

APPLICATION SUMMARY

This summary page is filled out automatically once the application is completed.

After the application is finalized, please save this PDF form using the exact "Application ID" (shown below) as the file name.

Application ID 04-Oakland-4

Important: Review and follow the [Application Instructions](#) step-by-step as you complete the application. Completing an application without referencing the instructions will likely result in an incomplete application or an application with fatal flaws that will be disqualified from the ranking and selection process.

Submitted By (Agency)

Oakland

Caltrans District

04

Application Number

4

Out of

6

Project Location

High Street from San Leandro Street to I-580

Project Description

This project aims to make the corridor safer for pedestrians and all users through corridor-wide crossing enhancements, signal placement improvements, and new pedestrian signal countdown heads.

Countermeasure 1 NS19: Install pedestrian signal or HAWK

Countermeasure 2 NS18: Install pedestrian crossing at uncontrolled locations (with enhanced safety features / curb-extensions)

Countermeasure 3 S7: Convert signal to mast arm (from pedestal-mounted)

Total Expected Benefit 33,368,832

Total Project Cost \$2,097,300.00

B/C Ratio (BCR) 15.91

**APPLICATION FORM FOR
CYCLE 8 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

B/C Ratio (BCR) 15.91

DLA-002 (NEW 04/2016)

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I. Basic Project Information

Date Caltrans District MPO

Agency County

Total number of applications being submitted by your agency

Application Number (each application must have a unique number)

Contact Person Information

Name (Last, First)

Position/Title of Contact Person

Email Telephone Extension

Address

City Zip Code (Enter only a 5-digit number)

Project Information

Project Location
-Be Brief (Limited to 250 Characters)
-[See Instructions](#)

Project Description
-Be Brief (Limited to 250 Characters)
-[See Instructions](#)

Functional Classification (For Functional Classification and CRS Maps,
Visit http://www.dot.ca.gov/hq/tsip/hseb/crs_maps/)CRS Map ID (e.g. 08E14) Urban/Rural Area (Visit <http://earth.dot.ca.gov/>)High-Risk-Rural-Roads (HR3) Eligibility If this project is not entirely HR3 eligible, what is the approximate total cost percentage that is HR3 eligible? %**Work on the State Highway System**Does the project include improvements on the State Highway System? If no, move on to the next page.
If yes, go to the below question.Is this a jointly-funded project with Caltrans? (Must be jointly-funded if the project is for intersection safety improvement involving SHS.)☐ If yes, check this box to confirm a formal Letter of Support from Caltrans - District Traffic is attached to the application. The letter should include estimates of cost sharing:☐ If no, check this box to confirm a written correspondence from Caltrans District Traffic is attached to the application. The correspondence should indicate that Caltrans does not see issues that would prevent the proposed project from receiving an encroachment permit.

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Set-asides for Guardrail Upgrades and Crosswalk Enhancements/Pedestrian Countdown Heads

Are you applying for funding set-asides?

1. Set-aside for guardrail upgrades? OR2. Set-aside for crosswalk enhancements at unsignalized locations and/or pedestrian countdown heads at signalized intersections?

If you answer yes to one of the above two questions, no crash data and Benefit/Cost Ratio are needed in Section V. See Instructions for more details about the funding set-asides.

Additional Information1. Is the project focused primarily on "spot location(s)" or "systemic" improvements? The primary type of the "systemic" improvements: 2. Which of the California's Strategic Highway Safety Plan (SHSP) Challenge Areas does the project address primarily?
(For more information on the SHSP and its Challenge Areas, see: <http://www.dot.ca.gov/SHSP/>)3. How were the safety needs and potential countermeasures for this project first identified?4. What is the primarily mode of travel intended to be benefited by this project? 5. Approximate percentage of project cost going to improvements related to motorized travel %6. Approximate percentage of project cost going to improvements related to non-motorized travel %7. Is the project focused primarily on "Intersection" or "Roadway" improvement? Miles of Roadway 8. Posted Speed Limit (mph) 9. Average Daily Traffic (See Instructions)

ADT (Major Road)

ADT (Minor Road)

Year Collected

APPLICATION FORM FOR CYCLE 8 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

II. Narrative Questions (See Instructions)

These narrative questions are intended to provide additional project details for the application reviewers and project files. The reviewers will use the information in their "fatal flaw" assessment of the applications. Please make sure that:

- 1) The project scope is eligible for HSIP funding;
- 2) The countermeasures used in the B/C ratio calculation are appropriately applied based on the scope of the project;
- 3) The crash data used in the B/C ratio calculation is appropriately applied based on the scope of the project and countermeasures used;
- 4) The application data and attachments are reasonable and meet generally accepted traffic engineering and transportation safety principles

If significant inconsistencies or errors are found in the application information, the reviewers may conclude that the application includes "fatal flaws" and the application will be dropped from further funding considerations. The applicant will not be notified of findings until after the selection process is complete.

1. Overall Identification of Need

Describe how the agency identified the project as one of its top safety priorities. Was a data-driven safety evaluation of their entire roadway network completed? Do the proposed project locations represent some of the agency's highest crash concentrations?

(Limited to 5,000 characters)

This location was identified by City of Oakland staff through a process that identified the intersections with the highest number of collisions in the City that were then packaged into corridors for further analysis. This corridor is not currently the focus of any other project, and yet it carries significant travel volumes, particularly between San Leandro Street and International Boulevard.

High Street is an arterial street in the City of Oakland that has two lanes of traffic in both directions at its southern end from San Leandro Street to Foothill Boulevard. It transitions to an arterial street with one lane of traffic in both directions and a central two-way turn lane north of Foothill Boulevard. Speeding is common along this corridor that has a posted maximum speed limit of 30 mph.

The additional analysis consisted of analyzing the history of collisions in the corridor on an intersection-by-intersection basis, with particular attention paid to collisions that resulted in a fatality and/or a severe injury. Collisions that involved a pedestrian or cyclists were also given additional attention. In fact, collisions that resulted in a fatality and/or severe injury and collisions that involved a pedestrian or cyclist were highly correlated.

The proposed project contains some of the City of Oakland's highest crash concentrations. There are twelve intersections in the corridor with ten or more collisions recorded over five years (located at Redding Street, the EB I-580 ramps, Porter Street, Penniman Avenue, San Carlos Avenue, Carrington Street, Fleming Avenue, Foothill Boulevard, Bond Street, Bancroft Avenue, International Boulevard, and San Leandro Street). About a third of the fatalities and severe injuries recorded in this corridor between 2011 and 2015 were from collisions that involved pedestrians or bicyclists.

2. Potential for Proposed Improvements to Address the Safety Issues

Describe the primary causes of the collisions that have occurred within the project limits. Are there patterns in the crash types? Clearly demonstrate the connection between the problem and the proposed countermeasures utilized in the Benefit/Cost Ratio calculations. Depending on the nature of the project, explain why the agency choose to pursue "Spot location(s)" or "Systemic" improvements.

(Limited to 5,000 characters)

Note: Safety improvements that do not have countermeasures and crash reduction factors identified in the Excel Benefit Calculator can be included in the project scope and cost estimate as "Other Safety-Related" improvement; they just won't be added to the project's B/C ratio shown in the application.

There are many causes of collisions in the High Street Corridor. Nearly every intersection has been the location of collisions caused by unsafe speeds, driving under the influence, right of way violations (by both motorists and pedestrians), traveling on the wrong side of the road, and improper turning.

Installing High-Intensity Activated Crosswalk (HAWK) beacons and Rectangular Rapid Flash Beacons (RRFB) throughout the corridor are among the proposed countermeasures that would reduce these collisions. They would control speeding, make the right of way clearer, and reduce ambiguity regarding what road user has the priority at intersection crossings. The selection of a HAWK or an RRFB was selected carefully, with the benefit/cost ratio in mind. While HAWK beacons are considered to be more effective at reducing collisions, RRFBs are less expensive, in both their initial costs and in their on-going maintenance costs.

APPLICATION FORM FOR**CYCLE 8 HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

Another systematic improvement is the installation of pedestrian signal countdown heads in locations where they are missing. This will improve safety in the corridor for pedestrians.

The City of Oakland is proposing systemic improvements in the High Street corridor given that this is how safety measures can be most effective. In addition, it is the preference of the City of Oakland to carry out roadway improvements through sizable projects rather than small, spot improvements in the interest of project cost-effectiveness.

In addition, the City of Oakland is proposing the installation of mast arms in two locations (Brookdale and Bond) to improve the visibility of signals. These countermeasures are expected to benefit all users of the intersections.

3. Crash Data Evaluation

What is the source of the crash data? For each countermeasure, describe how the influence areas and the limits of the crash data were established to ensure only appropriate crashes were included in the Collision Summary Report(s), Collision Diagram(s) and B/C calculations.

(Limited to 5,000 characters)

Note: If the project includes multiple locations and multiple countermeasures, group the locations so that within each group, the same countermeasures apply to all locations and their crash data. Describe the location groups. (These location groups must be consistent with the grouping in using the Excel Benefit Calculator.)

The crash data are from the Statewide Integrated Traffic Records System (SWITRS). This is a database of recorded roadway collisions that contains information about collision location, time of day, age of parties, vehicle type, collision type, collision location, location date, and other items that could be useful in the analysis of collisions.

The proposed HAWKs and RRFBs have been incorporated systematically throughout the corridor in line with the City of Oakland's Crosswalk Policy, in accordance with HAWK warrants, and in an attempt to balance the greater collision-reduction benefits of HAWKs compared to RRFBs with their greater maintenance costs. The result is 5 HAWKs and RRFBs, or a countermeasure every 1800 feet. Because they have been proposed in a way that serves the corridor as a whole, all pedestrian and bicycle crashes recorded in this corridor are considered to be in the influence area of these countermeasures.

The mast arms address the safety issues for all users of those intersections where they are proposed.

4. Prior Attempts to Address the Safety Issue

List all other projects/countermeasures that have been (or are being) deployed at this location. Applicants must identify all federal funds that have been used or approved within or directly adjacent to the proposed project limits within the last 5 years. (HSIP funding cannot be used to construct the same general type of countermeasures within the same limits within 5 years to ensure agencies do not apply the same Crash Reduction Factors to the same crashes.)

For projects proposing high cost improvements/countermeasures such as shoulder widening and horizontal/vertical realignments, applicants must document that they have installed and monitored low-cost improvements which have not adequately addressed the safety issue ("incremental approach").

(Limited to 5,000 characters)

No existing or planned federally funded countermeasures have been identified in the corridor. Some countermeasures already exist in the corridor in the form of updated curb ramps, pedestrian signal countdown heads, audible pedestrian push button signals, and protected left turn phases. This project crosses the East Bay BRT project on International Boulevard, which has federally funded elements.

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III. Project Cost Estimate

Important: Please review Appendix A of the [Application Form Instructions](#) before you start this section.

1. Construction Cost

The first step is to estimate the project construction cost by using the provided Excel template "Detailed Engineer's Estimate and Cost Breakdown by Countermeasure". Enter the results from the construction cost estimate below.

Total Construction Cost	\$1,412,300	Maximum "HSIP/Total" Percentage (e.g. Enter 90 for 90%)	90
Cost Breakdown (%) (e.g. enter 20 for 20%. Total is 100.)			
CM #1	19	CM #2	20
CM #3	44	Other Safety-Related Costs	9
		Non Safety-Related Costs	8

2. Project Costs - All Phases

Then project costs of all phases must be accounted for, even if substantial elements of the overall project are to be funded by other sources.

Shaded fields are calculated (read only). Round all costs up to the nearest hundred dollars. Once all costs and the desired HSIP/Total ratios are entered, click "Check Cost Estimate" to perform validation. If errors are detected, they will appear below the button. Click it to check again each time when the costs have been revised.

Phase	Total Cost	HSIP/Total (%)	HSIP Funds	Local/Other Funds	
Preliminary Engineering	Environmental	\$70,000	90 (%)	\$63,000	\$7,000
	PS&E	\$275,000	90 (%)	\$247,500	\$27,500
	PE Subtotal	\$345,000		\$310,500	\$34,500
<input type="checkbox"/> Agency does NOT request HSIP funds for PE Phase (automatically checked if PE - HSIP funds is \$0).					
Right of Way	Right of Way Engineering	\$70,000	90 (%)	\$63,000	\$7,000
	Appraisals, Acquisitions & Utilities	\$70,000	90 (%)	\$63,000	\$7,000
	ROW Subtotal	\$140,000		\$126,000	\$14,000
Construction Engineering & Construction	Construction Engineering	\$200,000	90 (%)	\$180,000	\$20,000
	Construction	\$1,412,300	90 (%)	\$1,271,070	\$141,230
	(Read Only - From "1" above - "Total Construction Cost")				
	CON Subtotal	\$1,612,300		\$1,451,070	\$161,230
Total Cost		\$2,097,300	90 (%)	\$1,887,570	\$209,730

Click to Check Cost Estimate (See Notes in Instructions)

No errors have been found in the cost estimate.

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IV. Benefit/Cost Ratio Calculation

Important: Please review Appendix A of the [Application Form Instructions](#) before you start this section.

This section is utilized to calculate the Benefit/Cost (B/C) Ratio (BCR) of the project. Prior to this calculation, applicants are required to complete the following:

1. Use the Excel "Detailed Engineer's Estimate and Cost Breakdown by Countermeasure" template and Section III (Project Cost Estimate) of this application form to complete the construction cost estimate and the overall project cost estimate; and
2. Use the Excel "Benefit Calculator" to calculate the benefits of the safety countermeasures (the final printouts of the benefit calculation results must be provided as one of the application attachments).

1. Project Cost

Read Only - From Section III (Project Cost Estimate)

Total Project Cost \$2,097,300

Cost Breakdown (% Total is 100.)

CM #1 19 CM #2 20 CM #3 44 Other Safety-Related Costs 9 Non Safety-Related Costs 8 Total: 100%

2. Countermeasures and Benefits

Enter the Exact Data from the Excel "Benefit Calculator" Results

Crash Data Period: from 1/1/2011 to 12/31/2015

Number of Countermeasures Utilized (Max 3) 3

	Countermeasures	Life Benefit (\$)
#1	NS19: Install pedestrian signal or HAWK	\$23,897,280
#2	NS18: Install pedestrian crossing at uncontrolled locations (with enhanced safety features / curb-extensi	\$6,843,312
#3	S7: Convert signal to mast arm (from pedestal-mounted)	\$2,628,240

3. BCR Calculation

	Life Benefit	Expected Cost	Resulting BCR
Countermeasure #1	\$23,897,280	\$480,105	49.78
Countermeasure #2	\$6,843,312	\$505,373	13.54
Countermeasure #3	\$2,628,240	\$1,111,822	2.36
Project's Total (Overall)	\$33,368,832	\$2,097,300	15.91

(Project BCR Used in Ranking)

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V. Implementation Schedule ([See Instructions](#))

The local agency is expected to deliver the project per Caltrans Local Assistance [Safety Program Delivery requirements](#). In order for the milestones to be calculated correctly, all fields needs to be filled in. For steps that are not applicable, enter "0".

Target Date for the Project's Amendment into the FTIP:

01/01/2017

Time for agency to internally staff project and request PE authorization

4

Month(s)

Typical Time for Caltrans and FHWA to process and approve PE authorization

2

Month(s)

Proposed PE Authorization Date:

07/02/2017

(PE Authorization
Delivery Milestone)

Will external consultants be required to complete the PE phase of this project?

Yes

Additional time needed to the Delivery Process for hiring PE consultant(s)

6

Month(s) (0 - 6)

Time to prepare environmental studies request

1

Month(s)

Time to complete CEQA/NEPA studies/approvals

2

Month(s)

See PES Form in the LAPM for Typical studies and permits

Time to complete the Right of Way Acquisition (federal process)

1

Month(s)

Plan on 18 months minimum for federal process including a condemnation

Time to complete final PS&E documentation

6

Month(s)

Other

0

Month(s)

Expected Completion Date for the PE Phase:

10/31/2018

Time for agency to request CON authorization

2

Month(s)

Typical Time for Caltrans and FHWA to process and approve CON authorization

3

Month(s)

Proposed CON Authorization Date:

04/01/2019

(CON Authorization
Delivery Milestone)

Time included for the agency's workload-leveling or construction-window needs

1

Month(s)

Time to award contract with CON contractor (following the federal process, including Board/Council approval, advertise, award, execute and mobilize)

6

Month(s)

Time to complete construction

6

Month(s)

Time included for closing the CON contract

6

Month(s)

Other

0

Month(s)

Expected Completion Date for the CON Phase:

10/29/2020

Time to complete the project close-out process

3

Month(s)

Typical Time for Caltrans and FHWA to process and approve project close-out

3

Month(s)

Expected Completion Date for the project Close-Out:

04/29/2021

(Close-Out Delivery Milestone)

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VI. Application Attachments ([See Instructions](#))

Check All Attachments Included in this Application

- ☒ Engineer's Checklist (**Required**)
- ☒ Vicinity map/Location map (**Required**)
- ☒ Project maps/plans showing existing and proposed conditions (**Required**)
- ☒ Pictures of Existing Condition (**Required**)
- ☒ Collision diagram(s) (**Required**)
- ☒ Collision List(s) (**Required**)
- ☒ Collision Summary/Summaries (**Required**)
- ☒ Detailed Engineer's Estimate (**Required**)
- ☒ Excel Benefit Calculator Printout(s) (**Required**)
- ☒ Warrant studies (**Required when applicable**)
- ☐ Letter/email of Support from Caltrans (**Required when applicable**)
- ☐ Additional narration, documentation, letters of support, etc. (Optional)

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For alternate format information, contact the Forms Management Unit at (916) 445-1233, TTY 711, or write to Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

Cycle 8 HSIP Application – Engineer's Checklist

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this HSIP application to ensure all of the primary elements of the application are included and the application is free of errors in the calculation of the Benefit/Cost Ratio (BCR); allowing the application to be accurately ranked in the statewide selection process. Applications with errors in the supporting data for the BCR calculation will not be considered in the application process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding HSIP application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer. By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" based on the final application and application attachments – as submitted to Caltrans. The engineer's initials and stamp should not be placed until the application is complete and in final form.

1. Vicinity map /Location map**Engineer's Initials:** PH

- a. The project limits must be clearly depicted in relationship to the overall agency boundary

2. Project layout-plan showing existing and proposed conditions must:**Engineer's Initials:** PH

- a. Be to a scale which allows the visual verification of the overall project limits and the "construction" limits of each safety countermeasure included in the application's BCR
- b. Show the full scope of the proposed project, including any non-safety construction items
- c. Show the "Influence Area" for each safety countermeasure (CM) included in the application's BCR
- d. Show all changes to existing lane and shoulder widths. Label the proposed widths
- e. Show limits of all roadway excavation/demolition
- f. Show agency's right of way (ROW) lines. (Also show Caltrans', Railroad, and all other government agencies)

3. Project cross-section showing existing and proposed conditions.**Engineer's Initials:** PH

(Only required for projects with roadway excavation, cut/fill slopes, and changes to lane widths)

- a. Show and dimension: changes, ROW lines, safety countermeasures, etc.

4. Countermeasure Selection (used throughout the application):**Engineer's Initials:** PH

- a. The CMs used are appropriate and reasonable based specifically on the guidance in the HSIP call-for-projects guidelines and application instructions, including Appendix B of the Local Roadway Safety Manual.

5. Crash Data used in the BCR calculations must be: ***Engineer's Initials:** PH

- a. From a reliable and well documented source
- b. Within influence area of CM and applied to CMs using generally accepted traffic engineering principles
(Example: If the CM only addresses the northbound lanes of a divided roadway, then southbound crashes should be excluded.)
- c. Accurately shown in collision diagram(s) and collision lists(s) attached to this application.
- d. Crashes are presented in terms of the number of crashes (**not** the number of injuries and fatalities)
- e. The most recent crash data available and a minimum 3 years and maximum 5 years of data

6. **Collision Diagram(s)** (Shown separately or combined) * **Engineer's Initials:** PH.
- a. Should be to scale with crash locations accurately plotted
 - b. Reveals collision pattern(s) necessary to justify CM(s)
 - c. The influence area for each CM is shown separately on the diagrams (unless the areas are identical)
 - d. All crashes, included in the BCR Calculation, must be clearly shown within the influence area of that CM
 - e. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
 - f. The totals shown match the totals shown in the Collision List and Collision Summary
7. **Collision List(s)** (Shown separately or combined) * **Engineer's Initials:** PH.
- a. Totals for each Location and/or CM are shown with crashes segregated based on Crash Severity
 - b. If the List(s) includes crashes that were not appropriate to include in the project BCR calculations, these crashes must be crossed through or removed and not included in the totals
 - c. The totals shown match the totals shown in the Collision Diagram and Collision Summary
 - d. Each crash is only counted as one, even if there were multiple victims and/or vehicles involved
8. **Collision Data Summary/Summaries (HSIP Form in Excel) *** **Engineer's Initials:** PH.
- a. Totals for each Location are shown with crashes segregated based on Crash Severity
 - b. The totals for each Location/ match the totals shown in the Collision Diagram and Collision List
 - c. One Collision Data Summary is needed for each benefit calculation run. The totals at the bottom of the form match the totals in the Crash Data Table in the benefit calculation run.
9. **Detailed Engineer's Estimate (HSIP Form in Excel)** **Engineer's Initials:** PH.
- a. All likely construction costs associated with the project are identified and included in the estimate
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. Costs for each item are distributed between CMs using a logical method to fairly calculate each CM's cost
 - d. Each CM included in the BCR calculation must represent a minimum of 15% of the construction costs *
 - e. "Other Safety" and "Non-Safety" construction items/costs are identified and properly accounted for
 - f. The total construction cost in the estimate must match the "Construction" cost in Section III of the application
10. **Benefit Results and Benefit Summary (Excel Benefit Calculator) *** **Engineer's Initials:** PH.
- a. Project locations are grouped appropriately per Appendix A of the application form instructions
 - b. For each of the benefit calculation run, the CMs and crash data shown match the totals shown in the corresponding Collision Data Summary
 - c. The calculation sheets from all benefit calculation runs must be signed by the Engineer in Responsible Charge and attached to the application
 - d. When multiple benefit calculation runs are utilized in a project, the results of all runs are summarized in the Benefit Summary sheet which is also attached to the application
11. **Benefit/Cost Ratio (BCR) Calculation (Section IV of the application form) *** **Engineer's Initials:** PH.
- a. The CMs, the crash data period and the benefits by CM shown match the output of the Excel Benefit Calculator / Benefit Summary sheet
 - b. The total project cost in the BCR calculation must match the total project cost in Section III of the application
12. **Warrant studies/guidance (Check if not applicable)** **Engineer's Initials:** PH.
- ☐ N/A a. Traffic Signal Warrants – Warrant 4, 5 or 7 met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD.

13. Additional narration, documentation, letters of support:**Engineer's Initials:** PH

- a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the application's BCR
- b. When needed, clarify non-standard application of countermeasures, crashes and/or costs; appropriate documentation is attached to the application to document the engineering decisions and calculations


** Not required if the project is applying for set-aside funds.*

Licensed Engineer:

Name: Philip Ho

Title: Transportation Engineer

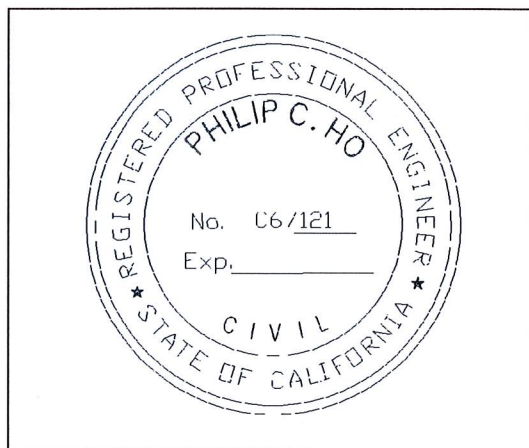
Engineer License Number C67121

Signature: 

Date: August 1, 2016

Email: pho@oaklandnet.com

Phone: (510) 238-6256

Engineer's Stamp:

To ensure the application's quality and the agency's commitment to deliver the safety project in an expedited manner, the application must be signed by the Agency's Transportation/Traffic Engineering Manager.


By signing this application, the manager is attesting to:

1. All data in the application is accurate and represents the total scope of the planned project;
2. The agency understands the Project Delivery Requirements for the HSIP Program and is prepared to deliver the project per these requirements; and
3. The agency understands if Caltrans staff determine that any of the above requirements are not met, or data is inaccurate, or the application fails to meet the program guidelines and application instructions, the application will be rejected and will not be eligible to receive federal safety funding. Due to time constraints in the evaluation process, applicants will not be notified until after the selection process is complete. Refer to Application Form Instructions for more information.

