

# Neighborhood Street Improvement Program Prioritization

## 1. Purpose

The City Council of the City of Monte Sereno has a priority goal of priority goal to: “Improve infrastructure, transportation, pedestrian and bicycle safety” and have allocated funds during the most recent budget cycles for this purpose. In order to ensure that these funds are being used effectively and efficiently, and to help future planning and budgeting, a prioritization system for future projects has been developed.

The Residential Streets Prioritization program assists City staff and officials in establishing which residential streets segments should be considered for improvements. The Prioritization program considers five criteria for each road segment. Combined with preliminary cost estimates for the design and construction of each segment, staff references this information when developing the Capital Improvement Program and City budgetary requirements.

This prioritization system only considered public City streets that the City is responsible for maintaining. Additionally, while this system does consider pavement condition as one of the prioritization factors, this tool is not for planning general pavement maintenance. Staff is currently in the process of completion a rolling 5-Year Pavement Rehabilitation Program for the maintenance City streets and is included in the City Budget as a separate program.

## 2. Background

### Scope of Improvements

The Neighborhood Street Improvement Program improves existing residential streets that lack curb, gutter, and full width paving to current City standards. These improvements address drainage and create a pavement edge, which enhances pavement preservation and provides safer traffic movement for vehicles, pedestrians and bicyclists.



Figure 1. Blanchard Drive Pre- Neighborhood Street Improvements



**Figure 2. Blanchard Drive Post- Neighborhood Street Improvements**

A major cause of localized flooding is the lack of suitable conveyance facilities for storm water runoff. Stormwater conveyance in the City is widely varied, due to changes in roadway slope and cross section, the presence or lack of curb and gutters, and the presence or lack of existing culverts and drainage channels. The objective of an effective drainage design is to provide for safe passage of vehicles by reducing risk and delay to traffic caused by excessive ponding in sags or excessive spread along the roadway, weakening of base and subgrade due to saturation from frequent ponding of long duration, and the potential for hydroplaning.

Curbs are normally used at the outside edge of a roadway of to contain surface runoff within the roadway and away from adjacent properties, prevent erosion on fill slopes, provide pavement delineation, and enable the orderly development of property adjacent to the roadway.

Traffic calming, sidewalk installation and other improvements are considered on a case by case basis, depending on location (such as by arterials or the school), inclusion in other planning documents (see below), or other documented need (speed or accident data, etc.).

### Complete Streets

In 2017 the City adopted a Resolution indicating it is the policy of Monte Sereno to plan, design, construct, operate and maintain its street network in accordance with the “Complete Streets”. Complete Streets are those where the safety, comfort and convenience of pedestrians, bicyclists and transit are given equal, if not greater priority than the movement of motor vehicles. Designs aim to calm traffic, are context sensitive, and seek balance among all users.

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders),

comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, curb extensions, narrower travel lanes, roundabouts, and more.

### Other Planning Documents

Several planning documents have been developed for the City that are relevant to street infrastructure planning in Monte Sereno.

- **2019 Pavement Management Program Budget Options Report (PMP)**  
This report is intended to assist the City with identifying street maintenance priorities specific to its current conditions and budget levels. The report evaluates the overall condition of the street network and highlights the impacts of various funding levels on the network pavement condition and deferred maintenance funding shortfalls.
- **2019 Green Stormwater Infrastructure Plan (GSI)**  
As required by the City's Municipal Regional Stormwater Permit (MRP), the purpose of the City's GSI Plan is to demonstrate the City's commitment to maintain a natural storm drainage system augmented with GSI where beneficial and feasible. The GSI Plan guides the identification, prioritization, implementation, tracking, and reporting of green stormwater infrastructure projects within the City.
- **2017 Bicycle and Pedestrian Master Plan (BPMP)**  
As the lead document for bicycle and pedestrian policies, programs and projects in Los Gatos and Monte Sereno, the Bicycle and Pedestrian Master Plan (BPMP) guides the development of a comprehensive community-wide network of bicycle, pedestrian and trail facilities. This Plan supports the implementation of a convenient, safe and accessible system that promotes walking and bicycling, as supported in the General Plan and further reflected in the document's vision.
- **2016 Los Gatos Safe Routes to School – Phase 1 (SRTS)**  
The Los Gatos Safe Routes to School – Phase 1 project was developed and implemented in 2016. The project includes several elements aimed at helping to promote and make bicycling and walking the preferred travel modes to school. Included in this report are recommendations in and around the Daves Avenue Elementary School in Monte Sereno.

