p> <p>2. My "no" is really more of a "maybe" - Atherton Ave is a high-traffic street, and you can't just run a strip of paint, since it's not wide enough. So what is the real plan? Widen the street? Does the town have the right to do that along all those properties? More information is needed to make an informed decision.</p> <p>3. Would be a great connection and encourage biking</p>	POSITIVE	84%
		Selby Lane between Selby Lane and Atherton Avenue	11	2	13	It should also take into account pedestrians.	POSITIVE	85%
	Class II Bike Lane	Stockbridge Avenue between El Camino Real and Alameda de las Pulgas	23	6	29	<p>1. It should also take into account pedestrians.</p> <p>2. yes, please!</p> <p>3. Should reduce the risk to bicycles.</p> <p>4. Would encourage biking and reduce car trips</p> <p>5. more pedestrian improvements required</p> <p>6. This is a bit confusing.... There is already a bike lane between ECR and Oakwood.... I think you mean extending the bike lane along Selby Lane past the school.... Yes, this needs to be done</p> <p>7. I support bikers but I don't want to diminish the rural flavor of the neighborhood with pronounced bike lanes. I'm ok with bike lanes if they are not so prominent.</p> <p>8. It should also take into account pedestrians.</p>	POSITIVE	79%
		Enhanced Bike Lane	Valparaiso Avenue between El Camino Real and Camino Al Lago	8	2	10	As I cyclist, I strongly oppose so-called "enhanced" bike lanes.	POSITIVE
	Enhanced Bike Lane	Alameda de las Pulgas between Stockbridge Avenue and Camino Al Lago	6	5	11	<p>1. But not a Class 4 "Protected". Class 4 is incompatible with bikers going different speeds; picture "granny" pedalling at 5 mph and some one an e-bike going 20 mph -- the "protection" does not allow for the faster person the safely pass the slower individual.</p> <p>2. I doubt an enhanced bike lane would make a difference.</p> <p>3. I cycle this route almost daily, "enhanced" bike lanes are something most cyclists learn to avoid. The existing wide shoulder is wonderful - about the best improvement would be running a street sweeper to remove debris - that would actually improve safety.</p>	POSITIVE	55%
		Permanent Speed Lump	Stockbridge Avenue between Austin Avenue and Patricia Drive	11	5	16	<p>1. This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day.</p> <p>2. Data indicates that there is no serious problem with speeding that would require the addition of any speed lumps, which just make everyday traffic for residents unpleasant.</p>	POSITIVE
	Stockbridge Avenue between Serrano Drive and Amador Avenue		9	5	14	<p>1. This should help tremendously with speeding, and especially very dangerous, very highly speeding and often inattentive cut-through traffic that endangers pedestrians' lives especially during am and pm commute hours, and very highly speeding construction related traffic at other times during the day.</p> <p>2. Data indicates that there is no serious problem with speeding that would require the addition of any speed lumps, which just make everyday traffic for residents unpleasant.</p>	POSITIVE	64%
	Permanent Traffic Circle	Atherton Avenue and Austin Avenue	6	5	11	<p>1. YES!!!!!!!!!!!!</p> <p>2. Won't slow traffic and just inconvenience residents</p> <p>3. Traffic circles are so uncommon in the US that most drivers don't know how to navigate them and they create more traffic than they solve.</p>	POSITIVE	55%
	Dedicated Right Turn Lane	Watkins Avenue and El Camino Real	11	6	17	<p>1. hurrah!</p> <p>2. My answer is actually "maybe". I bicycle this intersection daily and I would be interested to know how you propose to add a dedicated right-turn lane to a two-lane road. Eminent domain of the properties along that area? More details are needed.</p> <p>3. that would just encourage more traffic</p>	POSITIVE	65%
	Pedestrian Improvements	Selby Lane and El Camino Real	8	2	10	<p>1. There needs to be better connectivity from the residential area east of ECR and Selby Lane School</p> <p>2. I think a median resting point for pedestrians is all we need for Selby and El Camino. We don't need any blinking lights or grade level blinkers. There is not a high need for pedestrians to cross El Camino at Selby Lane. They can walk to 5th Ave where there is a traffic light or to Oakwood where there is a traffic light</p>	POSITIVE	80%
	Traffic Signal	Alameda de las Pulgas and Camino Al Lago	7	5	12	<p>1. I think a signal is too much, but am supportive of other measures</p> <p>2. Maybe - depends what the studies show this signal achieves.</p> <p>3. The priority should be a traffic signal at Atherton Ave.</p>	POSITIVE	58%
		Middlefield Road and Fair Oaks Lane	10	7	17	It can be very difficult during peak hours to turn left onto Middlefield. Turning right is also difficult as cars ignore any keep clear signs in intersection cutting off others from joining the line-up to turn down Marsh Rd	POSITIVE	59%
Concept 3	Stockbridge Avenue and Selby Lane	10	6	16	<p>1. See prior comments re pedestrian danger and encouraging cut through traffic</p> <p>2. Not if it is to replace the stop signs.</p>	POSITIVE	63%	