Transportation Manager:

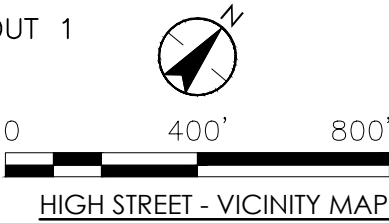
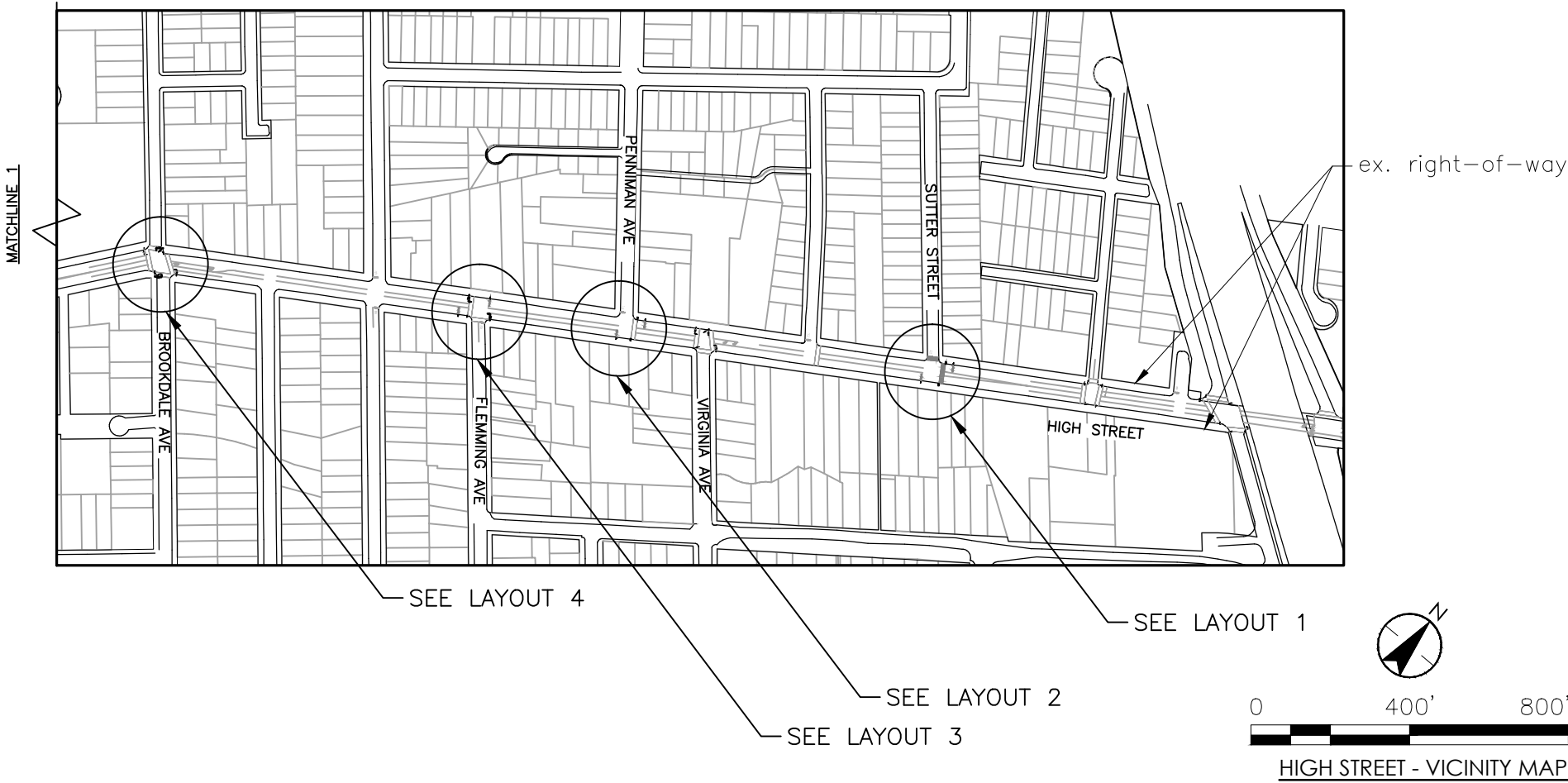
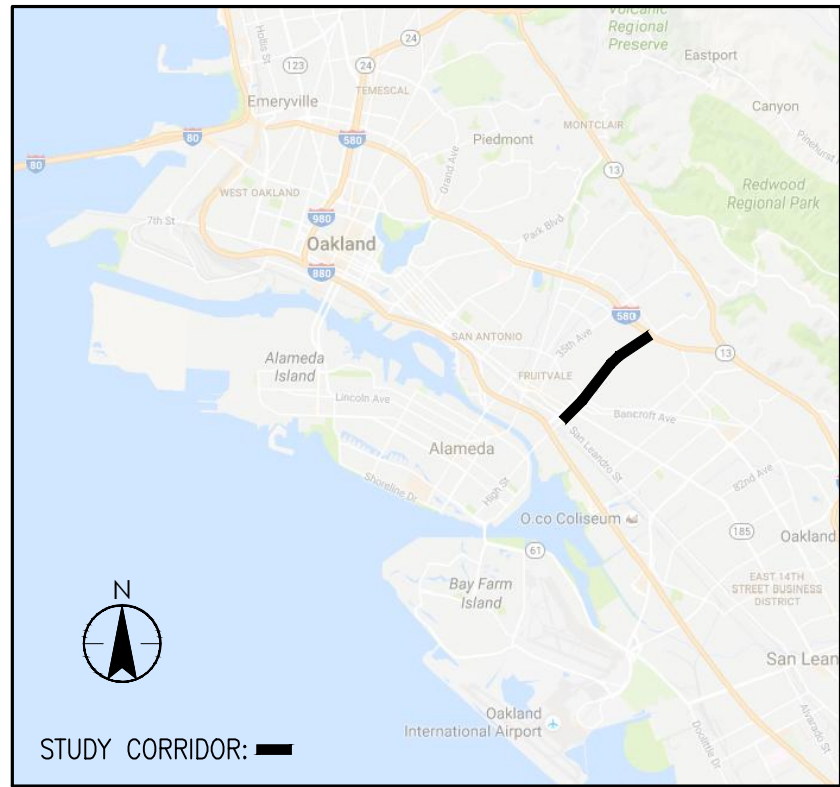
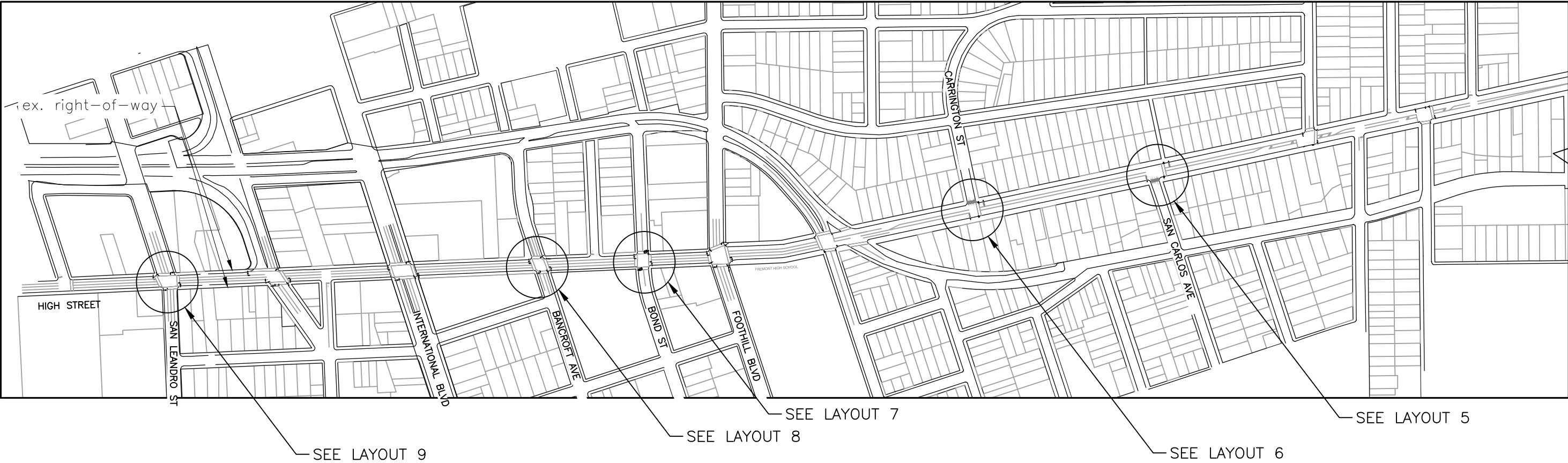
Name: Wladimir Wlassowsky

Title: Transportation Services Division Manager

Signature: 

Date: August 12, 2016

04-Oakland-4



COUNTERMEASURE 3: RRFB

- 1 INSTALL RRFB
- 2 INSTALL CROSSWALK WITH ADVANCE STOP LINE

28.5'
SUTER ST

ex. right-of-way

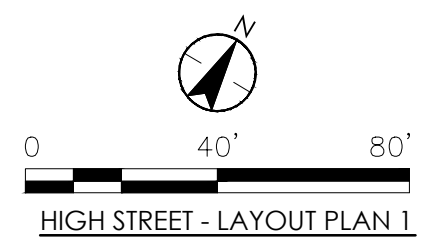
HIGH ST

17.5'
12.0'
20.0'

21.5'
21.5'

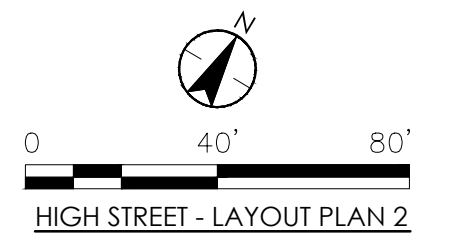
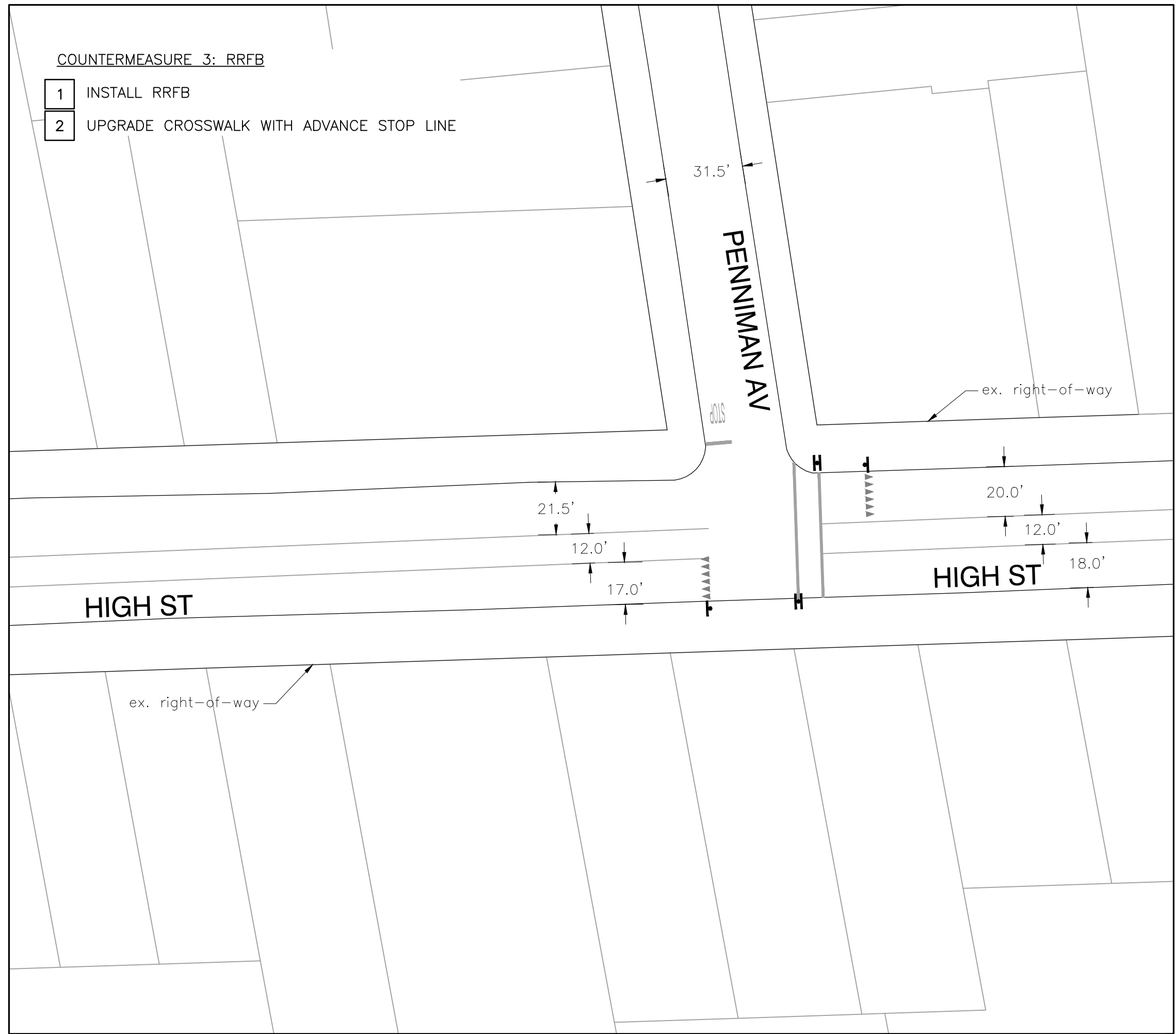
HIGH ST

ex. right-of-way



COUNTERMEASURE 3: RRFB

- 1 INSTALL RRFB
- 2 UPGRADE CROSSWALK WITH ADVANCE STOP LINE



COUNTERMEASURE 1: HAWK SIGNAL

- 1 INSTALL HAWK SIGNAL
- 2 UPGRADE CROSSWALK WITH ADVANCE STOP LINE

ALLENDALE AV

ALLENDALE AV

HIGH ST

HIGH ST

FLEMING AV

ex. right-of-way

ex. right-of-way

20.0'

11.0'

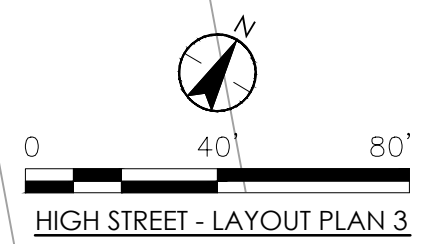
19.5'

23.5'

12.0'

15.5'

33.0'

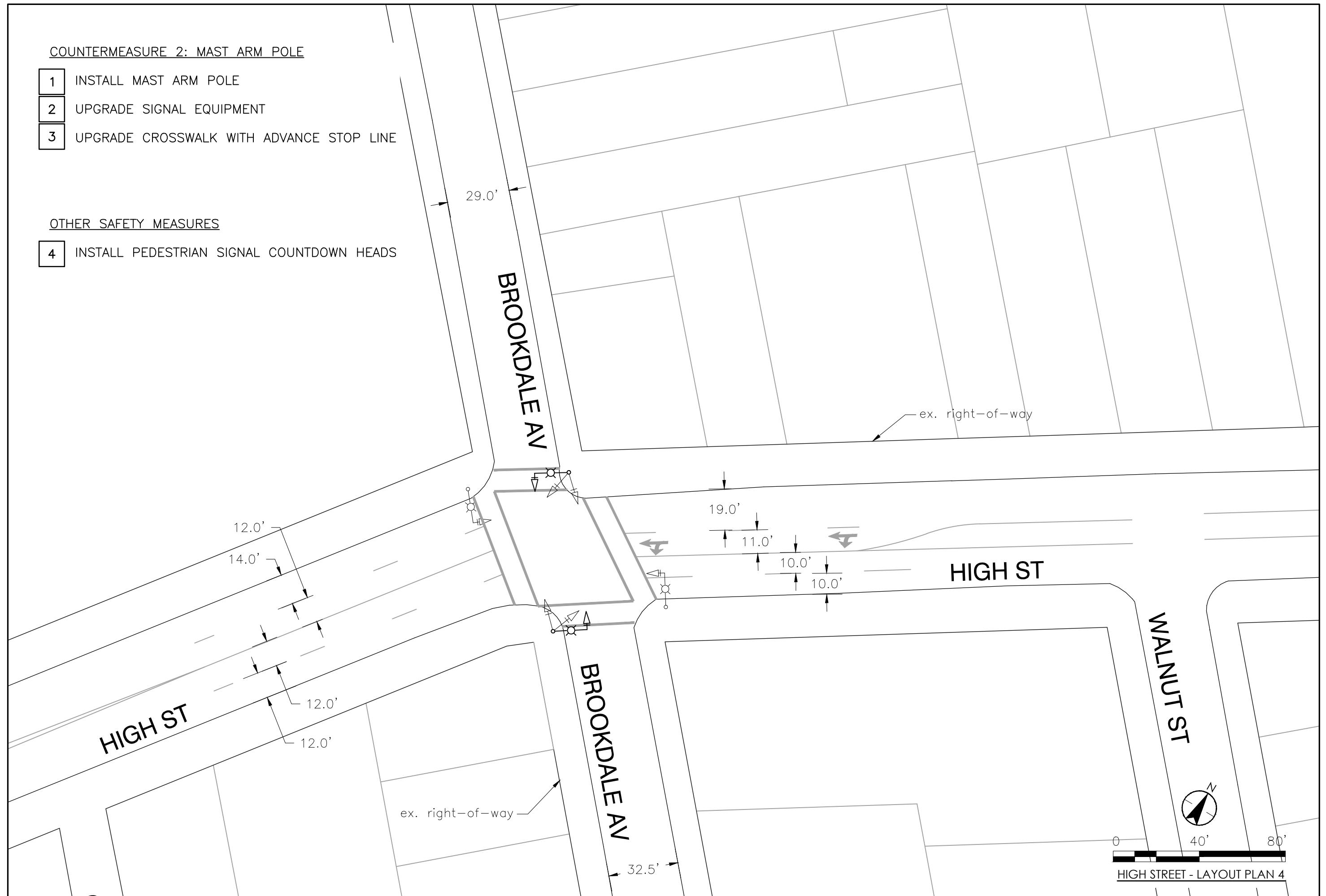


COUNTERMEASURE 2: MAST ARM POLE

- 1 INSTALL MAST ARM POLE
- 2 UPGRADE SIGNAL EQUIPMENT
- 3 UPGRADE CROSSWALK WITH ADVANCE STOP LINE

OTHER SAFETY MEASURES

- 4 INSTALL PEDESTRIAN SIGNAL COUNTDOWN HEADS



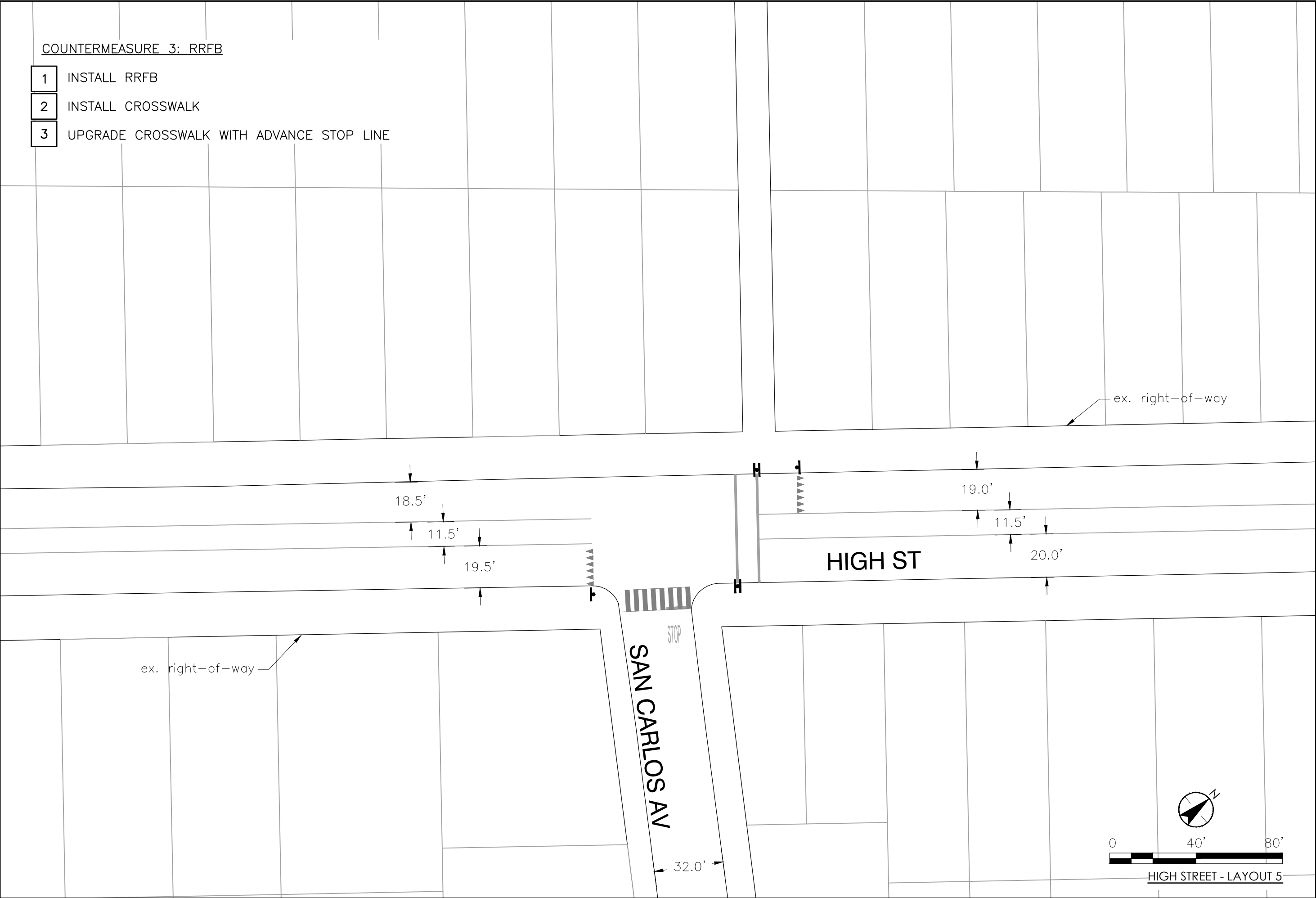
COUNTERMEASURE 3: RRFB

- 1

INSTALL RRFB
- 2

INSTALL CROSSWALK
- 3

UPGRADE CROSSWALK WITH ADVANCE STOP LINE



HIGH STREET - LAYOUT 5

COUNTERMEASURE 3: RRFB

- 1

INSTALL RRFB
- 2

INSTALL CROSSWALK
- 3

UPGRADE CROSSWALK WITH ADVANCE STOP LINE

32.5'

CARRINGTON ST

DOIS

ex. right-of-way

19.5'

11.5'

19.5'

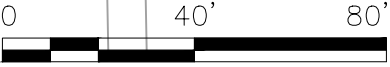
19.0'

11.5'

20.0'

HIGH ST

ex. right-of-way



HIGH STREET - LAYOUT 6

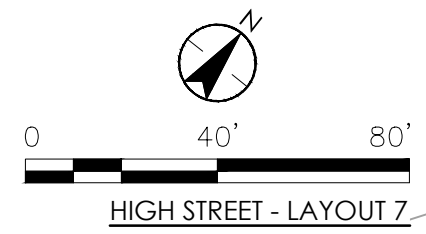
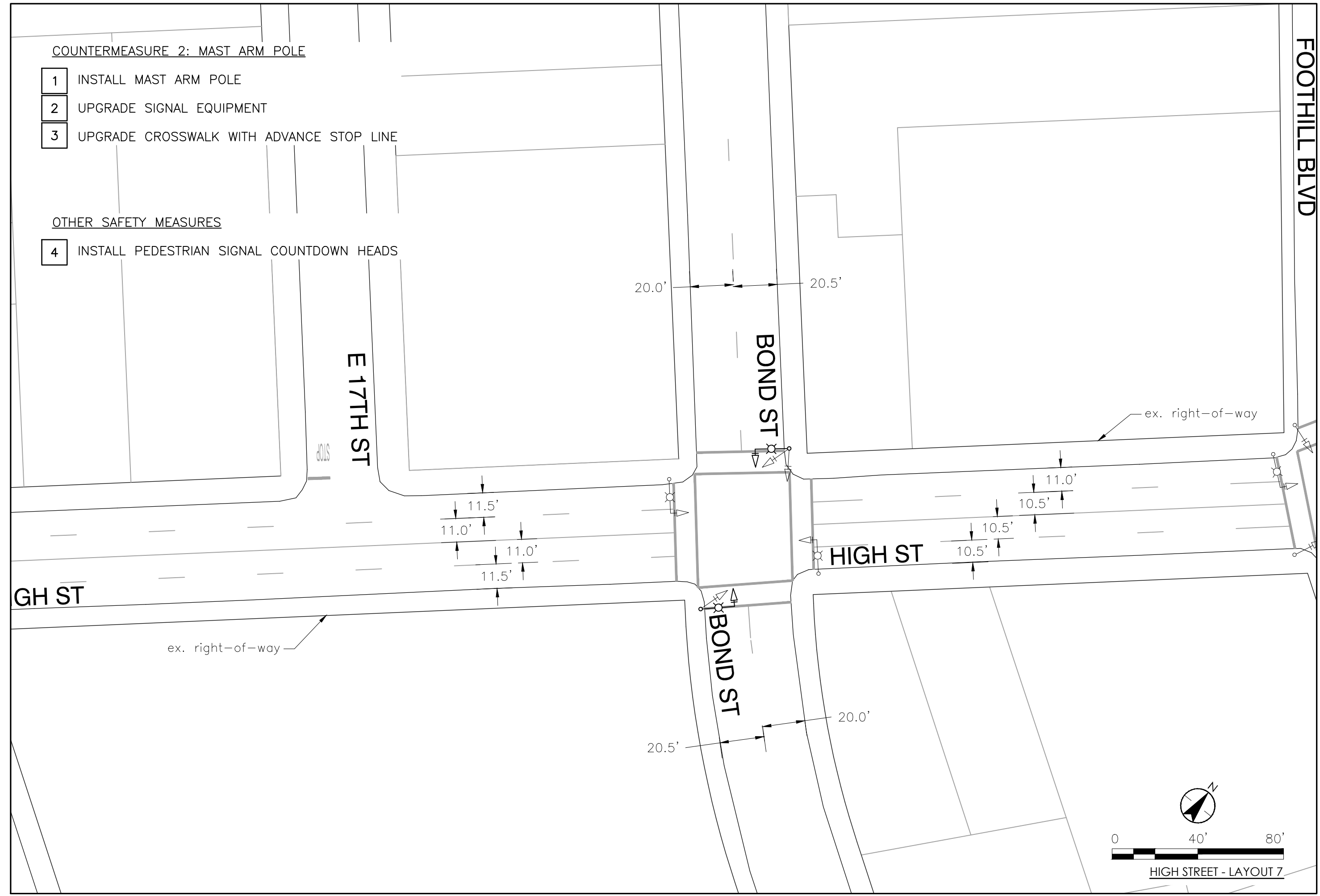
FOOTHILL BLVD