### **3. Prioritization Criteria**

The Prioritization program considers five criteria for each road segment weighed on a high, medium and low scale.

#### High

- **Pavement Condition Index (PCI):** PCI is a numerical index between 0 and 100, which is used to indicate the general condition of a pavement section. Street segments with low PCIs (in the poorest condition) rank higher in the matrix. It is more cost effective to complete street improvements and extensive pavement reconstruction/rehabilitation together than as separate projects. Additionally, street improvements will contribute the preservation of the improved pavement condition.

- Zoning: Streets in higher density zoning areas (R-1-8 and R-1-20) rank higher in the matrix. Adequate drainage is of greater importance on higher density streets as they have more impervious surfaces, resulting larger run off volumes. These streets also tend to have higher traffic volumes, contributing to faster deterioration of the roadway, particularly at unimproved edges.

Medium

- Existing Improvements: Those streets with partial or no curb and gutter (c/g) rank higher than streets with existing curb and gutter in the matrix. Improving streets with incomplete curb and gutter provide more benefit than improvements to an existing drainage system.
- Complete Streets Candidate: Streets that are considered complete streets candidates are those that experience through traffic in residential neighborhoods.

Low

- Inclusion in an existing planning documents referenced above

**4. Ranking**

Using the Prioritization Criteria above streets segments were ranked in five tiers (see Attachment 1 for complete rankings). Streets in higher density zoning are ranked above lower density within the same tier. Unranked streets segments may be considered for capital improvement projects if they are adjacent/connecting to a future project or completed in conjunction with adjacent municipalities.

Ranking	Criteria
Tier 1	Low PCI and partial or no curb and gutter (c/g)
Tier 2	Complete street candidates (segments with partial or no c/g ranked higher than those with existing c/g)
Tier 3	Partial or no c/g, mid to high PCI, higher density
Tier 4	Partial c/g, mid to high PCI, lower density
Tier 5	Improved streets included in other planning documents
No Ranking	Roads with shared/joint responsibility (including Winchester Boulevard and Highway 9)
No Ranking	“Rural Streets” (low density, no c/g, does not meet any other criteria)
No Ranking	Already improved roads

**5. Rough Project Estimates**

For the purposes of budget planning, rough project estimates were made by taking a conservative value of previously completed Neighborhood Street Improvement Projects and applying costs per linear foot.

**Attachments**

1. Neighborhood Street Improvement Prioritization – by Street Name
2. Neighborhood Street Improvement Prioritization – by Ranking