**Town of Atherton
Police Department**

ATTACHMENT 4

From 6/1/2011 to 5/31/2021

**Total Collisions: 57
Injury Collisions: 28
Fatal Collisions: 0**

Collision Summary Report

6/8/21

MIDDLEFIELD RD & OAK GROVE AVE

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5318453	7/31/2011	22:24	Sunday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Dark - Street Lig	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Traffic Signals and Signs	21453A	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	West	Proceeding Straight		Female Age: 2001 HONDA					
Veh Type: Passenger Car		Sobriety: HBD Impairment Un		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2 Driver	South	Proceeding Straight		Female Age: 40 1992 MERCURY					
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5314053	8/2/2011	15:09	Tuesday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Making Left Turn		Male Age: 31 2005 NISSAN					
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Not Required		Not Stated		
Party 2 Driver	West	Proceeding Straight		Female Age: 50 2006 TOYOTA					
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Not Required		Not Stated		
5314225	8/19/2011	16:45	Friday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle	Auto R/W Violation	21801A	Hit & Run: No	Complaint of Pain	# Inj: 2	# Killed: 0
Party 1 Driver	North	Making Left Turn		Female Age: 55 2001 CHRYSLER					
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Deployed		Not Stated		
Party 2 Driver	South	Proceeding Straight		Female Age: 17 1994 BMW					
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5338062	9/5/2011	15:46	Monday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle	Auto R/W Violation	21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Making Left Turn		Female Age: 72 2002 VOLVO					
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2 Driver	West	Proceeding Straight		Female Age: 63 2009 LEXUS					
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5313704	9/7/2011	17:35	Wednesday	MIDDLEFIELD RD - OAK GROVE AVE	21'	Direction: South	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Proceeding Straight		Male Age: 46 1998 CHEVROLET					
Veh Type: Pickup Truck		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2 Driver	North	Stopped in Road		Male Age: 42 2001 OTHER - TRUCK					
Veh Type: Emergency Vehicle		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5313657	9/22/2011	10:57	Thursday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle	Improper Turning	22100A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0