COUNTERMEASURE 2: MAST ARM POLE

- 1 INSTALL MAST ARM POLE
- 2 UPGRADE SIGNAL EQUIPMENT
- 3 UPGRADE CROSSWALK WITH ADVANCE STOP LINE

OTHER SAFETY MEASURES

- 4 INSTALL PEDESTRIAN SIGNAL COUNTDOWN HEADS



OTHER SAFETY MEASURES

- 1 INSTALL PEDESTRIAN SIGNAL COUNTDOWN HEADS

BANCROFT AV

E 17TH ST

HIGH ST

BANCROFT AV



HIGH STREET - LAYOUT 8

10.0'
4.0'
8.5'
10.0'
8.0'

10.5'
10.5'
10.5'
10.5'

11.5'
11.0'
11.0'
12.0'

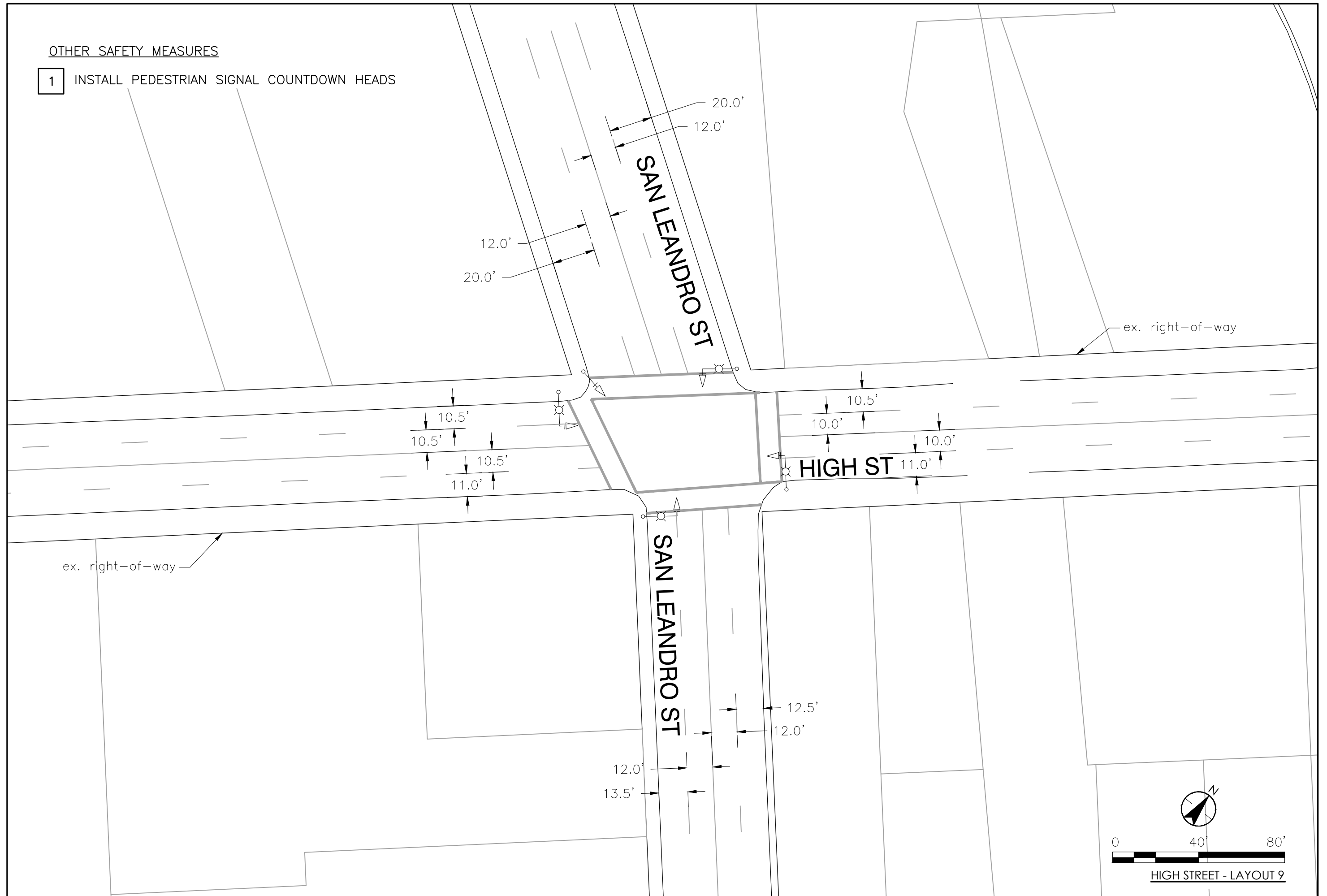
13.5'
8.0'
11.0'
8.0'

ex. right-of-way

ex. right-of-way

OTHER SAFETY MEASURES

- 1 INSTALL PEDESTRIAN SIGNAL COUNTDOWN HEADS



High Street and San Leandro Street Existing Conditions

July 26th / GoogleMaps



High Street and Bancroft Existing Conditions

July 26th / GoogleMaps



High Street and Bond Existing Conditions

July 26th / GoogleMaps



High Street and Carrington Existing Conditions

July 26th



High Street and San Carlos Existing Conditions

July 26th



High Street and Brookdale Existing Conditions

July 26th



High Street and Fleming Existing Conditions

July 26th



High Street and Penniman Existing Conditions

July 26th



High Street and Suter Existing Conditions

July 26th



04-Oakland-4

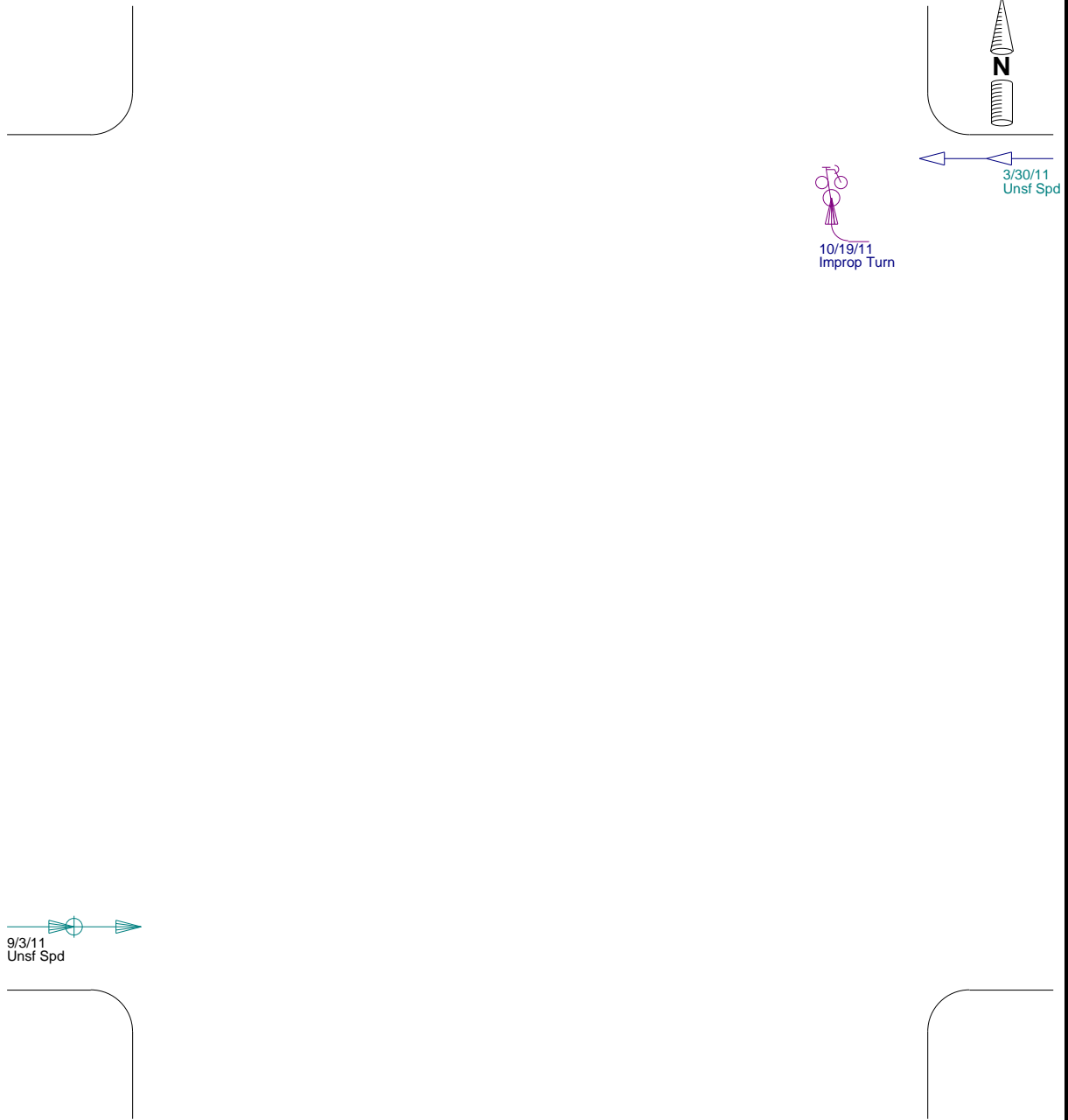
Collision Diagram

Horizontal Street: HIGH ST

Vertical Street: EB I580

From: 1/1/2011 To: 12/31/2015

Date Prepared: 7/21/2016



Number of Collisions

- 1 Property Damage Only
- 2 Injury Collisions
- 0 Fatal Collisions
- 3 Total Collisions

Legend

- ← Moving Vehicle
- ←| Stopped Vehicle
- ←→ Backing Vehicle
- ←~ Ran Off Road
- ←..... Movement Unknown

- ↗ Right Turn
- ↖ Left Turn
- ←← Sideswipe
- △ Day
- ◑ Night

- 🚶 Pedestrian
- 📦 Fixed Object
- 🚲 Bicycle
- 🍷 DUI
- Injury
- ⊙ Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

<u>Parameter</u>	<u>Setting</u>
Street Name	HIGH ST
Cross Street	EB I580
Starting Date	1/1/2011
Ending Date	12/31/2015
Intersection	Intersection Related

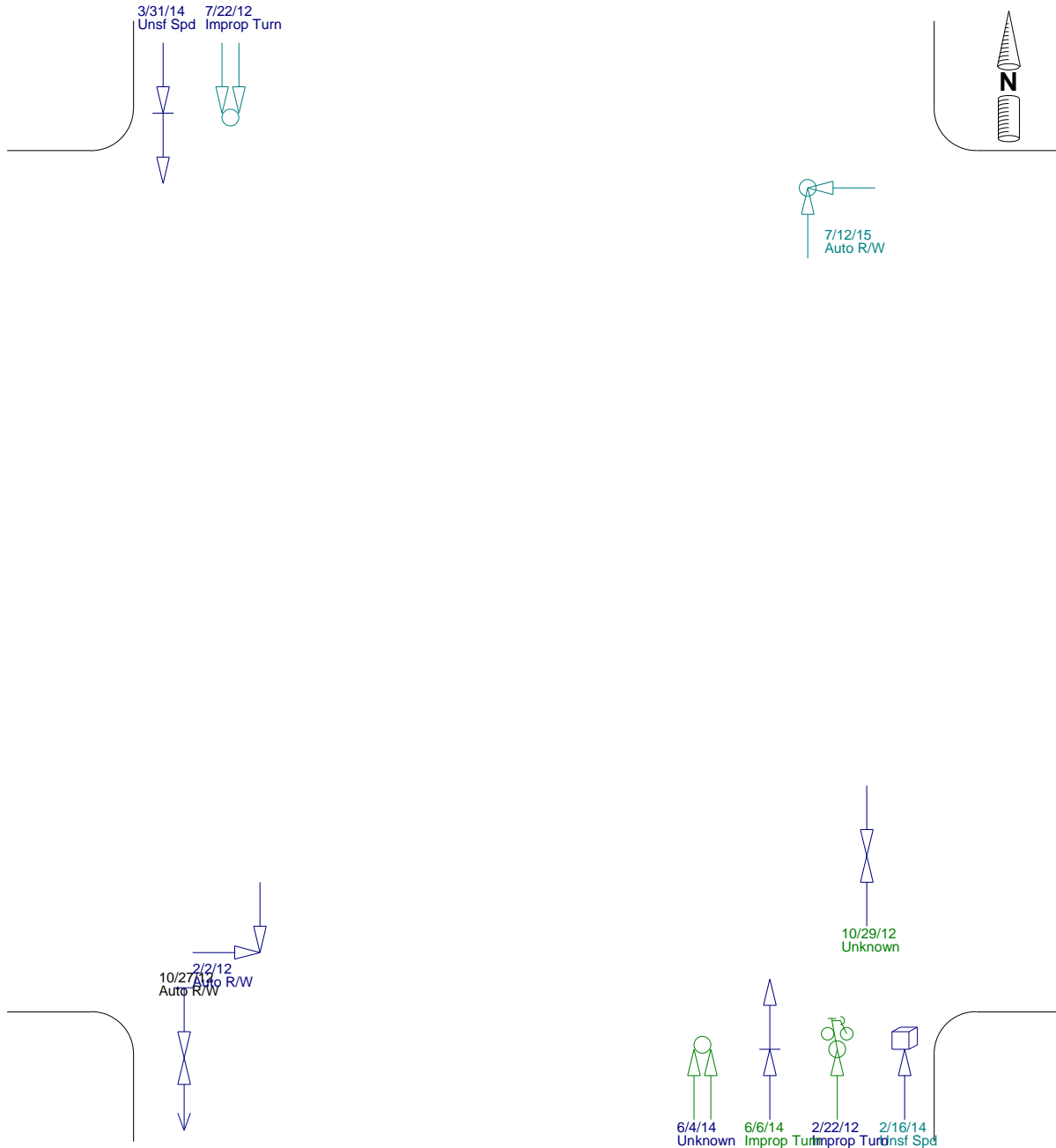
Collision Diagram

Horizontal Street: HIGH ST

Vertical Street: PORTER ST

From: 1/1/2011 To: 12/31/2015

Date Prepared: 7/21/2016



Number of Collisions

6 Property Damage Only
4 Injury Collisions
0 Fatal Collisions
10 Total Collisions

Legend

Moving Vehicle
 Stopped Vehicle
 Backing Vehicle
 Ran Off Road
 Movement Unknown

Right Turn
 Left Turn
 Sideswipe
 Day
 Night

Pedestrian
 Fixed Object
 Bicycle
 DUI
 Injury
 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

PORTER ST

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

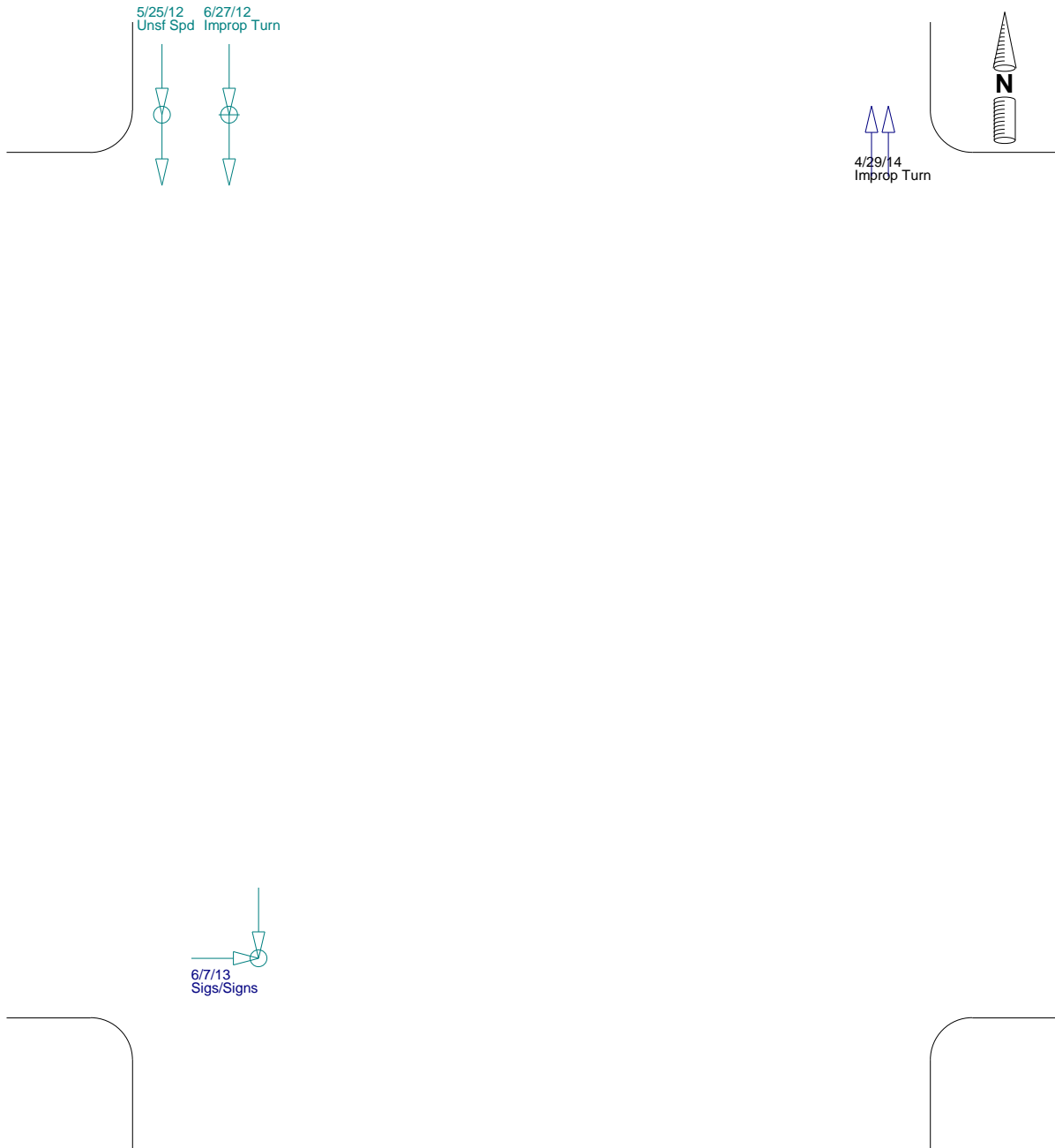
Collision Diagram

Horizontal Street: HIGH ST

Vertical Street: SUTER ST

From: 1/1/2011 To: 12/31/2015

Date Prepared: 8/8/2016



Number of Collisions

- 1** Property Damage Only
- 3** Injury Collisions
- 0** Fatal Collisions
- 4** Total Collisions

Legend

- ◄ Moving Vehicle
- ◄ Stopped Vehicle
- ◄ Backing Vehicle
- ◄ Ran Off Road
- ◄ Movement Unknown

- ◄ Right Turn
- ◄ Left Turn
- ◄ Sideswipe
- ◄ Day
- ◄ Night

- ◄ Pedestrian
- ◄ Fixed Object
- ◄ Bicycle
- ◄ DUI
- ◄ Injury
- ◄ Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

SUTER ST

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

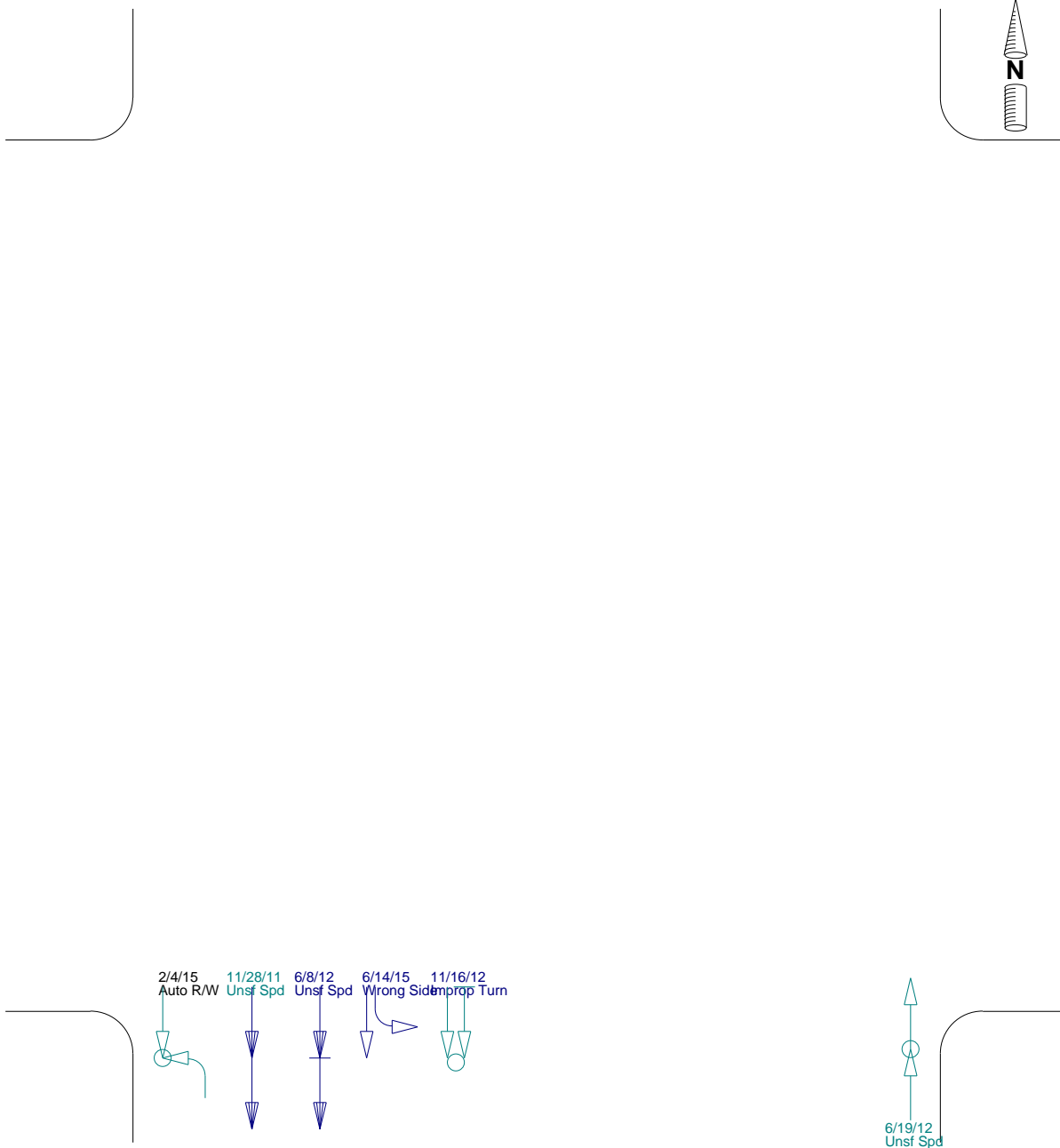
Collision Diagram

Horizontal Street: HIGH ST

Vertical Street: CULVER ST

From: 1/1/2011 To: 12/31/2015

Date Prepared: 8/8/2016



Number of Collisions

- 4 Property Damage Only
- 3 Injury Collisions
- 0 Fatal Collisions
- 7 Total Collisions

Collisions Not Plotted: 1

Legend

- ◀ Moving Vehicle
- ◀ Stopped Vehicle
- ◀➡ Backing Vehicle
- ◀~ Ran Off Road
- ◀..... Movement Unknown

- ◀ Right Turn
- ◀ Left Turn
- ◀ Sideswipe
- ◀ Day
- ◀ Night

- ◀ Pedestrian
- ◀ Fixed Object
- ◀ Bicycle
- ◀ DUI
- ◀ Injury
- ◀ Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

