

Circulation and Mobility Fact Sheets: How to Read Guide

This sheet serves as a “How to Read Guide” for the 21 fact sheets developed for the Caltrain corridor to compile existing conditions data. It will help readers digest the information provided on the corresponding fact sheets, fully defining each data point listed using icons and pictures that serve as helpful visual cues. The information we provide in this “How to Read Guide” will visually correspond with the areas on individual fact sheets where that graphic data is located. The 21 fact sheets depict the following areas:

- Caltrain Corridor-Wide
 - San Francisco
 - San Francisco/Brisbane to Colma Creek
 - Colma Creek to Millbrae
 - Millbrae
 - Burlingame
 - San Mateo
 - Belmont and San Carlos
- Redwood City
 - Atherton/Menlo Park
 - Palo Alto
 - Mountain View
 - Sunnyvale
 - Santa Clara
 - San Jose to Caltrain/Union Pacific (UP) Line
 - Caltrain/UP Line to Ford Road
- Ford Road to Metcalf Road
 - Metcal Road to San Jose/Morgan Hill
 - San Jose/Morgan Hill to East Middle Avenue
 - East Middle Avenue to North of Las Animas Avenue
 - Las Animas Avenue to North of 10th Street

1. Segment Name

Represents the identified segment of the Caltrain corridor

2. Segment Map

Displays the segment of the Caltrain corridor, Caltrain stations, equity priority communities (EPC), railroad crossings by type, the local transportation network, and key destinations. Additional details for the information displayed are described below.

- **EPC:** Represents census tracts that have a significant concentration of underserved populations such as households with low incomes and people of color¹. More information is provided on Metropolitan Transportation Commission’s (MTC) website [here](#).
- **Corridor Crossings:** Differentiated by the following four crossing types listed²
 - **At-Grade:** A location where a roadway crosses railroad tracks on the same level
 - ◐ **At-Grade (Pedestrian):** A location where a pedestrian and/or bicycle path and railroad tracks cross each other at-grade
 - **Grade Separated:** A location where a roadway and railroad tracks cross each other at different levels
 - ◐ **Pedestrian Grade Separated:** A location where a pedestrian and/or bicycle path and railroad tracks cross each other at different levels
 - **Proposed New Grade Separated:** A location where a crossing does not currently exist but is proposed as part of active projects along the corridor.
- **Existing Transportation Network:** Existing bus transit routes and three levels of classified bicycle facilities³.
- **Destinations:** The following listed destination types within one mile of the Caltrain corridor⁴.
 - ✈ Airports
 - 🏛 Public Places (community centers, courthouses, libraries, marketplaces, and city halls)
 - 🏥 Healthcare Facilities (adult care, medical centers, and hospitals)
 - ER Hospitals with ER (emergency room service)
 - 🚒 Fire Stations
 - 🎓 Schools (public, private, and postsecondary)
 - 🕌 Places of Worship
 - 🏰 Landmarks (archaeological, art, attraction, battlefield, castle, fort, memorial, monument, ruins, and viewpoint)
 - 🌳 Parks
 - 🏢 Commercial Areas

Context

- Corridor Crossings:** Number of grade separated crossings (vehicle, pedestrian/bicycle), at-grade crossings, and pedestrian/bicycle grade-separated crossings located along the segment and within EPC⁵.
- Supplementary crossing locations were included in addition to the identified 71 at-grade crossings to better understand circulation and mobility within jurisdictions. For example, the roadways that cross over the tunneled portion of the Caltrain corridor were included.
- Stations:** Stations within the segment and their approximate daily ridings⁶.
- Segment Information:** Start and end of the segment (in mile post information per PCJPB track chart) and segment length (in miles).

Demand and Growth⁷

- Daily Traffic (Average Annual) vs Roadway Segment Capacity:** Vehicle demand vs the estimated capacity for roadways with at-grade crossings, roadways with grade separated crossings, and freeways that cross the corridor
- Daily Traffic (Average Annual):** Number of vehicles traveling on roadways that cross the Caltrain corridor within the segment in a day, averaged over a one-year period⁸
- Roadway Segment Capacity:** Planning level number of vehicles for the roadways that cross the Caltrain corridor within the segment can convey in a day⁹
- When traffic exceeds capacity, users experience increased wait times, queuing, and congestion on the roadway network.
- Population:** Estimated number of people and number of people per square mile based on 2018 census tracts within one mile of the Caltrain corridor¹
- Employment:** Estimated number of jobs and number of jobs per square mile based on 2018 census blocks within one mile of the Caltrain corridor¹⁰
- Anticipated Annual Growth (2015-2050):** Compound annual growth in population and employment¹¹

Equity

- Seniors, People of Color, and Low Income Population:** Percentage of the segment population who fit this category¹
- Household Income:** Percentage of households within one mile of the Caltrain corridor by income range¹⁸
- Area Median Income (AMI):** Percentage of housing units within one mile of the corridor by AMI thresholds¹⁹

Connectivity

- Crossings by Mode (Max Distance):** Number of crossings along the segment by mode (vehicle, pedestrian¹², bicycle¹³, and transit) measured by distance in miles between crossings¹⁴
- Mode Split (All Trips):** Percentage of all day weekday trips, by mode, that start/end within one mile of the Caltrain corridor¹⁵
- Number of Trains in Peak Hour:** Existing and future maximum number of trains operating on the Caltrain corridor for the segment during the peak hour¹⁶
- Gate Down Time (Average Minutes in Peak Hour):** Average existing and future gate down time estimates for at-grade crossings along the segment
- **Crossings >11 Min. Gate Down Time:** At-grade crossings along the segment with gate down time above 11 minutes¹⁷