Neighborhood Street Improvement Prioritization – by Street Name

Street Name	From	To	Current PCI	Zoning	Sidewalk	Curb and gutter	BPMP	Shared Responsibility	GSI	Complete Street Candidate	SRTS	Ranking	Rough Cost Estimate
ALEXANDER AVENUE	BACHMAN CT	END NORTH	54	R-1-8								3	\$ 110,000
ALMA JO COURT	TWIN CREEK RD	END	47	R-1-44									
ANDREWS STREET	ROSE AVE.	CITY LIMIT	92	R-1-8		I						3	\$ 80,000
AUSTIN WAY	HIGHWAY 9	QUITO RD	38	R-1-44									
BACHMAN AVENUE	CITY LIMIT EAST	END WEST	45	R-1-20								1-1	\$ 390,000
BANCROFT AVENUE	END EAST	RIDGECREST DR.	69	Mix		I						3	\$ 60,000
BANYAN LANE	CHADBOURNE LN	END	61	R-1-44									
BARRY LANE	ROSE AVE.	END	54	R-1-8								3	\$ 190,000
BECK AVE	END WEST	HERNANDEZ LN	78	R-1-44									
BICKNELL ROAD	ELM PARK	QUITO RD.	76	R-1-44			Y	Y		Y			
BLANCHARD DRIVE	WINCHESTER DR.	VINELAND AVE.	92	R-1-20		E							
BRUCE AVENUE	SAN BENITO WAY	POPPY LANE	50	R-1-8						Y		1-1	\$ 430,000
BRUCE AVENUE	POPPY LANE	WEST END	62	R-1-8		E							
BRUCE COURT	BRUCE AVE.	END NORTH	82	R-1-8		E							
CARRIL COURT	DAVES AVE.	END EAST	71	R-1-20		E							
CHADBOURNE LANE	TWINCREEKS RD.	END SOUTH	55	R-1-44						E			
CLARA STREET	NATALYE ST.	LA RINCONADA RD.	50	R-1-8								1-1	\$ 250,000
CONSTITUTION AVENUE	DAVES AVE	END EAST	45	R-1-44									
CREEKSIDE COURT	END WEST	WINCHESTER BLVD.	95	R-1-8		E							
DANIELLE PLACE	BICKNELL RD.	END SOUTH	60	R-1-44		E							
DAVES AVENUE	POPPY LN.	300' W/O EQUESTRIAN WY	68	Mixed	E	I	Y			Y	P	2-1	\$ 870,000
DAVES AVENUE	WINCHESTER BLVD.	POPPY LN.	77	R-1-8	E	E	Y			Y	Y	2-2	\$ 660,000
DAVES AVENUE	300' W/O EQUESTRIAN WY	VIA CABALLERO	79	R-1-44		I	Y				P	4	\$ 580,000
DORADO LANE	DAVES AVE.	END NORTH	92	R-1-20		E							
EATON LANE	KARL AVE	VIA DEL SUR	59	R-1-44		E				Y	P	2-2	\$ 320,000
EATON LANE	VIA DEL SUR	WINCHESTER BLVD	70	Mix		E				E	P	5	\$ 710,000
EL RANCHO AVENUE	WINCHESTER BLVD	END EAST	80	R-1-8		I						3	\$ 410,000
ELM PARK	END SOUTH	BICKNELL RD.	95	R-1-44		E							
ELM PARK COURT	ELM PARK	END EAST	95	R-1-44		E							
EQUESTRIAN WAY	DAVES AVE.	END NORTH	97	R-1-44		E							
FRANCESCA COURT	ANDREWS ST.	END WEST	95	R-1-20		E							
GRANDVIEW AVENUE	SARATOGA RD.	END EAST	66	R-1-44		E							
GREENWOOD ROAD	GREENWOOD LN	END SOUTH	44	R-1-44		E							
GREENWOOD ROAD	SARATOGA RD	GREENWOOD LN	74	R-1-44		E				E			
GREGORY PLACE	VIA LOMITA	END EAST	42	R-1-44		E							
GROSVENOR COURT	END WEST	WINCHESTER BLVD.	92	R-1-8		E							
HERNANDEZ AVENUE	CITY LIMIT SOUTH	BECK AVE	85	R-1-44									
HILLVIEW DRIVE	CITY LIMIT SOUTH	OAK DR.	51	R-1-44				Y					
JANOR COURT	TWINCREEKS RD.	END NORTH	44	R-1-44									
KARL AVENUE	EATON LN.	CITY LIMIT	49	R-1-44		I					P	1-2	\$ 410,000
KARL AVENUE	VINELAND AVE	ROBIN ANNE LANE	82	R-1-44		I				Y	P	2-1	\$ 310,000
KARL AVENUE	ROBIN ANNE LANE	EATON LANE	84	R-1-44		I					P	4	\$ 520,000
KAVIN LANE	DAVES AVE	VINELAND AVE	75	R-1-8		E				Y	P	2-2	\$ 580,000