CULVER ST

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

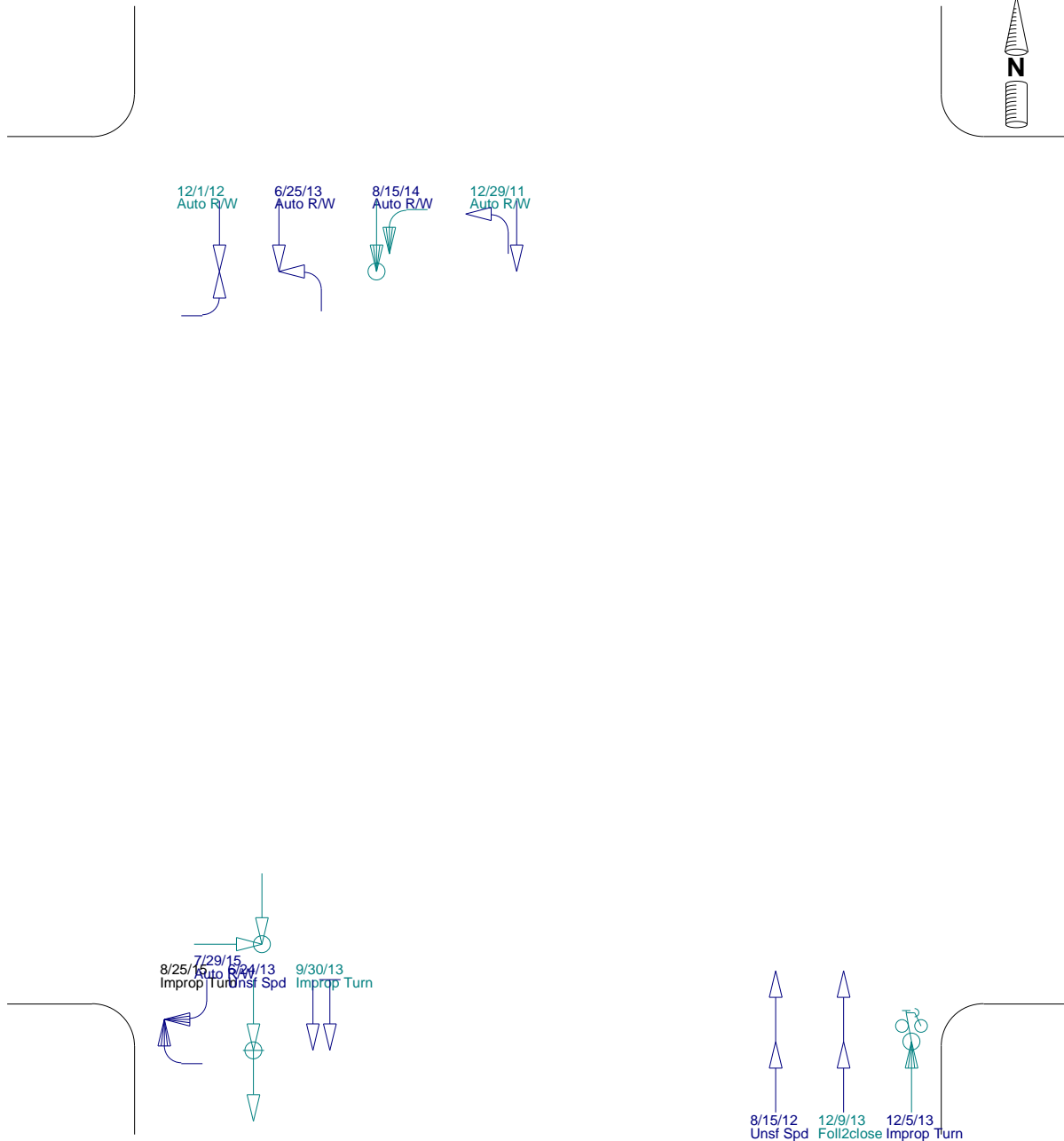
Collision Diagram

Horizontal Street: HIGH ST

Vertical Street: PENNIMAN AV

From: 1/1/2011 To: 12/31/2015

Date Prepared: 7/21/2016



Number of Collisions

7 Property Damage Only
4 Injury Collisions
0 Fatal Collisions
11 Total Collisions

Legend

Moving Vehicle
 Stopped Vehicle
 Backing Vehicle
 Ran Off Road
 Movement Unknown

Right Turn
 Left Turn
 Sideswipe
 Day
 Night

Pedestrian
 Fixed Object
 Bicycle
 DUI
 Injury
 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

PENNIMAN AV

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

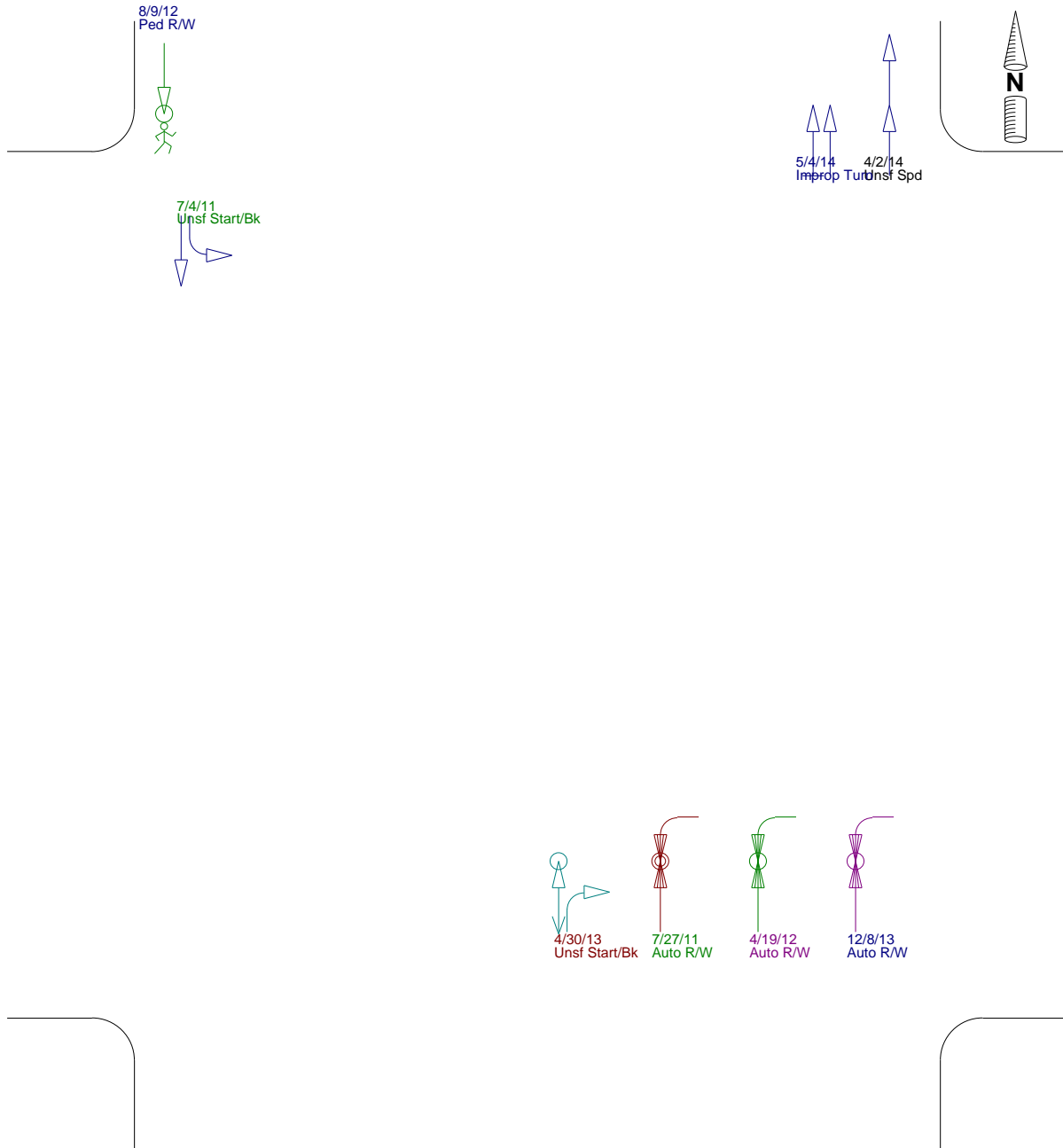
Collision Diagram

Horizontal Street: HIGH ST

Vertical Street: FLEMING AV

From: 1/1/2011 To: 12/31/2015

Date Prepared: 7/21/2016



Number of Collisions

- 4** Property Damage Only
- 4** Injury Collisions
- 1** Fatal Collisions
- 9** Total Collisions

Collisions Not Plotted: 1

Legend

- ➡ Moving Vehicle
- ⏹ Stopped Vehicle
- ↔ Backing Vehicle
- ⚡ Ran Off Road
- ⋯ Movement Unknown

- ↗ Right Turn
- ↖ Left Turn
- ↔ Sideswipe
- ☐ Day
- ☐ Night

- 🚶 Pedestrian
- 🚗 Fixed Object
- 🚲 Bicycle
- 🍷 DUI
- Injury
- ⊙ Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

FLEMING AV

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

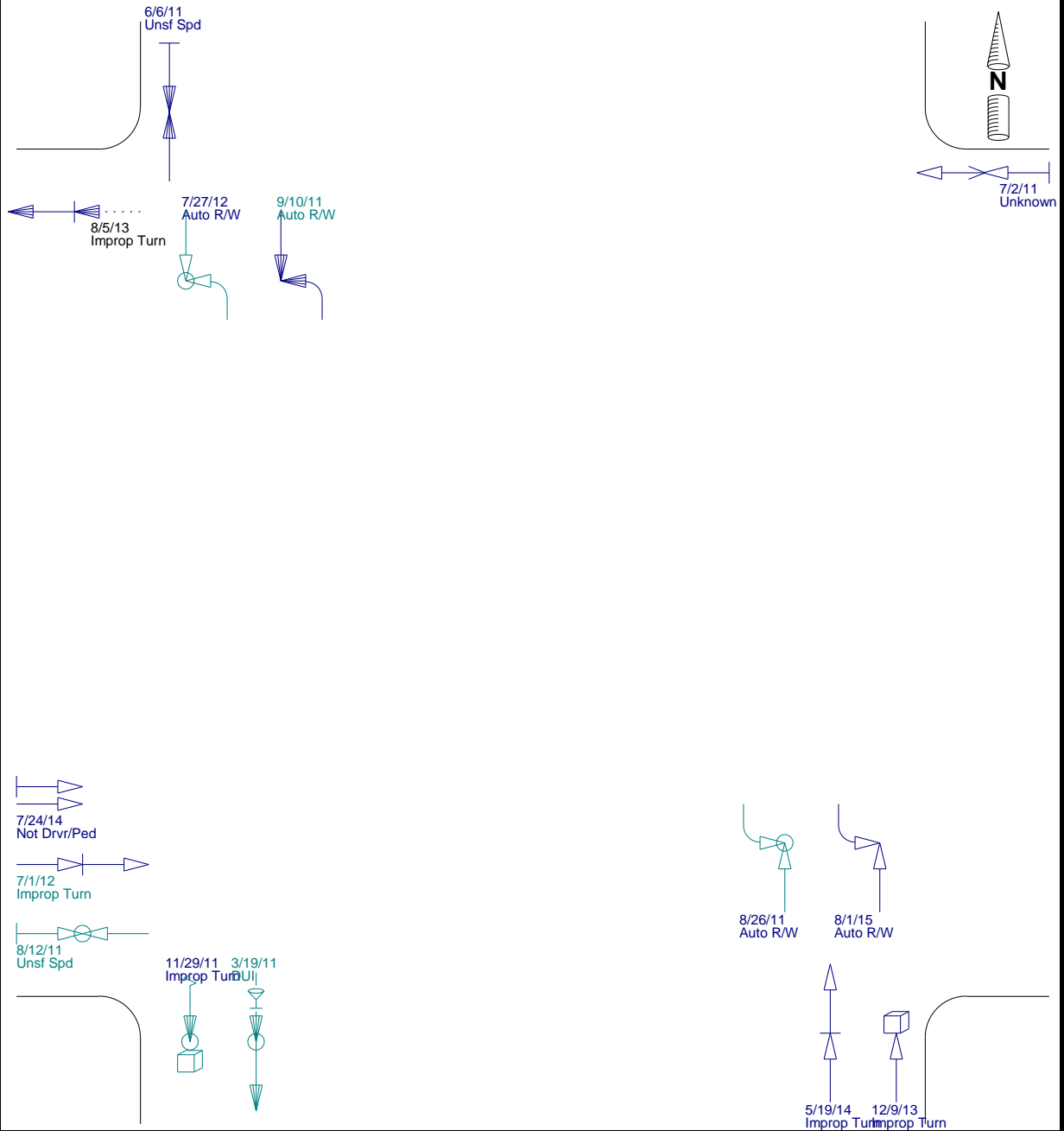
Collision Diagram

Horizontal Street: HIGH ST

Vertical Street: BROOKDALE AV

From: 1/1/2011 To: 12/31/2015

Date Prepared: 8/8/2016



Number of Collisions

9 Property Damage Only
5 Injury Collisions
0 Fatal Collisions
14 Total Collisions

Legend

Moving Vehicle
 Stopped Vehicle
 Backing Vehicle
 Ran Off Road
 Movement Unknown

Right Turn
 Left Turn
 Sideswipe
 Day
 Night

Pedestrian
 Fixed Object
 Bicycle
 DUI
 Injury
 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

BROOKDALE AV

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

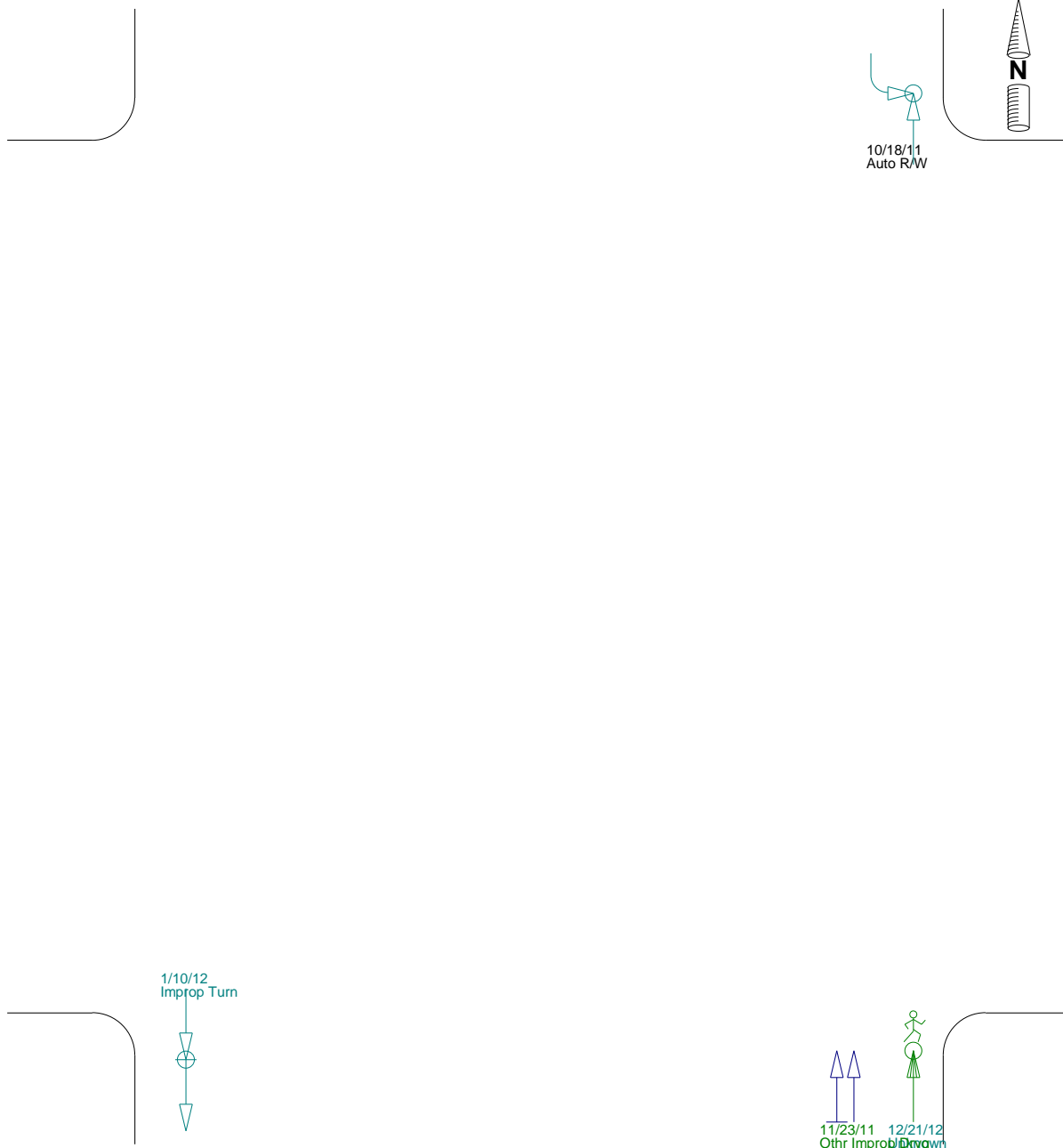
Collision Diagram

Horizontal Street: GORDON ST

Vertical Street: HIGH ST

From: 1/1/2011 To: 12/31/2015

Date Prepared: 8/8/2016



Number of Collisions

- 1 Property Damage Only
- 3 Injury Collisions
- 0 Fatal Collisions
- 4 Total Collisions

Legend

- ➡ Moving Vehicle
- ➡ Stopped Vehicle
- ➡ Backing Vehicle
- ➡ Ran Off Road
- ➡ Movement Unknown

- ↪ Right Turn
- ↩ Left Turn
- ↔ Sideswipe
- ☐ Day
- ☐ Night

- 🚶 Pedestrian
- 🚗 Fixed Object
- 🚲 Bicycle
- 🍷 DUI
- Injury
- ⊙ Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

GORDON ST

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

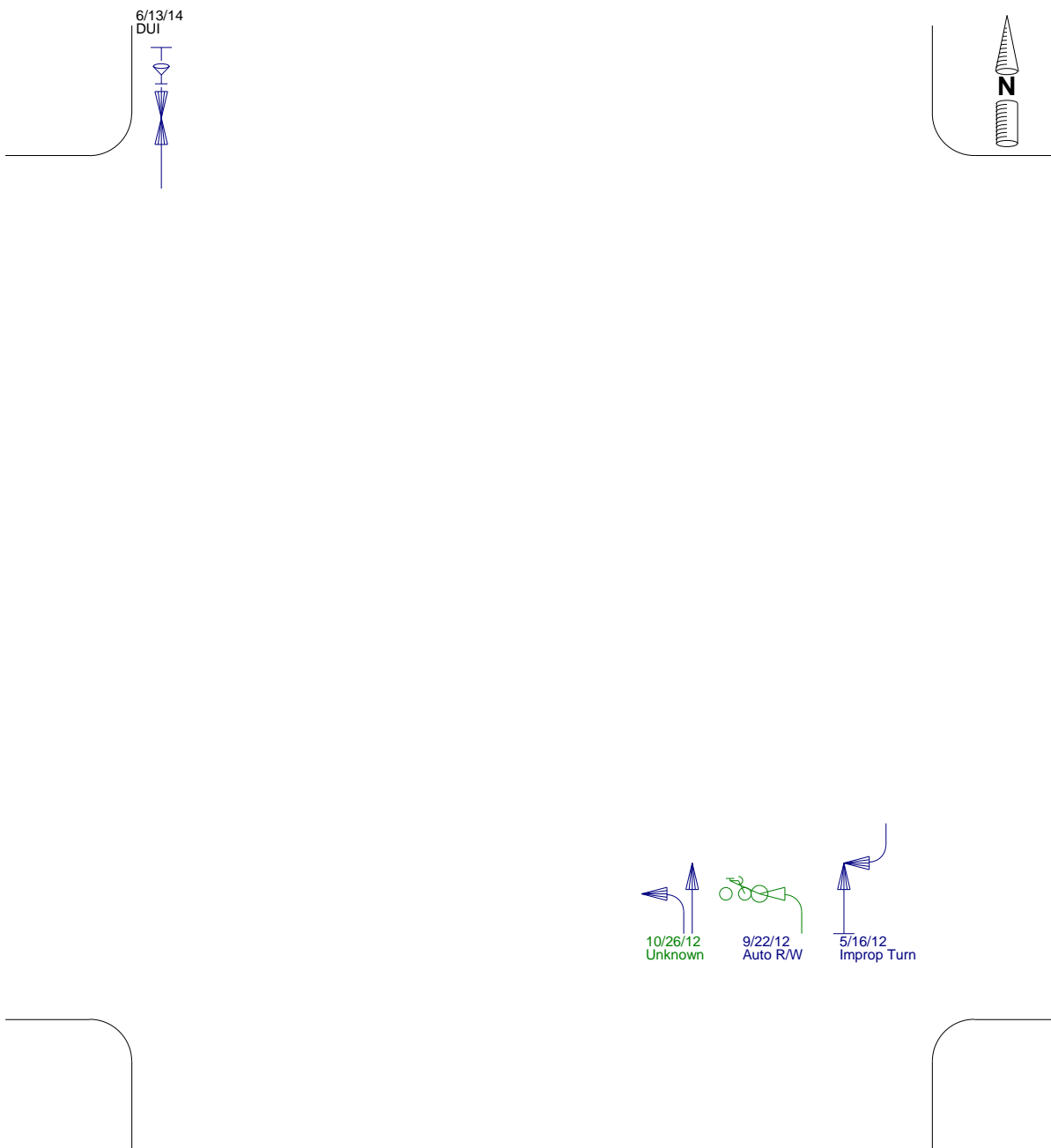
Collision Diagram

Horizontal Street: LYON AV

Vertical Street: HIGH ST

From: 1/1/2011 To: 12/31/2015

Date Prepared: 8/8/2016



Number of Collisions

- 3** Property Damage Only
- 1** Injury Collisions
- 0** Fatal Collisions
- 4** Total Collisions

Legend

- Moving Vehicle
- Stopped Vehicle
- Backing Vehicle
- Ran Off Road
- Movement Unknown

- Right Turn
- Left Turn
- Sideswipe
- Day
- Night

- Pedestrian
- Fixed Object
- Bicycle
- DUI
- Injury
- Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

LYON AV

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

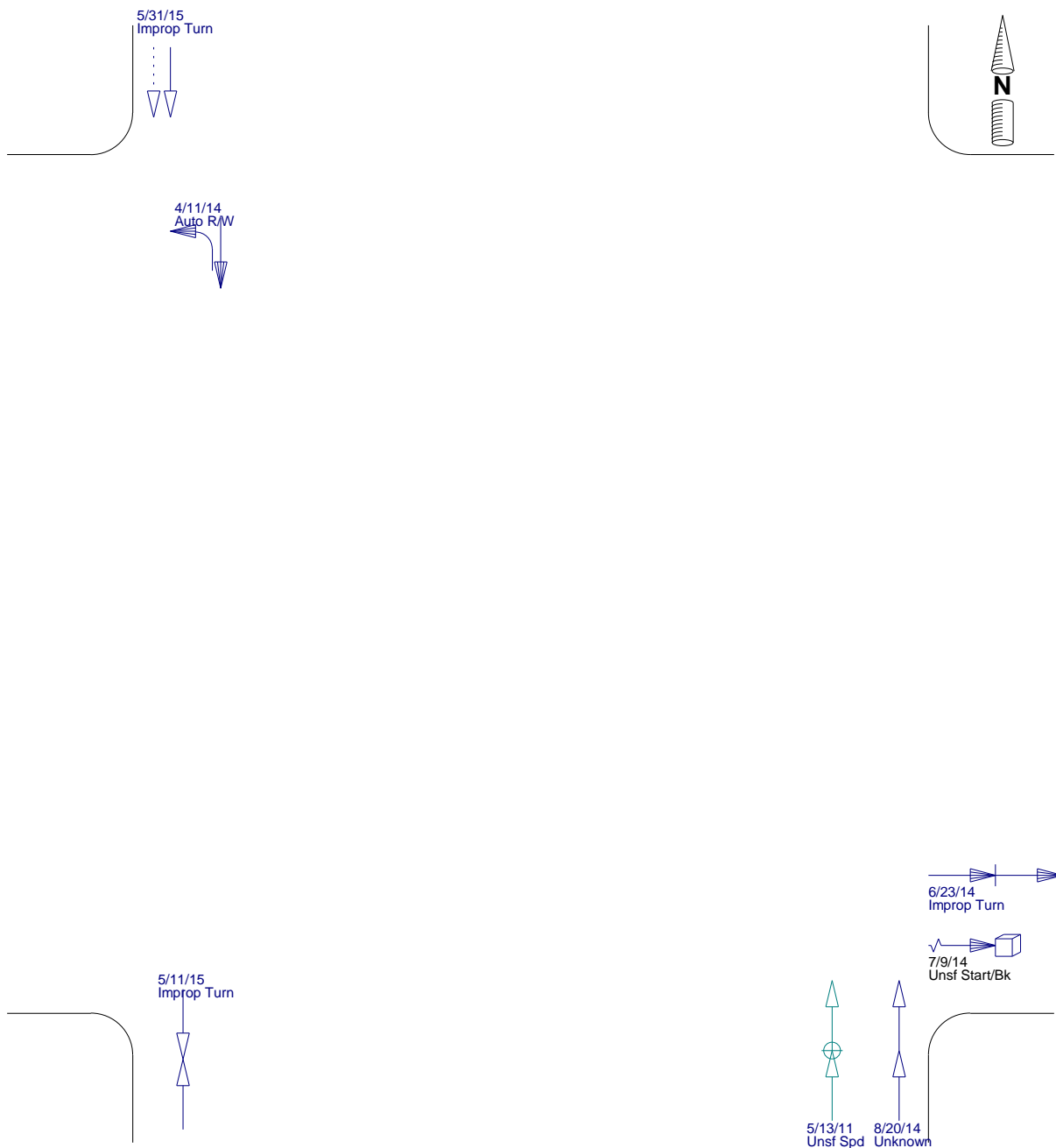
Collision Diagram

Horizontal Street: FAIRFAX AV

From: 1/1/2011 To: 12/31/2015

Vertical Street: HIGH ST

Date Prepared: 8/8/2016



Number of Collisions

6 Property Damage Only
1 Injury Collisions
0 Fatal Collisions
7 Total Collisions

Legend

Moving Vehicle
 Stopped Vehicle
 Backing Vehicle
 Ran Off Road
 Movement Unknown

Right Turn
 Left Turn
 Sideswipe
 Day
 Night

Pedestrian
 Fixed Object
 Bicycle
 DUI
 Injury
 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

