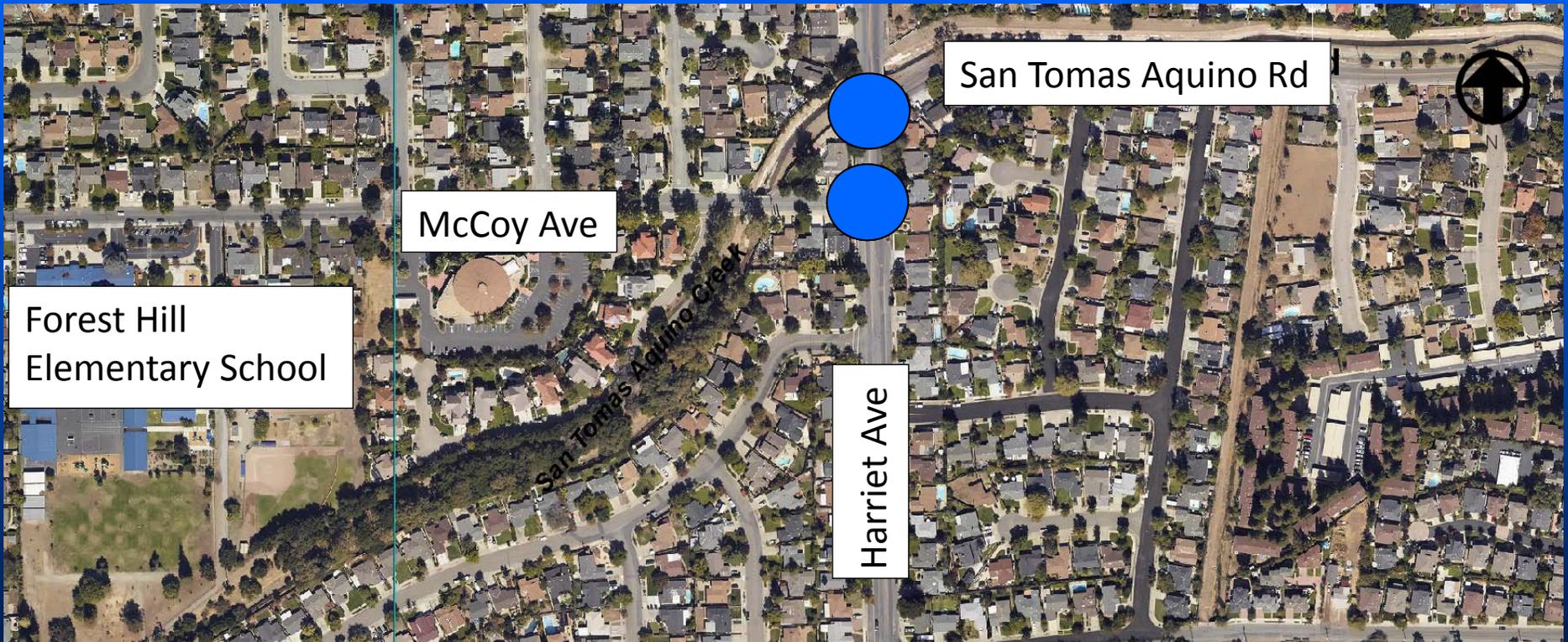


**Conceptual Approval of
Harriet Avenue/McCoy
Avenue/San Tomas Aquino Road
Signalization Project**

**City Council Meeting
June 21, 2016**

Project Location Map



Background

- In 2001 City of Campbell staff have observed at Harriet/McCoy:
 - Considerable traffic congestion during school admission and dismissal hours
 - Difficult to enter Harriet from McCoy and San Tomas Aquino Road
 - Difficult for pedestrians to cross wide street with heavy, speeding traffic
- The City applied for and was awarded a grant to signalize Harriet/McCoy
- In 2002 the neighborhood rejected Harriet/McCoy signal concept

Background (cont'd)