Neighborhood Street Improvement Prioritization – by Street Name

Street Name	From	To	Current PCI	Zoning	Sidewalk	Curb and gutter	BPMP	Shared Responsibility	GSI	Complete Street Candidate	SRTS	Ranking	Rough Cost Estimate
KIRKORIAN WAY	DAVES AVE.	END NORTH	59	R-1-44		E							
LA RINCONADA DRIVE	WINCHESTER BLVD.	CLARA ST.	44	R-1-8		I		Y		Y			
LANCASTER ROAD	200' N/O 10 MPH ADVISORY	CITY LIMIT NORTH	56	R-1-44									
MAYS AV	ANDREWS AVE.	END NORTH	52	R-1-8		I				Y		2-1	\$ 270,000
MICHAEL LANE	DAVES AVE.	END SOUTH	53	R-1-8		E							
NATALYE ROAD	ZENA AVE.	LA RINCONADA DR.	36	R-1-8								1-1	\$ 270,000
OAK DRIVE	QUITO RD.	END EAST	61	R-1-44				Y					
OAK KNOLL DRIVE	DAVES AVE.	END SOUTH	60	R-1-40		E							
OAKHURST DRIVE	END SOUTH	RIDGECREST DR	95	Mix								3	\$ 370,000
PALOS VERDES DRIVE	DAVES AVE.	VINELAND AVE.	97	R-1-20		E				Y		2-2	\$ 560,000
PARKSIDE COURT	END WEST	WINCHESTER BLVD.	95	R-1-8		E							
PINE CONE COURT	VINELAND AVE.	END NORTH	82	R-1-8		E							
PLEASANT VIEW AVENUE	WINCHESTER BLVD.	END EAST	73	R-1-8		E							
POPPY LANE	DAVES AVE.	END SOUTH	92	R-1-8	I	E	P				Y	5	\$ 580,000
QUITO ROAD	CITY LIMITS	CITY LIMITS NORTH	49	R-1-44			Y	Y					
RIDGECREST AVENUE	HILLVALE AVE.	SARATOGA L.G. RD.	58	R-1-44		I		Y		Y			
RIDGECREST AVENUE	BECK AVE.	OAKHURST DR.	66	R-1-44		I		Y		Y			
RIDGECREST AVENUE	OAKHURST DR.	HILLVALE	73	R-1-44		I		Y		Y			
ROBIN ANNE LANE	ROBIN ANNE LN	KARL AVE	58	R-1-44		I						4	\$ 200,000
ROSE AV	SARATOGA RD.	CITY LIMIT	91	R-1-8		I						3	\$ 450,000
ROSE COURT	ROSE AVE.	END NORTH	83	R-1-8		I						3	\$ 230,000
SAN BENITO WAY	BRUCE AVE.	VISTA AVE.	35	R-1-8				Y					
SAN BENITO WAY	VISTA AVE.	END	76	R-1-8				Y					
SEEBREE LANE	CONSTITUTION AVE	END	32	R-1-44									
SERENA VISTA COURT	END SOUTH	SARATOGA LOS GATOS RD.	95	R-1-20		E							
STRATFORD COURT	END SOUTH	END NORTH	64	R-1-44		E							
TAMSON COURT	TWINCREEKS RD.	END SOUTH	64	R-1-44									
TWIN CREEKS ROAD	AQUINAS CRK BRIDGE	TAMSON CT	50	R-1-44						Y		1-2	\$ 720,000
TWIN CREEKS ROAD	TAMSON CT	VIA CABALLERO	55	R-1-44						Y		1-2	\$ 550,000
VALLEY OAKS DRIVE	WINCHESTER	END WEST	51	R-1-8		E							
VIA CABALLERO	TWIN CREEKS RD.	DAVES AVE	74	R-1-44		I				Y		2-1	\$ 440,000
VIA DEL SUR	END SOUTH	EATON LN	92	R-1-44		E							
VIA ENCANTADA	VIA CABRILLO	END EAST	67	R-1-44		I						4	\$ 320,000
VIA LOMITA	BICKNELL RD.	END SOUTH	95	R-1-44		E							
VIA PALOMINO	VINELAND AVE	END NORTH	74	R-1-44		I				Y		2-1	\$ 720,000
VIA PINTO	VIA PALOMINO	END NORTH	91	R-1-44									
VIA SERENO	WINCHESTER BLVD.	END WEST	55	R-1-8		I						3	\$ 210,000
VIA VAQUERO	DAVES AVE.	END NORTH	97	R-1-44		E							
VIEWFIELD ROAD	SARATOGA RD	2ND BEND ON ROAD	51	Mix		I						1-1	\$ 470,000
VIEWFIELD ROAD	2ND BEWND ON ROAD	NORTH END	88	R-1-44		I						4	\$ 340,000
VINELAND AVENUE	KARL AVE.	WINCHESTER AVE	77	Mix		I			Y	Y		2-1	\$ 890,000
VINELAND AVENUE	VIA PALAMINO	KARL AVE	63	Mix						Y	P	2-1	\$ 530,000
VINELAND COURT	END SOUTH	VINELAND AVE	82	R-1-8		E							

