

DATE: June 4, 2024

TO: Council Transportation Committee

FROM: Priyoti Ahmed, Transportation Planner
Ria Hutabarat Lo, Transportation Manager

VIA: Edward Arango, Acting Public Works Director

SUBJECT: Vision Zero Action Plan and Local Road Safety Plan

RECOMMENDATION

Review and recommend the City Council adopt the Integrated Vision Zero Action Plan/Local Road Safety Plan Draft Report.

BACKGROUND

On [December 10, 2019](#), Council adopted a Vision Zero Policy, which established a goal of reaching zero fatal traffic collisions by 2030. Council also received information on existing, recent, and proposed actions covering the Vision Zero 7Es: Engineering, Education, Encouragement, Engagement, Emergency Response, Evaluation, and Enforcement. One of the initial actions identified was to develop a Vision Zero Action Plan (VZAP) to identify priority projects, programs, strategies, and actions that encompass all 7Es.

In 2020, the City contracted with Nelson\Nygaard Consulting Associates, Inc., to prepare an integrated VZAP and Local Road Safety Plan (LRSP). VZAPs typically use a multi-pronged hotspot approach to transportation safety by addressing key crash factors and improving conditions along High-Injury Network corridors (shown in Figure 1) using the 7Es. By comparison, LRSPs use a systemic infrastructure approach to transportation safety by identifying locations with similar characteristics to those of where fatal or severe injury collisions occurred and treating these locations with engineering countermeasures. Building on these two approaches, this integrated plan aims to:

1. Identify priority segments and intersections based on systemic crash analysis and prioritization criteria;

2. Develop eight emphasis areas to achieve Vision Zero; and
3. Recommend multi-pronged actions.

Throughout the plan process, the project team provided input and received feedback from the Vision Zero Working Group, Bicycle/Pedestrian Advisory Committee (BPAC), Council Transportation Committee (CTC), and the broader Mountain View community.

Vision Zero Working Group

As part of the initial Vision Zero policy adoption, a Vision Zero Working Group (VZWG) was established to review and provide feedback on Vision Zero-related projects. This working group includes staff from multiple departments, including Public Works, Community Development, Police, Fire, City Manager's Office, Community Services, and Library. Over the course of plan development, the VZWG met five times to review and provide feedback on crash analysis, emphasis areas, proven countermeasures, prioritization criteria, scored segments and intersections, infrastructure projects, and noninfrastructure program recommendations.

Community Meetings

While the VZAP/LRSP approach is largely a data-driven process based on Caltrans LRSP direction and Federal Highway Administration (FHWA) Proven Safety Countermeasures, staff held two community engagement events for the public to provide feedback. The first community meeting was held virtually on March 22, 2022, with 100 participants. Community members reviewed crash analysis findings, expressed their personal experience on recent crashes, and provided feedback on prioritization criteria and proven safety countermeasures. The second community meeting was an in-person open house on March 27, 2023 with 20 participants. Community members reviewed and provided feedback on scored segments and intersections, infrastructure projects, and potential noninfrastructure program recommendations. Outreach for both events included postings on social media platforms, email blasts, and Citywide yard signs.

Bicycle/Pedestrian Advisory Committee and Council Transportation Committee

The BPAC reviewed and provided feedback on key deliverables, including systemic collision analysis, a safety countermeasures toolbox, prioritization criteria, scored locations, and draft recommendations at their meetings on [January 27, 2021](#), [March 30, 2022](#), [August 22, 2022](#), and [February 22, 2023](#).

On [March 27, 2024](#), BPAC reviewed the draft VZAP/LRSP final report and supported the draft recommendations. BPAC also suggested that staff add a recommendation related to implementing "No Right Turn on Red" prohibitions at certain locations in the City and provided feedback on the importance of reporting traffic collisions involving pedestrians and bicyclists

even if there are no apparent injuries. Additionally, BPAC members requested ongoing tracking and progress updates regarding implementation of VZAP/LRSP recommendations.

In addition to BPAC review, the CTC also reviewed and provided feedback on the VZAP/LRSP prioritization framework and draft infrastructure recommendations on [May 3, 2022](#).

ANALYSIS

The VZAP/LRSP Draft Report compiles the analysis, findings, and recommendations developed through the integrated process. These findings are outlined below.

Systemic Safety Analysis and Safety Corridors

Based on the Caltrans LRSP methodology, a systemic safety analysis identifies risk factors associated with crashes to guide Citywide investments in countermeasures that could prevent crashes in similar locations. In Mountain View, the systemic analysis was conducted from 2014 to 2019.