- In 2009 a child and his grandfather were hit by a vehicle at Harriet/McCoy
 - Online petition for City to do something
 - Hard copy petition for stop sign or traffic signal
- In 2010 a flashing beacon system was installed at Harriet/McCoy
 - Ultimate recommendation for a traffic signal
- In 2012 a youth bicyclist was hit at Harriet/McCoy
 - Flashing beacon system was activated
- Since 2001 staff continues to receive complaints
 - Motorists are failing to yield to pedestrians
 - Harriet Avenue east sidewalk too narrow over creek
 - Harriet/San Tomas Aquino corner visibility poor

Background (cont'd)

- In 2013 the City applied for a federal grant
 - Remove flashing beacon system and median island
 - Install a traffic signal at Harriet/McCoy/San Tomas Aquino
 - Widen east sidewalk on Harriet over San Tomas Aquino Creek
- City was awarded grant
 - Project cost estimate = \$574,400
 - 90% paid by grant = \$516,900
 - 10% paid by City = \$57,500

Project Scope



Collision History (2009-2014)

- Harriet Avenue/McCoy Avenue
 - 10/27/2009: Two pedestrians struck in marked crosswalk by vehicle
 - 12/12/2012: Bicyclist struck in marked crosswalk by vehicle; flashing beacon was activated
- Harriet Avenue/San Tomas Aquino Road
 - 9/21/2010: Pedestrian struck in unmarked crosswalk by southbound left-turn
 - 11/12/2012: Pedestrian struck in unmarked crosswalk by hit-and-run southbound left-turn
 - These collisions would not have been correctable with stop signs
- All of these collisions would have been correctable with a traffic signal
- Speed was not a contributing factor in these collisions

Public Outreach

- Forest Hill PTA meeting
 - Overwhelming support for traffic signal
- Met in front of resident's home to answer questions
- May 16 Public Meeting
 - Clarification, concern, opposition

Public Comments

- “Traffic is not a problem except during school admission and dismissal hours”
 - Six hours of traffic near 1,000 or more vehicles per hour entering intersections
 - Signal warranted based on Four-Hour Warrant
 - Crashes occurred beyond school traffic hours
- “The problem is speeding”
 - Speeding not contributing factor in crashes
 - Traffic calming doesn’t address failure of motorists to yield to pedestrians

Public Comments (cont'd)

- “Signals increase speeds”
 - Yellow change interval
 - Signal also stops traffic to assign right-of-way to pedestrians
- “Moving the crosswalk from Silacci to McCoy caused the problems at McCoy”
 - Forest Hill School is located on McCoy
 - Bulb-out is proposed for southwest corner

Alternatives That Were Considered

- Keep the flashing beacons
- Stop signs
- Raised crosswalks, islands, bulb-outs, speed humps
- Changing to red flashing beacons
- Hacienda Avenue narrowed roadway
- Westmont Avenue landscaped median island
- Cox Avenue raised crosswalk
- Only a traffic signal adequately addresses the failure of motorists to yield to pedestrians

Project Enhancements based on Public Feedback

- Spot island bulb-out on southwest corner
- Buffered bike lane between Silacci/Inskip and San Tomas Aquino Road
- Green bike lane on the southbound approach of Harriet at McCoy
- Past feedback
 - Harriet/McCoy/STAR signal
 - Sidewalk widening over Creek

Buffered Bike Lane



Green Bike Lane/ Southbound Right-turn Lane



Recommendation: Traffic Signal

- Stops motorists completely
- Stops motorists only when necessary
- Improves access from side-streets
- Addresses contributing factors to past pedestrian/bike crashes
- Simplifies decision-making for motorists
- Makes use of existing infrastructure
 - Curb, gutter, and sidewalk
 - Intersection and driveway layout
 - Median and bike lane striping
 - Right-of-way

Schedule

- Council Meeting for Conceptual Approval: June 21, 2016
- Finalize PS&E: June-August, 2016
- Neighborhood meeting: August 15, 2016
- Council Approval of PS&E, Authorize Construction: September, 2016
- Construction: January-August, 2017

Fiscal Impact

- Preliminary cost estimate = \$574,400
- Federal HSIP grant pays 90% of cost
 - \$516,900
- City is responsible for a 10% local match
 - \$57,500
- MTC toll credits available to serve as local match funds

