



TOWN OF LOS GATOS

BICYCLE AND PEDESTRIAN ADVISORY COMMISSION

SPECIAL MEETING

Meeting Location:

**RJ BRYANT SERVICE CENTER
41 MILES AVENUE
LOS GATOS, CA 95030**

Date and Time:

**THURSDAY, NOVEMBER 3, 2016
4:00 P.M. – 6:00 P.M.**

AGENDA

1. **MEETING CALLED TO ORDER**
2. **ROLL CALL**
3. **VERBAL COMMUNICATIONS**
 - A. Public Speakers (*Three minute time limit per speaker for subjects not agendized.*)
 - B. Commissioners (*Information only, not for discussion. One minute time limit per commissioner.*)
4. **BICYCLE AND PEDESTRIAN MASTER PLAN** (Attachment 1)
5. **ADJOURNMENT**

Next Regular Meeting: December 1, 2016 at 3:00 p.m.

Attachments:

- 1) Memorandum - Bicycle and Pedestrian Master Plan Project Recommendations and Priorities

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Parks and Public Works Department at (408) 399-5770. Notification 48 hours before the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting. [29 CFR § 35.102-35.104]



MEMORANDUM

TOWN OF LOS GATOS

To: Bicycle and Pedestrian Advisory Commission

From: Bob Kass, Special Projects Manager

Subject: Bicycle and Pedestrian Master Plan—Project Recommendations and Priorities

Date: October 31, 2016

RECOMMENDATION

Staff requests that the BPAC provide feedback to staff on the proposed Bicycle and Pedestrian Master Plan (BPMP) projects in the following areas:

- project definition and scope
- addition or deletion of projects
- assignment of projects to implementation complexity levels
- prioritization

BACKGROUND

On October 6, 2016, the Bicycle and Pedestrian Advisory Commission (BPAC) received an update on the status of the Bicycle and Pedestrian Master Plan (BPMP), including a summary of the September 8, 2016 Community Meeting and a report on the September bicycle and pedestrian counts. Also presented to the BPAC was a revised project schedule identifying upcoming milestones leading toward Town Council consideration of the BPMP in January, 2017. A key milestone identified in the updated schedule was a November, 2016 BPAC Study Session on recommended projects and priorities.

DISCUSSION

On October 10, 2016, staff distributed a detailed project list to the BPAC, prepared by the Town's consultants, Placeworks, identifying proposed pedestrian, bicycle and Town-wide improvements to improve the bicycle and pedestrian infrastructure within the Town of Los Gatos (Attachment 1). A link to a draft online public comment mapping tool planned for distribution in November, which will afford the public an opportunity to comment on proposed projects as well as suggest additional projects, was also provided to the BPAC.

Placeworks' project list which was provided to the BPAC was "unfiltered" by staff and did not prioritize projects. Placeworks did, however, suggest a framework for prioritization and phasing of projects in its transmittal of the project list which suggested a consideration of cost and the need for

coordination with external stakeholder as criteria for assigning projects to short, medium and long term implementation phases. Staff has used this basic framework to develop a “complexity level” categorization to organize project, followed by an initial project prioritization.

A discussion of the three Project Implementation Complexity Levels and the assignment of projects to each category is provided below:

Low Implementation Complexity (Level 1)

Projects in this category have relatively low implementation complexity, typically requiring only minimal engineering or additional study to implement. They are often (but not always) low cost and can be completed with existing Town resources, small contracts, or incorporated as part of a larger project such as an annual maintenance project (e.g., annual pavement maintenance project) or a capital project. Low implementation complexity projects will not typically require significant additional public engagement, environmental review, traffic analysis, and/or Council approval. Bicycle and Pedestrian Master Plan projects assigned to this category include the following:

- Class III Bike Route enhancements
 - Installation of additional signage and pavement legends (sharrows) on designated bike routes (includes selective installation of green-backed sharrows on key bicycle routes).
- Crosswalk enhancements
 - Restripe signalized crosswalks for high visibility
 - Restripe stop-controlled crosswalks on arterials and collectors for high visibility
 - Restripe uncontrolled crosswalks for high visibility
 - Remove parking, as needed, at uncontrolled crosswalks for improved sight distance
 - Install in-street pedestrian crossing signs at uncontrolled crosswalks
 - Install advance yield markings (shark teeth) and “yield here for pedestrians” signage at uncontrolled crosswalks
- Sidewalk infill and curb ramp installation
- Los Gatos Creek Trail maintenance (Vasona Lake County Park)
- Install additional “fix-it” bicycle repair stations
- Addition of new Class III Bicycle Routes
- Expand network of Green Bicycle Lanes
- Consider installation of Green Bicycle Boxes at critical intersections connecting to Green Bicycle Lanes

- Installation of new Class II Bicycle Lanes
 - Installation of new bicycle lanes where travel lane width will not require significant elimination of on street parking
- Improved wayfinding signage
 - Install additional wayfinding signage to existing amenities and parks, particularly existing access points to the Los Gatos Creek Trail
- Safe Routes to Schools Improvements (various)

Moderate Implementation Complexity (Level 2)

Projects in this category are generally more complex to implement due to cost considerations, or the need for substantial engineering, environmental review and/or traffic analysis. Projects assigned to the moderate complexity category would also generally require significant staff resources, additional project specific community outreach and likely future Commission and Council review and approval.

- Removal of pork chop islands and intersection reconfiguration
 - Los Gatos Almaden Road/Union Avenue
 - Los Gatos Boulevard/Shannon
 - Highway 9/Massol
 - Santa Cruz Avenue/Main Street
 - Additional locations along Los Gatos Boulevard
 - Additional locations along Santa Cruz Avenue
- Bicycle traffic signal detection
 - Installation of in-pavement bicycle detection loops or cameras, including placement of pavement stencils
- Addition of crosswalks at signalized intersections
 - Where feasible, add crosswalks to all legs of signalized intersections. May require installation of new curb cuts and/or modification of signals (e.g., addition of new pedestrian heads and buttons)
- Larger sidewalk installation projects
- Installation of flashing beacons at select uncontrolled crosswalks
 - Main Street (various locations)
 - Santa Cruz Avenue (various locations)
 - University Avenue (various locations)
- Revise speed limits on key walking and biking routes
 - Reduce speed limits to 15 miles per hour in schools zones where feasible

- Installation of new Class II Bicycle Lanes
 - Would require narrowing of travel lanes and elimination of on-street parking
- Enhance existing Class II Bicycle Lanes
 - Removal of on-street parking and/or narrowing of travel lanes, possibly install painted buffer zones where feasible
- Resurfacing of the Los Gatos Creek Trail south of Main Street to Lexington Reservoir
- Increase access points to Los Gatos Creek Trail from high density and high employment land uses
- Improve existing access points to Los Gatos Creek Trail
 - Main Street
 - Roberts Road West
- Review and amend development review requirements to increase requirements for on-site bicycle amenities
- Pursue Caltrans relinquishment of Highway 9 within Town Limits
 - Relinquishment will afford the Town greater control and more flexibility in design and operation of roadway and traffic signals along Highway 9
- Safe Routes to Schools Improvements (more complex)

High Implementation Complexity (Level 3)

Projects in this category are typically be more complex and costly projects requiring substantial staff and financial resources, and often, extensive coordination and/or agreements with other agencies, such as Caltrans, the Santa Clara Valley Water District, or Santa Clara County Parks. Initial project studies following by extensive environmental review, traffic analysis and various levels of engineering would typically be required. Extensive stakeholder and community outreach and engagement would also be required.

- Installation of protected Class IV bicycle lanes
 - Los Gatos Boulevard from Kennedy to northern Town Limits
 - Lark Avenue from Winchester Boulevard to Los Gatos Boulevard
 - Roberts Road East from Blossom Hill Road to Los Gatos Boulevard
 - Winchester Boulevard from Blossom Hill Road to northern Town Limits
- Widening of existing Highway 17 bridges to accommodate bicycles and pedestrians
 - Lark Avenue
 - Blossom Hill Road
 - Highway 9

- Modification of Highway 17 on/off ramps to improve bicycle and pedestrian safety
 - Lark Avenue
 - Blossom Hill Road
 - Highway 9

- Construction of new pedestrian/bicycle bridge connections over Highway 17
 - Farley Road to Vasona Lake County Park
 - Nino Road to Los Gatos Creek Trail