Safety

- Rail Crossing Incidents (2017-2021):** Number of incidents between trains and roadway users (e.g., vehicle, pedestrian, and bicyclist)²⁰
- **Incident Severity:** Degree of injury that resulted from the incident. Fatal incident resulted in death(s). Other incident resulted in injuries or no injuries.
 - **Select Incident Types:** Select types based on incident report narrative. Car stalled incidents involved a vehicle being stalled, stuck, trapped, stopped or blocked on crossing. Apparent suicide incidents involved a user(s) attempting or succeeding in committing suicide. Other incidents involved drivers ignoring railroad gates or other reasons.
- Street Traffic Incidents (2017-2021):** Number of injury collisions between vehicles and other non-rail modes that occur on local roads within 250 feet of the railroad crossings along the segment²¹
- **Collision Severity:** Collision’s degree of severity (highest level of injury in crash). Fatal collision resulted in death(s). Severe collision resulted in a serious injury. Other collision resulted with another visible injury or complaint of pain.
 - **Collision Mode Involved:** Type of user involved in the collision including pedestrian, bicyclist, or vehicle only

Footnotes:

1.

MTC EPC Data (Accessed December 2022).

2.

Federal Rail Association (FRA) Crossing Inventory Data and Peninsula Corridor Joint Power Boards (PCJPB) Track Chart (Accessed December 2022).

3.

MTC Transit and Bicycle Facilities Layers (Accessed December 2022).

4.

Caltrans, California Health and Human Services, National Center for Education Statistics and Open Street Map (Accessed February 2023).

5.

FRA Crossing Inventory and PCJPB Track Chart (Accessed March 2023); MTC EPC Data (Accessed December 2022).

6.

Caltrain 2019 Annual Passenger Counts (Accessed January 2023).

7.

Replica 2019 and 2021 Annual Average Daily Traffic (AADT), Caltrain 2020 Business Plan and Caltrans Functional Classification (Accessed January 2023).

8.

Based on 2019 Replica model data, adjusted based on readily available daily traffic machine counts.

9.

Based on the number of travel lanes, roadway classification, and theoretical capacities associated with roadway segment level of service (LOS) E.

10.

Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) 2018 (Accessed January 2023).

11.

MTC Plan Bay Area 2050 Model Forecast Data (Accessed January 2023).

12.

Crossings for pedestrian mode include crossings where pedestrian access is provided (e.g., sidewalk in one or both directions) or the crossing is a designated pedestrian crossing.

13.

Crossings for bicycle mode include crossings where Class I, II or IV are present at the crossing or the the crossing is a designated pedestrian crossing.

14.

FRA Crossing Inventory and PCJPB Track Chart (Accessed March 2023); MTC Transit and Bike Facilities Layers (Accessed December 2022).

15.

Replica Trips by Origin Data (Accessed March 2023).

16.

Caltrain 2020 Business Plan and 2040 Long Range Service Vision (Accessed March 2023).

17.

Caltrain 2020 Business Plan (Accessed March 2023).

18.

2019 ACS 5-Year Estimates Table B19001 Block Group (Accessed April 2023).

19.

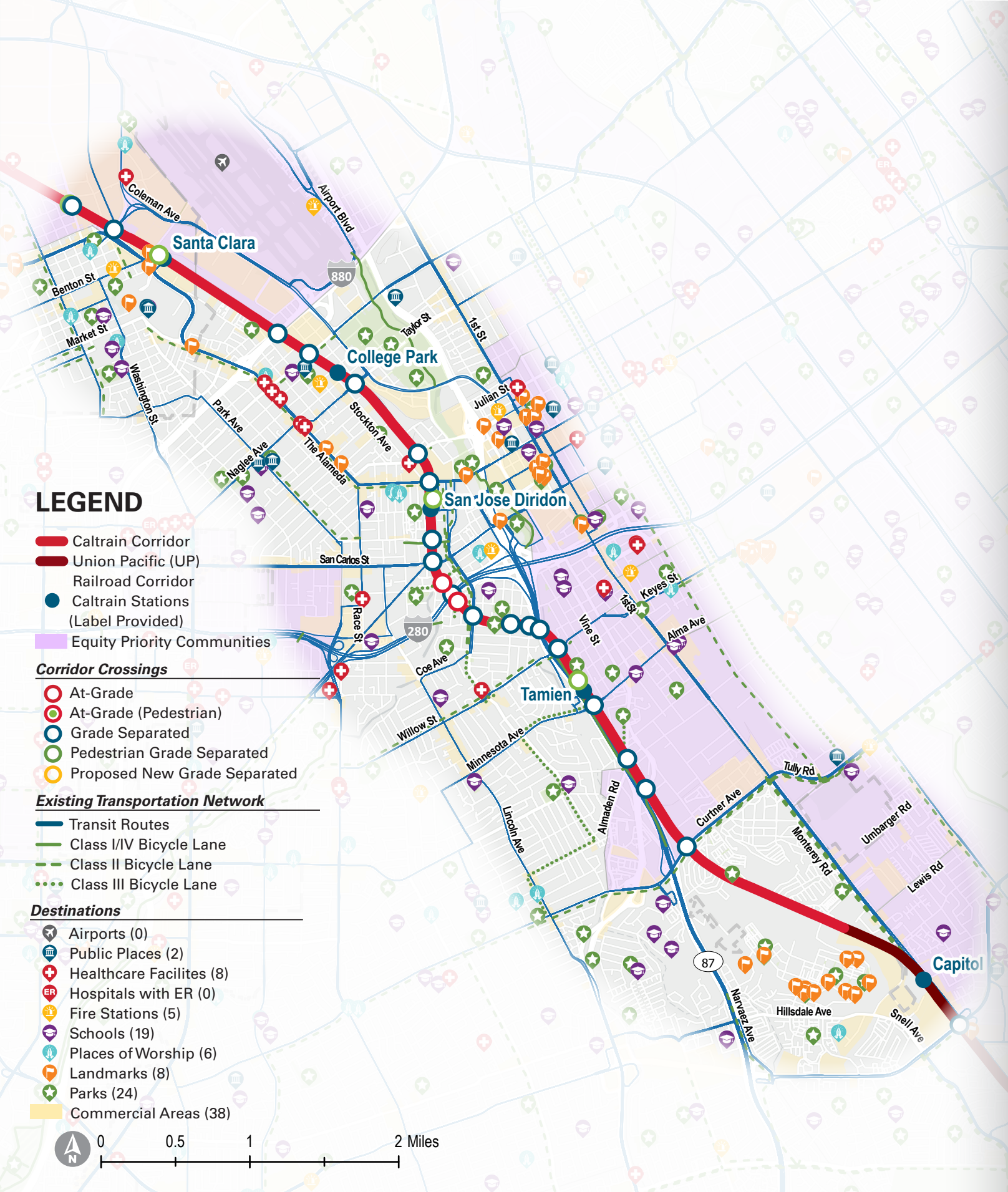
U.S. Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) 2019 ACS 5-Year Average (Accessed April 2023).