MIDDLEFIELD RD & OAK GROVE AVE

Party 1 Driver	West	Making Right Turn	Male	Age: 56	1996 ISUZU					
Veh Type: Pickup Truck		Sobriety: HNBD			Assoc Factor: Not Stated	Not Required		Not Stated		
Party 2 Driver	West	Proceeding Straight	Female	Age: 59	2010 MERCURY					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Not Required		Not Stated		
5357273	10/31/2011	12:45	Monday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation		21950A	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1 Driver	West	Making Left Turn	Male	Age:	0 -					
Veh Type: Pickup Truck		Sobriety: Impairment Not Kno			Assoc Factor: Not Stated	Not Stated		Not Stated		
Party 2 Pedestrian	East	Not Stated	Male	Age: 17	0 -					
Veh Type: Pedestrian		Sobriety: HNBD			Assoc Factor: Not Stated	Not Stated		Not Stated		
5547628	2/28/2012	16:56	Tuesday	MIDDLEFIELD RD - OAK GROVE AVE		15'	Direction: South	Daylight	Cloudy	Pty at Fault:1
	Rear-End	Other Motor Vehicle		Unsafe Speed		22350	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	North	Proceeding Straight	Male	Age: 59	2005 ACURA					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2 Driver	North	Stopped in Road	Female	Age: 58	2003 FORD					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5596681	4/27/2012	12:32	Friday	MIDDLEFIELD RD - OAK GROVE AVE		15'	Direction: North	Daylight	Clear	Pty at Fault:1
	Rear-End	Other Motor Vehicle		Unsafe Speed		22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Proceeding Straight	Female	Age: 44	2000 CHEVROLET					
Veh Type: Pickup Truck		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2 Driver	South	Stopped in Road	Female	Age: 38	2005 LEXUS					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
5623255	5/6/2012	13:25	Sunday	MIDDLEFIELD RD - OAK GROVE AVE		29'	Direction: South	Daylight	Clear	Pty at Fault:1
	Sideswipe	Other Motor Vehicle		Wrong Side of Road		21460A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Crossed Into Opposing Lane	Female	Age: 71	2009 HONDA					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Not Required		Not Stated		
Party 2 Driver	North	Stopped in Road	Male	Age: 67	2011 VOLKSWAGEN					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Not Required		Not Stated		
5623903	5/8/2012	10:49	Tuesday	OAK GROVE AVE - MIDDLEFIELD RD		5'	Direction: East	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian	Pedestrian		Ped R/W Violation		21950A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	East	Making Left Turn	Male	Age: 62	2006 TOYOTA					
Veh Type: Pickup Truck		Sobriety: HNBD			Assoc Factor: Not Stated	Not Required		Not Stated		
Party 2 Pedestrian	North	Not Stated	Female	Age: 15	0 -					
Veh Type: Pedestrian		Sobriety: HNBD			Assoc Factor: Not Stated	Not Stated		Not Stated		
5623263	5/10/2012	09:09	Thursday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle		Traffic Signals and Signs		21453A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Crossed Into Opposing Lane	Male	Age: 28	2001 OTHER - TRUCK					
Veh Type: Emergency Vehicle		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2 Driver	East	Proceeding Straight	Male	Age: 51	1997 MAZDA					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Deployed		Not Stated		

MIDDLEFIELD RD & OAK GROVE AVE

5822220	8/8/2012	11:35	Wednesday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:
	Broadside		Other Motor Vehicle	Unknown		Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Proceeding Straight		Female Age: 71	2004 SUZUKI				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Deployed		Not Stated	
Party 2 Driver	East	Proceeding Straight		Male Age: 25	2012 CHEVROLET				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Deployed		Not Stated	
5822216	8/13/2012	10:50	Monday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21801A	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Making Left Turn		Male Age:	0 TOYOTA				
Veh Type: Passenger Car		Sobriety: Impairment Not Kno		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated	
Party 2 Driver	South	Proceeding Straight		Female Age: 44	2005 VOLVO				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated	
5813428	8/20/2012	17:57	Monday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle	Auto R/W Violation	21801A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	North	Making Left Turn		Female Age: 25	2007 TOYOTA				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Deployed		Not Stated	
Party 2 Driver	South	Proceeding Straight		Female Age: 46	2000 NISSAN				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Deployed		Not Stated	
5941530	12/26/2012	13:47	Wednesday	MIDDLEFIELD RD - OAK GROVE AVE	30'	Direction: South	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed	22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Proceeding Straight		Male Age: 48	2003 VOLVO				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Not Required		Not Stated	
Party 2 Driver	North	Stopped in Road		Female Age: 56	2003 HONDA				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Not Required		Not Stated	
6051904	4/13/2013	14:19	Saturday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation	21801A	Hit & Run: No	Complaint of Pain	# Inj: 3	# Killed: 0
Party 1 Driver	North	Making Left Turn		Female Age: 66	2003 CHEVROLET				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Not Required		Not Stated	
Party 2 Driver	South	Proceeding Straight		Female Age: 43	2010 TOYOTA				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Not Required		Not Stated	
6111466	5/3/2013	16:19	Friday	MIDDLEFIELD RD - OAK GROVE AVE	30'	Direction: North	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Improper Turning	22107	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	South	Making Right Turn		Male Age: 51	1998 TOYOTA				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Not Required		Not Stated	
Party 2 Bicyclist	South	Proceeding Straight		Male Age: 23	0 -				
Veh Type: Bicycle		Sobriety: HNBD		Assoc Factor: Not Stated		Not Stated		Not Stated	
6119523	6/27/2013	19:02	Thursday	MIDDLEFIELD RD - OAK GROVE AVE	0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Other		Bicycle	Auto R/W Violation	21801A	Hit & Run: No	Severe Injury	# Inj: 1	# Killed: 0
Party 1 Driver	North	Making Left Turn		Female Age: 37	2004 SUBARU				
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated	