- Widening of the Los Gatos Creek Trail

- Vasona Lake Loop Trail and Bridge
 - Construction of a trail extension along western edge of Vasona Lake from existing terminus to Vasona Dam
 - Construction of a new bridge or modification of access across dam to existing Los Gatos Creek rail
 - Project would provide a continuous loop around Vasona Lake

- Construction of new Class I bicycle paths
 - UPRR right-of-way from Winchester Boulevard to western Town limits
 - PG&E Utility corridor between Blossom Hill Road and Los Gatos Almaden Road to Leigh High School and Guadalupe River Trail
 - Along east side of Highway 17 from Los Gatos Creek Trail to Los Gatos Boulevard (with connection through Los Gatos Lodge)

- Construction of new access to Los Gatos Creek Trail from Highway 9

Project Priorities

High and Medium priority projects have been assigned based on input from the BPAC, community input at meetings and through the initial online survey, data collected through counts and collision data analysis, and an assessment of existing gaps and opportunities in the Towns bicycle and pedestrian network.

Projects that are not listed as High or Medium priority would be considered Low priority projects. Low priority projects are still desirable and will be included as important components of the Town's Bicycle and Pedestrian Master Plan, however they would not receive the higher level of attention, staff resources and finances of the medium and high priority projects.

High Priority

- Crosswalk enhancements
- Expand network of Green Bicycle Lanes
- Installation of protected Class IV bicycle lanes
- New Class II Bicycle Lanes

- *Bicycle Traffic Signal Detection*
- *Widening of existing Highway 17 bridges to accommodate bicycles and pedestrians*
- *Modification of Highway 17 on/off ramps to improve bicycle and pedestrian safety*
- *Construction of new access to Los Gatos Creek Trail from Highway 9*

Medium Priority

- *Los Gatos Creek Trail maintenance (Vasona Lake County Park)*
- *Green Bike Boxes at Key Intersections*
- *New Class III Bicycle Routes*
- *Improve existing access points to Los Gatos Creek Trail*
- *Construction of new pedestrian/bicycle bridge connections over Highway 17*
- *Safe Routes to Schools Improvements (various)*

Safe Routes to Schools Study

On October 18, the Town Council received the final Safe Routes to Schools report on Traffic and Parking Around Schools (Safe Routes to Schools Study). The Council Agenda Report is provided as Attachment 2 to this report, and the complete Final Safe Routes to Schools Report is available for review on the Town's website at <http://www.losgatosca.gov/DocumentCenter/View/17309> (a link is also provided from the BPAC webpage).

As part of their discussion of the Safe Routes report as well as in their motion receiving the report, the Council provided direction to staff to ensure that the Safe Routes to Schools study is well connected to the Bicycle and Pedestrian Master Plan. The Council also requested that staff proceed with a filtering and prioritization process for the recommended projects which would take in to consideration costs, funding availability, and overall project impact. The Council also requested that staff solicit stakeholder input to establish priorities for implementing Safe Routes to Schools Projects.

This coordination between the BPMP and SR2S projects be ongoing over the next several months.

Funding

Ultimately, implementation of the Bicycle and Pedestrian Master Plan projects, regardless of complexity level, will depend on availability of funding and staff resources. Just because a project is considered a high priority project and low complexity does not ensure that it will be implemented in the near term, as Town resources (staff and funding) are limited and must compete with other community priorities. Conversely, a more complex and high cost project may be the beneficiary of private development conditions of approval, grant funds, or outside agency collaboration that would see implementation accelerated.

Once approved by the Town Council, the Town's Bicycle and Pedestrian Master Plan will provide important community guidance for implementing bicycle and pedestrian improvements, and

position the Town to compete for funding for projects supporting a more bicycle and pedestrian friendly community.

Attachments:

1. Updated Draft BPMP Project List, Placeworks (10/6/16)
2. Safe Routes to Schools Council Agenda Report (10/18/16)



MEMORANDUM

DATE October 6, 2016

TO Bob Kass, Town of Los Gatos

FROM Michael Nilsson, PlaceWorks

SUBJECT **UPDATED DRAFT** Recommended Project List for the Town of Los Gatos Bicycle and Pedestrian Master Plan (BPMP)

PlaceWorks recommends the following list of projects to improve safety and accessibility in Los Gatos. These projects are categorized into three groups: Pedestrian Improvements, Bicycle Improvements, and Citywide Improvements that will improve both Bicycle and Pedestrian Infrastructure. Please provide any feedback or suggestions on the following list that outlines the recommended projects.