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Street Name	From	To	Current PCI	Zoning	Sidewalk	Curb and gutter	BPMP	Shared Responsibility	GSI	Complete Street Candidate	SRTS	Ranking	Rough Cost Estimate
VISTA AVENUE	SAN BENITO WAY	POPPY LANE	40	R-1-8						Y		1-1	\$ 380,000
WEST ELLENWOOD AVENUE	ELLENWOOD AVE	END NORTH	45	Mix								1-1	\$ 170,000
WINCHESTER BOULEVARD	PLEASANT VIEW	VINELAND AVE	65	Mix	E	E	Y	Y	Y	Y	Y		
WITHEY ROAD	BECK AVE.	END WEST	70	R-1-44									
ZENA AVENUE	END WEST	LA RINCONADA DR.	38	R-1-8								1-1	\$ 700,000

Neighborhood Street Improvement Prioritization – by Ranking

Street Name	From	To	Current PCI	Zoning	Sidewalk	Curb and gutter	BPMP	Shared Responsibility	GSI	Complete Street Candidate	SRTS	Ranking	Rough Cost Estimate
BACHMAN AVENUE	CITY LIMIT EAST	END WEST	45	R-1-20								1-1	\$ 390,000
BRUCE AVENUE	SAN BENITO WAY	POPPY LANE	50	R-1-8						Y		1-1	\$ 430,000
CLARA STREET	NATALYE ST.	LA RINCONADA RD.	50	R-1-8								1-1	\$ 250,000
NATALYE ROAD	ZENA AVE.	LA RINCONADA DR.	36	R-1-8								1-1	\$ 270,000
VIEWFIELD ROAD	SARATOGA RD	2ND BEND ON ROAD	51	Mix		I						1-1	\$ 470,000
VISTA AVENUE	SAN BENITO WAY	POPPY LANE	40	R-1-8						Y		1-1	\$ 380,000
WEST ELLENWOOD AVENUE	ELLENWOOD AVE	END NORTH	45	Mix								1-1	\$ 170,000
ZENA AVENUE	END WEST	LA RINCONADA DR.	38	R-1-8								1-1	\$ 700,000
KARL AVENUE	EATON LN.	CITY LIMIT	49	R-1-44		I					P	1-2	\$ 410,000
TWIN CREEKS ROAD	AQUINAS CRK BRIDGE	TAMSON CT	50	R-1-44						Y		1-2	\$ 720,000
TWIN CREEKS ROAD	TAMSON CT	VIA CABALLERO	55	R-1-44						Y		1-2	\$ 550,000
DAVES AVENUE	POPPY LN.	300' W/O EQUESTRIAN WY	68	Mixed	E	I	Y			Y	P	2-1	\$ 870,000
KARL AVENUE	VINELAND AVE	ROBIN ANNE LANE	82	R-1-44		I				Y	P	2-1	\$ 310,000
MAYS AV	ANDREWS AVE.	END NORTH	52	R-1-8		I				Y		2-1	\$ 270,000
VIA CABALLERO	TWIN CREEKS RD.	DAVES AVE	74	R-1-44		I				Y		2-1	\$ 440,000