FAIRFAX AV

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

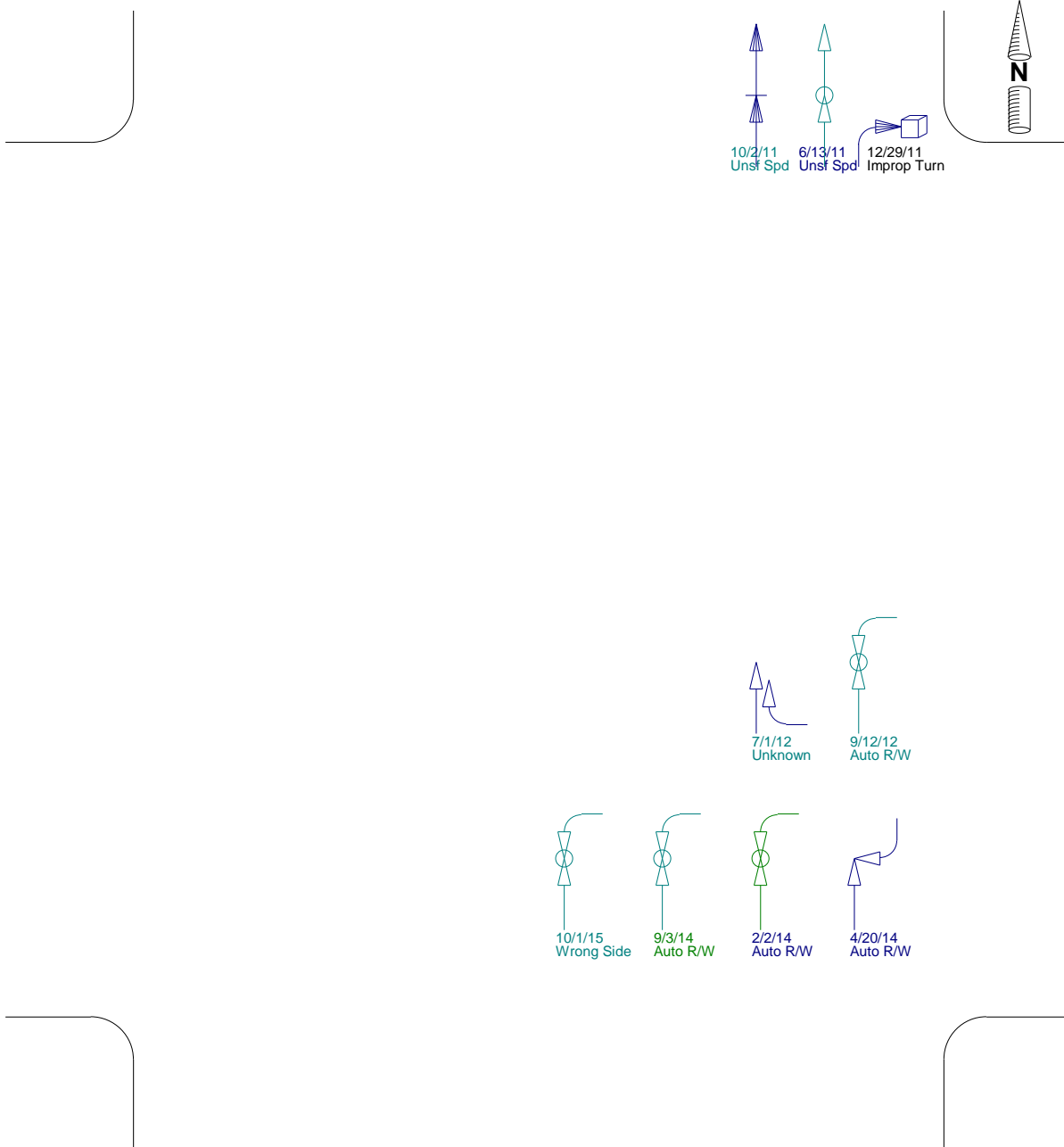
Collision Diagram

Horizontal Street: CONGRESS AV

Vertical Street: HIGH ST

From: 1/1/2011 To: 12/31/2015

Date Prepared: 8/8/2016



Number of Collisions

- 4 Property Damage Only
- 5 Injury Collisions
- 0 Fatal Collisions
- 9 Total Collisions

Legend

- ➡ Moving Vehicle
- ➡ Stopped Vehicle
- ➡ Backing Vehicle
- ➡ Ran Off Road
- ➡ Movement Unknown

- ➡ Right Turn
- ➡ Left Turn
- ➡ Sideswipe
- ➡ Day
- ➡ Night

- ➡ Pedestrian
- ➡ Fixed Object
- ➡ Bicycle
- ➡ DUI
- Injury
- ⊙ Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

CONGRESS AV

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

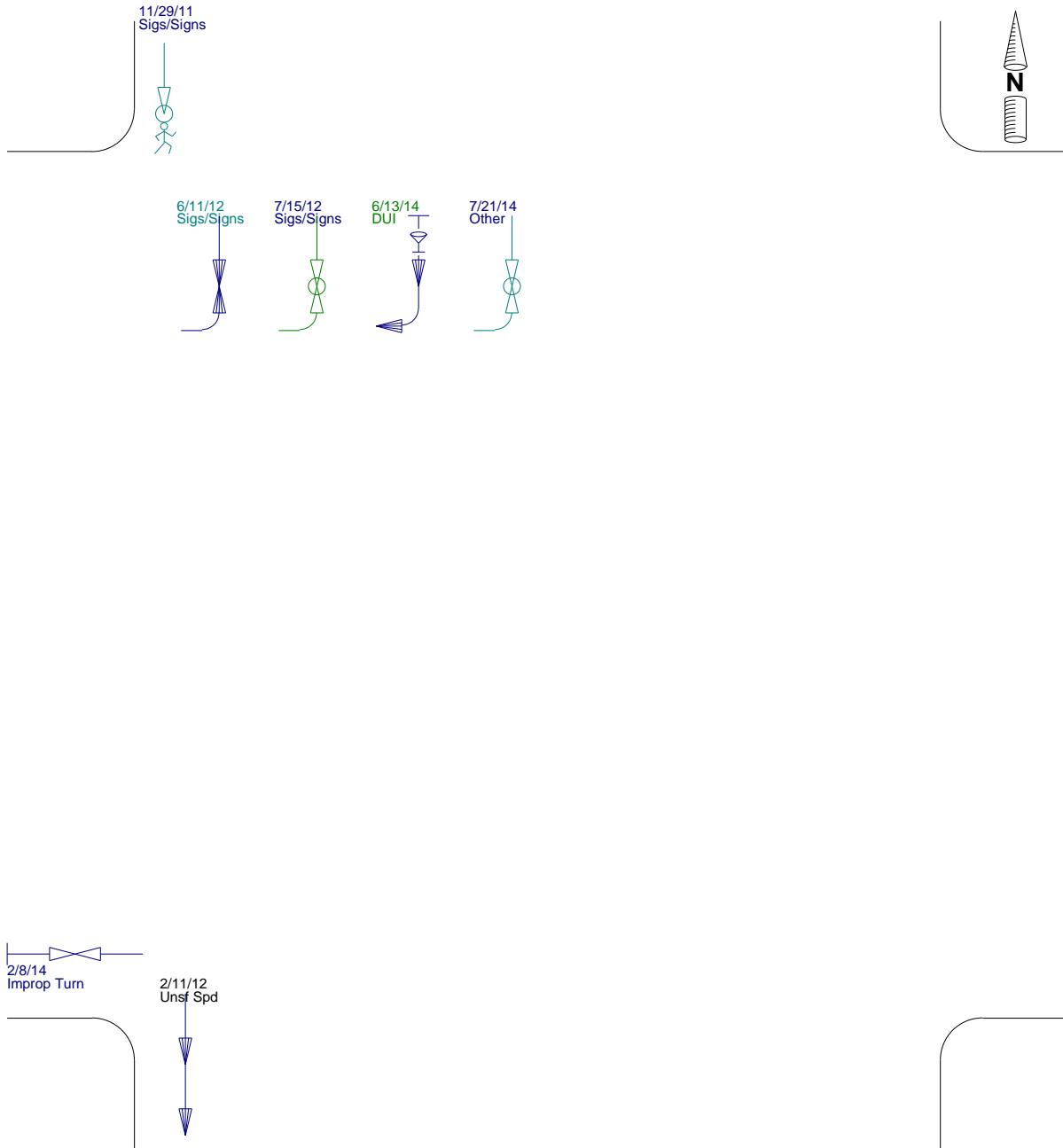
Collision Diagram

Horizontal Street: SANTA RITA ST

From: 1/1/2011 To: 12/31/2015

Vertical Street: HIGH ST

Date Prepared: 7/21/2016



Number of Collisions

4 Property Damage Only
3 Injury Collisions
0 Fatal Collisions
7 Total Collisions

Legend

Moving Vehicle
 Stopped Vehicle
 Backing Vehicle
 Ran Off Road
 Movement Unknown

Right Turn
 Left Turn
 Sideswipe
 Day
 Night

Pedestrian
 Fixed Object
 Bicycle
 DUI
 Injury
 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

SANTA RITA ST

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

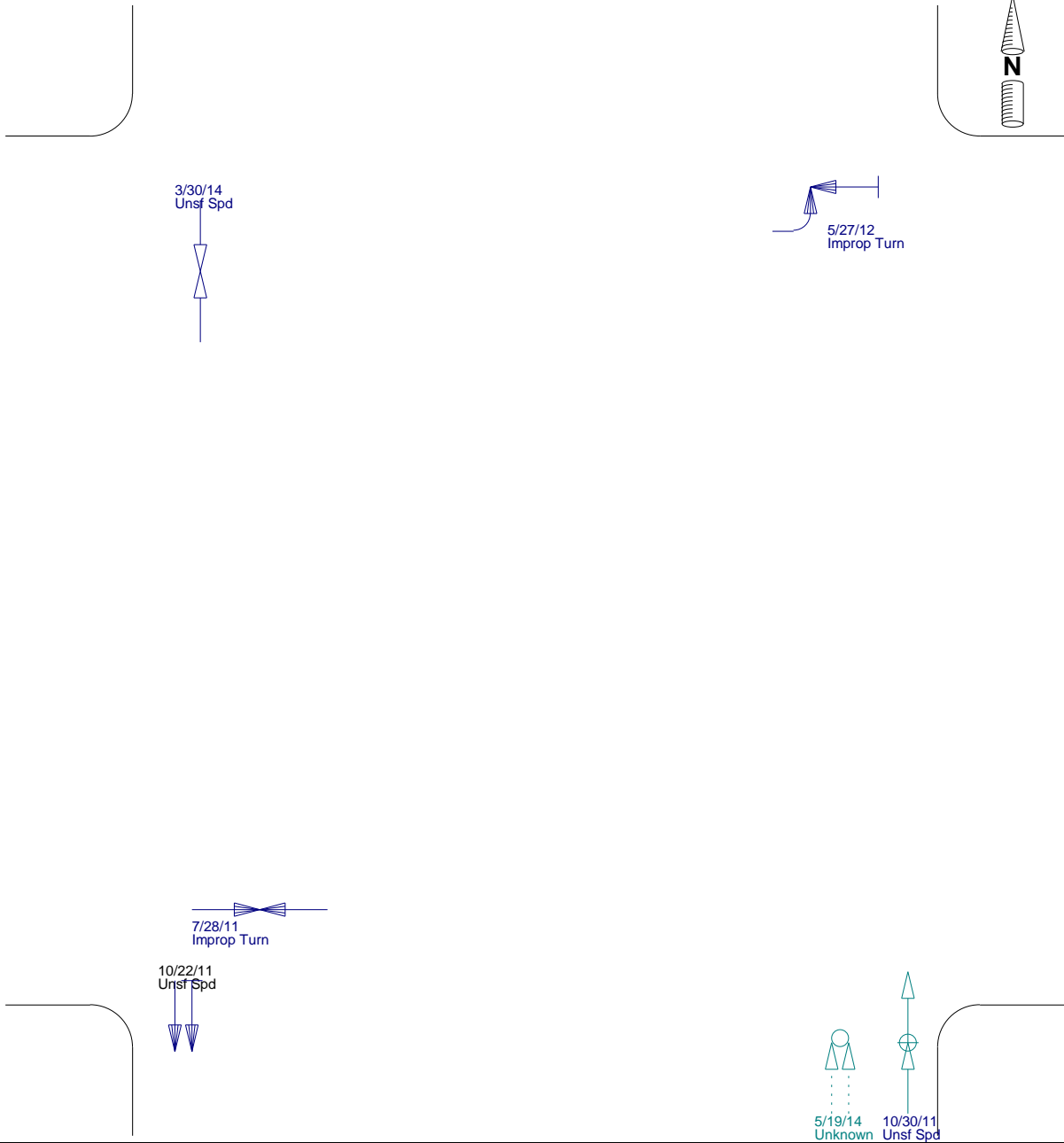
Collision Diagram

Horizontal Street: SAN CARLOS AV

From: 1/1/2011 To: 12/31/2015

Vertical Street: HIGH ST

Date Prepared: 8/8/2016



Number of Collisions

- 4 Property Damage Only
- 2 Injury Collisions
- 0 Fatal Collisions
- 6 Total Collisions

Legend

- ◄ Moving Vehicle
- ◄| Stopped Vehicle
- ◄> Backing Vehicle
- ◄~ Ran Off Road
- ◄..... Movement Unknown

- ◄ Right Turn
- ◄ Left Turn
- ◄> Sideswipe
- ◄ Day
- ◄ Night

- ◄ Pedestrian
- ◄ Fixed Object
- ◄ Bicycle
- ◄ DUI
- ◄ Injury
- ◄ Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

SAN CARLOS AV

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

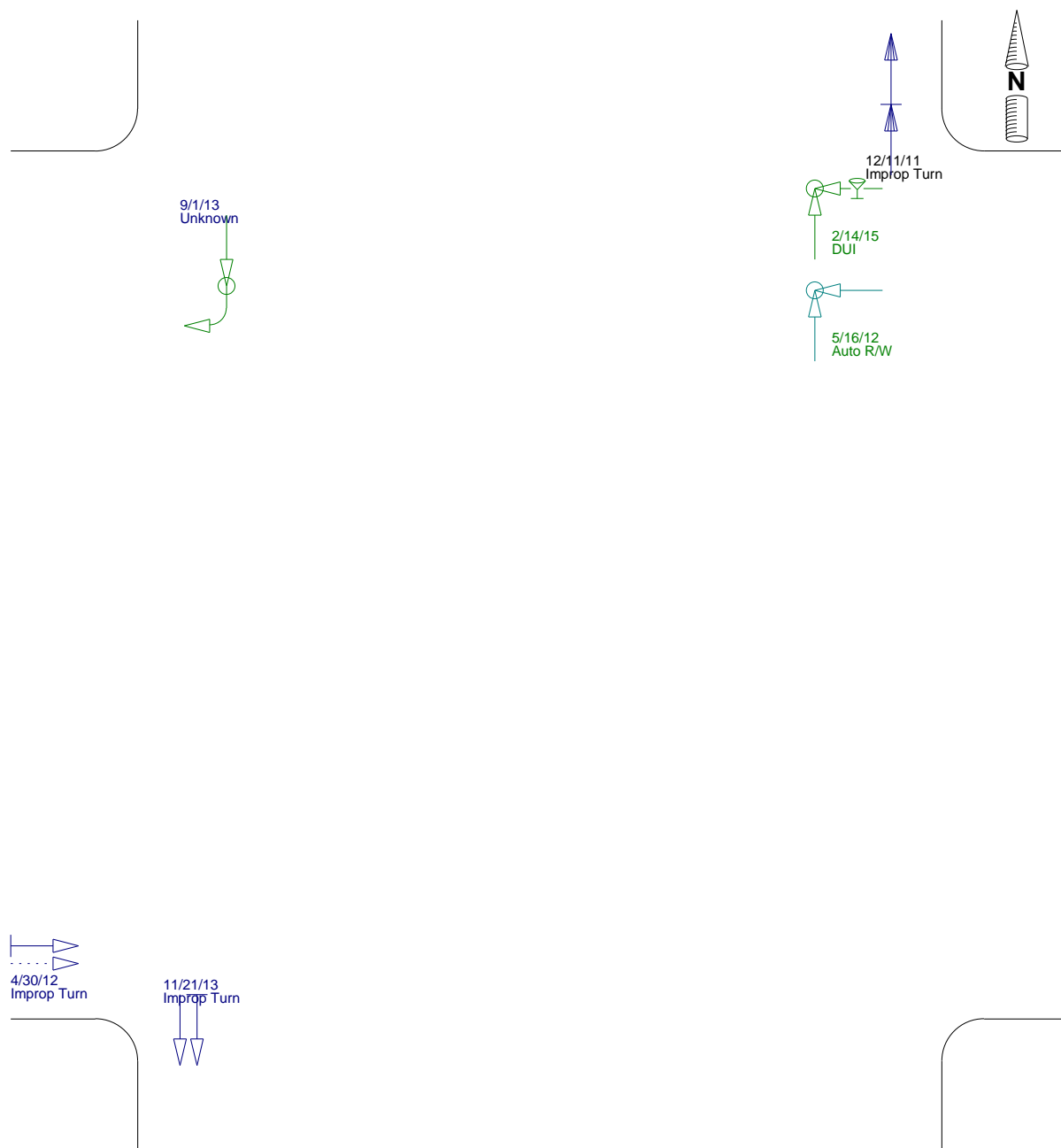
Collision Diagram

Horizontal Street: CARRINGTON ST

From: 1/1/2011 **To:** 12/31/2015

Vertical Street: HIGH ST

Date Prepared: 8/8/2016



Number of Collisions

- 4 Property Damage Only
- 4 Injury Collisions
- 0 Fatal Collisions
- 8 Total Collisions

Collisions Not Plotted: 2

Legend

- ➡ Moving Vehicle
- ➡ Stopped Vehicle
- ➡ Backing Vehicle
- ➡ Ran Off Road
- ➡ Movement Unknown

- ↗ Right Turn
- ↖ Left Turn
- ↔ Sideswipe
- ☐ Day
- ☐ Night

- 🚶 Pedestrian
- 📦 Fixed Object
- 🚲 Bicycle
- 🍷 DUI
- Injury
- ⊙ Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

CARRINGTON ST

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

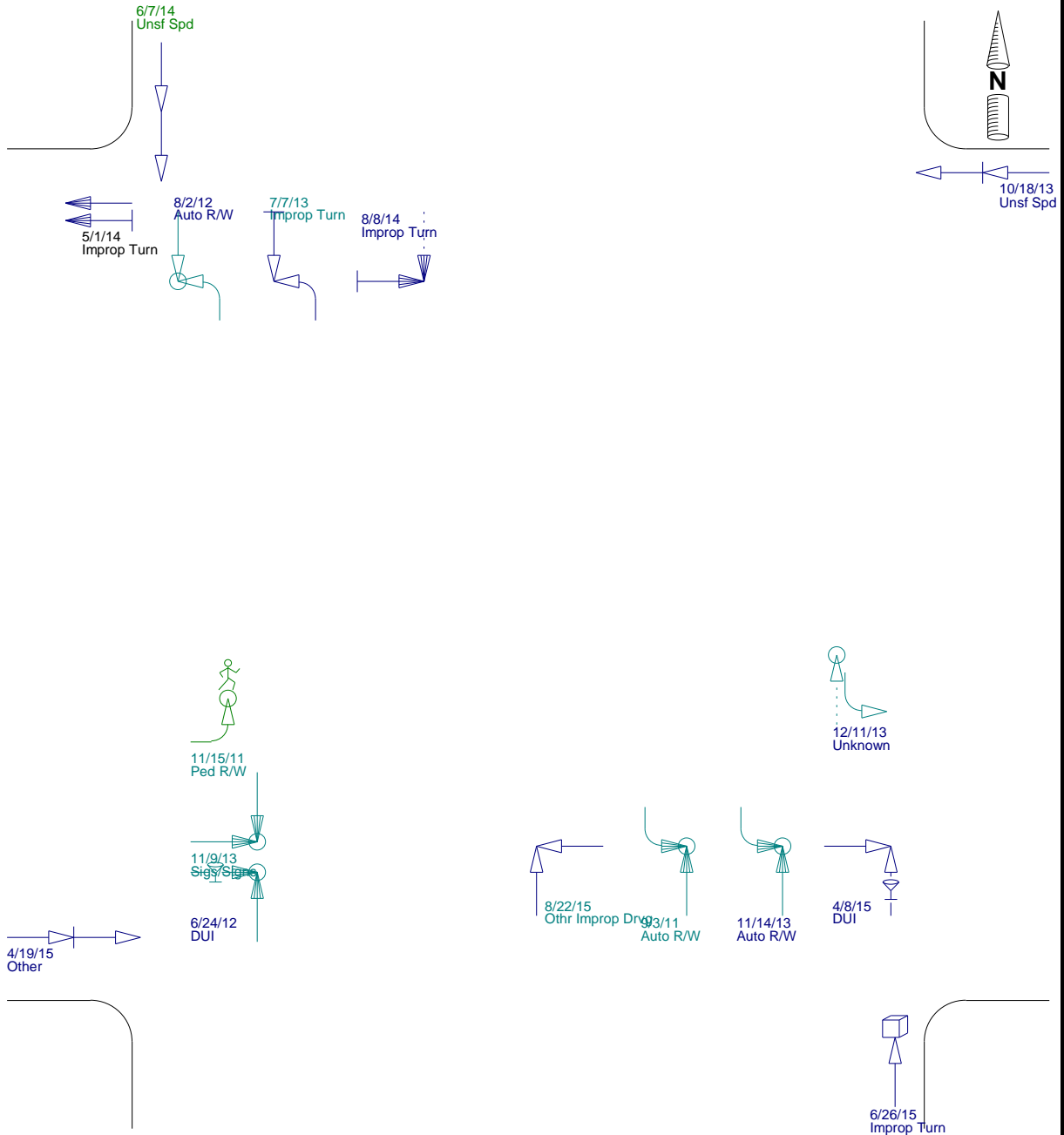
Collision Diagram

Horizontal Street: FOOTHILL BLVD

From: 1/1/2011 To: 12/31/2015

Vertical Street: HIGH ST

Date Prepared: 7/21/2016



Number of Collisions

- 9 Property Damage Only
- 8 Injury Collisions
- 0 Fatal Collisions
- 17 Total Collisions

Collisions Not Plotted: 1

Legend

- ➡ Moving Vehicle
- ⏹ Stopped Vehicle
- ➡➡ Backing Vehicle
- ➡~ Ran Off Road
- ➡..... Movement Unknown

- ↗ Right Turn
- ↖ Left Turn
- ↔ Sideswipe
- ☀ Day
- ☀ Night

- 🚶 Pedestrian
- 🚗 Fixed Object
- 🚲 Bicycle
- 🍷 DUI
- 👤 Injury
- 👤 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