20.

FRA Safety Data (Highway-Rail Grade Crossing Accident/Incident Report) (Accessed February 2023).

21.

Transportation Injury Mapping System (TIMS) (Accessed February 2023).



San Jose to Caltrain/Union Pacific (UP) Line

Context

17 Grade Separated Crossings
(6 in Equity Priority Communities)

2 At-Grade Crossings
(0 in Equity Priority Communities)

2 Pedestrian Crossings
(1 in Equity Priority Communities)

College Park Station
100 Riders

San Jose Diridon Station
4,800 Riders

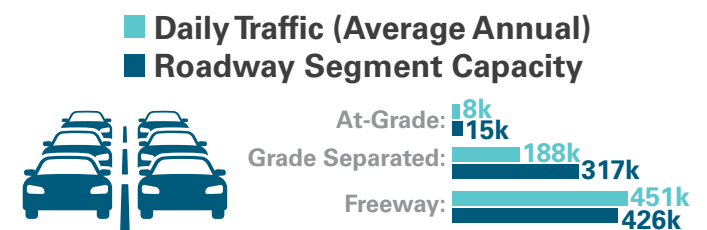
Tamien Station
1,400 Riders

San Jose (MP 44.54)

5.4 Miles

Caltrain (MP 50.94)/UP Line (MP 51.64)

Demand and Growth



206,200 Population
7,400 - people/square mile
1.4% - Anticipated Annual Growth (2015-2050)

117,700 Employment
6,500 - jobs/square mile
1.3% - Anticipated Annual Growth (2015-2050)

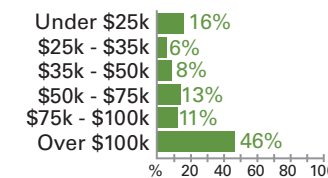
Equity



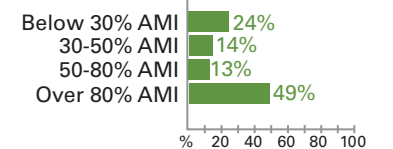
Population

Seniors 4.3%
People of Color 66.6%
Low Income 29.3%

Income Ranges
(Total Household: 63,800)

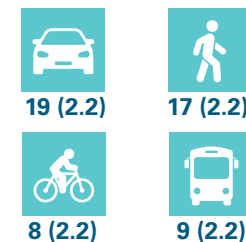


Area Median Income (AMI)
(Total Housing Units: 75,100)

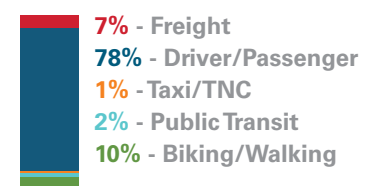


Connectivity

Crossings by Mode
(Max Distance in Miles)



Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



Crossings >11 Min. Gate Down Time: N/A

Safety

Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

Fatal: 0
Other: 0
Select Incident Types:
Car Stall: 0
Apparent Suicide: 0
Other: 0