PEDESTRIAN IMPROVEMENTS

1. Crosswalk Improvements

- Install crosswalks at all signalized intersections within Los Gatos and Monte Sereno, where feasible
- Install new high-visibility crosswalks (e.g., ladder, zebra, or continental patterns) along all intersections designated as arterial roadways in the General Plan
- Improve existing crosswalks at high volume locations within commercial and mixed-use corridors in Downtown Los Gatos:
 - Add flashing beacons and in-pavement lighting to existing high-visibility unsignalized crosswalks:
 - Main Street at High School Court, Mid-Block Crossing between High School Court and Chicago Avenue, and at Chicago Avenue
 - Santa Cruz Avenue at Broadway, and at Roberts Avenue
 - Restripe existing signalized crosswalks so they become high-visibility crosswalks:
 - Main Street at College Avenue
 - Santa Cruz Avenue at Main Street, and at Andrews Avenue
 - University Avenue at Main Street, and at Elm Street
 - Add flashing beacons and in-pavement lighting in addition to high-visibility striping at existing unsignalized crosswalks:
 - Main Street at Villa Avenue, and at Church Street/Pageant Way
 - Santa Cruz Avenue – Existing Mid-Block Crossings between Main Street and Elm Street, as well as at Elm Street/Bean Avenue, Grays Lane, Royce Street/Nicholson Avenue, Bachman Avenue, and at Almendra Avenue

- University Avenue – Existing Mid-Block Crossing between Main Street and Elm Street, and at Mullen Avenue

2. Intersection Improvements

- Consider removal or narrowing of dedicated right turn lane (or “pork chop”) intersections at the following locations:
 - Los Gatos Almaden Road at Union Avenue – narrow or remove the existing pork chop at Northbound Union Avenue going to Eastbound Los Gatos Almaden Road to reduce bicycle/pedestrian accidents at intersection. Note: Need to verify whether or not the portion of roadway is technically within the Town of Los Gatos or the City of San Jose, as the intersection sits on the Town’s eastern boundary
 - Los Gatos-Saratoga Road and Massol Avenue intersection – remove pork chop at Northbound Massol Avenue at Eastbound Los Gatos-Saratoga Road (Highway 9) to allow for a wider sidewalk and a shortened pedestrian crossing
 - Santa Cruz Avenue and Main Street intersection – narrow the existing dedicated right turn lane at Northbound Santa Cruz Avenue at Eastbound Main Street to allow for a shortened pedestrian crossing
- For “pork chop” intersections along arterial roadways containing higher vehicular travel volumes, consider the addition of raised crosswalks to improve visibility for pedestrians
 - Los Gatos Boulevard at Blossom Hill Road intersection – All sides of intersection
 - Los Gatos Boulevard and Lark Avenue intersection – SB Los Gatos Boulevard to WB Lark Avenue, and at EB Lark Avenue to SB Los Gatos Boulevard
 - Los Gatos Boulevard and Los Gatos Almaden Road intersection – NB Los Gatos Boulevard to EB Los Gatos Almaden Road and at WB Los Gatos Almaden Road to NB Los Gatos Boulevard
 - University Avenue and Blossom Hill Road intersection – SB University Avenue to WB Blossom Hill Road
 - Santa Cruz Avenue and Blossom Hill Road intersection – WB Blossom Hill Road to NB Santa Cruz Avenue
 - Santa Cruz Avenue and Saratoga-Los Gatos Road (Highway 9) intersection – All sides of intersection
 - Winchester Boulevard and Lark Avenue intersection – NB Winchester Boulevard to EB Lark Avenue, and at WB Lark Avenue to NB Winchester Boulevard

3. Sidewalk and Curb Ramp Improvements

- Adopt a policy to add sidewalks along arterial roadways as identified in the General Plan, as well as along identified school walking routes.
- Support a policy to add sidewalks along arterials, collectors, and community collector roads within Downtown Los Gatos.
- Consider the development of a Townwide Sidewalk Inventory. This Plan would inventory existing sidewalks, repair existing sidewalks in poor condition, upgrade curb ramps to be ADA compliant and identify specific locations to install sidewalks.