The systemic safety analysis also identified the City's High-Injury Network (HIN), which is largely equivalent to Safety Corridors, as described in Assembly Bill 43 (AB 43) and the California Vehicle Code (CVC). Based on the CVC,¹ a Safety Corridor is defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur. In Mountain View, the City's Safety Corridors include the following:

1. Rengstorff Avenue from El Camino Real to Garcia Avenue/Charleston Road;
2. Shoreline Boulevard from El Camino Real to North Road;
3. California Street from San Antonio Road to Hope Street;
4. Ellis Street from Middlefield Road to Manila Avenue;
5. El Monte Avenue from Springer Road to El Camino Real;
6. San Antonio Road from El Camino Real to Central Expressway;

¹ California Vehicle Code (CVC) [Section 22358.7\(a\)\(1\)](#) instructs Caltrans to define safety corridors in the revised California Manual on Uniform Traffic Control Devices ([CA-MUTCD](#)) based on considerations regarding the number of serious injuries and fatalities.

7. Middlefield Road from western City limit (400' east of San Antonio Road) to Central Expressway; and
8. Old Middlefield Way from Middlefield Road to U.S. 101.

The City's Safety Corridors represent approximately 7% of the overall roadway network, well within the 20% limit established by CVC. Furthermore, this percentage is consistent with surrounding jurisdictions such as Palo Alto and Sunnyvale.

In addition to the above Safety Corridors, El Camino Real and Central Expressway are also listed in the City's High-Injury Network but do not meet Safety Corridor criteria due to being outside of the City's authority. El Camino Real is under the authority of Caltrans, and Central Expressway is under the authority of the County of Santa Clara.

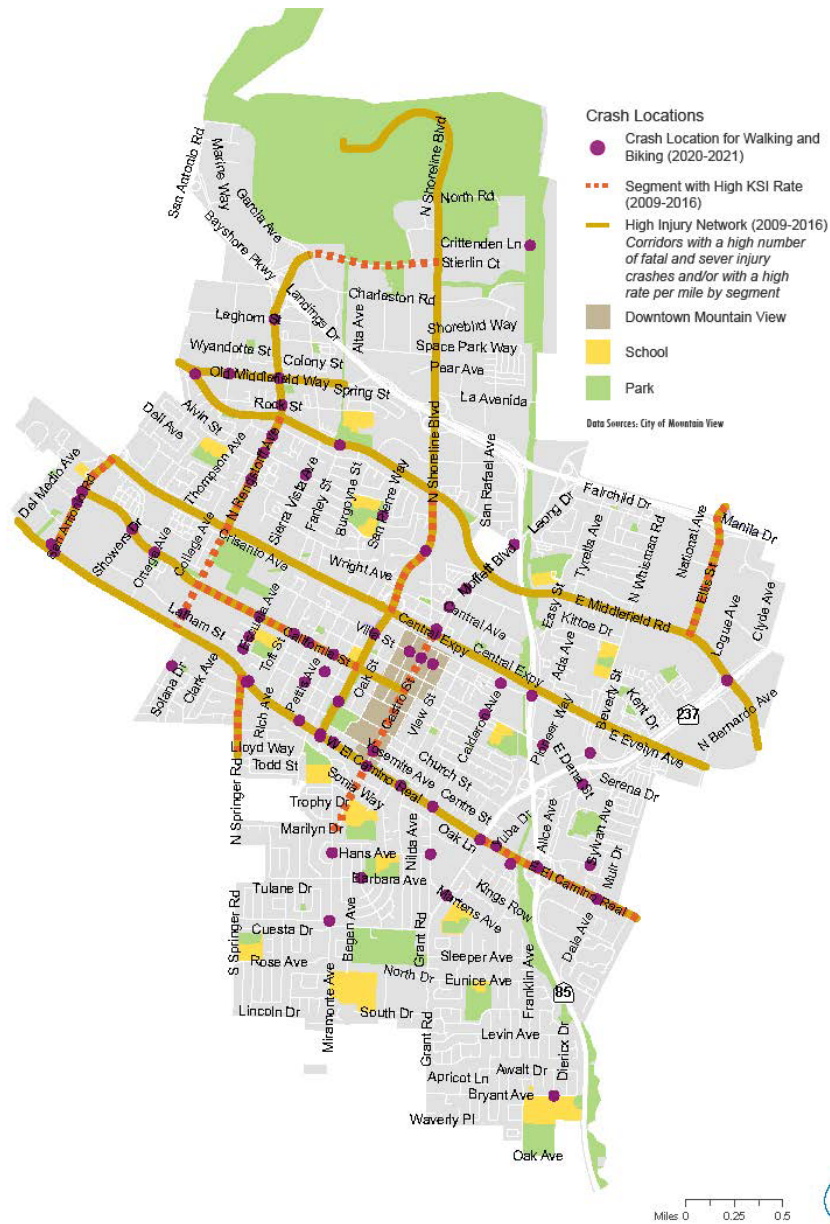


Figure 1: Crash Locations and the High-Injury Network in Mountain View, 2014 to 2019