0.0 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

1 Total At-Grade | 4 Total Grade Separated

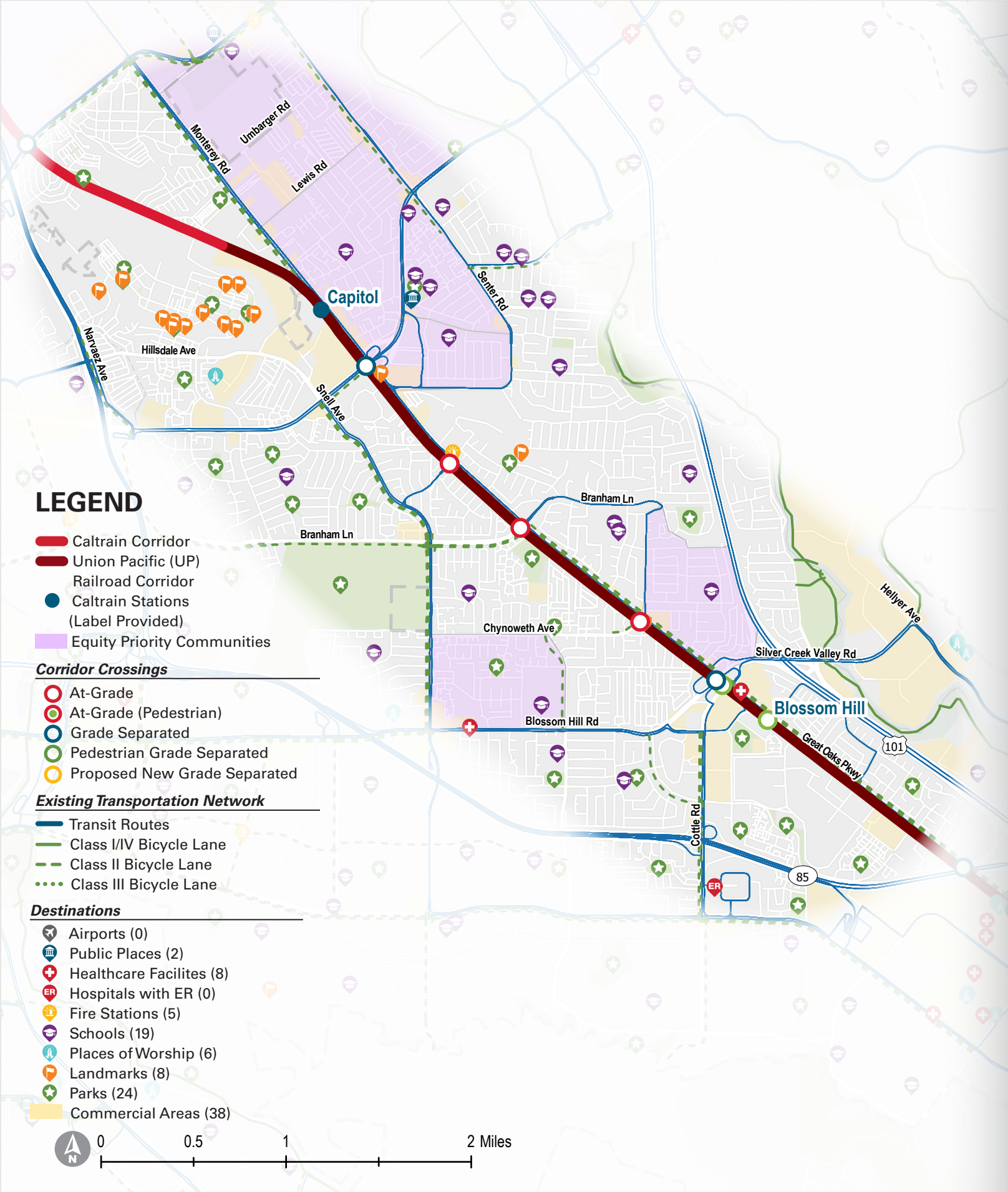
Collision Severity:

Fatal: 0
Severe: 0
Other: 5
Collision Mode Involved:
Pedestrian: 1
Bicyclist: 1
Vehicle Only: 3

0.2 - Incidents/Crossing



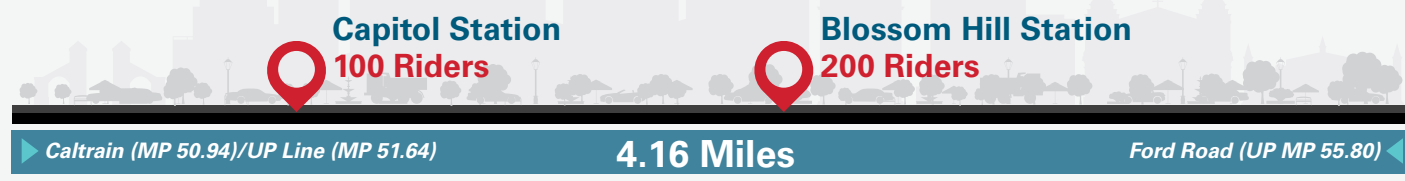
Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
I-880	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	170,500	No	No	No	None	Yes
Hedding Street	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	13,500	Yes	Class II	No	None	No
W Taylor Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	22,000	Yes	No	Yes	SC:61 SC:62	No
Julian Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	10,600	Yes	No	No	None	No
Santa Clara Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	1	0	0	17,800	Yes	Class II	Yes	SC:22 SC:63 SC:64B SC: 522 SC: Rapid 522	No
Diridon Station Pedestrian Undercrossing	San Jose	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	1	0	--	Yes	Yes	No	None	No
Park Avenue	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	10,200	Yes	Class IV	No	None	No
San Carlos Street	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	11,700	Yes	No	Yes	SC:23 SC:65 SC:81 SC:323 SC:523, Rapid 523	No
Auzerais Avenue	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	1	0	0	1	0	0	1	6,800	Yes	No	No	None	No
I-280	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	220,900	No	No	Yes	SC:103 SC:182 SC: Express 103, 182	No
Virginia Street	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	0	0	0	0	0	0	0	1,100	Yes	No	No	None	No
Bird Avenue	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	21,800	Yes	Class IV	Yes	SC:64 SC:64A	No
Delmas Avenue	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	900	Yes	No	No	None	No
Prevost Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	1	0	0	1	0	0	1	800	Yes	No	No	None	No
SR 87	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	60,000	No	No	Yes	SC:168 SC:182 SC:901 SC: Express 168, 182 SC: Blue SC: Blue Line SC: Blue Line S & SC: Blue Line-South Part	No
Willow Street	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	9,100	Yes	Class II	Yes	SC:25	Yes
Pedestrian Undercrossing	San Jose	Pedestrian Crossing	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	--	Yes	Yes	No	None	Yes
Alma Avenue	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	14,300	Yes	No	Yes	SC:82 SC:256 SC: School 256	Yes
Almaden Road	San Jose	Grade Separated	Undercrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	7,800	Yes	No	No	None	Yes
Almaden Expressway	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	10,700	No	No	No	None	Yes
Curtner Avenue	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	37,000	Yes	Class II	Yes	SC:26	Yes