- Consider/support developing a program that would work with residential neighborhoods in installing sidewalks by petition, with homeowners living along the roadway paying for a portion of the cost to install sidewalks and curb ramps.

BICYCLE IMPROVEMENTS

1. Install new or improve existing bikeways
 - Improve existing bikeway infrastructure
 - Enhance all existing Class II bicycle lanes
 - Create separation on all on-street parking and bike lanes to prevent dooring accidents by painting a bike lane on both sides, with consideration of stenciling door zone marks in existing bike lanes
 - If a lane is too narrow, install “no parking” signs to prevent cars from parking in bike lane
 - Consider the following Class II routes for enhancement:
 - Blossom Hill Road from Santa Cruz Avenue to Roberts Road West
 - Blossom Hill Road from Los Gatos Boulevard to Camino Del Cerro
 - Cherry Blossom Lane from Shannon Road to Blossom Hill Road
 - Daves Avenue from Poppy Lane to Winchester Boulevard
 - Los Gatos Almaden Road from Los Gatos Boulevard to Eastern Town Limits
 - Los Gatos Boulevard from Shannon Road to Jackson Street
 - Los Gatos-Saratoga Road (Highway 9) from City of Monte Sereno City Limits to University Avenue
 - Main Street from Highway 17 to Jackson Street
 - Enhance all existing Class III bicycle routes
 - At a minimum, incorporate painted sharrow markings and standard bicycle route signage
 - Consider the incorporation of frequently spaced (every 50'-75') green-striped sharrows along key Class III routes, with customized bicycle route signage complete with directional information on nearby destinations and other bicycle routes
 - Consider the following routes for enhancement:
 - University Avenue from Los Gatos-Saratoga Road (Highway 9) to Shelburne Way
 - Shelburne Way from Winchester Boulevard to University Avenue
 - Pleasant Street from Main Street to New York Avenue
 - New York Avenue from Pleasant Street to Bella Vista Avenue
 - Bella Vista Avenue from New York Avenue to Caldwell Avenue
 - Caldwell Avenue from Bella Vista Avenue to Los Gatos Boulevard
 - Kennedy Road from Los Gatos Boulevard to Englewood Avenue

- Englewood Avenue from Kennedy Road to Shannon Road
- Oleander Avenue from Cherry Blossom Lane to Longwood Drive
- Longwood Drive from Oleander Avenue to Escobar Avenue
- Escobar Avenue from Longwood Drive to Camino Del Cerro
- Camino Del Cerro from Escobar Avenue to Westchester Drive
- Westchester Drive from Camino Del Cerro to the Eastern Town Limits
- Quito Road from Pollard Road to Bicknell Road
- Reclassify existing Class II bicycle lanes to Class III bicycle routes
 - o When existing roadways are striped for a combined bike lane and parking lane that is less than 13', it is recommended to either remove parking or the bike lane
 - o While most cases can be resolved through parking removal, in environments where this is not possible or will be forcefully challenged, designating the roadway as a Class III Route can be an alternative on low-traffic residential streets
 - o Consider the following routes for reclassification:
 - Cherry Blossom Lane from Blossom Hill Road to Los Gatos Almaden Road
- Improve existing Class II bicycle lanes to Class IV bicycle lanes:
 - o Blossom Hill Road from Roberts Road West to Los Gatos Boulevard
 - o Los Gatos Boulevard from Blossom Hill Road to Shannon Road
 - o Winchester Boulevard from Shelburne Way to Albright Way
- Expand bikeway network (Routes originally recommended as part of the General Plan are marked with an asterisk*, those referenced in VTA Countywide are marked with two asterisks**)
 - Install new Class I bicycle paths:
 - o Southern extension of Los Gatos Creek Trail from Main Street/Maple Way to Lexington Reservoir – material for trail be an enhanced unpaved surface*
 - o Union Pacific Railroad Right-of-Way from Winchester Boulevard to the Western Town Limits, potentially will connect through Saratoga to Rancho San Antonio Open Space Preserve in Cupertino**
 - o Existing Utility Corridor between Blossom Hill Road and Los Gatos Almaden Road to the Eastern Town Limits, potentially will connect to the Guadalupe River Trail in San Jose
 - o Northern edge of Vasona Reservoir from Los Gatos Creek Trail to University Avenue, then along western edge of Vasona Reservoir to connect to Los Gatos Creek Trail. This will form a continuous loop around Vasona Reservoir and offer an alternate route for bicyclists and pedestrians along the heavily-travelled corridor
 - o Shannon Road from Los Gatos Boulevard to Shady View Lane – hybrid multi-use pathway/sidewalk for bicyclists and pedestrians (*Class I improvements referenced on General Plan map, Class III in General Plan text)