MIDDLEFIELD RD & OAK GROVE AVE

Party 2 Bicyclist	South	Proceeding Straight	Male	Age: 34	0 -							
Veh Type: Bicycle		Sobriety: HNBD		Assoc Factor: Not Stated		Not Stated		Not Stated				
6197190	8/29/2013	15:43	Thursday	MIDDLEFIELD RD - OAK GROVE AVE		30'	Direction: South	Daylight	Clear		Pty at Fault:1	
	Rear-End		Other Motor Vehicle	Unsafe Speed		22350	Hit & Run: Felony	Complaint of Pain		# Inj: 2	# Killed: 0	
Party 1 Driver	North	Proceeding Straight	Not Sta	Age: 1998	NISSAN							
Veh Type: Passenger Car		Sobriety: Impairment Not Kno		Assoc Factor: Not Stated		Not Stated		Not Stated				
Party 2 Driver	North	Stopped in Road	Female	Age: 37	2006 TOYOTA							
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Not Required		Not Stated				
6362659	1/17/2014		Friday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear		Pty at Fault:1	
	Hit Object		Fixed Object	Improper Turning		22100A	Hit & Run: Misde	Property Damage Only		# Inj: 0	# Killed: 0	
Party 1 Driver	South	Making Right Turn	Not Sta	Age: 0 -								
Veh Type: Truck		Sobriety: Impairment Not Kno		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated				
6409531	2/8/2014	13:28	Saturday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Cloudy		Pty at Fault:1	
	Broadside		Other Motor Vehicle	Auto R/W Violation		21801A	Hit & Run: No	Other Visible Injury		# Inj: 2	# Killed: 0	
Party 1 Driver	North	Making Left Turn	Male	Age: 28	2009 BMW							
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated				
Party 2 Driver	South	Proceeding Straight	Female	Age: 22	1997 JEEP							
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Deployed		Not Stated				
6410207	2/9/2014	11:30	Sunday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Cloudy		Pty at Fault:1	
	Broadside		Other Motor Vehicle	Auto R/W Violation		21801A	Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0	
Party 1 Driver	East	Making Left Turn	Female	Age: 16	2012 CHRYSLER							
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated				
Party 2 Driver	West	Proceeding Straight	Male	Age: 92	1999 TOYOTA							
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated				
6405348	3/3/2014	12:35	Monday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear		Pty at Fault:1	
	Broadside		Other Motor Vehicle	Traffic Signals and Signs		21453A	Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0	
Party 1 Driver	East	Proceeding Straight	Female	Age: 50	2006 TOYOTA							
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Deployed		Not Stated				
Party 2 Driver	North	Proceeding Straight	Male	Age: 26	1996 DODGE							
Veh Type: Pickup Truck		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated				
6504586	5/19/2014	09:44	Monday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear		Pty at Fault:1	
	Vehicle - Pedestrian		Pedestrian	Other Hazardous Movement		21451A	Hit & Run: No	Severe Injury		# Inj: 1	# Killed: 0	
Party 1 Driver	South	Making Left Turn	Female	Age: 17	2004 GMC							
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated				
Party 2 Pedestrian	North	Not Stated	Female	Age: 41	0 -							
Veh Type: Pedestrian		Sobriety: HNBD		Assoc Factor: Not Stated		Not Stated		Not Stated				
6692201	10/3/2014	18:12	Friday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear		Pty at Fault:1	
	Broadside		Other Motor Vehicle	Auto R/W Violation		21801A	Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0	
Party 1 Driver	East	Making Left Turn	Female	Age: 58	2006 TOYOTA							
Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated		Air Bag Not Deployed		Not Stated				