VIA PALOMINO	VINELAND AVE	END NORTH	74	R-1-44		I				Y		2-1	\$ 720,000
VINELAND AVENUE	KARL AVE.	WINCHESTER AVE	77	Mix		I			Y	Y		2-1	\$ 890,000
VINELAND AVENUE	VIA PALAMINO	KARL AVE	63	Mix						Y	P	2-1	\$ 530,000
DAVES AVENUE	WINCHESTER BLVD.	POPPY LN.	77	R-1-8	E	E	Y			Y	Y	2-2	\$ 660,000
EATON LANE	KARL AVE	VIA DEL SUR	59	R-1-44		E				Y	P	2-2	\$ 320,000
KAVIN LANE	DAVES AVE	VINELAND AVE	75	R-1-8		E				Y	P	2-2	\$ 580,000
PALOS VERDES DRIVE	DAVES AVE.	VINELAND AVE.	97	R-1-20		E				Y		2-2	\$ 560,000
ALEXANDER AVENUE	BACHMAN CT	END NORTH	54	R-1-8								3	\$ 110,000
ANDREWS STREET	ROSE AVE.	CITY LIMIT	92	R-1-8		I						3	\$ 80,000
BANCROFT AVENUE	END EAST	RIDGECREST DR.	69	Mix		I						3	\$ 60,000
BARRY LANE	ROSE AVE.	END	54	R-1-8								3	\$ 190,000
EL RANCHO AVENUE	WINCHESTER BLVD	END EAST	80	R-1-8		I						3	\$ 410,000
OAKHURST DRIVE	END SOUTH	RIDGECREST DR	95	Mix								3	\$ 370,000
ROSE AV	SARATOGA RD.	CITY LIMIT	91	R-1-8		I						3	\$ 450,000
ROSE COURT	ROSE AVE.	END NORTH	83	R-1-8		I						3	\$ 230,000
VIA SERENO	WINCHESTER BLVD.	END WEST	55	R-1-8		I						3	\$ 210,000
DAVES AVENUE	300' W/O EQUESTRIAN WY	VIA CABALLERO	79	R-1-44		I	Y				P	4	\$ 580,000
KARL AVENUE	ROBIN ANNE LANE	EATON LANE	84	R-1-44		I					P	4	\$ 520,000
ROBIN ANNE LANE	ROBIN ANNE LN	KARL AVE	58	R-1-44		I						4	\$ 200,000
VIA ENCANTADA	VIA CABRILLO	END EAST	67	R-1-44		I						4	\$ 320,000
VIEWFIELD ROAD	2ND BEWND ON ROAD	NORTH END	88	R-1-44		I						4	\$ 340,000
EATON LANE	VIA DEL SUR	WINCHESTER BLVD	70	Mix		E				E	P	5	\$ 710,000
POPPY LANE	DAVES AVE.	END SOUTH	92	R-1-8	I	E	P				Y	5	\$ 580,000
ALMA JO COURT	TWIN CREEK RD	END	47	R-1-44									
AUSTIN WAY	HIGHWAY 9	QUITO RD	38	R-1-44									
BANYAN LANE	CHADBOURNE LN	END	61	R-1-44									
BECK AVE	END WEST	HERNANDEZ LN	78	R-1-44									
BICKNELL ROAD	ELM PARK	QUITO RD.	76	R-1-44			Y	Y		Y			