- o Along the eastern side of Highway 17, north of Main Street through the western and northern boundary of Los Gatos High School, connecting the Los Gatos Creek Trail to Los Gatos Boulevard.
- o New Bicycle/Pedestrian Bridge across Highway 17 – In the following two locations:
 - At Farley Road, connecting across Highway 17 to Los Gatos Creek Trail at Vasona Park
 - At Nino Road, connecting across Highway 17 to Los Gatos Creek Trail between Blossom Hill Road and Los Gatos-Saratoga Road (Highway 9)
- o New connection to Los Gatos Creek Trail on the north side of Highway 9, just west of Highway 17
- Install new Class II bicycle lanes:
 - o Blossom Hill Road from Camino Del Cerro to the Eastern Town Limits
 - o Los Gatos Boulevard from Lark Avenue to the Northern Town Limits
 - o Knowles Drive from Pollard Road to the Los Gatos Creek Trail
 - o Pollard Road from Knowles Drive to Quito Road
 - o More Avenue from Pollard Road to Bicknell Road
 - o Bicknell Road from Quito Road to More Avenue
 - o Los Gatos-Saratoga Road (Highway 9) from University Avenue to Los Gatos Boulevard
 - o Union Avenue from Utility ROW (between Blossom Hill Road and Los Gatos Almaden Road) to Los Gatos Almaden Road
- Install new Class III bicycle routes:
 - o Bicknell Road from More Avenue to La Rinconada Unpaved Trail (which connects to Granada Way)
 - o Granada Way from La Rinconada Unpaved Trail to Pollard Road
 - o Ridgecrest Avenue from Los Gatos-Saratoga Road (Highway 9) to Beck Avenue*
 - o Beck Avenue from Ridgecrest Avenue to Hernandez Avenue*
 - o Hernandez Avenue from Beck Avenue to Glen Ridge Avenue*
 - o Glen Ridge Avenue from Hernandez Avenue to Pennsylvania Avenue*
 - o Pennsylvania Avenue from Glen Ridge Avenue to Bayview Avenue*
 - o Bayview Avenue from Pennsylvania Avenue to Main Street*
 - o Main Street from Bayview Avenue to Highway 17*
 - o Santa Cruz Avenue from Main Street to Shelburne Way
 - o Miles Avenue from University Avenue to the Los Gatos Creek Trail*
 - o University Avenue from Main Street to Los Gatos-Saratoga Road (Highway 9)
 - o Daves Avenue from Los Gatos-Saratoga Road (Highway 9) to Poppy Lane
 - o Loma Alta Avenue from Los Gatos Boulevard to Cypress Way*
 - o Cypress Way from Loma Alta Avenue to Phillips Avenue*
 - o Phillips Avenue from Cypress Way to South Kennedy Road*