MIDDLEFIELD RD & OAK GROVE AVE

Party 2 Driver	West	Proceeding Straight	Male	Age: 50	1997 TOYOTA					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
6687747	10/29/2014	16:19	Wednesday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Hit Object	Fixed Object		Improper Turning		22100A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	East	Making Right Turn	Male	Age: 60	2014 KENWORTH					
Veh Type: Truck with Trailer		Sobriety: HNBD			Assoc Factor: Not Stated	Not Required		Not Stated		
6730185	11/19/2014	10:48	Wednesday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Raining	Pty at Fault:1
	Head-On	Other Motor Vehicle		Auto R/W Violation		21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Making Left Turn	Male	Age: 23	1996 BMW					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2 Driver	South	Proceeding Straight	Male	Age: 80	1989 OLDSMOBILE					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
6826831	2/5/2015	19:30	Thursday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Dark - Street Lig	Cloudy	Pty at Fault:1
	Broadside	Other Motor Vehicle		Auto R/W Violation		21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Making Left Turn	Male	Age: 57	2000 TOYOTA					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2 Driver	South	Proceeding Straight	Female	Age: 53	2009 AUDI					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
6866136	3/6/2015	14:00	Friday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle		Auto R/W Violation		21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Making Left Turn	Female	Age: 20	2008 JEEP					
Veh Type: Passenger Car		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Deployed		Not Stated		
Party 2 Driver	South	Proceeding Straight	Female	Age: 49	2008 DODGE					
Veh Type: Pickup Truck		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
7044010	8/20/2015	17:50	Thursday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Other	Bicycle		Auto R/W Violation		21801A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	North	Making Left Turn	Male	Age: 32	2006 TOYOTA					
Veh Type: Pickup Truck		Sobriety: HNBD			Assoc Factor: Not Stated	Air Bag Not Deployed		Not Stated		
Party 2 Bicyclist	South	Proceeding Straight	Male	Age: 49	0 -					
Veh Type: Bicycle		Sobriety: HNBD			Assoc Factor: Not Stated	Not Stated		Not Stated		
15-479	9/8/2015	20:58	Tuesday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Dark - Street Lig	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle		Auto R/W Violation		21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	North	Making Left Turn	Female	Age: 34	2012 NISSAN	ALTIMA		Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
Party 2 Driver	South	Proceeding Straight	Male	Age: 56	1996 CHEVROLET	K1500		Pickups & Panels		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		
15-523	10/4/2015	19:31	Sunday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Dark - Street Lig	Clear	Pty at Fault:1
	Broadside	Other Motor Vehicle		Auto R/W Violation		21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Making Left Turn	Female	Age: 38	2000 BMW	323I		Passenger Car, Station Wagon, Jeep		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used		Cell Phone Not In Use		