FOOTHILL BLVD

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

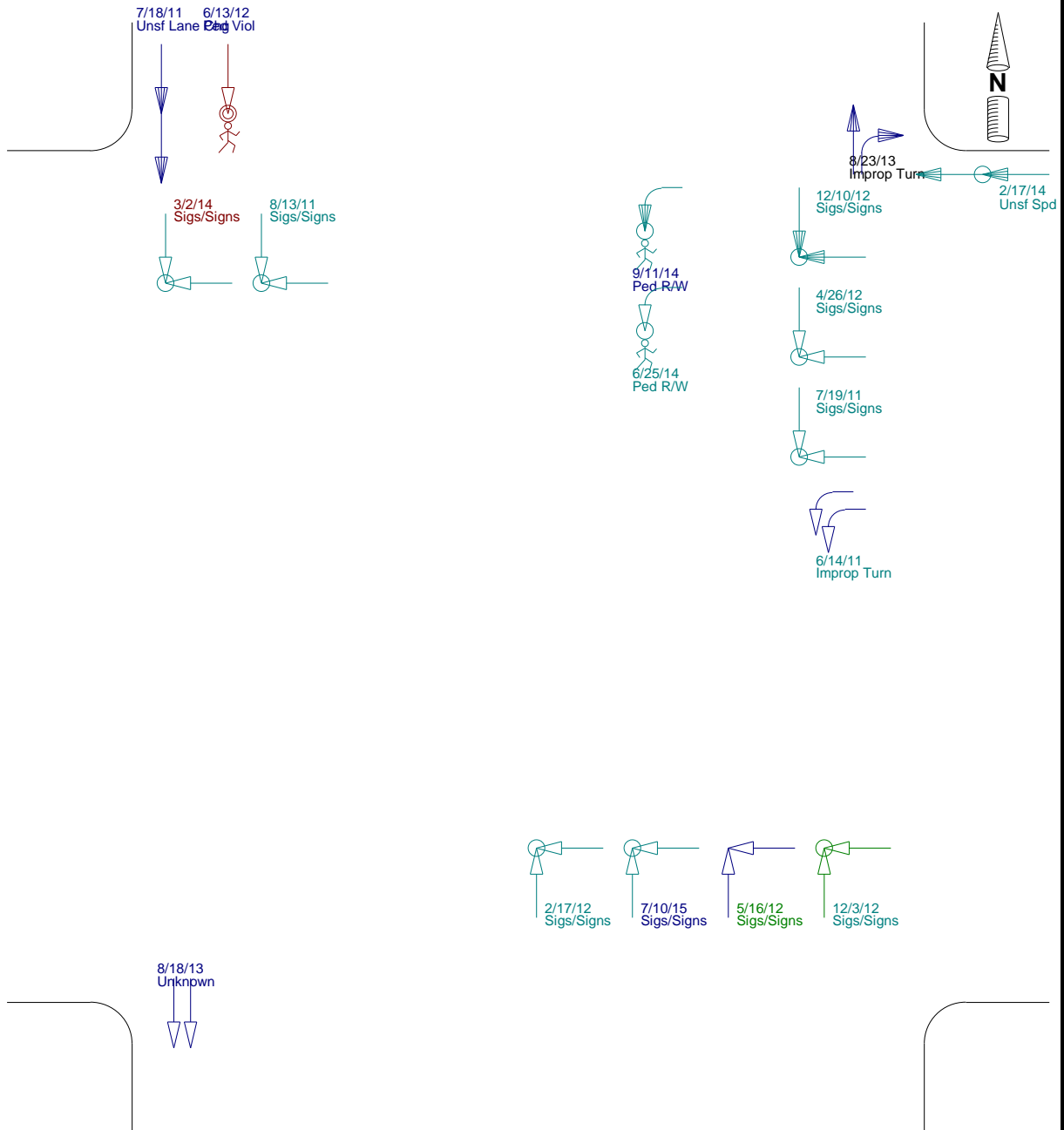
Collision Diagram

Horizontal Street: BOND ST

Vertical Street: HIGH ST

From: 1/1/2011 To: 12/31/2015






Date Prepared: 7/21/2016














Number of Collisions

5 Property Damage Only
11 Injury Collisions
1 Fatal Collisions
17 Total Collisions

Legend

 Moving Vehicle
 Stopped Vehicle
 Backing Vehicle
 Ran Off Road
 Movement Unknown

 Right Turn
 Left Turn
 Sideswipe
 Day
 Night

 Pedestrian
 Fixed Object
 Bicycle
 DUI
 Injury
 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

<u>Parameter</u>	<u>Setting</u>
Street Name	HIGH ST
Cross Street	BOND ST
Starting Date	1/1/2011
Ending Date	12/31/2015
Intersection	Intersection Related

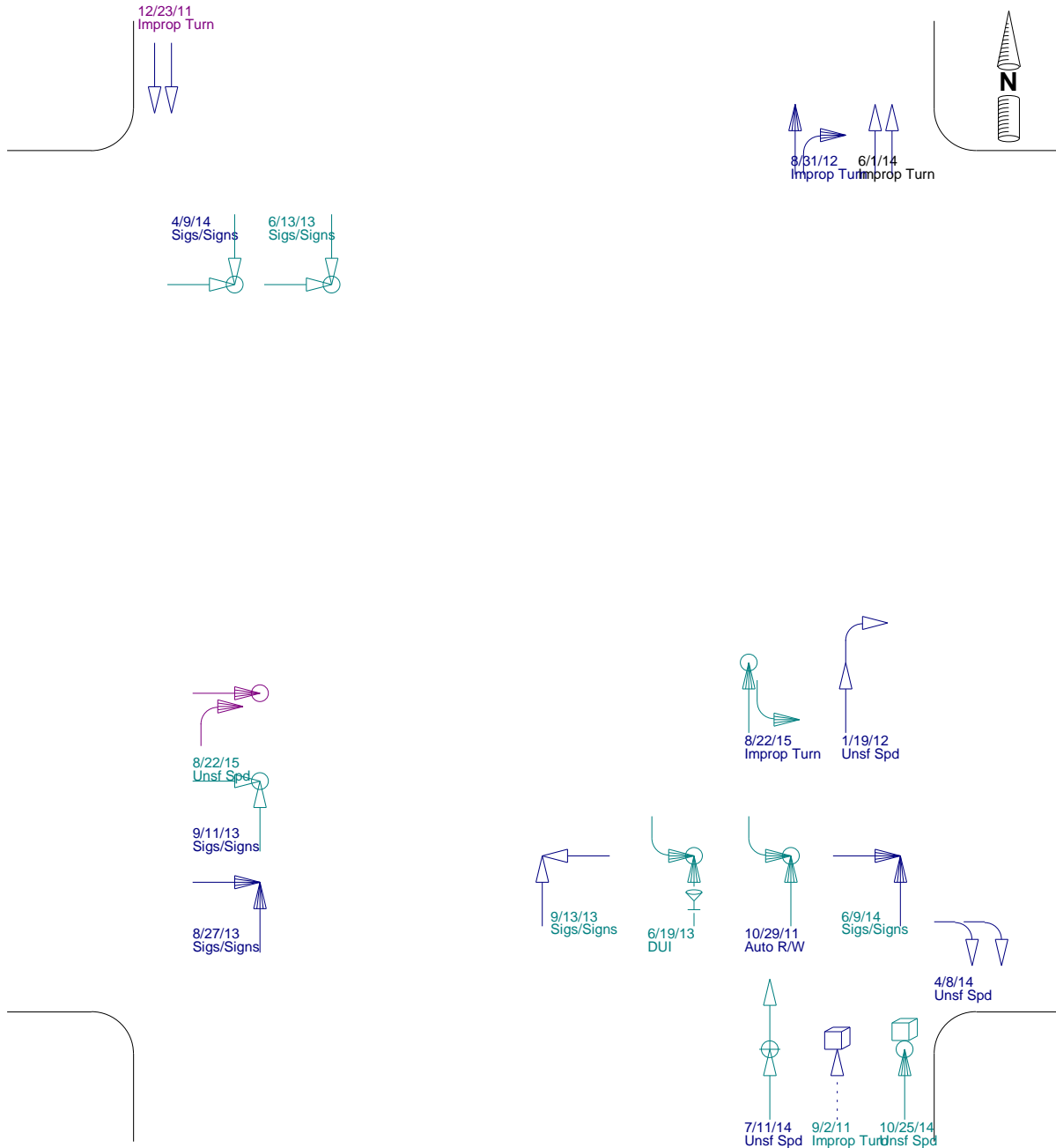
Collision Diagram

Horizontal Street: BANCROFT AV

Vertical Street: HIGH ST

From: 1/1/2011 **To:** 12/31/2015

Date Prepared: 7/21/2016



Number of Collisions

9 Property Damage Only
9 Injury Collisions
0 Fatal Collisions
18 Total Collisions

Legend

Moving Vehicle
 Stopped Vehicle
 Backing Vehicle
 Ran Off Road
 Movement Unknown

Right Turn
 Left Turn
 Sideswipe
 Day
 Night

Pedestrian
 Fixed Object
 Bicycle
 DUI
 Injury
 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

BANCROFT AV

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

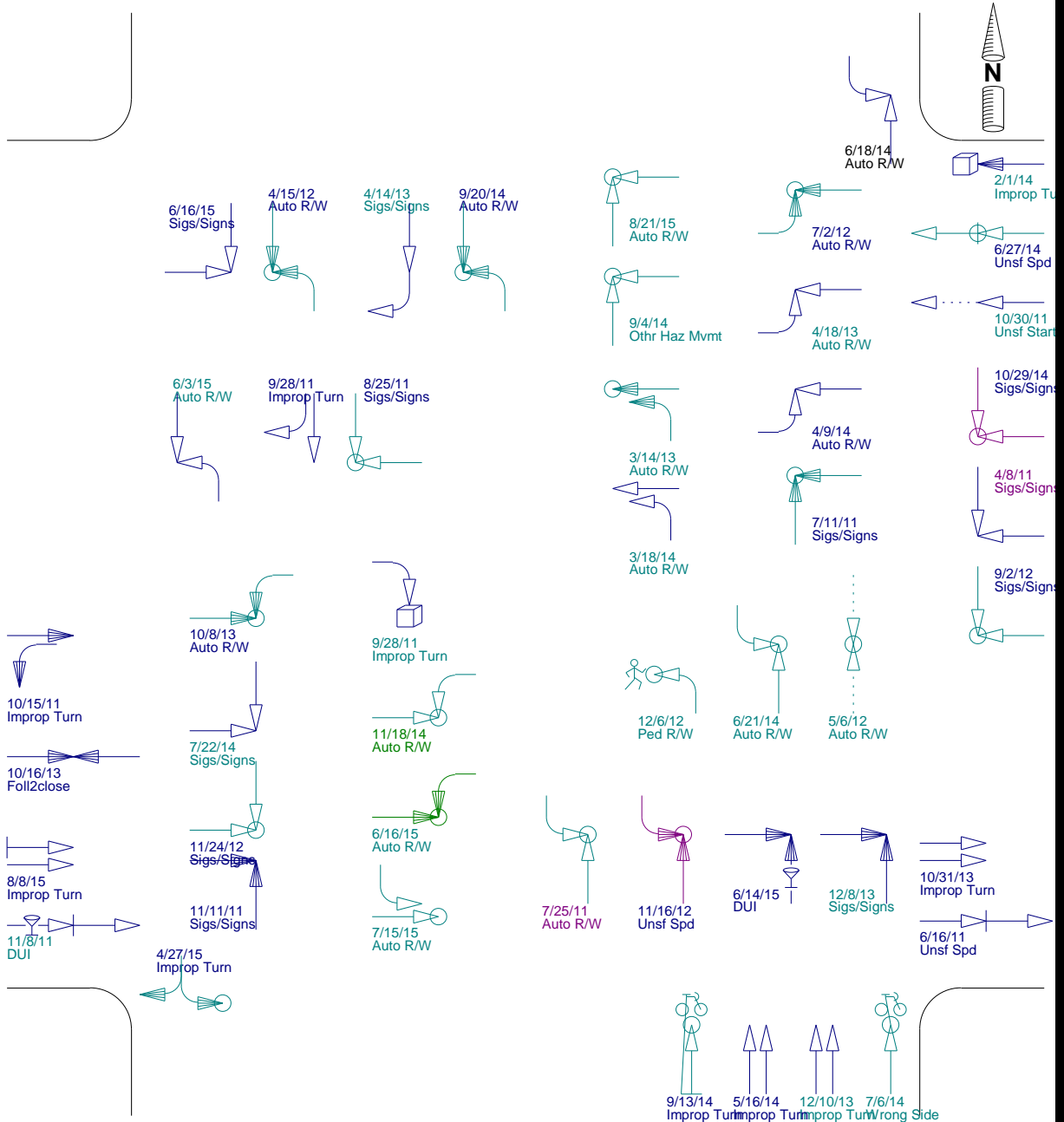
Collision Diagram

Horizontal Street: INTERNATIONAL BLVD

From: 1/1/2011 To: 12/31/2015

Vertical Street: HIGH ST

Date Prepared: 7/21/2016



Number of Collisions

27 Property Damage Only
24 Injury Collisions
0 Fatal Collisions
51 Total Collisions

Collisions Not Plotted: 3

Legend

Moving Vehicle
 Stopped Vehicle
 Backing Vehicle
 Ran Off Road
 Movement Unknown

Right Turn
 Left Turn
 Sideswipe
 Day
 Night

Pedestrian
 Fixed Object
 Bicycle
 DUI
 Injury
 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

INTERNATIONAL BLVD

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

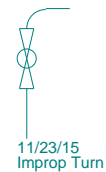
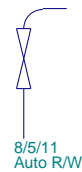
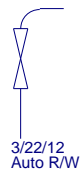
Collision Diagram

Horizontal Street: HIGH ST

Vertical Street: E 12TH ST (E)

From: 1/1/2011 To: 12/31/2015

Date Prepared: 8/8/2016



Number of Collisions

3 Property Damage Only
5 Injury Collisions
0 Fatal Collisions
8 Total Collisions

Legend

➡ Moving Vehicle
 ➡ Stopped Vehicle
 ➡➡ Backing Vehicle
 ➡~ Ran Off Road
 ➡..... Movement Unknown

↗ Right Turn
 ↖ Left Turn
 ↔ Sideswipe
 ☐ Day
 ☐ Night

🚶 Pedestrian
 🚗 Fixed Object
 🚲 Bicycle
 🍷 DUI
 ○ Injury
 ⊙ Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

E 12TH ST (E)

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

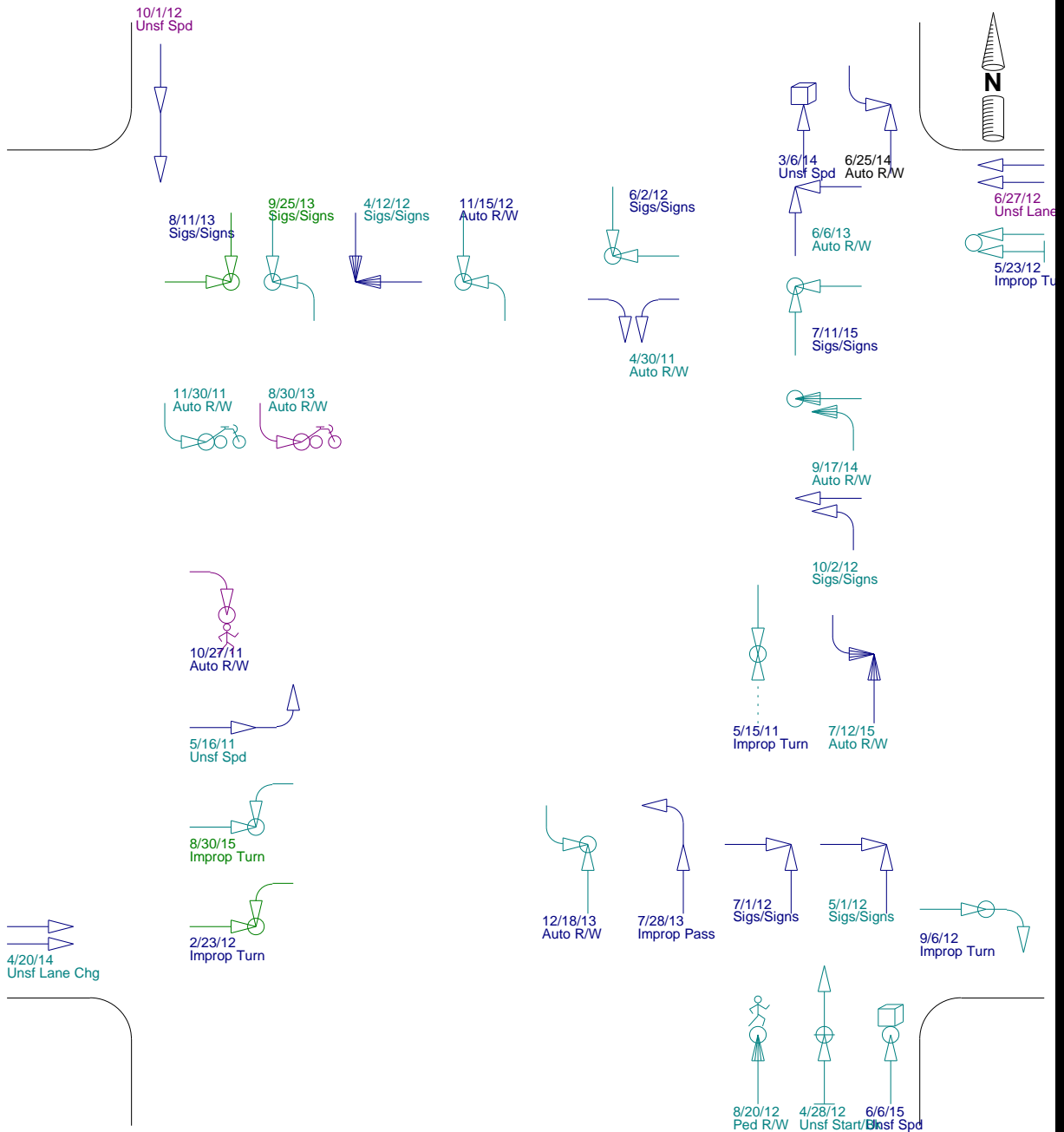
Collision Diagram

Horizontal Street: SAN LEANDRO ST

From: 1/1/2011 To: 12/31/2015

Vertical Street: HIGH ST

Date Prepared: 7/21/2016



Number of Collisions

14 Property Damage Only
18 Injury Collisions
0 Fatal Collisions
32 Total Collisions

Legend

Moving Vehicle
 Stopped Vehicle
 Backing Vehicle
 Ran Off Road
 Movement Unknown

Right Turn
 Left Turn
 Sideswipe
 Day
 Night

Pedestrian
 Fixed Object
 Bicycle
 DUI
 Injury
 Fatal

Color Legend - Highest Degree of Injury

Maroon = Fatal

Purple = Severe Injury

Green = Other Visible Injury

Teal = Complaint of Pain

Dark Blue = Property Damage Only

Settings Used For Query

Parameter

Setting

Street Name

HIGH ST

Cross Street

SAN LEANDRO ST

Starting Date

1/1/2011

Ending Date

12/31/2015

Intersection

Intersection Related

High Street Collision List

Case ID	Collision Year	Primary Road	Secondary Road	Collision Date	Collision Time	Distance	Direction	Collision Severity	Type of Collision
4752441	2011	HIGH ST	SAN LEANDRO BL	20110410		547 0		0	C
4753580	2011	HIGH ST	MACARTHUR BL	20110409		908 0		0	D
4753774	2011	HIGH ST	BROOKDALE AV	20110503		1405 0		0	A
5059102	2011	HIGH ST	BOND ST	20110204		913 5	N	4	H
5059110	2011	SAN LEANDRO ST	HIGH ST	20110217		1344 50	E	0	B
5065234	2011	HIGH ST	SAN CARLOS AV	20110129		843 70	S	4	C
5066879	2011	HIGH ST	COURTLAND AV	20110111		2104 4	S	0	B
5070304	2011	HIGH ST	FOOTHILL BL	20110212		1928 0		4	D
5076163	2011	HIGH ST	SAN LEANDRO BL	20110120		1143 150	S	4	D
5076219	2011	HIGH ST	COURTLAND AV	20110108		1354 100	N	4	C
5076873	2011	HIGH ST	SAN LEANDRO ST	20110110		1813 0		4	D
5080948	2011	HIGH ST	LYON AV	20110225		5 60	N	0	C
5083764	2011	HIGH ST	REDDING ST	20110204		845 70	N	0	C
5085670	2011	SAN LEANDRO ST	HIGH ST	20110127		1614 0		3	D
5091385	2011	HIGH ST	WALNUT ST	20110114		1024 20	S	0	D
5094454	2011	HIGH ST	BOND ST	20110302		1743 35	S	4	D
5094478	2011	HIGH ST	QUIGLEY CT	20110301		2114 0		0	D
5100872	2011	COURTLAND AV	HIGH ST	20110221		1340 50	S	0	C
5101179	2011	MACARTHUR BL	HIGH ST	20110219		1606 0		4	B
5103661	2011	SAN LEANDRO ST	HIGH ST	20110103		1522 0		0	D
5114032	2011	FOOTHILL BL	HIGH ST	20110404		800 70	E	4	C
5121504	2011	INTERNATIONAL BL	HIGH ST	20110323		1145 0		0	D
5126410	2011	SAN LEANDRO ST	HIGH ST	20110211		1739 0		0	C
5132776	2011	HIGH ST	CONGRESS ST	20110309		2120 0		0	C
5145474	2011	HIGH ST	QUIGLEY PL	20110316		1525 40	S	4	D
5145494	2011	SAN LEANDRO BL	HIGH ST	20110322		1508 0		0	A

5150328	2011 HIGH ST	QUIGLEY PL	20110409	1240 64	S	4	D
5152749	2011 HIGH ST	MACARTHUR BL	20110113	1430 0		4	C
5165399	2011 BROOKDALE AV	HIGH ST	20110315	1641 0		3	G
5168324	2011 PENNIMAN AV	HIGH ST	20110405	1925 130	W	4	C
5169446	2011 HIGH ST	12TH ST	20110318	23 0		0	E
5169470	2011 SAN CARLOS AV	HIGH ST	20110314	530 50	E	0	D
5169494	2011 INTERNATIONAL BL	HIGH ST	20110312	7 40	W	0	C
5169509	2011 HIGH ST	COURTLAND AV	20110317	915 200	N	0	D
5173244	2011 INTERNATIONAL BL	HIGH ST	20110503	1604 0		0	E
5177107	2011 HIGH ST	SAN LEANDRO ST	20110326	1734 120	S	0	D
5181245	2011 QUIGLEY PL	HIGH ST	20110318	930 0		0	C
5182704	2011 HIGH ST	FAIRFAX AV	20110513	1203 10	S	4	C
5187223	2011 E 12TH ST	HIGH ST	20110510	1637 0		4	D
5189143	2011 SAN LEANDRO ST	HIGH ST	20110430	1822 0		0	B
5194366	2011 MACARTHUR BL	HIGH ST	20110525	25 25	W	0	A
5195306	2011 HIGH ST	WATTLING ST	20110430	1010 0		0	B
5196155	2011 INTERNATIONAL BL	HIGH ST	20110616	1230 60	E	0	C
5196915	2011 HIGH ST	SAN LEANDRO ST	20110515	2030 35	S	4	B
5196927	2011 SAN LEANDRO ST	HIGH ST	20110516	1545 10	W	0	C
5198060	2011 HIGH ST	INTERNATIONAL AV	20110408	744 0		0	D
5213369	2011 FOOTHILL BL	HIGH ST	20110601	1625 150	W	3	D
5214774	2011 BOND ST	HIGH ST	20110614	1230 0		0	B
5214794	2011 CONGRESS AV	HIGH ST	20110613	1720 20	N	4	C
5219546	2011 HIGH ST	MACARTHUR BL	20110607	2354 0		0	H
5220141	2011 INTERNATIONAL BL	HIGH ST	20110711	2318 0		4	D
5221092	2011 HIGH ST	VIRGINIA ST	20110719	1414 90	N	2	D
5227360	2011 HIGH ST	PENNIMAN AV	20110713	1840 180	S	0	D

5231659	2011 HIGH ST	BROOKDALE AV	20110606	325 50	N	0	H
5243051	2011 HIGH ST	BROOKDALE AV	20110319	200 20	S	4	C
5251244	2011 HIGH ST	REDDING ST	20110724	1520 15	S	0	C
5254948	2011 BOND ST	HIGH ST	20110719	1357 0		4	D
5256204	2011 HIGH ST	REDDING ST	20110730	1834 20	N	0	C
5259542	2011 HIGH ST	REDDING ST	20110711	453 0		4	E
5266164	2011 BROOKDALE AV	HIGH ST	20110702	1210 0		0	H
5266223	2011 MACARTHUR BL	HIGH ST	20110717	1740 75	W	4	E
5266910	2011 HIGH ST	INTERNATIONAL BL	20110725	925 0		4	D
5269065	2011 HIGH ST	WATTLING ST	20110714	528 320	S	4	A
5269897	2011 HIGH ST	FLEMING ST	20110704	1545 40	N	0	B
5270037	2011 HIGH ST	BOND ST	20110718	2143 0		0	C
5270045	2011 HIGH ST	YGNACIO AV	20110720	2206 0		4	H
5270483	2011 SAN CARLOS AV	HIGH ST	20110728	2200 0		0	B
5272656	2011 BROOKDALE AV	HIGH ST	20110812	1430 0		4	A
5272664	2011 HIGH ST	REDDING ST	20110814	1804 0		4	H
5272739	2011 HIGH ST	INTERNATIONAL BL	20110825	1945 0		4	B
5279827	2011 HIGH ST	BOND ST	20110813	1630 0		4	D
5288649	2011 HIGH ST	E 12TH ST	20110805	1701 0		0	D
5298824	2011 HIGH ST	BROOKDALE AV	20110826	1425 0		4	D
5316491	2011 BANCROFT AV	HIGH ST	20110902	935 0		0	A
5316496	2011 RT 580	HIGH ST	20110903	140 0		4	C
5333934	2011 HIGH ST	HIGH ONRP ST	20111003	2325 0		4	A
5340984	2011 HIGH ST	FOOTHILL BL	20110903	2200 0		4	D
5341045	2011 HIGH ST	CONGRESS AV	20111002	1959 60	N	0	C
5347509	2011 HIGH ST	ALLENDALE AV	20110929	1540 60	S	0	C