Findings

Initial findings from the VZAP/LRSP regarding the HIN and crash contributing factors have been used to inform educational materials developed under the Safe Routes to School program, expand the City’s crossing guard program, prioritize infrastructure improvements along the HIN,

and seek grant funding for priority projects. Current or recently completed City projects along the High Injury Network are listed in Table 1 below:

Table 1: Current or Recent City Projects Along the High Injury Network

Project from City’s Capital Improvement Program (CIP)	Capital Project Description
CIP 20-61 and 22-29, El Camino Real Pedestrian and Bicycle Improvements	High-Visibility Crossings, Pedestrian Hybrid Beacons, Protected Bikeways on El Camino Real.
CIP 17-41, Stierlin Road Bicycle and Pedestrian improvements	Protected Intersection at Shoreline Boulevard/Montecito Avenue, Protected Bikeways on Shoreline Boulevard from Montecito Avenue to Middlefield Road.
CIP 21-40, California Street Complete Street Improvement Pilot	Pilot Road Diet, High-Visibility Crossings, Midblock Crossings, Parking Protected Bikeways, and Protected Intersections.
CIP 21-37, Active Transportation Improvements	Shoreline Boulevard Pathway from Wright Avenue to Villa Street.
CIPs 19-61 and 21-38, El Monte Corridor Improvements	Road Diet, High-Visibility Crossings, Buffered Bike Lanes, Green Street Elements, Slip Lane Removal, Protected Intersections (where feasible).
CIP 24-28, Street Reconstruction (Middlefield Road)	High-Visibility Crossings, Protected Bikeways, and Protected Intersections on Middlefield Road from Moffett Boulevard to Bernardo Avenue.
CIP 21-39, Grant Road and Sleeper Avenue Intersection Improvements	Pedestrian Hybrid Beacon at Grant Road/Sleeper Avenue.
CIP 16-27, Shoreline Boulevard and Villa Street Intersection Improvements	High-Visibility Crossings and Slip Lane Removal (completed).

Project from City’s Capital Improvement Program (CIP)	Capital Project Description
CIP 20-01, Street Resurfacing (Miramonte Avenue)	Intersection Improvements with Rectangular Rapid Flashing Beacon, Bulbouts, and High-Visibility Crosswalks at Hans Avenue; Road Diet and Buffered Bike Lanes from Cuesta Drive to Castro Street; Two-Way Protected Bikeway (east side) from Hans Avenue to Castro Street; Sidewalk Gap Closure from Starr Way to Barbara Avenue.
CIP 16-59, Charleston Road Improvements	Protected Bikeways, Protected Intersections, Sidewalks, Dedicated Transit Lanes from Shoreline Boulevard to Huff Avenue.
CIP xx-15 and xx-16, Annual Traffic Infrastructure Maintenance/Neighborhood Traffic Management Program	High-Visibility Crosswalks on Latham Street (complete); Buffered Bike Lanes on Cuesta Drive from Springer Road to Miramonte Avenue (complete); LED Enhanced Crosswalk at Middlefield Road and Independence Avenue (complete); Eight-Phase Signal at Shoreline Boulevard and Latham Street.
Development-Related Improvements	Protected Bikeways on Amphitheatre Parkway; Protected Intersections at Amphitheatre Parkway and Shoreline Boulevard; Signal Upgrade at San Antonio Road and Fayette Drive (complete).

Infrastructure Recommendations

The VZAP/LRSP Draft Plan includes recommendations for infrastructure projects and noninfrastructure programs based on technical analysis and input from the VZWG, community meetings, and BPAC.

Caltrans guidance for LRSPs requires recommendations for specific infrastructure improvements at prioritized street corridors and intersections. Staff has included BPAC suggestion of including “No Turn on Red” countermeasure as part of El Camino Real and Grant Road intersection recommendation. Recommended corridor projects are listed in Tables 2 and Figure 2, and recommended intersections projects are listed in Table 3 and Figure 3. Each recommendation is subject to further engineering feasibility analysis.