Neighborhood Street Improvement Prioritization – by Ranking

Street Name	From	To	Current PCI	Zoning	Sidewalk	Curb and gutter	BPMP	Shared Responsibility	GSI	Complete Street Candidate	SRTS	Ranking	Rough Cost Estimate
BLANCHARD DRIVE	WINCHESTER DR.	VINELAND AVE.	92	R-1-20		E							
BRUCE AVENUE	POPPY LANE	WEST END	62	R-1-8		E							
BRUCE COURT	BRUCE AVE.	END NORTH	82	R-1-8		E							
CARRIL COURT	DAVES AVE.	END EAST	71	R-1-20		E							
CHADBOURNE LANE	TWINCREEKS RD.	END SOUTH	55	R-1-44						E			
CONSTITUTION AVENUE	DAVES AVE	END EAST	45	R-1-44									
CREEKSIDE COURT	END WEST	WINCHESTER BLVD.	95	R-1-8		E							
DANIELLE PLACE	BICKNELL RD.	END SOUTH	60	R-1-44		E							
DORADO LANE	DAVES AVE.	END NORTH	92	R-1-20		E							
ELM PARK	END SOUTH	BICKNELL RD.	95	R-1-44		E							
ELM PARK COURT	ELM PARK	END EAST	95	R-1-44		E							
EQUESTRIAN WAY	DAVES AVE.	END NORTH	97	R-1-44		E							
FRANCESCA COURT	ANDREWS ST.	END WEST	95	R-1-20		E							
GRANDVIEW AVENUE	SARATOGA RD.	END EAST	66	R-1-44		E							
GREENWOOD ROAD	GREENWOOD LN	END SOUTH	44	R-1-44		E							
GREENWOOD ROAD	SARATOGA RD	GREENWOOD LN	74	R-1-44		E				E			
GREGORY PLACE	VIA LOMITA	END EAST	42	R-1-44		E							
GROSVENOR COURT	END WEST	WINCHESTER BLVD.	92	R-1-8		E							
HERNANDEZ AVENUE	CITY LIMIT SOUTH	BECK AVE	85	R-1-44									
HILLVIEW DRIVE	CITY LIMIT SOUTH	OAK DR.	51	R-1-44				Y					
JANOR COURT	TWINCREEKS RD.	END NORTH	44	R-1-44									
KIRKORIAN WAY	DAVES AVE.	END NORTH	59	R-1-44		E							
LA RINCONADA DRIVE	WINCHESTER BLVD.	CLARA ST.	44	R-1-8		I		Y		Y			
LANCASTER ROAD	200' N/O 10 MPH ADVISORY	CITY LIMIT NORTH	56	R-1-44									
MICHAEL LANE	DAVES AVE.	END SOUTH	53	R-1-8		E							
OAK DRIVE	QUITO RD.	END EAST	61	R-1-44				Y					
OAK KNOLL DRIVE	DAVES AVE.	END SOUTH	60	R-1-40		E							
PARKSIDE COURT	END WEST	WINCHESTER BLVD.	95	R-1-8		E							
PINE CONE COURT	VINELAND AVE.	END NORTH	82	R-1-8		E							
PLEASANT VIEW AVENUE	WINCHESTER BLVD.	END EAST	73	R-1-8		E							
QUITO ROAD	CITY LIMITS	CITY LIMITS NORTH	49	R-1-44			Y	Y					
RIDGECREST AVENUE	HILLVALE AVE.	SARATOGA L.G. RD.	58	R-1-44		I		Y		Y			
RIDGECREST AVENUE	BECK AVE.	OAKHURST DR.	66	R-1-44		I		Y		Y			
RIDGECREST AVENUE	OAKHURST DR.	HILLVALE	73	R-1-44		I		Y		Y			
SAN BENITO WAY	BRUCE AVE.	VISTA AVE.	35	R-1-8				Y					
SAN BENITO WAY	VISTA AVE.	END	76	R-1-8				Y					
SEEBREE LANE	CONSTITUTION AVE	END	32	R-1-44									
SERENA VISTA COURT	END SOUTH	SARATOGA LOS GATOS RD.	95	R-1-20		E							
STRATFORD COURT	END SOUTH	END NORTH	64	R-1-44		E							
TAMSON COURT	TWINCREEKS RD.	END SOUTH	64	R-1-44									
VALLEY OAKS DRIVE	WINCHESTER	END WEST	51	R-1-8		E							
VIA DEL SUR	END SOUTH	EATON LN	92	R-1-44		E							
VIA LOMITA	BICKNELL RD.	END SOUTH	95	R-1-44		E							

Neighborhood Street Improvement Prioritization – by Ranking

Street Name	From	To	Current PCI	Zoning	Sidewalk	Curb and gutter	BPMP	Shared Responsibility	GSI	Complete Street Candidate	SRTS	Ranking	Rough Cost Estimate
VIA PINTO	VIA PALOMINO	END NORTH	91	R-1-44									
VIA VAQUERO	DAVES AVE.	END NORTH	97	R-1-44		E							
VINELAND COURT	END SOUTH	VINELAND AVE	82	R-1-8		E							
WINCHESTER BOULEVARD	PLEASANT VIEW	VINELAND AVE	65	Mix	E	E	Y	Y	Y	Y	Y		
WITHEY ROAD	BECK AVE.	END WEST	70	R-1-44									