5350736	2011 HIGH ST	SAN CARLOS AV	20111022	1340 100	S	0	B
5357079	2011 INTERNATIONAL BL	HIGH ST	20110928	1020 10	W	0	E
5358710	2011 HIGH ST	BROOKDALE AV	20110910	2220 0		0	A
5359052	2011 HIGH ST	INTERNATIONAL BL	20110928	1500 0		0	B
5359085	2011 HIGH ST	RT 580	20111019	4 0		2	H
5371115	2011 SAN LEANDRO ST	HIGH ST	20111027	1435 0		2	G
5379896	2011 HIGH ST	BANCROFT AV	20111029	2203 0		4	D
5387406	2011 HIGH ST	E 12TH ST	20111115	1518 0		4	D
5388869	2011 HIGH ST	SAN CARLOS ST	20111030	1530 0		4	C
5393887	2011 HIGH ST	INTERNATIONAL BL	20111111	218 0		0	D
5404822	2011 HIGH ST	CULVER ST	20111128	1930 40	S	0	C
5407623	2011 HIGH ST	GORDON ST	20111018	1200 5	N	4	D
5414486	2011 HIGH ST	FOOTHILL BL	20111115	1247 0		3	A
5414490	2011 MACARTHUR BL	HIGH ST	20111109	1337 50	W	0	C
5421481	2011 HIGH ST	GORDON ST	20111123	605 50	S	0	B
5421497	2011 HIGH ST	WATTLING ST	20111118	1743 0		4	G
5421510	2011 INTERNATIONAL BL	HIGH ST	20111120	925 0		0	D
5424195	2011 HIGH ST	CARRINGTON ST	20111118	1348 150	N	3	D
5431623	2011 HIGH ST	SANTA RITA ST	20111129	1448 0		4	G
5431627	2011 HIGH ST	BROOKDALE AV	20111129	434 75	S	4	E
5445551	2011 HIGH ST	BANCROFT AV	20111223	1428 40	N	0	B
5447773	2011 SAN LEANDRO BL	HIGH ST	20111130	1236 0		4	H
5450297	2011 HIGH ST	CARRINGTON ST	20111211	157 40	N	0	C
5470605	2011 HIGH ST	PENNIMAN AV	20111229	1353 0		0	B
5483549	2012 MACARTHUR BL	HIGH ST	20120113	955 100	E	0	B

5488856	2011 HIGH ST	CONGRESS AV	20111229	2334 25	N	0	E
5489600	2012 HIGH ST	BANCROFT AV	20120119	1640 35	S	0	C
5497644	2012 HIGH ST	GORDON ST	20120110	743 30	S	4	D
5506683	2011 INTERNATIONAL BL	HIGH ST	20111030	1146 50	E	0	C
5509193	2012 HIGH ST	BOND ST	20120217	1137 0		4	B
5513624	2012 HIGH ST	SANTA RITA ST	20120211	2246 100	S	0	C
5515229	2012 SAN LEANDRO ST	HIGH ST	20120223	1700 40	W	3	A
5517876	2012 RT 580	HIGH ST	20120213	1328 10	W	4	C
5525682	2011 INTERNATIONAL BL	HIGH ST	20111015	300 0		0	B
5533804	2012 HIGH ST	PORTER ST	20120202	1801 0		0	D
5536188	2012 HIGH ST	COURTLAND AV	20120215	1159 0		4	D
5541641	2012 INTERNATIONAL BL	HIGH ST	20120319	845 0		0	E
5542538	2011 HIGH ST	FLEMING AV	20110727	106 0		1	D
5546679	2012 REDDING ST	HIGH ST	20120315	1414 12	E	0	E
5575285	2012 AQUA VISTA	HIGH ST	20120303	1718 300	W	0	E
5581094	2012 HIGH ST	REDDING ST	20120301	1443 0		4	H
5581701	2012 HIGH ST	BANCROFT ST	20120313	1647 20	N	4	C
5592698	2012 HIGH ST	MACARTHUR BL	20120425	1613 5	S	0	C
5611225	2012 HIGH ST	ALLENDALE AV	20120425	918 100	N	0	C
5611479	2012 HIGH ST	INTERNATIONAL BL	20120415	2350 0		4	D
5614246	2012 HIGH ST	SAN LEANDRO ST	20120412	2223 0		0	D
5615020	2012 HIGH ST	SAN LEANDRO	20120501	715 0		0	D
5627057	2012 BOND ST	HIGH ST	20120426	918 0		4	D
5631990	2012 SAN CARLOS AV	HIGH ST	20120527	8 30	E	0	A
5634325	2012 HIGH ST	LYON AV	20120516	556 54	S	0	A
5643358	2012 HIGH ST	CARRINGTON ST	20120516	1213 100	N	4	D

5662908	2012 HIGH ST	SAN LEANDRO ST	20120602	1452 0		4	D
5665107	2012 HIGH ST	BOND ST	20120516	1725 0		0	D
5668148	2012 AGUA VISTA ST	HIGH ST	20120517	1250 200	W	4	B
5668277	2012 SAN LEANDRO ST	HIGH ST	20120523	1651 0		4	B
5668352	2012 HIGH ST	REDDING ST	20120519	1201 0		0	D
5670723	2012 HIGH ST	CULVER ST	20120608	311 47	S	0	C
5671379	2012 HIGH ST	FLEMING AV	20120614	1622 15	N	0	B
5675916	2012 HIGH ST	INTERNATIONAL BL	20120702	1719 0		0	D
5676906	2012 HIGH ST	CONGRESS AV	20120701	1952 0		0	B
5676910	2012 BROOKDALE AV	HIGH ST	20120701	1940 50	N	0	C
5676924	2012 HIGH ST	REDDING ST	20120615	1705 0		0	D
5682440	2012 HIGH ST	PORTER ST	20120222	723 0		3	H
5685859	2012 HIGH ST	SUTER ST	20120525	1630 25	N	4	C
5689047	2012 CARRINGTON	HIGH ST	20120430	1716 60	W	0	B
5726723	2011 HIGH ST	REDDING AV	20111228	2255 0		0	D
5729115	2012 HIGH ST	CULVER ST	20120619	1720 0		4	C
5731240	2012 SAN LEANDRO ST	HIGH ST	20120627	1605 50	E	0	B
5735534	2012 E 17TH ST	HIGH ST	20120419	140 115	W	0	B
5736120	2012 HIGH ST	INTERNATIONAL BL	20120506	1636 100	S	4	D
5736240	2012 FLEMING AV	HIGH ST	20120419	2315 0		3	D
5736635	2012 HIGH ST	COUNTLAND AV	20120604	1748 0		4	D
5742757	2012 HIGH ST	SAN LEANDRO ST	20120701	1018 0		0	D
5742966	2012 HIGH ST	ALLENDALE AV	20120630	1455 20	S	0	C
5751573	2012 HIGH ST	E 12TH ST	20120322	1650 0		0	A

5759074	2012 HIGH ST	BROOKDALE AV	20120727	1510 0		4	D
5760450	2012 HIGH ST	SUTER ST	20120627	1010 60	N	4	C
5760775	2012 HIGH ST	SAN LEANDRO ST	20121001	1705 0		0	C
5764646	2012 MACARTHUR BL	HIGH ST	20120731	1415 0		4	B
5764670	2012 SAN LEANDRO ST	HIGH ST	20120824	53 150	W	0	B
5766081	2012 HIGH ST	PORTER ST	20121027	1118 80	S	0	B
5768696	2012 HIGH ST	SANTA RITA ST	20120611	2252 0		0	D
5772325	2012 HIGH ST	PENNIMAN AV	20120815	1325 0		0	C
5780720	2012 HIGH ST	COURTLAND AV	20120729	1942 0		4	D
5782861	2012 HIGH ST	YGNACIO AV	20120823	1745 0		4	D
5785750	2012 MACARTHUR BL	HIGH ST	20120817	1540 100	E	0	D
5787963	2012 HIGH ST	FLEMING AV	20120809	650 0		3	G
5790540	2012 HIGH ST	SAN LEANDRO ST	20120820	17 0		4	G
5791771	2012 HIGH ST	VIRGINIA	20120810	2134 70	W	4	G
5800683	2012 HIGH ST	FOOTHILL BL	20120627	459 0		4	H
5801220	2012 FOOTHILL BL	HIGH ST	20120902	240 132	W	4	E
5801347	2012 HIGH ST	CONGRESS ST	20120912	830 0		4	A
5806511	2012 HIGH ST	BANCROFT AV	20120831	2140 100	N	0	B
5811222	2012 FOOTHILL BL	HIGH ST	20120624	2106 0		4	D
5812923	2012 HIGH ST	FOOTHILL BL	20120802	1550 0		4	D
5814823	2013 ALLENDALE AV	HIGH ST	20130107	1008 150	E	0	C
5815972	2012 HIGH ST	PENNIMAN AV	20121201	856 0		0	D
5826702	2012 HIGH ST	SANTA RITA AV	20120715	1840 0		3	D
5827166	2012 HIGH ST	CULVER ST	20120717	2020 15	S	0	B
5830713	2012 HIGH ST	INTERNATIONAL BL	20120902	1200 0		4	D
5831724	2012 HIGH ST	REDDING ST	20120921	1555 0		0	B

5836876	2012 REDDING ST	HIGH ST	20120901	1105 0		4	G
5846763	2012 HIGH ST	SAN LEANDRO ST	20120428	1327 50	S	4	C
5846832	2012 MACARTHUR BL	HIGH ST	20121111	630 20	E	0	C
5849181	2012 SAN LEANDRO ST	HIGH ST	20121002	851 0		0	D
5868379	2012 HIGH ST	YGNACIO AV	20120928	2140 0		0	A
5868791	2012 HIGH ST	SAN LEANDRO	20121101	740 0		0	A
5868921	2012 HIGH ST	HIGH ST 3400	20121027	614 0		0	A
5875909	2011 INTERNATIONAL BL	HIGH ST	20111108	1040 50	W	0	C
5888723	2012 FAIRFAX AV	HIGH ST	20121219	1230 100	E	0	B
5889839	2012 INTERNATIONAL BL	HIGH ST	20120702	2144 0		4	D
5890778	2012 SANTA RITA ST	HIGH ST	20121127	1938 5	W	0	B
5892957	2012 HIGH ST	INTERNATIONAL BL	20121206	1630 0		4	G
5898066	2012 HIGH ST	INTERNATIONAL BL	20121123	1110 20	N	0	B
5901814	2013 HIGH ST	SAN CARLOS AV	20130112	1744 96	N	0	A
5904179	2012 SAN LEANDRO ST	HIGH ST	20121126	241 0		0	C
5905180	2013 INTERNATIONAL BL	HIGH ST	20130119	850 0		0	C
5910543	2012 HIGH ST	BOND ST	20120613	1000 2	N	1	G
5915036	2013 INTERNATIONAL BL	HIGH ST	20130203	1430 50	E	0	C
5915257	2012 HIGH ST	E 12TH ST	20121204	1830 50	S	0	B
5916698	2013 INTERNATIONAL BL	HIGH ST	20130204	2033 0		0	D
5918349	2012 INTERNATIONAL BL	HIGH ST	20120328	56 0		0	C
5919434	2013 HIGH ST	WATTLING	20130224	1450 30	S	0	B
5925183	2012 HIGH ST	LYON AVE	20120922	1620 0		3	H
5925370	2012 HIGH ST	BOND ST	20121221	1513 66	S	0	D
5925429	2012 INTERNATIONAL BL	HIGH ST	20121215	2320 0		0	D

5927786	2012 HIGH ST	VIRGINIA AV	20121116	2025 100	S	0	C
5927838	2012 HIGH ST	GORDON ST	20121221	2124 75	S	3	B
5928436	2012 HIGH ST	LYON AV	20121026	120 0		0	B
5933299	2012 HIGH ST	CARRINGTON ST	20121204	1345 100	N	0	B
5933760	2013 HIGH ST	CARRINGTON	20130213	908 0		4	C
5938009	2012 HIGH ST	COURTLAND AV	20121124	1533 0		0	D
5938071	2012 HIGH ST	SAN LEANDRO ST	20121219	925 25	N	0	B
5939502	2012 HIGH ST	PORTER ST	20121029	1520 0		0	A
5940870	2013 HIGH ST	FOOTHILL BL	20130103	1320 0		0	D
5944548	2013 MACARTHUR BL	HIGH ST	20130105	1600 60	E	0	C
5944744	2013 HIGH ST	WALNUT ST	20130113	1733 0		0	C
5946953	2013 HIGH ST	BANCROFT AV	20130307	1238 150	S	0	D
5948400	2012 HIGH ST	PORTER ST	20120722	1620 100	N	4	B
5950769	2012 FOOTHILL LN	HIGH ST	20121217	2313 100	E	0	E
5950796	2012 HIGH ST	CARRINGTON ST	20121205	1430 200	N	0	B
5953303	2012 HIGH ST	SAN LEANDRO ST	20121115	1502 0		4	A
5953369	2012 HIGH ST	BOND ST	20121210	2007 0		4	D
5953788	2012 LYON AV	HIGH ST	20120824	229 200	W	0	C
5954484	2012 HIGH ST	CULVER ST	20121116	830 54	S	4	B
5957304	2012 HIGH ST	INTERNATIONAL BL	20121116	1712 0		2	D
5961156	2012 HIGH ST	BOND ST	20121203	1037 0		3	D
5962614	2012 HIGH ST	MACARTHUR BL	20121216	1020 25	N	0	B
5964900	2012 HIGH ST	INTERNATIONAL BL	20121124	955 0		4	D
5965485	2012 SAN LEANDRO ST	HIGH ST	20120906	1325 50	E	4	D
5977439	2013 HIGH ST	INTERNATIONAL BL	20130104	907 0		4	D

5982811	2013 HIGH ST	PORTER AV	20130207	1005 30	N	0	C
5987971	2013 HIGH ST	CARRINGTON	20130302	1809 0		4	C
5996391	2013 SAN LEANDRO ST	HIGH ST	20130123	1706 0		0	B
6000345	2013 HIGH ST	VIRGINIA AV	20130112	1500 125	N	3	G
6002164	2013 E 17TH ST	HIGH ST	20130208	2100 60	W	0	D
6002188	2013 HIGH ST	PORTER ST	20130211	817 40	N	0	D
6008361	2013 SAN LEANDRO ST	HIGH ST	20130214	2357 0		4	A
6042278	2013 BOND ST	HIGH ST	20130406	411 100	W	0	C
6053306	2013 SAN LEANDRO ST	HIGH ST	20130314	1435 0		4	D
6055916	2013 INTERNATIONAL BL	HIGH ST	20130506	35 0		4	B
6058260	2013 HIGH ST	INTERNATIONAL BL	20130409	103 0		3	D
6065017	2013 FOOTHILL BL	HIGH ST	20130212	1150 0		4	D
6065382	2013 HIGH ST	GORDON ST	20130511	235 25	N	0	C
6073378	2013 SAN LEANDRO ST	HIGH ST	20130524	652 0		0	A
6076393	2013 HIGH ST	WALNUT	20130501	2345 0		0	B
6080915	2013 HIGH ST	LYON ST	20130331	1312 0		0	C
6081344	2012 HIGH ST	RT 580	20121213	600 0		3	G
6089323	2013 INTERNATIONAL BL	HIGH ST	20130510	2124 0		4	D
6089351	2013 HIGH ST	INTERNATIONAL BL	20130326	823 80	S	0	C
6090419	2013 HIGH ST	REDDING ST	20130530	1323 156	N	0	C
6090471	2013 SAN LEANDRO ST	HIGH ST	20130316	1430 50	E	4	C
6100016	2013 INTERNATIONAL BL	HIGH ST	20130307	1150 75	E	0	D
6106395	2013 HIGH ST	YGNACIO AV	20130304	2230 0		4	D
6109275	2013 HIGH ST	FLEMING AV	20130430	1358 0		4	B

6109293	2013 HIGH ST	INTERNATIONAL ST	20130418	1240 0		0	D
6113038	2013 INTERNATIONAL BL	HIGH ST	20130314	2150 0		4	D
6113120	2013 HIGH ST	SUTER ST	20130607	1710 0		4	D
6113659	2013 HIGH ST	BANCROFT AV	20130613	843 0		4	D
6113737	2013 HIGH ST	INTERNATIONAL BL	20130414	1710 0		0	D
6123096	2013 HIGH ST	SAN LEANDRO ST	20130606	1345 0		0	D
6125952	2013 HIGH ST	REDDING ST	20130420	1033 50	N	4	C
6127138	2013 HIGH ST	BANCROFT AV	20130619	127 0		4	D
6127146	2013 HIGH ST	PENNIMAN	20130624	1550 35	S	4	C
6130409	2013 HIGH ST	PENNIMAN ST	20130625	1332 0		0	D
6133696	2013 HIGH ST	E 12TH ST	20130618	1723 0		4	D
6184880	2013 42ND AV	HIGH ST	20130716	1300 0		0	B
6191242	2013 HIGH ST	FOOTHILL BL	20130707	820 45	N	0	A
6199386	2013 HIGH ST	VIRGINIA ST	20130720	1645 21	N	0	C
6201062	2013 HIGH ST	BOND ST	20130823	2105 30	N	0	B
6206269	2013 SAN LEANDRO ST	HIGH ST	20130811	1605 0		3	D
6223195	2013 MACARTHUR BL	HIGH ST	20130823	1945 180	W	0	C
6226337	2013 HIGH ST	E 12TH ST	20130901	1847 5	S	4	C
6250017	2013 HIGH ST	SAN LEANDRO ST	20130728	1811 0		0	D
6253072	2013 HIGH ST	CARRINGTON ST	20131022	2045 75	S	0	B
6260128	2013 HIGH ST	CULVER ST	20130726	142 150	N	0	C
6260213	2013 BROOKDALE AV	HIGH ST	20130805	330 30	W	0	C
6266541	2013 INTERNATIONAL BL	HIGH ST	20131008	1926 0		4	D
6270842	2013 BANCROFT AV	HIGH ST	20130911	1244 0		4	D

6284738	2013 INTERNATIONAL BL	HIGH ST	20131016	1840 100	W	0	C
6288273	2013 HIGH ST	SAN LEANDRO ST	20130830	1809 0		2	H
6292857	2015 HIGH ST	QUIGLEY PL	20150621	1810 79	S	1	D
6295608	2013 HIGH ST	FLEMING AV	20131208	2204 0		2	D
6296013	2013 BANCROFT AV	HIGH ST	20130913	1120 0		0	D
6298698	2013 MACARTHUR BL	HIGH ST	20130802	2145 0		0	B
6299757	2013 BANCROFT AV	HIGH ST	20130827	2140 0		0	D
6315334	2013 HIGH ST	CARRINGTON ST	20130901	1100 15	N	3	D
6315350	2013 HIGH ST	SAN LEANDRO ST	20130925	1140 0		4	D
6351377	2015 HIGH ST	CONGRESS AV	20151125	113 3	S	0	A
6351401	2015 HIGH ST	SAN CARLOS	20151112	2157 200	S	0	A
6351439	2015 INTERNATIONAL BL	HIGH ST	20151216	1200 0		0	D
6354026	2013 HIGH ST	PENNIMAN AV	20130930	1200 65	S	0	B
6361216	2013 HIGH ST	REDDING ST	20131026	110 100	S	4	D
6361453	2013 HIGH ST	VIRGINIA AV	20131029	1641 2	N	0	B
6361991	2013 HIGH ST	CARRINGTON ST	20131121	914 50	S	0	B
6364599	2013 HIGH ST	BROOKDALE AV	20131209	610 0		0	E
6364607	2013 FOOTHILL BL	HIGH ST	20131018	539 8	E	0	C
6368921	2013 HIGH ST	VIRGINIA AV	20131003	1514 0		4	D
6373109	2014 HIGH ST	VIRGINIA	20140101	255 50	N	0	C
6381291	2013 HIGH ST	YGNACIO AV	20131111	734 0		4	C
6381292	2013 HIGH ST	ALLEDALE AV	20131118	800 50	N	0	C
6383128	2014 INTERNATIONAL BL	HIGH ST	20140215	1145 0		0	B
6384118	2014 HIGH ST	SAN LEANDRO ST	20140114	927 0		4	B
6384408	2013 HIGH ST	PENNIMAN AV	20131205	1752 0		4	H
6385228	2013 HIGH ST	FOOTHILL BL	20131114	1725 0		4	D

6390579	2013 HIGH ST	INTERNATIONAL BL	20131210	1246 24	S	0	B
6392147	2013 HIGH ST	PENNIMAN ST	20131209	1300 36	S	0	C
6406934	2013 MACARTHUR BL	HIGH ST	20131227	1537 140	E	0	E
6408708	2014 HIGH ST	INTERNATIONAL BL	20140126	1714 0		4	D
6410054	2013 MACARTHUR BL	HIGH ST	20131025	1743 120	E	4	D
6413971	2013 INTERNATIONAL BL	HIGH ST	20131031	1822 20	E	0	B
6415134	2013 HIGH ST	FOOTHILL BL	20131211	1600 0		4	B
6422567	2014 HIGH ST	WALNUT ST	20140224	1520 66	N	0	B
6425511	2014 HIGH ST	PORTER ST	20140216	1301 26	E	0	E
6425630	2014 SANTA RITA ST	HIGH ST	20140208	1430 100	W	0	A
6426021	2014 HIGH ST	BOND ST	20140302	1123 0		4	D
6429832	2014 HIGH ST	CONGRESS AV	20140202	839 0		3	D
6430598	2014 HIGH ST	SAN LEANDRO ST	20140306	1030 100	N	0	E
6440717	2013 HIGH ST	WATTLING ST	20131121	1325 10	E	4	D
6451607	2014 INTERNATIONAL BL	HIGH ST	20140201	2315 60	E	0	E
6452494	2013 MACARTHUR BL	HIGH ST	20131113	1910 40	E	4	B
6452682	2013 HIGH ST	INTERNATIONAL BL	20131208	41 0		0	D
6452698	2013 HIGH ST	COURTLAND AV	20131203	430 0		0	E
6461037	2014 MACARTHUR BL	HIGH ST	20140322	1845 165	E	0	B
6477768	2013 HIGH ST	SAN LEANDRO ST	20131218	1530 0		4	D
6487147	2013 FOOTHILL BL	HIGH ST	20131109	434 0		4	D
6496215	2014 HIGH ST	FAIRFAX AV	20140411	2255 8	N	0	B
6500270	2014 HIGH ST	INTERNATIONAL BL	20140516	1500 0		0	B
6506615	2014 HIGH ST	YGNACIO AV	20140401	1920 0		4	D
6513789	2014 BOND ST	HIGH ST	20140217	2210 20	E	4	C
6513865	2014 BANCROFT AV	HIGH ST	20140409	1806 0		4	D

6514567	2014 FOOTHILL BL	HIGH ST	20140501	2020 100	W	0	B
6519653	2014 HIGH ST	PORTER ST	20140331	1449 30	N	0	C
6520303	2014 HIGH ST	FLEMMING AV	20140402	830 20	N	0	C
6526730	2014 HIGH ST	SAN CARLOS ST	20140330	1200 30	N	0	C
6548295	2014 INTERNATIONAL BL	HIGH ST	20140409	1115 0		0	D
6553689	2014 HIGH ST	SUTER ST	20140429	1645 90	N	0	B
6554153	2014 HIGH ST	FLEMING AV	20140504	620 25	N	0	B
6568652	2014 SAN LEANDRO ST	HIGH ST	20140420	1845 0		0	B
6568746	2014 HIGH ST	CONGRESS AV	20140420	959 0		0	D
6574670	2014 BANCROFT AV	HIGH ST	20140609	59 0		0	D
6578961	2014 INTERNATIONAL BL	HIGH ST	20140627	1837 0		4	C
6580008	2014 FAIRFAX AV	HIGH ST	20140709	2244 20	E	0	E
6580104	2014 HIGH ST	FOOTHILL BL	20140808	2234 10	E	0	B
6580152	2013 HIGH ST	BOND ST	20130818	932 60	S	0	B
6580170	2014 HIGH ST	FOOTHILL BL	20140607	1048 12	N	0	C
6584437	2014 HIGH ST	CULVER ST	20140505	1650 120	N	4	C
6584908	2014 HIGH ST	LYON AV	20140613	2050 38	N	0	C
6587818	2014 BOND ST	HIGH ST	20140625	1923 0		4	G
6588609	2014 HIGH ST	MACARTHUR BL	20140523	845 0		4	C
6589148	2014 HIGH ST	COURTLAND AV	20140716	1704 0		0	D
6590073	2014 HIGH ST	BANCROFT AV	20140601	1950 50	N	0	B
6590908	2014 SANTA RITA ST	HIGH ST	20140613	2053 65	W	0	C
6591013	2014 HIGH ST	PORTER ST	20140606	1840 0		0	C
6591374	2014 HIGH ST	REDDING ST	20140509	1358 0		0	D
6593222	2014 HIGH ST	BROOKDALE ST	20140519	855 30	S	0	C

6593428	2014 HIGH ST	PORTER ST	20140604	1957 0		3	B
6599750	2014 HIGH ST	SANTA RITA ST	20140721	1507 0		4	B
6599754	2014 HIGH ST	RT 580	20140708	2113 0		4	D
6604914	2014 BANCROFT AV	HIGH ST	20140408	1613 15	E	0	C
6612902	2013 HIGH ST	COURTLAND	20130914	420 200	N	0	B
6613800	2014 HIGH ST	INTERNATIONAL BL	20140621	1502 0		4	A
6613833	2014 HIGH ST	SAN CARLOS ST	20140519	1614 30	S	4	B
6614755	2014 HIGH ST	INTERNATIONAL BL	20140706	1841 0		4	H
6614756	2014 HIGH ST	BANCROFT	20140711	1401 0		4	C
6618162	2014 HIGH ST	INTERNATIONAL BLVD	20140618	1724 50	N	0	D
6618249	2014 HIGH ST	INTERNATIONAL BL	20140722	1920 0		0	D
6618308	2014 FAIRFAX AV	HIGH ST	20140623	2109 15	E	0	C
6624476	2014 MACARTHUR BL	HIGH ST	20140822	1357 200	E	0	D
6642119	2014 HIGH ST	WALNUT	20140731	1449 0		0	D
6643239	2014 HIGH ST	GORDON ST	20140908	651 90	S	0	E
6644516	2014 HIGH ST	VIRGINIA AV	20140802	352 40	N	0	C
6647640	2014 HIGH ST	SAN LEANDRO ST	20140625	1403 50	N	0	D
6651214	2014 HIGH ST	CONGRESS AV	20140903	1417 0		4	D
6651552	2014 BROOKDALE AV	HIGH ST	20140724	1916 100	W	0	B
6679014	2014 HIGH ST	PENNIMAN AV	20140815	2250 0		4	D
6683128	2014 FOOTHILL BL	HIGH ST	20140926	2313 3	W	0	E
6689857	2014 SAN LEANDRO ST	HIGH ST	20140917	2230 0		4	D
6699949	2014 HIGH ST	E 12TH ST	20141016	1613 0		0	D
6708594	2014 HIGH ST	BOND ST	20140911	2007 0		4	G