Table 2: Recommended Corridor Projects and Description

ID	Corridor	Segment/ Location	Recommended Improvements Beyond Fiscal Year 2023-24²
S-1	Rengstorff Avenue	El Camino Real—Middlefield Road	Green Complete Streets
S-2	Shoreline Boulevard	El Camino Real—Middlefield Road	Protected Bikeways from El Camino Real to Montecito Avenue
S-3	California Street	Showers Drive—Shoreline Boulevard	Permanent Complete Streets Installation (26-xx)
S-4	El Monte Avenue	City Limits to El Camino Real	El Monte Corridor Improvements (21-38 pending additional funding)
S-5	Ellis Street	Full Extent	Protected Bikeways
S-6	San Antonio Road	Full Extent (in Mountain View)	Complete Streets Overpass (by Caltrain with County of Santa Clara and City of Palo Alto)
S-7	East Middlefield Road	East of State Route 85	Midblock Crossing at LRT and Sidewalk over State Route 85 and Stevens Creek Trail
S-8	Latham Street	West of Shoreline Boulevard	Sharrows, Curb Extensions or Splitters, Advance Stop Bar, High-Visibility Crosswalks, Bike Boulevard Signs and Markings and Speed Humps West of Escuela Avenue (16-38, Pages 26-27, 33-35)
S-9	Grant Road	City Limits—El Camino Real	High-Visibility Crosswalks, New Bikeways, Martens Avenue to El Camino Real
S-10	Central Expressway	Shoreline Boulevard—Bernardo Avenue	High-Visibility Crosswalks, Protected Bikeways (by County of Santa Clara)
S-11	Old Middlefield Way	Full Extent	High-Visibility Crossings, Protected Bikeways

² Capital Improvement Program (CIP) references are based on the Council-adopted Fiscal Year 2023-24 Budget as outlined in the [June 13, 2023](#) City Council meeting, Item 6.2, Attachment 1.

ID	Corridor	Segment/ Location	Recommended Improvements Beyond Fiscal Year 2023-24²
S-12	East Evelyn Avenue	Full Extent	Bikeways (CIP 25-xx and 27-xx)
S-13	Amphitheatre Parkway	Full Extent	Protected Bikeways
S-14	North Whisman Road	Central Expressway— Fairchild Drive	Complete Streets
S-15	Miramonte Avenue	El Camino Real—City Limit	Complete Streets Upgrades Castro to El Camino Real (23-31) and City Limits to Cuesta Drive
S-16	Sierra Vista Avenue	Full Extent: Silverwood Avenue—Rengstorff Avenue	Bike Boulevard Treatments
S-17	Cuesta Drive	Miramonte Avenue—Grant Road	Potential Road Diet (where feasible), High-Visibility Crossings, Protected Bikeways from Miramonte Avenue to Grant Road
S-18	East Dana Street	Calderon Avenue— Moorpark Way	Speed reduction, Potential Road Diet, Curb radii reduction, High-Visibility Crossing, Slip Lane Removal, Protected Bikeways over State Route 85
S-19	Garcia Avenue	Bayshore Boulevard— Amphitheatre Parkway	Protected Bikeways