MIDDLEFIELD RD & OAK GROVE AVE

Party 2 Driver	North	Proceeding Straight	Male	Age: 56	2003 HONDA	ACCORD	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use					
15-620	11/23/2015	14:38	Monday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:0	
	Broadside	Other Motor Vehicle		Unknown			Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0	
Party 1 Driver	South	Making Right Turn	Male	Age: 54	1998 INT'L	9200	Three or More Axle Truck					
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use					
Party 2 Driver	West	Proceeding Straight	Female	Age: 46	2007 TOYOTA	HIGHLANDER	Sport Utility Vehicle					
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use					
16-122	3/14/2016	09:39	Monday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1	
	Broadside	Other Motor Vehicle		Auto R/W Violation		21801A	Hit & Run: No	Other Visible Injury		# Inj: 1	# Killed: 0	
Party 1 Driver	North	Making Left Turn	Female	Age: 18	2008 TOYOTA	PRIUS	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used						
Party 2 Driver	South	Proceeding Straight	Female	Age: 78	2006 ACURA	TSX	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used						
16-362	7/18/2016	18:53	Monday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1	
	Other	Bicycle		Auto R/W Violation		21801A	Hit & Run: No	Complaint of Pain		# Inj: 1	# Killed: 0	
Party 1 Driver	North	Making Left Turn	Male	Age: 31	2007 INFINITI	G35	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use					
Party 2 Bicyclist	South	Proceeding Straight	Male	Age: 32	BIANCHI	ROAD BIKE	Bicycle					
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	M/C Helmet Driver - No	Cell Phone Not In Use					
16-676	12/30/2016	06:27	Friday	MIDDLEFIELD RD - OAK GROVE AVE			2'	Direction: South	Dark - Street Lig	Clear	Pty at Fault:1	
	Hit Object	Fixed Object		Auto R/W Violation		21801A	Hit & Run: Misde	Property Damage Only		# Inj: 0	# Killed: 0	
Party 1 Driver	North	Making Left Turn		Age:			Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent		Unknown	Cell Phone Not In Use					
Party 2 Driver	South	Proceeding Straight	Male	Age: 30	2006 ACURA	INTEGRA	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use					
17-132	3/17/2017	09:49	Friday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1	
	Broadside	Other Motor Vehicle		Traffic Signals and Signs		21453A	Hit & Run: Misde	Property Damage Only		# Inj: 0	# Killed: 0	
Party 1 Driver	South	Proceeding Straight		Age:			Unknown Hit and Run Vehicle Involvem					
Veh Type:		Sobriety: Impairment Not Kno		Assoc Factor: None Apparent		Not Stated						
Party 2 Driver	West	Proceeding Straight	Male	Age: 40	2012 TOYOTA	CAMRY	Passenger Car, Station Wagon, Jeep					
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use					
17-290	6/13/2017	10:32	Tuesday	OAK GROVE AVE - MIDDLEFIELD RD			10'	Direction: West	Daylight	Clear	Pty at Fault:1	
	Sideswipe	Other Motor Vehicle		Improper Turning		22100A	Hit & Run: No	Property Damage Only		# Inj: 0	# Killed: 0	
Party 1 Driver	South	Making Right Turn	Female	Age: 43	2013 LEXUS	IS 250	Passenger Car, Station Wagon, Jeep				No Injury	
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use					
Party 2 Driver	East	Stopped In Road	Male	Age: 22	2011 AUDI	A4	Passenger Car, Station Wagon, Jeep				No Injury	
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use					
17-402	8/24/2017	08:21	Thursday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1	
	Vehicle - Pedestrian	Pedestrian		Other Hazardous Movement		21950A	Hit & Run: No	Complaint of Pain		# Inj: 1	# Killed: 0	