- o South Kennedy Road from the western entrance of Kennedy Road to the eastern entrance of Kennedy Road*
- o Kennedy Road from Englewood Avenue to Shannon Road*
- o Shannon Road from Shady View Lane to Hicks Avenue (*Class I improvements referenced on General Plan map, Class III in General Plan text),**
- o Hicks Avenue from Shannon Road to City of San Jose City Limits*
- o Santa Rosa Drive from Shannon Road to Harwood Court*
- o Harwood Road from Blossom Hill Road to end of Harwood Court*
- o Belgatos Road from Blossom Hill Road to Belgatos Park entrance
- o Belvue Drive from Belgatos Road to Harwood Road
- o Union Avenue from Blossom Hill Road to Utility ROW (between Blossom Hill Road and Los Gatos Almaden Road)
- o Lilac Lane from Oleander Avenue to Longwood Drive*
- o Escobar Avenue from Oleander Avenue to Longwood Drive*
- o Longwood Avenue from Escobar Avenue to Los Gatos Almaden Road
- o Camino Del Cerro from Escobar Avenue to Los Gatos Almaden Road*
- o Camino Del Cerro from Westchester Drive to Blossom Hill Road
- o National Avenue from Los Gatos Almaden Road to Samaritan Drive*
- o Lester Lane from Los Gatos Almaden Road to Camino Del Sol
- o Camino Del Sol from Los Gatos Boulevard to Lester Lane
- o Carlton Avenue from Los Gatos Almaden Road to the Eastern Town Limits (*partial segment recommended, from Gateway Drive eastward)
- o Gateway Drive from Los Gatos Boulevard to Carlton Avenue*
- o Farley Road from Los Gatos Boulevard – connects to potential Class I bicycle-pedestrian bridge across Highway 17 to Los Gatos Creek Trail, connecting at Vasona Park
- o Fisher Avenue from Roberts Road East to Nino Avenue
- o Nino Avenue from Los Gatos Boulevard – connects to potential Class I bicycle-pedestrian bridge across Highway 17 to Los Gatos Creek Trail, connecting between Blossom Hill Road and Highway 9
- o Garden Hill Lane from Lark Avenue to the Los Gatos Creek Trail
- Install new Class IV bicycle lanes:
 - o Los Gatos Boulevard from Lark Avenue to Blossom Hill Road
 - o Lark Avenue from Winchester Boulevard to Los Gatos Boulevard
 - o Roberts Road East from Blossom Hill Road to Los Gatos Boulevard
 - o Winchester Boulevard from Albright Way to the Northern Town Limits

2. Bike amenities

- Require short-term and long-term bicycle parking for all incoming developments
- Encourage the installation of short-term bicycle parking in the following locations
 - In front of businesses or activity centers in Downtown Los Gatos or along Los Gatos Boulevard

- Every park, transit stop and school
- Adjacent to trailheads along Los Gatos Creek Trail and at entrances to Open Space Preserves
- Consider expanding the network of portable “fix-it” bicycle stations, including:
 - Throughout the Los Gatos Creek Trail
 - At trailheads to major Open Space Preserves within the Town limits, including but not limited to Belgatos Park, St. Joseph’s Open Space Preserve, and Santa Rosa Open Space Preserve
- Install bicycle detection loops and stencils at all signalized intersections on designated bikeways
- Install bicycle crossing warning signs at all unsignalized intersections on designated bikeways

CITYWIDE IMPROVEMENTS

1. Lighting

- Support the development of a Townwide Lighting Plan. This Plan would inventory existing lighting, identify specific locations for additional vehicular street lighting, as well as identify specific locations to install pedestrian-scaled lighting
- Consider/support developing a program that would work with residential neighborhoods in installing pedestrian or street lighting by petition, with homeowners living along the roadway paying for a portion of the cost to install lighting
- Consider the installation of pedestrian-scaled lighting in the following locations:
 - Along key walking routes identified as part of a Safe Routes to School Plan
 - Directly adjacent to crosswalks on roadways crossing Highway 17 and 85, potentially including those at Santa Cruz Avenue, Los Gatos-Saratoga Road (Highway 9), Lark Avenue, and Winchester Boulevard.
 - Downtown Los Gatos
 - Along highways, arterial and collector roadways as identified in the General Plan, potentially including Los Gatos-Saratoga Road (Highway 9), Santa Cruz Avenue, University Avenue, and Main Street

2. Wayfinding

- Install information signs and kiosks at key destinations in Los Gatos. This includes identifying entrances to the Los Gatos Creek Trail, significant trailheads at Open Space Preserves, Parks, Schools, Hospitals, Downtown Los Gatos and other significant Retail Corridors, Town Hall and other Civic Facilities (Post Offices, Libraries, etc...). The information signs and kiosks would provide a map of the city and directions on how to get to the other key locations
- Support the development of a Townwide Wayfinding Plan. This Plan would inventory existing signs, identify specific locations for new or additional signs, as well as recommend consistent sign design standards and potential replacement of existing signs