Figure 2: Recommended Corridor Projects

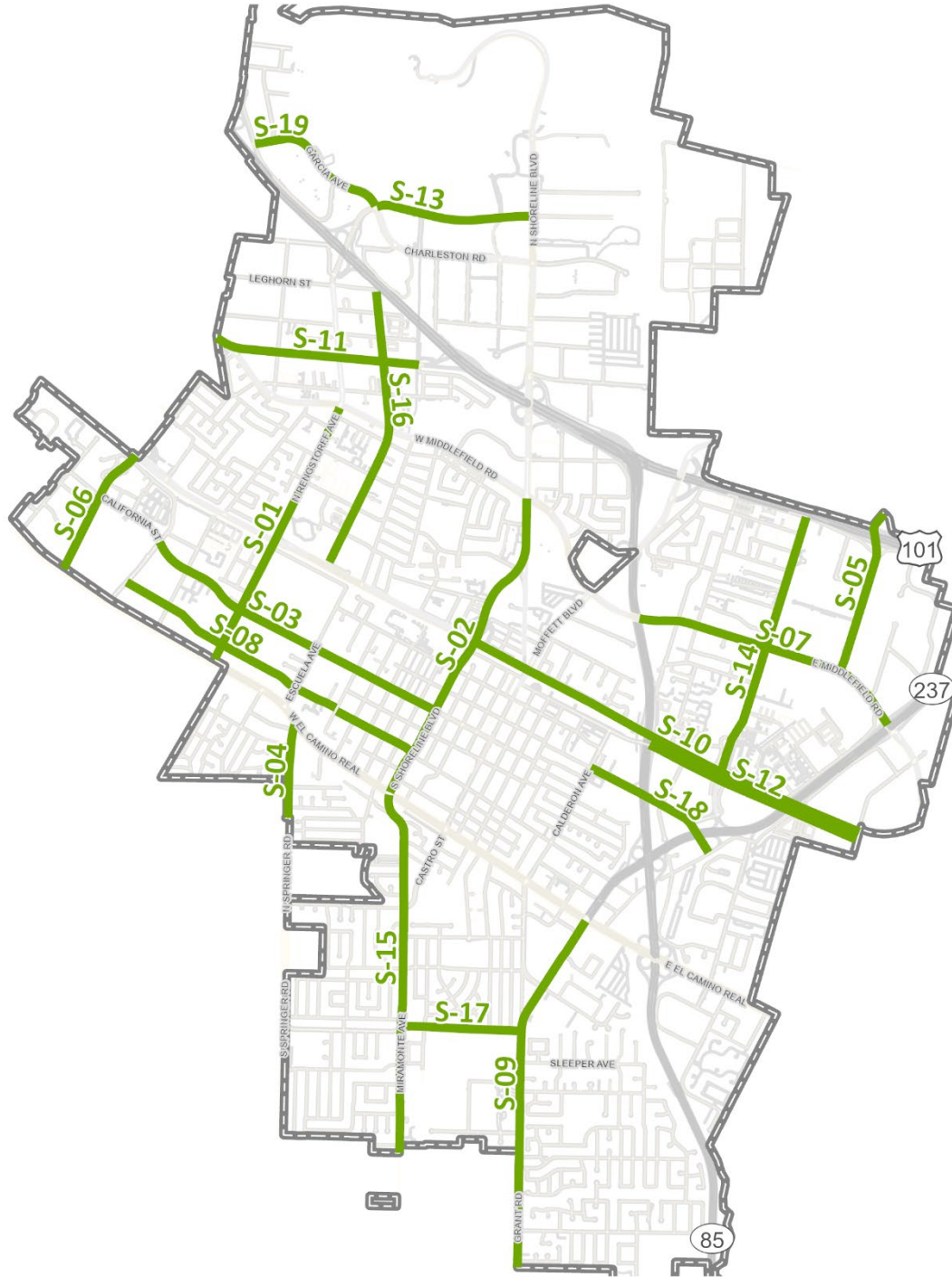


Table 3: Recommended Intersection Projects and Description

ID	Corridor	Segment/Location	Recommended Improvements Beyond Fiscal Year 2023-24³
I-1	El Camino Real	Castro Street	Protected Intersection (CIP 25-xx)
I-2-3	El Camino Real	Escuela Avenue, El Monte Avenue	Protected Intersections (CIP 22-29)
I-4-6	El Camino Real	Shoreline Boulevard, Calderon Avenue, Sylvan Road	Protected Intersections (27-xx)
I-7	Middlefield Road	Independence Avenue	Median Crossing Island, Rectangular Rapid Flashing Beacon, Pedestrian Hybrid Beacon and Improved Intersection Lighting
I-8	Charleston Road	Amphitheatre Parkway	High-Visibility Crossing, Protected Intersection
I-9	Ortega Avenue	Latham Street	Diverter, Curb Extension, High Visibility Crosswalk, Traffic Calming with Traffic Circle
I-10	Moffett Boulevard	State Route 85	Protected Bikeways (24-03)
I-11	Rengstorff Avenue	Old Middlefield Way	High-Visibility Crossing
I-12	California Street	Pacchetti Way	Pedestrian Signal Modification, High-Visibility Crosswalk, Median Crossing, Curb Radius Reduction, Bike Signal Phasing, Bike Treatment at Intersection
I-13	Whisman Road	Middlefield Road	High-Visibility Crossing, Protected Intersection
I-14	Whisman Road	Flynn Avenue	High-Visibility Crossing
I-15	Shoreline Boulevard	Amphitheatre Parkway	Curb ramp and hydrant relocation

³ CIP References are based on the Fiscal Year 2023-24 Budget as outlined in the [June 13, 2023](#) City Council Item 6.2, Attachment 1.