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Party 1 Driver	West	Making Left Turn	Female	Age: 43	2016 ACURA	MDX	Sport Utility Vehicle	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
Party 2 Pedestrian	East		Male	Age: 17			Pedestrian	Complaint of Pain			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Not Required	Cell Phone Not In Use				
17-423	8/31/2017	14:44	Thursday	MIDDLEFIELD RD - OAK GROVE AVE			43'	Direction: South	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle		Unsafe Speed	22350	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0	
Party 1 Driver	North	Proceeding Straight	Male	Age: 51	2016 GMC	2500	Pickups & Panels	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
Party 2 Driver	North	Stopped In Road	Female	Age: 40	2013 TOYOTA	COROLLA	Passenger Car, Station Wagon, Jeep	Complaint of Pain			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
17-624	12/6/2017	17:22	Wednesday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Dark - Street Lig	Clear	Pty at Fault:1
	Other		Bicycle		Auto R/W Violation	21801A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0	
Party 1 Driver	South	Making Left Turn	Female	Age: 46	2010 CHEVROLET	SILVERADO	Pickups & Panels	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
Party 2 Bicyclist	North	Proceeding Straight	Male	Age: 32	DIAMOND BACK	INSIGHT	Bicycle	Complaint of Pain			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	M/C Helmet Driver - Yes	Cell Phone Not In Use				
17-636	12/11/2017	17:07	Monday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Dark - Street Lig	Clear	Pty at Fault:1
	Sideswipe		Other Motor Vehicle		Auto R/W Violation	21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0	
Party 1 Driver	East	Making Left Turn	Female	Age: 33	2008 MINI	COOPER	Passenger Car, Station Wagon, Jeep	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
Party 2 Driver	West	Proceeding Straight	Male	Age: 88	1995 CADILLAC	SEVILLE	Passenger Car, Station Wagon, Jeep	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
18-5	1/4/2018	22:07	Thursday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Dark - Street Lig	Cloudy	Pty at Fault:1
	Head-On		Other Motor Vehicle		Auto R/W Violation	21801A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0	
Party 1 Driver	North	Making Left Turn	Female	Age: 47	2004 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
Party 2 Driver	South	Proceeding Straight	Female	Age: 16	2017 CHEVROLET	BOLT	Passenger Car, Station Wagon, Jeep	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
18-192	3/29/2018	15:15	Thursday	MIDDLEFIELD RD - OAK GROVE AVE			68'	Direction: North	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle		Unsafe Speed	22350	Hit & Run: Felony	Complaint of Pain	# Inj: 1	# Killed: 0	
Party 1 Driver	South	Proceeding Straight	Male	Age:	2018 FORD	F150	Pickups & Panels	No Injury			
Veh Type:		Sobriety: Impairment Not Kno			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
Party 2 Driver	South	Stopped In Road	Male	Age: 54	1999 TOYOTA	CAMRY	Passenger Car, Station Wagon, Jeep	Complaint of Pain			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
18-329	5/30/2018	08:58	Wednesday	MIDDLEFIELD RD - OAK GROVE AVE			62'	Direction: South	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle		Unsafe Speed	22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0	
Party 1 Driver	North	Proceeding Straight	Female	Age: 45	2016 CHEVROLET	EQUINOX	Sport Utility Vehicle	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
Party 2 Driver	North	Stopped In Road	Female	Age: 25	2008 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				
Party 3 Driver	North	Stopped In Road	Female	Age: 39	1997 ACURA	TL	Passenger Car, Station Wagon, Jeep	No Injury			
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use				

19-85	2/8/2019	09:32	Friday	OAK GROVE AVE - MIDDLEFIELD RD			50'	Direction: West	Daylight	Cloudy	Pty at Fault:1
	Other		Bicycle	Other Hazardous Movement			22517	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	East	Stopped In Road			Female	Age: 50	2016 HONDA	CIVIC	Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Bicyclist	East	Proceeding Straight			Male	Age: 15	BEAR	PANTOLL1	Bicycle		Complaint of Pain
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			M/C Helmet Driver - Yes	Cell Phone Not In Use		
19-326	5/24/2019	17:11	Friday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed			22350	Hit & Run: Misde	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Making Right Turn				Age:	BMW		Passenger Car, Station Wagon, Jeep		No Injury
Veh Type:		Sobriety: Impairment Not Kno			Assoc Factor: None Apparent			Unknown	Cell Phone Not In Use		
Party 2 Driver	South	Proceeding Straight			Male	Age: 37	2017 SUBARU	OUTBACK	Sport Utility Vehicle		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
19-432	7/11/2019	21:50	Thursday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Dark - Street Lig	Clear	Pty at Fault:1
	Other		Bicycle	Improper Turning			22107	Hit & Run: Felony	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1 Driver	East	Making Left Turn			Female	Age:	TOYOTA	HIGHLANDER	Sport Utility Vehicle		No Injury
Veh Type:		Sobriety: Impairment Not Kno			Assoc Factor: None Apparent			Unknown	Cell Phone Not In Use		
Party 2 Bicyclist	East	Making Left Turn			Male	Age: 18			Bicycle		Other Visible Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			Not Required	Cell Phone Not In Use		
19-646	10/18/2019	07:26	Friday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Auto R/W Violation			21453B	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	West	Making Right Turn			Male	Age: 46	2010 AUTC	GARBAGE TRK	Two Axle Truck		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	North	Proceeding Straight			Female	Age: 69	2001 TOYOTA	SIENNA	Mini Van		Complaint of Pain
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
19-726	11/26/2019	15:40	Tuesday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Daylight	Raining	Pty at Fault:0
	Other		Bicycle	Unknown				Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Bicyclist	West	Proceeding Straight			Male	Age: 19	SPECIALIZED		Bicycle		Complaint of Pain
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			M/C Helmet Driver - Yes	Cell Phone Not In Use		
Party 2 Driver	West	Making Right Turn			Male	Age: 29	2017 FORD	EXPLORER	Police Car		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Handsfree In Use		
19-760	12/12/2019	09:26	Thursday	MIDDLEFIELD RD - OAK GROVE AVE			50'	Direction: North	Daylight	Cloudy	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Unsafe Speed			22350	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1 Driver	South	Proceeding Straight			Male	Age: 28	1997 FORD	ECONOLINE	Pickups & Panels		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
Party 2 Driver	South	Stopped In Road			Female	Age: 42	2017 ACURA	MDX	Sport Utility Vehicle		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		
19-646	10/18/2020	07:26	Sunday	MIDDLEFIELD RD - OAK GROVE AVE			0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:
	Broadside		Other Motor Vehicle	Not Stated			21453	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	West	Making Right Turn			Male	Age: 47	2010 AUTC	GARBAGE TRK	Two Axle Truck		No Injury
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent			Lap/Shoulder Harness Used	Cell Phone Not In Use		