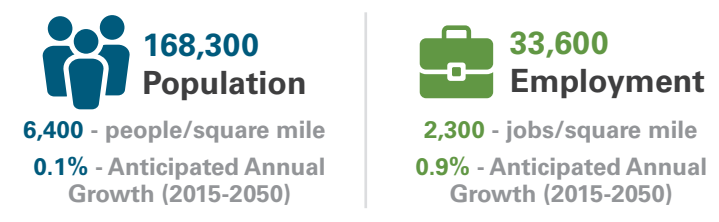
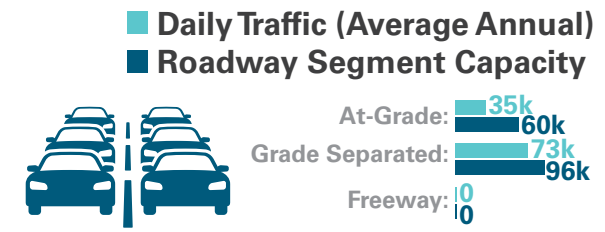
LEGEND

- Caltrain Corridor
 - Union Pacific (UP) Railroad Corridor
 - Caltrain Stations (Label Provided)
 - Equity Priority Communities
- Corridor Crossings**
- At-Grade
 - At-Grade (Pedestrian)
 - Grade Separated
 - Pedestrian Grade Separated
 - Proposed New Grade Separated
- Existing Transportation Network**
- Transit Routes
 - Class I/IV Bicycle Lane
 - Class II Bicycle Lane
 - Class III Bicycle Lane
- Destinations**
- Airports (0)
 - Public Places (2)
 - Healthcare Facilities (8)
 - Hospitals with ER (0)
 - Fire Stations (5)
 - Schools (19)
 - Places of Worship (6)
 - Landmarks (8)
 - Parks (24)
 - Commercial Areas (38)