ID	Corridor	Segment/Location	Recommended Improvements Beyond Fiscal Year 2023-24³
I-16	East El Camino Real	Grant Road	High-Visibility Crosswalk, Reduced Curb Radius, Curb Extensions, Green-Colored Dashed Bike Lanes, Pedestrian Signal Heads, Adjusted Signal Timing, Pedestrian Refuge Islands, Bike Box, Right-Turn-On-Red Restrictions
I-17	Sierra Vista Avenue	Hackett Avenue	High-Visibility Crossing, Bidirectional Ramp, Traffic Circle
I-18	Shoreline Boulevard	Mountain Shadows Drive	Pedestrian Hybrid Beacon
I-19	Rengstorff Avenue	San Ramon Avenue	Pedestrian Hybrid Beacon or Other Improvement
I-20	Charleston Road	Independence Avenue	Pedestrian Refuge Islands and High Visibility Crossing
I-21	Bryant Avenue	Shady Spring Lane	High Visibility Crossing
I-22	Rengstorff Avenue	Plymouth Street	Pedestrian Hybrid Beacon or Other Improvement
I-23	Evelyn Avenue	Bernardo Avenue	High-Visibility Crossing
I-24	Madison Drive	Van Buren Circle	Curb Extension

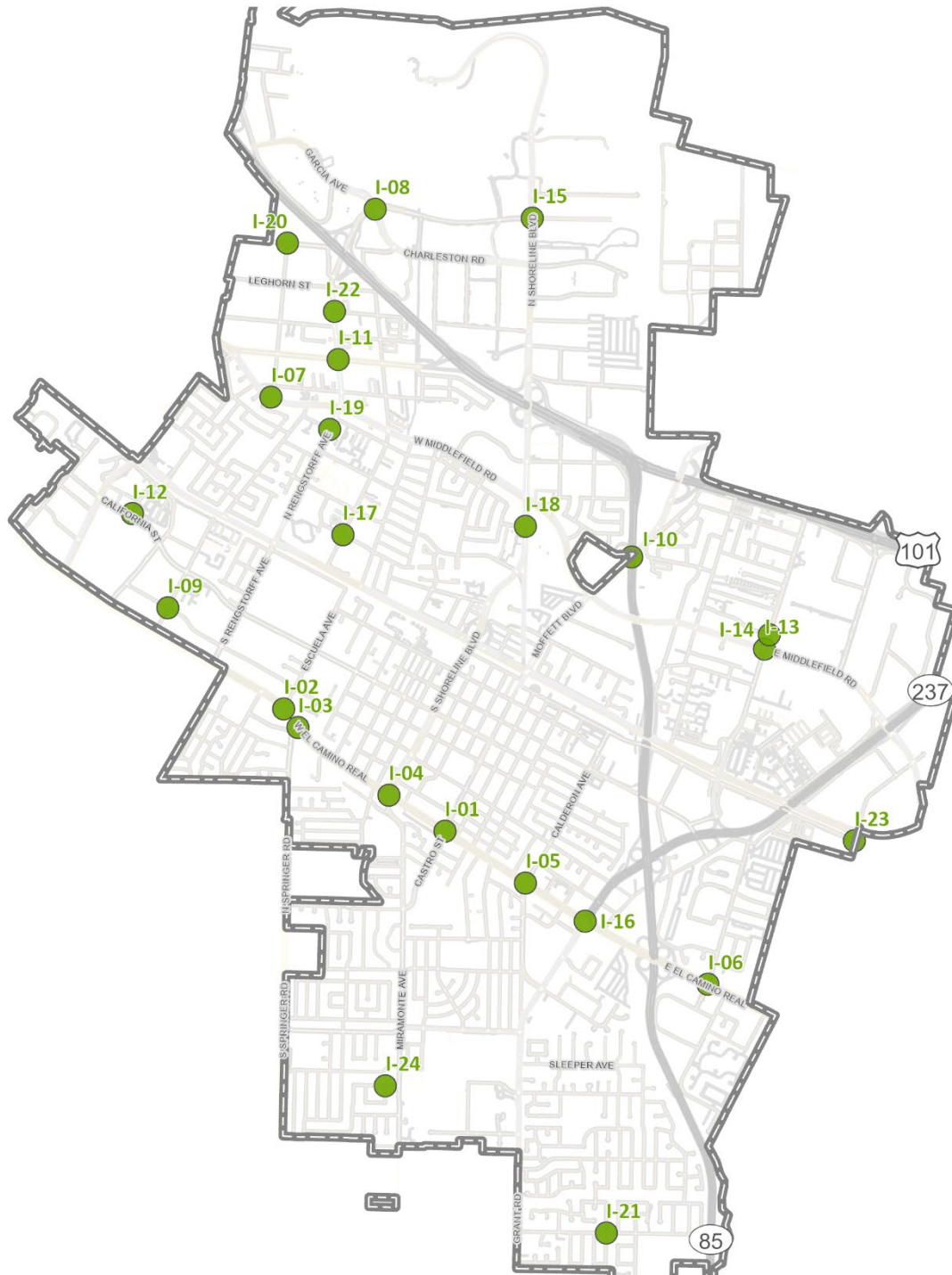


Figure 3: Recommended Intersection Projects

Noninfrastructure Recommendations

The noninfrastructure recommendations listed in Table 4 focus on policy and programming to improve road safety for all road users. Actions include:

- Safe Routes to School training and encouragement;
- Public messaging on speeding;
- Enforcement efforts focused on behaviors associated with fatal or severe injury crashes; and
- Policy and organizational efforts to support the City’s 2019 Vision Zero Policy goals.