MIDDLEFIELD RD & OAK GROVE AVE

Party 1 Driver	West	Making Right Turn	Male	Age: 47	2010 AUTC	GARBAGE TRK	Two Axle Truck	No Injury		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 1 Driver	West	Making Right Turn	Male	Age: 47	2010 AUTC	GARBAGE TRK	Two Axle Truck	No Injury		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2 Driver	North	Proceeding Straight	Female	Age: 70	2001 TOYOTA	SIENNA	Mini Van	Complaint of Pain		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2 Driver	North	Proceeding Straight	Female	Age: 70	2001 TOYOTA	SIENNA	Mini Van	Complaint of Pain		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2 Driver	North	Proceeding Straight	Female	Age: 70	2001 TOYOTA	SIENNA	Mini Van	Complaint of Pain		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
20-514	10/19/2020	12:47	Monday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Head-On		Other Motor Vehicle		Auto R/W Violation	21801A	Hit & Run: No	Complaint of Pain	# Inj: 1	# Killed: 0
Party 1 Driver	North	Making Left Turn	Female	Age: 63	2016 NISSAN	ROGUE	Sport Utility Vehicle	Complaint of Pain		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
Party 2 Driver	South	Proceeding Straight	Female	Age: 57	2020 MERCEDES-BENZ	C300	Passenger Car, Station Wagon, Jeep	No Injury		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Lap/Shoulder Harness Used	Cell Phone Not In Use			
21-4	1/5/2021	10:30	Tuesday	MIDDLEFIELD RD - OAK GROVE AVE		0'	Direction: Not Stated	Daylight	Clear	Pty at Fault:1
	Vehicle - Pedestrian		Pedestrian		Other Hazardous Movement	21950A	Hit & Run: No	Complaint of Pain	# Inj: 2	# Killed: 0
Party 1 Driver	West	Making Left Turn	Male	Age: 40	2016 FORD	T250	Pickups & Panels	No Injury		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Unknown	Cell Phone Not In Use			
Party 2 Pedestrian	East		Female	Age: 33			Pedestrian	Complaint of Pain		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Not Stated	Cell Phone Not In Use			
Party 3 Pedestrian	East		Male	Age: 1			Pedestrian	Complaint of Pain		
Veh Type:		Sobriety: HNBD			Assoc Factor: None Apparent	Not Stated	Cell Phone Not In Use			

Settings for Query:

Street: MIDDLEFIELD RD

Cross Street: OAK GROVE AVE

Intersection Related: True

Sorted By: Date and Time