6709474	2014 HIGH ST	VIRGINIA ST	20141001	1003 25	N	4	C
6717936	2014 INTERNATIONAL BL	HIGH ST	20141102	1043 0		0	H
6719437	2014 HIGH ST	INTERNATIONAL BL	20140318	950 0		0	D
6720241	2014 HIGH ST	REDDING ST	20140820	1301 200	N	4	D
6732693	2014 INTERNATIONAL BL	HIGH ST	20141029	1500 0		2	D
6736713	2014 HIGH ST	E 12TH ST PL	20140329	1020 0		0	D
6737217	2014 FAIRFAX AV	HIGH ST	20140820	1805 0		0	C
6741633	2014 HIGH ST	REDDING ST	20140925	1615 20	N	0	B
6745588	2014 INTERNATIONAL BL	HIGH ST	20141118	1405 0		4	A
6746153	2014 HIGH ST	INTERNATIONAL BL	20140920	2120 0		4	A
6746220	2014 HIGH ST	REDDING ST	20140822	1220 200	S	3	H
6748672	2014 HIGH ST	BOND ST	20140817	1437 120	N	0	C
6774898	2014 HIGH ST	BROOKDALE AV	20141210	439 156	N	0	A
6777228	2014 HIGH ST	LYON ST	20141106	927 0		0	A
6780879	2014 HIGH ST	BANCROFT AV	20141025	534 20	S	4	A
6786287	2014 HIGH ST	WATTLING	20141123	1515 24	S	3	C
6793382	2014 HIGH ST	MACARTHUR BL	20141024	930 0		0	B
6796656	2014 INTERNATIONAL BL	HIGH ST	20141025	1358 40	W	0	C
6796661	2014 HIGH ST	INTERNATIONAL BL	20141022	1714 800	N	0	E
6796668	2014 HIGH ST	SANTA RITA ST	20141024	1500 50	S	0	B
6796669	2014 INTERNATIONAL BL	HIGH ST	20141027	1255 0		0	B
6796670	2014 FOOTHILL BL	HIGH ST	20141024	1106 0		0	C
6801208	2014 HIGH ST	MACARTHUR BL	20141230	1859 0		4	G
6811269	2014 HIGH ST	PENNIMAN AV	20140928	1540 25	S	0	C

6816517	2014 HIGH ST	BANCROFT AV	20141028	1353 20	S	0	D
6817237	2014 HIGH ST	SAN LEANDRO ST	20141115	1052 200	N	0	C
6825403	2015 INTERNATIONAL BL	HIGH ST	20150104	2156 0		0	D
6827705	2014 HIGH ST	SAN LEANDRO ST	20141207	1321 0		0	D
6830464	2015 HIGH ST	BANCROFT	20150130	1916 150	N	4	C
6831210	2015 HIGH ST	E 12TH ST	20150204	1342 0		0	D
6837128	2015 HIGH ST	VIRGINIA AV	20150113	47 24	S	0	C
6837467	2015 HIGH ST	CARRINGTON ST	20150214	1056 70	S	3	D
6838215	2014 MACARTHUR BL	HIGH ST	20141009	843 0		0	A
6839796	2014 HIGH ST	VIRGINIA AV	20141116	1409 0		0	C
6844421	2014 INTERNATIONAL BL	HIGH ST	20140904	1512 0		4	D
6847149	2014 HIGH ST	E 12TH ST	20141227	849 0		4	D
6847445	2015 HIGH ST	MACARTHUR BL	20150303	1800 50	S	0	C
6856291	2015 FOOTHILL BL	HIGH ST	20150223	1932 0		0	D
6859508	2014 MACARTHUR BL	HIGH ST	20141213	1211 30	W	4	C
6873917	2015 HIGH ST	CULVER ST	20150204	1420 84	S	4	A
6876016	2014 SAN LEANDRO ST	HIGH ST	20141219	1304 15	N	0	D
6880030	2015 HIGH ST	CARRINGTON	20150308	111 0		3	D
6883222	2014 INTERNATIONAL BL	HIGH ST	20140913	1545 0		4	G
6885134	2015 HIGH ST	SAN LEANDRO ST	20150312	1201 0		0	D
6889824	2015 HIGH ST	SANTA RITA ST	20150415	1734 0		3	G
6896385	2014 HIGH ST	HIGH ST 2921	20141229	1600 0		0	B
6906445	2015 SAN LEANDRO ST	HIGH ST	20150401	830 0		0	B
6920310	2015 INTERNATIONAL BL	HIGH ST	20150222	930 20	W	0	C
6928325	2015 HIGH ST	COURTLAND AV	20150415	1007 0		0	D
6928333	2015 MACARTHUR BL	HIGH ST	20150415	1235 15	W	0	B

6938430	2015 HIGH ST	WATTLING ST	20150528	1319 0		4	B
6944955	2015 HIGH ST	INTERNATIONAL BL	20150314	2304 15	N	3	G
6945793	2015 INTERNATIONAL BL	HIGH ST	20150326	1344 20	E	4	B
6947320	2015 HIGH ST	SAN LEANDRO ST	20150323	1000 0		4	B
6948842	2015 HIGH ST	PORTER ST	20150429	1625 30	S	0	B
6951635	2015 SAN LEANDRO BL	HIGH ST	20150219	1534 50	E	0	D
6951715	2015 HIGH ST	LYON AV	20150123	1919 0		4	C
6959088	2015 HIGH ST	SAN CARLOS	20150226	1530 0		0	B
6961691	2015 HIGH ST	FLEMMING AV	20150305	1745 10	S	0	C
6966645	2015 HIGH ST	GORDON ST	20150530	1317 0		0	C
6977066	2014 HIGH ST	INTERNATIONAL BL	20141223	633 0		0	D
6997249	2015 BANCROFT	HIGH ST	20150125	2204 100	W	0	B
6998703	2015 SAN LEANDRO ST	HIGH ST	20150324	1742 5	W	0	C
7002369	2015 HIGH ST	SAN LEANDRO ST	20150510	1731 0		3	D
7016509	2015 HIGH ST	CARRINGTON ST	20150426	341 10	N	0	B
7018161	2015 HIGH ST	REDDING ST	20150326	730 10	S	0	B
7021267	2015 HIGH ST	INTERNATIONAL BL	20150706	157 0		0	C
7023542	2015 HIGH ST	SAN LEANDRO ST	20150605	1200 0		0	E
7024845	2015 FOOTHILL BL	HIGH ST	20150420	1649 0		0	D
7027837	2015 INTERNATIONAL BL	HIGH ST	20150522	1135 0		4	D
7028665	2015 HIGH ST	INTERNATIONAL BL	20150612	145 0		0	C
7028677	2015 INTERNATIONAL BL	HIGH ST	20150625	1010 6	W	0	A
7030901	2015 HIGH ST	INTERNATIONAL BL	20150310	2207 10	N	4	C
7036258	2015 HIGH ST	INTERNATIONAL BL	20150704	203 0		0	B

7041020	2015 SAN LEANDRO ST	HIGH ST	20150413	1447 0		0	H
7041321	2015 REDDING ST	HIGH ST	20150415	1250 10	E	4	E
7046301	2015 HIGH ST	BROOKDALE AV	20150801	1327 0		0	D
7053702	2015 BOND ST	HIGH ST	20150710	1006 0		4	D
7053863	2015 HIGH ST	PORTER ST	20150712	1713 72	N	4	D
7053891	2015 HIGH ST	REDDING ST	20150727	1642 0		4	A
7058215	2015 HIGH ST	PENNIMAN	20151008	1700 50	S	0	D
7058749	2015 INTERNATIONAL BL	HIGH ST	20150616	455 0		3	A
7058973	2015 HIGH ST	INTERNATIONAL BL	20150427	2033 6	S	4	D
7060213	2015 HIGH ST	INTERNATIONAL BL	20150603	530 0		0	A
7060275	2015 HIGH ST	RT 580	20150601	1120 0		0	B
7060410	2015 HIGH ST	INTERNATIONAL BL	20150821	1907 0		4	D
7061033	2015 HIGH ST	SAN LEANDRO ST	20150606	902 25	S	4	E
7062488	2015 HIGH ST	PENNIMAN AV	20150729	1929 50	S	4	D
7064002	2015 HIGH ST	E 12TH ST	20150405	1500 0		0	D
7064260	2015 HIGH ST	SAN LEANDRO ST	20150711	1918 0		4	D
7066179	2015 MACARTHUR BL	HIGH ST	20150411	1036 25	W	4	C
7066593	2015 COURTLAND AV	HIGH ST	20150315	1745 0		4	D
7067726	2015 YGNACIO AV	HIGH ST	20150509	1419 0		4	B
7068942	2015 HIGH ST	COURTLAND AV	20150422	1545 0		0	A
7070899	2015 HIGH ST	PENNIMAN AV	20150825	357 100	S	0	A
7072636	2015 MACARTHUR BL	HIGH ST	20150809	1630 10	E	0	C
7072957	2015 COURTLAND AV	HIGH ST	20150630	2336 80	W	4	G
7073288	2015 INTERNATIONAL BL	HIGH ST	20150404	1900 50	E	0	B
7073957	2015 HIGH ST	FAIRFAX AV	20150531	1553 20	N	0	B

7074366	2015 HIGH ST	VIRGINIA AV	20150806	47 50	N	0	C
7074676	2015 HIGH ST	INTERNATIONAL BL	20150614	2134 0		0	D
7082742	2015 FOOTHILL BL	HIGH ST	20150408	1730 0		0	D
7086116	2015 FOOTHILL BL	HIGH ST	20150419	1950 0		0	C
7086927	2015 HIGH ST	YGNACIO AV	20150822	1747 0		0	B
7088534	2015 INTERNATIONAL BL	HIGH ST	20150808	1721 0		0	B
7091563	2015 HIGH ST	FLEMING AV	20150908	1850 162	N	0	E
7091680	2015 FOOTHILL BL	HIGH ST	20150822	749 0		0	D
7095248	2015 HIGH ST	INTERNATIONAL BL	20150715	1215 0		4	A
7103458	2015 HIGH ST	FOOTHILL BL	20150626	419 20	S	0	E
7103470	2015 HIGH ST	CULVER ST	20150614	745 50	S	0	B
7103482	2015 HIGH ST	INTERNATIONAL BL	20150616	1640 0		0	D
7107462	2015 HIGH ST	ALLENDAL AV	20150607	111 60	N	0	C
7111310	2015 HIGH ST	SAN LEANDRO ST	20150830	1807 0		4	A
7116354	2015 HIGH ST	MACARTHUR BL	20150720	1701 0		0	C
7123053	2015 HIGH ST	BANCROFT AV	20150822	2221 100	S	4	B
7126022	2015 HIGH ST	SANTA RITA ST	20151031	1632 0		0	D
7127567	2015 HIGH ST	E 12TH ST	20151123	1628 0		4	D
7129582	2015 MACARTHUR BL	HIGH ST	20150912	1245 70	E	4	C
7137789	2015 BANCROFT AV	HIGH ST	20150822	2230 0		2	D
7141689	2015 HIGH ST	SAN LEANDRO ST	20150712	34 0		0	A
7147946	2015 HIGH ST	CONGRESS ST	20151001	808 0		4	A
7148339	2015 HIGH ST	FAIRFAX AV	20150511	1748 15	S	0	B
7151960	2015 HIGH ST	PENNIMAN AV	20151019	2230 0		0	D
7152017	2015 MACARTHUR BL	HIGH ST	20150911	2210 25	E	0	E
7153534	2015 MACARTHUR BL	HIGH ST	20150411	1602 100	W	0	E

7163951	2015 HIGH ST	MACARTHUR BL	20151223	410 0		4	A
7168403	2014 HIGH ST	FOOTHILL BL	20141101	1233 0		4	A
7170745	2015 HIGH ST	INTERNATIONAL BL	20150920	1422 0		0	A
7190770	2015 HIGH ST	FOOTHILL BL	20151105	1112 0		3	A
7199231	2015 HIGH ST	BANCROFT AV	20151125	1029 15	S	4	B
7199365	2015 INTERNATIONAL BL	HIGH ST	20151201	2330 50	W	0	C
7201658	2015 HIGH ST	SAN CARLOS AV	20151220	1504 0		4	G
7204605	2015 HIGH ST	INTERNATIONAL BL	20151129	2206 0		4	D
7208493	2015 HIGH ST	PORTER ST	20151122	1411 25	N	4	C
7211946	2015 HIGH ST	PENNIMAN AV	20151029	808 0		4	C
8003111	2015 BOND ST	HIGH ST	20151218	2255 0		4	G
8003474	2015 HIGH ST	BOND ST	20151105	1903 0		4	A
8003997	2015 HIGH ST	INTERNATIONAL BL	20151229	1950 50	S	4	D
8006176	2015 HIGH ST	INTERNATIONAL BL	20151108	1215 264000	S	0	C
8007378	2015 HIGH ST	VIRGINIA ST	20151201	1927 0		0	G
8019286	2015 HIGH ST	INTERNATIONAL BL	20151122	2109 0		4	D
8019294	2015 HIGH ST	MACARTHUR BL	20151209	815 100	N	4	D
8027715	2015 HIGH ST	REDDING ST	20151227	1245 16	S	0	A
8029264	2015 HIGH ST	COURTLAND AV	20150409	1446 250	N	0	A
8030745	2015 HIGH ST	MACARTHUR BL	20150326	1453 25	S	0	B
8039852	2015 HIGH ST	SANTA RITA ST	20151205	600 8	S	0	G
8043731	2015 HIGH ST	E 12TH ST	20151222	1550 26400	W	0	D
8043735	2015 HIGH ST	FOOTHILL BL	20151225	1720 0		0	D
8055515	2015 HIGH ST	BOND ST	20151006	1831 0		4	D
8064631	2015 HIGH ST	SAN CARLOS AV	20151217	1743 100	N	0	C

5295053	2011 RT 580	HIGH ST	20110330	850 89	E	0	C
5307053	2010 RT 580	HIGH ST	20101015	850 149	W	0	C
5307208	2010 RT 580	HIGH ST	20101214	2207 50	W	0	C
5308095	2011 RT 580	HIGH ST	20110512	751 142	W	0	C
5377079	2011 HIGH ST	CULVER ST	20110921	1345 0		0	D
5470779	2011 RT 580	HIGH ST	20111126	831 150	W	0	C
5520435	2012 RT 580	HIGH ST	20120127	825 200	E	0	C
5613805	2012 RT 580	HIGH ST	20120313	955 140	W	2	E
5719303	2012 RT 580	HIGH ST	20120621	1645 10	W	0	C
5719700	2012 RT 580	HIGH ST	20120626	614 200	W	0	C
5736123	2012 RT 580	HIGH ST	20120420	857 175	E	0	C
5849882	2012 RT 580	HIGH ST	20120929	1000 40	W	0	C
5927430	2013 RT 580	HIGH ST	20130208	1700 120	W	0	C
5995061	2013 RT 580	HIGH ST	20130126	1210 55	W	0	C
5996416	2013 RT 580	HIGH ST	20130114	850 100	W	0	B
6000467	2013 RT 580	HIGH ST	20130123	810 100	W	0	C
6172785	2013 RT 580	HIGH ST	20130813	1320 100	W	0	B
6307377	2013 RT 580	HIGH ST	20131202	1710 130	W	0	C
6341660	2013 RT 580	HIGH ST	20131216	2205 60	W	3	C
6466519	2014 RT 580	HIGH ST	20140331	1535 175	W	0	C
6535178	2014 RT 580	HIGH ST	20140604	815 97	W	0	C
6612187	2014 RT 580	HIGH ST	20140821	1156 200	W	4	D
6693984	2014 INTERNATIONAL BL	HIGH ST	20140912	750 50	W	0	C
6957122	2015 RT 580	HIGH ST	20150531	227 125	E	0	C
6985076	2015 HIGH ST	BOND ST	20150701	750 0		4	D
90007915	2015 I-580 E/B TO HIGH ST.	HIGH ST.	20150803	958 50	W	0	E

90009558	2015 I-580 E/B (MACARTHUR FREEWAY) HIGH STREET		20150813	1723 200	W	0	C
90020561	2015 I-580 E/B FROM HIGH STREET	HIGH ST	20150913	2000 5	W	4	G
			Count:	557			
			3 Fatal (1)				
			9 Severe (2)				
			30 Visible (3)				
			186 Complaint (4)				
			329 PDO (0)				

04-Oakland-4

Total Corridor Collisions 2011-2015 (High Street)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	3	9	30	168	329	539
Night	1	4	8	52	96	161
Ped & Bike	1	3	10	28	6	48
Emergency Vehicle	0	0	0	4	10	14
Animal	0	0	0	0	1	1

Collisions at Proposed Mast Arm Locations - 2011-2015

Brookdale

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	0	0	1	1	4	6
Night	0	0	0	0	0	0
Ped & Bike	0	0	1	0	0	1
Emergency Vehicle	0	0	0	0	0	0
Animal	0	0	0	0	0	0

Bond

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	1	0	1	9	6	17
Night	0	0	0	3	2	5
Ped & Bike	1	0	0	2	0	3
Emergency Vehicle	0	0	0	0	0	0
Animal	0	0	0	0	0	0

TOTAL

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	1	0	2	10	10	23
Night	0	0	0	3	2	5
Ped & Bike	1	0	1	2	0	4
Emergency Vehicle	0	0	0	0	0	0
Animal	0	0	0	0	0	0

04-Oakland-4

[illegible]

04-Oakland-4

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: **04-Oakland-4**

Calculation Run No. **1 of 2** (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	S7-Convert signal to mast arm (from pedestal-mounted)	▼
Countermeasure #2	(No selection)	▼
Countermeasure #3	(No selection)	▼

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	1/1/2011	(required)
To	12/31/2015	(required)
Number of Years	5.00	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	1	0	2	10	10	23
Night	0	0	0	3	2	5
Ped & Bike	1	0	1	2	0	4
Emergency Vehicle	0	0	0	0	0	0
Animal	0	0	0	0	0	0

3. Results - Benefits by Countermeasures


(Enter these results in Sheet "Benefit Summary" if this project has multiple benefit calculation runs)

	CM ID	Crash Dataset /Sub-dataset Applied	Crash Reduction Factor (CRF)	Life (Years)	Life benefits
Countermeasure #1	S7	All	30%	20	\$2,628,240
Countermeasure #2	(Not Selected)	(N/A)	0%	-	\$0
Countermeasure #3	(Not Selected)	(N/A)	0%	-	\$0

Total Benefits \$2,628,240

Safety Practitioner/Engineer (Print):

Signature:



Date:

8/12/2016

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

HSIP Cycle 8 Call for Projects - Benefit Calculator

(Read instructions to the left. For more instructions please refer to Appendix A of the application form instructions)

All yellow-highlighted fields are required.

Application ID: 04-Oakland-4

Calculation Run No. 2 of 2 (e.g. 1 of 2)

1. Countermeasures Utilized

(Select up to 3 countermeasures from the dropdown lists. At least one must be selected. Use CM#1 first then CM#2/CM#3.)

Countermeasure #1	NS19-Install pedestrian signal or HAWK	▼
Countermeasure #2	NS18-Install pedestrian crossing at uncontrolled locations (with enhanced safety features)	▼
Countermeasure #3	(No selection)	▼

NOT required for this project:

The below information is NOT required since roundabout has NOT been selected as a countermeasure (S18/NS4A/NS4B).

Project location:		(Select from Dropdown List)
Intersection type:		(Select from Dropdown List)
Roundabout:		(Select from Dropdown List)

Average Daily Traffic (ADT)	Major Road	Minor Road	Total ADT
			-

2. Crash Data

From	1/1/2011	(required)
To	12/31/2015	(required)
Number of Years	5.00	(must be between 3 and 5).

Crash Data Table (data sets or rows highlighted in yellow are required as they are related to the selected countermeasures)

Dataset / Sub-dataset	Fatality	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
All	3	9	30	168	329	539
Night	1	4	8	52	96	161
Ped & Bike	1	3	10	28	6	48
Emergency Vehicle	0	0	0	4	10	14
Animal	0	0	0	0	1	1

3. Results - Benefits by Countermeasures


(Enter these results in Sheet "Benefit Summary" if this project has multiple benefit calculation runs)

	CM ID	Crash Dataset /Sub-dataset Applied	Crash Reduction Factor (CRF)	Life (Years)	Life benefits
Countermeasure #1	NS19	Ped & Bike	55%	20	\$23,897,280
Countermeasure #2	NS18	Ped & Bike	35%	20	\$6,843,312
Countermeasure #3	(Not Selected)	(N/A)	0%	-	\$0

Total Benefits \$30,740,592

Safety Practitioner/Engineer (Print):

Signature:

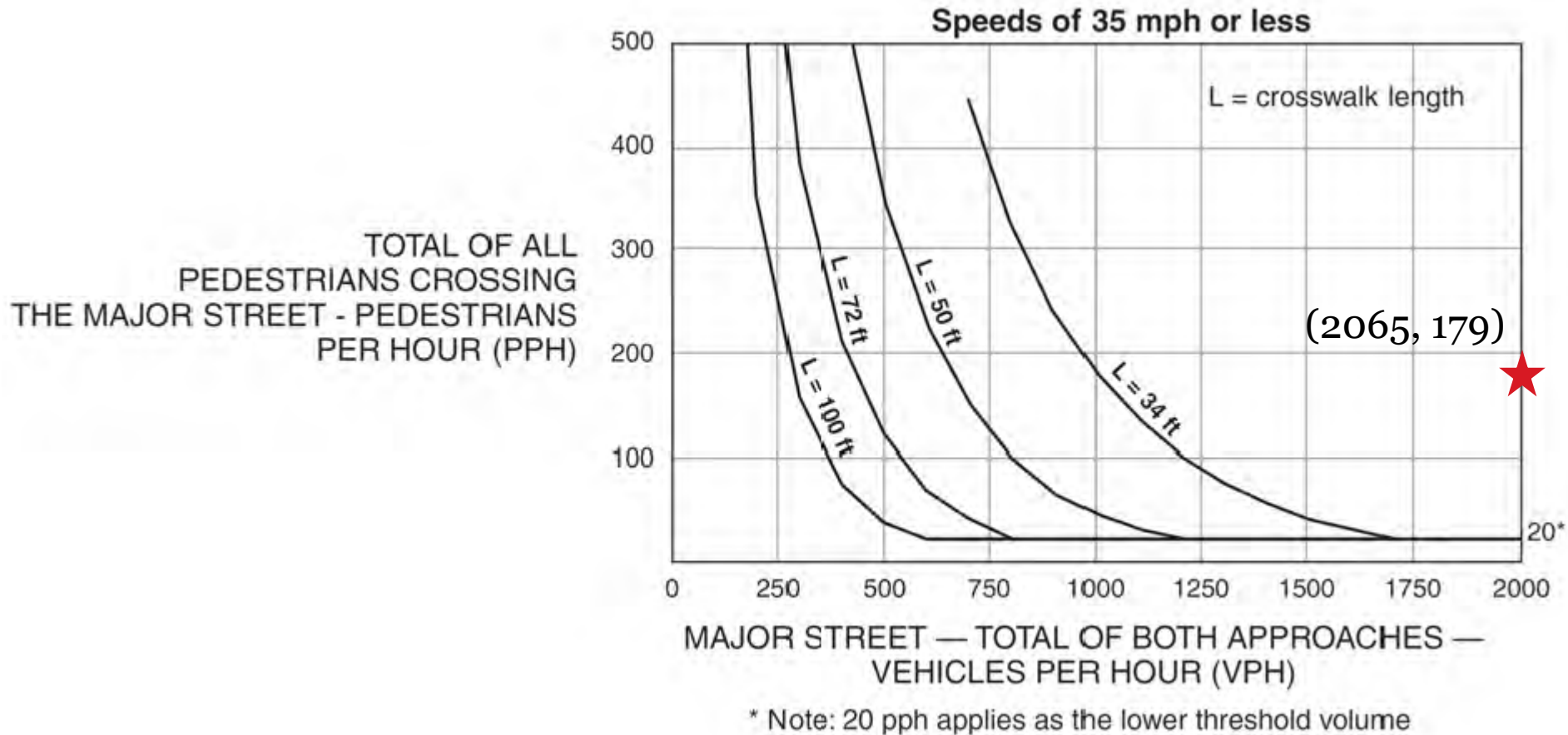


Date:

8/12/2016

By signing this benefit calculation sheet, you are attesting to your authority / responsibility as the Engineer in Responsible Charge of the preparation of the HSIP application and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, **DO NOT SIGN** if any of this is not the case.

Pedestrian Hybrid Beacon – Warrant Analysis (High Street and Fleming Avenue)



Speed Limit – 30 mph

Crosswalk width – 60 feet

As shown in the figure the PHB warrant is met at this location. Therefore, a HPB is recommended.