The noninfrastructure recommendations were developed using the eight VZAP/LRSP emphasis areas and cover the following “Es”: Education, Encouragement, Engagement, Enforcement, Emergency Response, and Evaluation. In accordance with the [FHWA Safe System Approach](#), noninfrastructure recommendations are presented in relation to the five safe system elements:

- Safe Road Users (RU);
- Safe Roads (SR);
- Safe Speeds (SP);
- Safe Vehicles (VE); and
- Post-Crash Care (CC).

In response to BPAC’s feedback, Table 4 includes noninfrastructure recommendations to explore “No Turn on Red” (SR-14) policy and provide ongoing progress report on VZAP/LRSP recommendations (SR-15).

Table 4: Noninfrastructure Recommendations

ID	Description	Timeline	Dept	Status
Safe Road Users				
RU-1	Continue Safe Routes to School (SRTS) program with a focus on traffic safety training for students walking, biking, taking transit and driving	Annual	PW	Under Way
RU-2	Strengthen SRTS collaboration and partnerships with parents, schools and students to encourage safe walking, biking and school access	Annual	PW	Under Way
RU-3	Provide helmet giveaways and bicycle repairs at City or community events such as food pantries, back to school events or Monster Bash	Annual	PW/PD	Under Way

ID	Description	Timeline	Dept	Status
RU-4	Conduct multilingual Vision Zero Outreach and Marketing behavior change campaigns and targeted media buys on emphasis areas	2024-25	PW/CMO	Planning
RU-5	Lead community-promoted walk/bike tours in different areas of the City with a focus on encouragement and training for new users	Biannual	PW	Under Way
RU-6	Support traffic safety workshop or walk tour at Senior Center to identify issues and provide individualized trip planning/tips for changing abilities	Biannual	PW	TBD
RU-7	Encourage community-based bicycle education and safety classes covering basic skills, network awareness, laws, rules and safety tips	Annual	PW	TBD
RU-8	Implement programs, workshops, or trainings to empower youth and address high-risk behaviors such as riding against traffic, midblock turns, and not wearing helmets	2024-25	PW/PD	Planning
RU-9	Conduct high-visibility enforcement on speed, distracted/impaired driving, yield compliance, red light running, and key maneuvers on HIN and school routes	Ongoing	PD	Under Way
RU-10	Implement multilingual ambassador program related to blocked bike lanes and red zones where parking in such locations introduces safety concerns	TBD	PW/PD	TBD
RU-11	Periodically review the crossing guard program to optimize its effectiveness	Biannual	PW/PD	Under Way
RU-12	Provide universal graphics and/or multilingual communications regarding high-visibility enforcement activities	Annual	PD/CMO	TBD
RU-13	Encourage residential transportation demand management strategies, including orientation on getting around without a car	TBD	PW	Planning
RU-14	Support state legislation to incorporate pedestrian/bicycle safety training into state education standards	TBD	PW/CMO	TBD
Safe Roads				
SR-1	Implement Impaired Driving Policies (for more details see Attachment 1)			
SR-2	Prioritize capital projects on the HIN and equity priority locations	Biannual	PW	Under Way
SR-3	Obtain grants to accelerate implementation of priority capital projects to enhance safety of all road users	Biannual	PW	Under Way
SR-4	Advance SRTS walk audits observations into recommendation	Annual	PW	Under Way
SR-5	Provide staff training on VZAP/LRSP	2024-25	PW	TBD