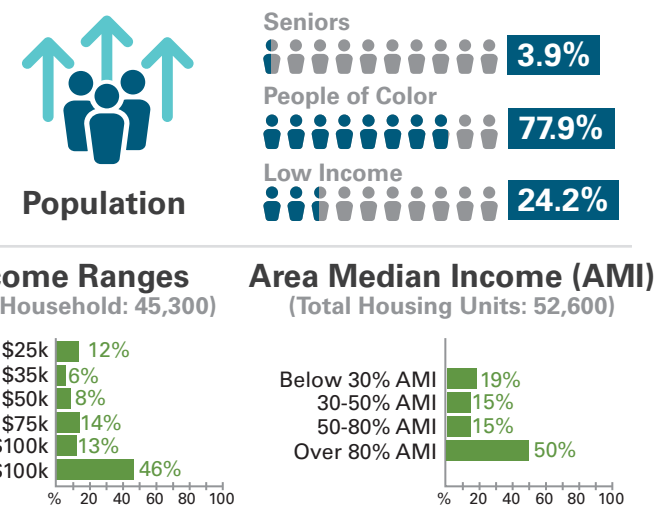
Context



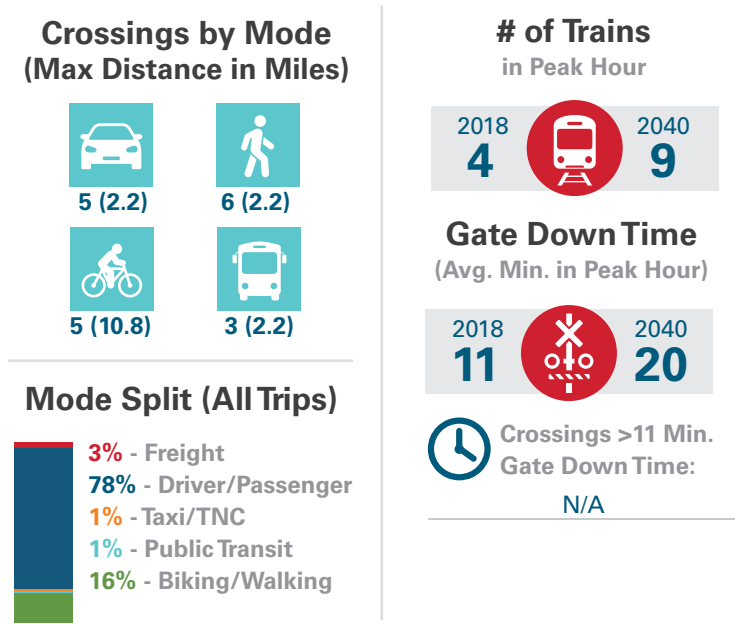
Demand and Growth



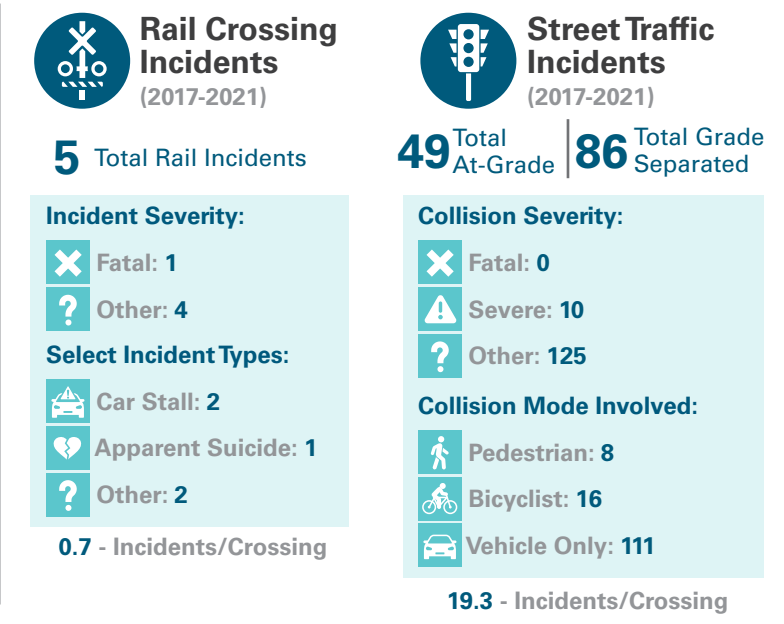
Equity



Connectivity

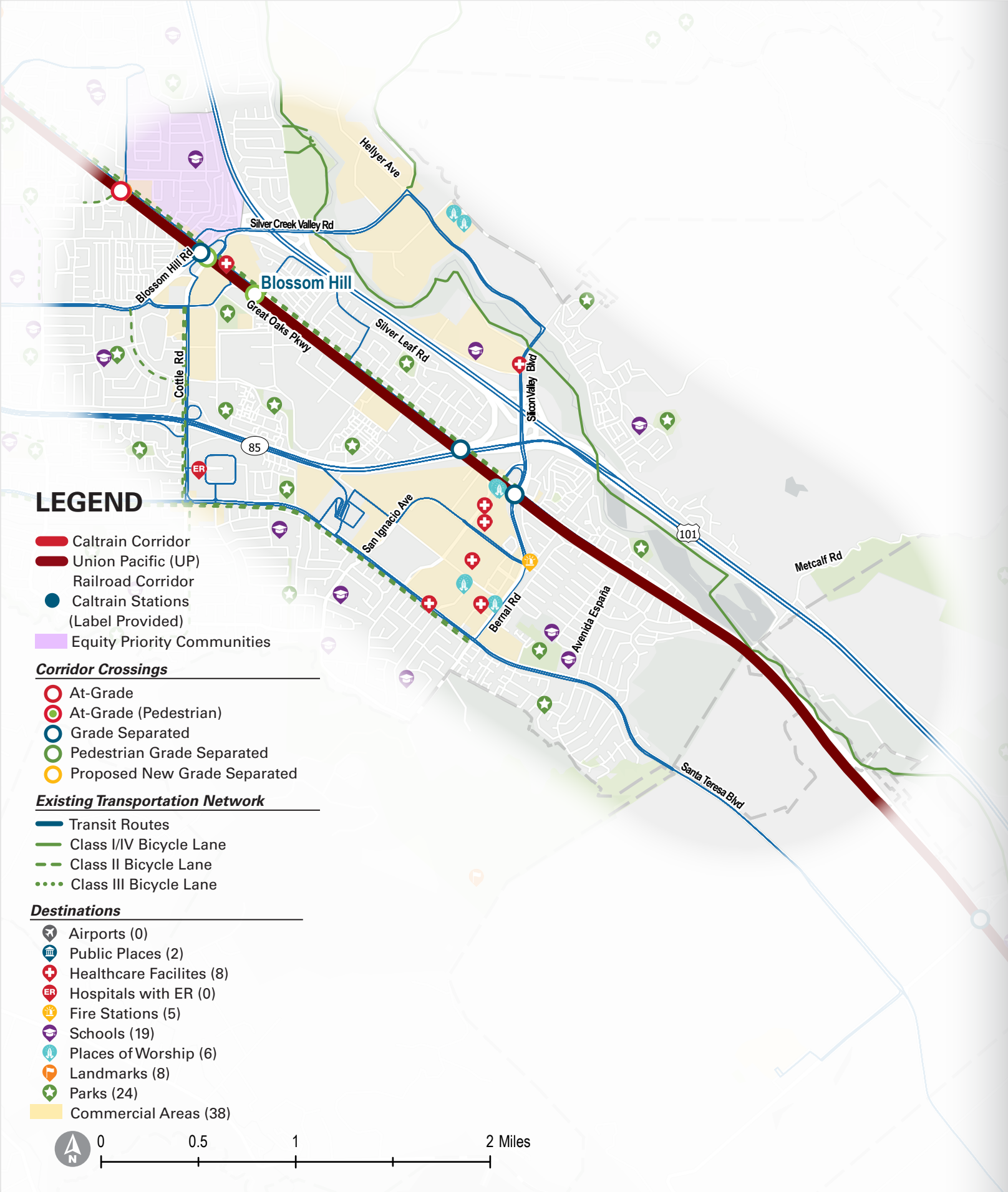


Safety



Caltrain/Union Pacific (UP) Line to Ford Road

Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Capitol Expressway	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	25	0	2	23	2	3	20	39,300	Yes	Class II	Yes	SC:70 SC:71 SC:73 SC:122 SC: Express 122	No
Skyway Drive	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	12	0	0	12	0	0	12	8,900	Yes	No	Yes	SC:66 SC:73 SC:304	No
Branham Lane	San Jose	At-Grade	At-Grade	2	1	1	1	0	1	21	0	2	19	2	2	17	17,000	Yes	Class II	No	None	No
Chynoworth Avenue	San Jose	At-Grade	At-Grade	3	0	3	0	2	1	16	0	1	15	2	1	13	8,700	Yes	Class II	No	None	No
Blossom Hill Road	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	29	0	3	26	1	5	23	33,500	No	No	Yes	SC:68	No
Xanders Pedestrian Overcrossing	San Jose	Pedestrian Crossing	Overcrossing	0	0	0	0	0	0	20	0	2	18	1	4	15	--	Yes	Yes	No	None	No
Great Oaks Parkway Pedestrian Overcrossing	San Jose	Pedestrian Crossing	Overcrossing	0	0	0	0	0	0	12	0	0	12	0	1	11	--	Yes	Yes	No	None	No



Ford Road to Metcalf Road

Context

2 Grade Separated Crossings
(0 in Equity Priority Communities)

0 At-Grade Crossings
(0 in Equity Priority Communities)

0 Pedestrian Crossings
(0 in Equity Priority Communities)

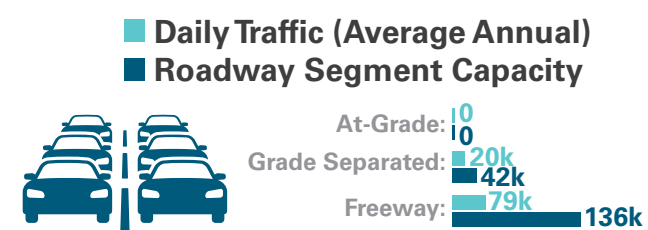
No Station

Ford Road (UP MP 55.8)

3.06 Miles

Metcalf Road (UP MP 58.86)

Demand and Growth



77,100 Population
100 - people/square mile
0.6% - Anticipated Annual Growth (2015-2050)

26,600 Employment
1,300 - jobs/square mile
1.2% - Anticipated Annual Growth (2015-2050)

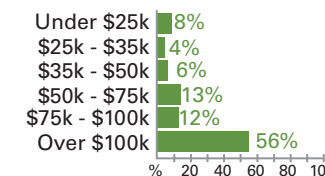
Equity



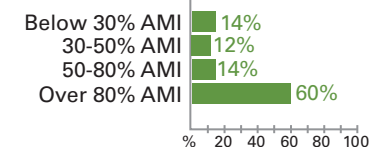
Population

Seniors 3.7%
People of Color 67.4%
Low Income 16.6%

Income Ranges
(Total Household: 20,400)



Area Median Income (AMI)
(Total Housing Units: 24,800)



Connectivity

Crossings by Mode
(Max Distance in Miles)



2 (3.3)



1 (3.3)

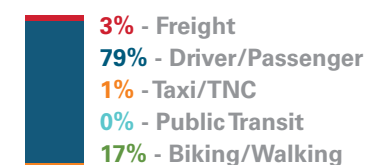


0 (0.0)



2 (9.9)

Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



Crossings >11 Min. Gate Down Time: N/A

Safety

Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

Fatal: 0
Other: 0

Select Incident Types:

Car Stall: 0
Apparent Suicide: 0
Other: 0

0.0 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

0 Total At-Grade | 16 Total Grade Separated

Collision Severity:

Fatal: 0
Severe: 1
Other: 15

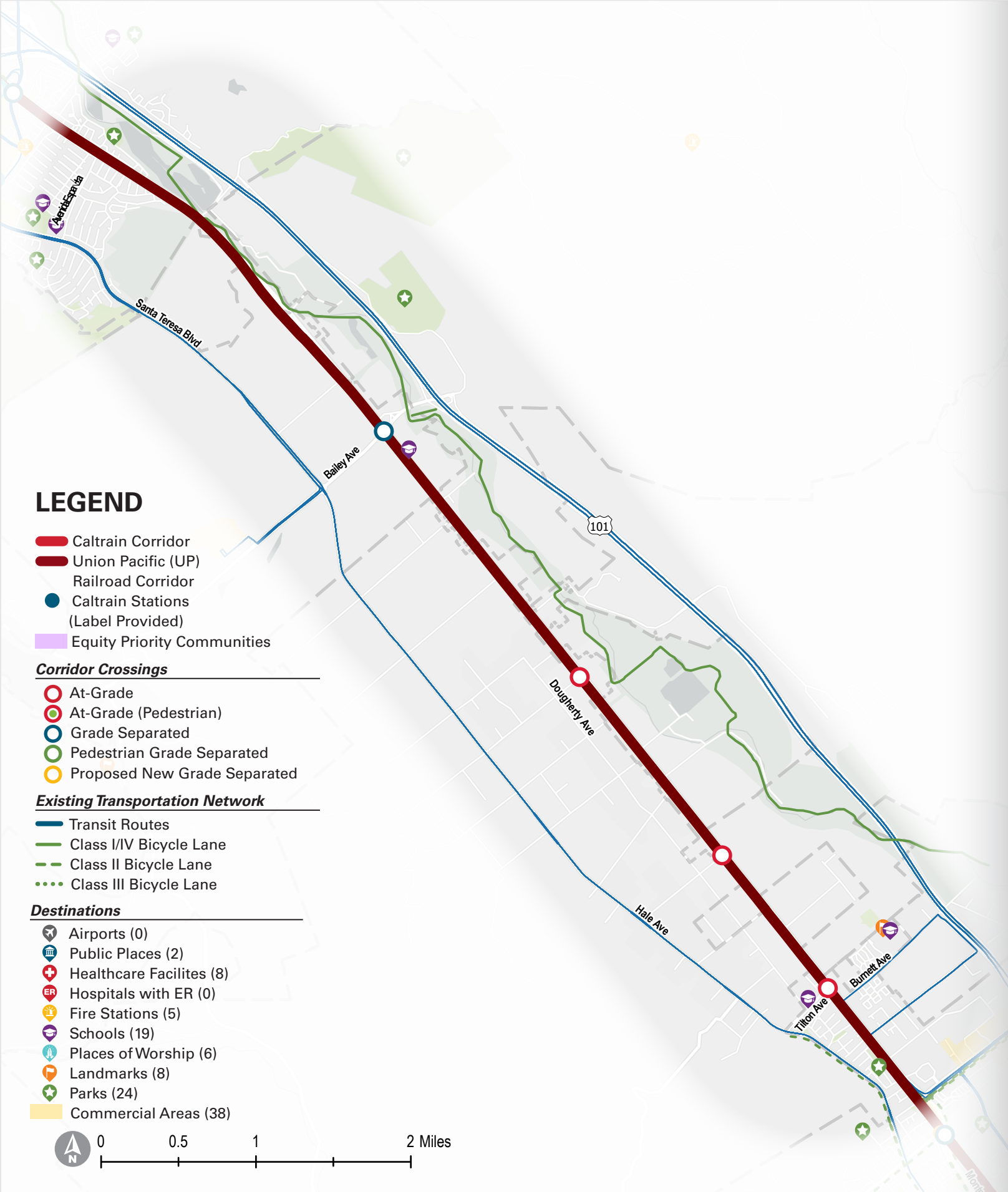
Collision Mode Involved:

Pedestrian: 0
Bicyclist: 0
Vehicle Only: 16

8.0 - Incidents/Crossing



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
West Valley Freeway On-Ramp	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	0	0	0	0	0	0	0	78,800	No	No	Yes	SC:168 SC:185 SC: Express 168 SC: Express 185	No
Bernal Road	San Jose	Grade Separated	Overcrossing	0	0	0	0	0	0	16	0	1	15	0	0	16	20,300	Yes	No	Yes	SC:42	No



Metcal Road to San Jose/Morgan Hill

Context

1 Grade Separated Crossings
(0 in Equity Priority Communities)

2 At-Grade Crossings
(0 in Equity Priority Communities)

0 Pedestrian Crossings
(0 in Equity Priority Communities)

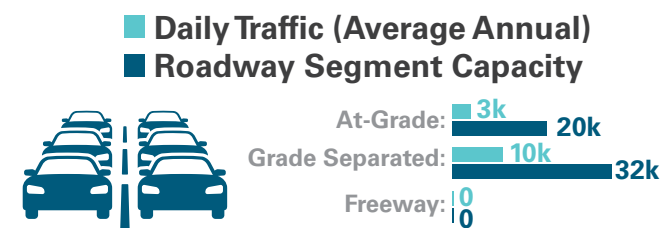
No Station

Metcal Road (UP MP 58.86)

6.35 Miles

San Jose/Morgan Hill (UP MP 65.21)

Demand and Growth



38,300 Population
100 - people/square mile
-0.2% - Anticipated Annual Growth (2015-2050)

5,000 Employment
100 - jobs/square mile
1.2% - Anticipated Annual Growth (2015-2050)

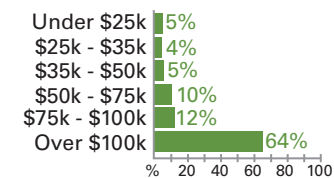
Equity



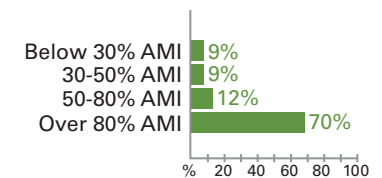
Population

Seniors 4.1%
People of Color 57.1%
Low Income 12.2%

Income Ranges
(Total Household: 8,400)



Area Median Income (AMI)
(Total Housing Units: 12,000)



Connectivity

Crossings by Mode
(Max Distance in Miles)



3 (3.3)



3 (3.3)

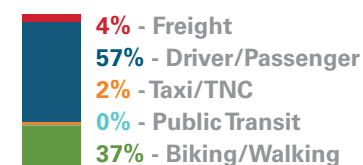


0 (0.0)



0 (0.0)

Mode Split (All Trips)



of Trains
in Peak Hour



Gate Down Time
(Avg. Min. in Peak Hour)



Crossings >11 Min. Gate Down Time: N/A

Safety

Rail Crossing Incidents
(2017-2021)

0 Total Rail Incidents

Incident Severity:

Fatal: 0
Other: 0

Select Incident Types:

Car Stall: 0
Apparent Suicide: 0
Other: 0

0.0 - Incidents/Crossing

Street Traffic Incidents
(2017-2021)

16 Total At-Grade | 13 Total Grade Separated

Collision Severity:

Fatal: 3
Severe: 4
Other: 22

Collision Mode Involved:

Pedestrian: 1
Bicyclist: 0
Vehicle Only: 28

9.7 - Incidents/Crossing



Crossing Details				Railroad Safety						Street Traffic Incidents							Daily Traffic	Active Transportation		Transit		Demographic
Crossing Label	City	Crossing Type	Current Crossing Position	Total Rail Incidents	Incident Severity: Fatal	Incident Severity: Other	Incident Type: Apparent Suicide	Incident Type: Car Stall	Incident Type: Other	Total Collisions	Collision Severity: Fatal	Collision Severity: Severe	Collision Severity: Other	Collision Involved: Pedestrian	Collision Involved: Bicyclist	Collision Involved: Vehicle Only	Adjusted Replica Model AADT (2019)	Pedestrian Facilities Present	Bicycle Facilities Present	Transit Line	Transit Route(s)	Equity Priority Community (EPC)?
Bailey Avenue	Coyote	Grade Separated	Overcrossing	0	0	0	0	0	0	13	1	0	12	0	0	13	9,800	Yes	No	No	None	No
Palm Avenue	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	8	1	3	4	1	0	7	1,600	Yes	No	No	None	No
Live Oak Avenue	San Jose	At-Grade	At-Grade	0	0	0	0	0	0	8	1	1	6	0	0	8	1,600	Yes	No	No	None	No