ID	Description	Timeline	Dept	Status
SR-6	Provide staff training on defensive driving in City vehicles	2024-25	PW	TBD
SR-7	Provide staff training on Safe Systems Approach and safety countermeasures	2024	PW	TBD
SR-8	Coordinate periodic site visits of VZ best practices with or without regional partners	Annual	PW	Under Way
SR-9	Adopt NACTO, PROWAG and/or other best practice guidance to inform engineering judgment	2025	PW	Under Way
SR-10	Update City standard details to reflect Vision Zero best practices	2026	PW	TBD
SR-11	Provide multilingual VZ-informed outreach	2024-25	PW/CMO	Under Way
SR-12	Update VZAP update every five years	Every 5 years	PW	TBD
SR-13	Support state legislation to address potential safety improvements	TBD	PW/CMO	TBD
SR-14	Explore processes for implementing No Turn on Red (NTOR) and develop a policy for NTOR consideration	TBD	PW	Planning
SR-15	Report out on VZAP and LRSP recommendations to BPAC	Annual	PW	Planning
SR-16	Review City protocols to improve consistency with Vision Zero policy	TBD	PW	TBD
SR-17	Provide training to relevant staff to be well versed on Vision Zero countermeasures	TBD	PW	TBD
SR-18	Provide input on projects that aligns Vision Zero goals	TBD	PW	TBD
Safe Speeds				
SP-1	Conduct Vision Zero marketing that encompasses speed management campaign	2025	PW	TBD
SP-2	Share Neighborhood Traffic Management Program (NTMP) ineligible study results and study data with Mountain View's SRTS Coordinator	TBD	PW	TBD
SP-3	Conduct high-visibility traffic enforcement on speed along the HIN	Ongoing	PD	TBD
SP-4	Implement speed limit reductions in accordance with AB 43	2025	PW	Planning
SP-5	Track AB 645 automated enforcement pilot and support state legislation to expand the permanent program to all California cities	2025	CMO/PW	Under Way
Safe Vehicles				
VE-1	Conduct public education campaign on benefits of pedestrian-friendly vehicles such as compact cars	TBD	PW	TBD
VE-2	Support free bicycle repair events	2024	PW	Under Way

ID	Description	Timeline	Dept	Status
VE-3	Provide education for decision makers on vehicle size and design impacts	TBD	CMO/PW	TBD
VE-4	Support state legislation for vehicle technology that addresses key crash factors	TBD	CMO/PW	TBD
Post-Crash Care				
CC-1	Provide multilingual emergency response teams for empathetic engagement with victims' families	TBD	FD/PD	TBD
CC-2	Provide continuing education for emergency responders to understand travel behavior, decisions and lived experience of local pedestrians/bicyclists	TBD	PD	Under Way
CC-3	Establish protocols for best practice communications to encourage accurate and agency-based narratives in media stories on crashes	TBD	CMO/ PW/PD	Under Way
CC-4	Explore opportunities for acknowledgment and/or remembrance program	TBD	CMO/PD	TBD
CC-5	Establish a rapid response crash team (MVRRT) to examine factors associated with crashes on HIN and potential solutions	TBD	FD/PD/P W	TBD
CC-6	Explore process to have fatal and serious injury crash reports shared with Traffic and Transportation staff within 48 hours	2024	PD/PW	Under Way
CC-7	Improve consistency of reporting for vehicle-pedestrian and vehicle-bicycle crashes	2024	PD/PW	Under Way
CC-8	Monitor collision data on a scheduled basis to measure progress toward Vision Zero goals	Biannual	PD/PW	Under Way
CC-9	Conduct quarterly Vision Zero Working Group meetings addressing recent activities, debriefing on recent crashes, and progress toward goals	2024	PW+	Under Way
CC-10	Collect before-and-after data when infrastructure improvements are made to measure behavior change	TBD	PW	TBD

NEXT STEPS

Staff will evaluate and incorporate CTC feedback, revise the report, and bring the final report to the City Council in fall 2024 for consideration and adoption.

If Council adopts the Plan, staff will continue to work with multiple departments to implement next steps in relation to noninfrastructure recommendations. Staff will also apply for grants to design and construct infrastructure recommendations.

CONCLUSION

The Draft Vision Zero Action Plan (VZAP)/Local Road Safety Plan (LRSP) responds to Council's Vision Zero Policy, which aims to eliminate fatal traffic crashes in Mountain View by 2030. The plan was developed through a data-driven process involving crash and systemic safety analyses, with feedback from the Bicycle/Pedestrian Advisory Committee, stakeholders, and community members. Based on this process, the plan identifies seven safety corridors including: Rengstorff Avenue, Shoreline Boulevard, California Street, Ellis Street, El Monte Avenue, San Antonio Road, Middlefield Road, and Old Middlefield Way. The plan includes infrastructure recommendations to address these corridors and other priority roadway segments and intersections. The plan also includes noninfrastructure recommendations to provide additional direction in relation to safe road users, safe roads, safe speeds, safe vehicles, and post-crash care.

PA-RHL/LL/4/PWK

935-06-04-24M

Attachment: 1. Draft Vision Zero Action Plan and Local Road Safety Plan

cc: PWD(A), APWD(A)–Byrer, PCE–Gonzales, CTE