3. Los Gatos Creek Trail Improvements

- Consider widening the Los Gatos Creek trail and potentially adding separate bicycle and pedestrian travel ways, where feasible
- Coordinate with Santa Clara County in trail improvements within County Jurisdiction at Vasona County Park to ensure consistency in quality of trail maintenance and other bicycle and pedestrian facilities
- Coordinate with local companies directly fronting the Los Gatos Creek Trail to provide direct access to their businesses
- Improve trailheads and entrances to the Los Gatos Creek Trail, reducing steepness of grade, eliminating blind corners and installing paving/lighting where possible
 - Add a trailhead to Los Gatos Creek Trail at Los Gatos-Saratoga Road (Highway 9)

4. Caltrans Highway Improvements

- Collaborate with Caltrans to install lighting, sidewalks, high visibility crosswalks, and signalization improvements on onramps and offramps to/from Highway 17 and Highway 85
 - Los Gatos-Saratoga Road (Highway 9)
 - Santa Cruz Avenue
 - Lark Avenue
 - Winchester Boulevard
- Consider removing Caltrans designation from Los Gatos-Saratoga Road (Highway 9) through the City of Monte Sereno and the Town of Los Gatos to enable additional flexibility in roadway design

5. Vehicular Speed Reduction

- Adopt a policy reducing speeds from 25 miles per hour to 15 miles per hour in school zones



TRANSMITTAL

DATE October 6, 2016

TO Town of Los Gatos Parks & Public Works Department

CONTACT Lisa Petersen, Town Engineer and Bob Kass, Special Projects Manager

FROM Michael Nilsson, Senior Associate – Active Transportation

SUBJECT **Online Engagement Tool and Draft Network Recommendations**

It is our pleasure to provide you with network recommendations for the Los Gatos Bicycle and Pedestrian Master Plan (BPMP) through an online engagement tool and a written memorandum of recommendations. Please distribute these recommendations to Town Staff and members of the Bicycle and Pedestrian Advisory Committee (BPAC) for feedback to be obtained by mid-October 2016. Based on comments received from the BPAC and Town Staff, we will discuss the feedback received in detail during the November 3rd BPAC meeting. PlaceWorks will then update the recommendations prior to posting the online engagement tool to the general public by mid-November 2016.

Regarding feedback on the proposed network, we support the receipt of comments on prioritization and phasing of projects. As part of developing the Bicycle and Pedestrian Master Plan, phasing of projects may be organized in the following manner:

- Phase 1 (Short-Term): These recommendations are the highest priority and/or easily implementable (i.e. projects may be identified as regionally significant corridors, and/or contain smaller budgets). The goal is to try to implement these recommendations in the next 1-4 years.
- Phase 2 (Medium-Term): These recommendations are high priority, but may not be as easily implemented or as high of a priority as Phase 1 recommendations (i.e. Phase 2 projects may require more capital to complete than Phase 1 projects). The goal is to try to implement these recommendations within the next 5-10 years.
- Phase 3 (Longer-Term): Even if these recommendations have a less urgent priority, they are still important elements in completion of the Town's bicycle and pedestrian network. These recommendations may be more costly to implement and/or require more extensive coordination with third parties such as property owners, businesses, multiple Town departments, and regional agencies. The goal is to implement these recommendations within the next 10-20 years.

We look forward to your review of the recommendations, including comments on the potential phasing of projects. Please do not hesitate to contact me at (619) 299-2700 or at mnilsson@placeworks.com if you have any questions regarding the content for the draft network recommendations and information displayed on the online engagement tool.

Sincerely,

Michael Nilsson



MEETING DATE: 10/18/16
ITEM NO: 7

COUNCIL AGENDA REPORT

DATE: OCTOBER 7, 2016
 TO: MAYOR AND TOWN COUNCIL
 FROM: LAUREL PREVETTI, TOWN MANAGER
 SUBJECT: RECEIVE THE REPORT ON TRAFFIC AND PARKING AROUND SCHOOLS

RECOMMENDATION:

Receive the report on traffic and parking around schools.

BACKGROUND:

In recognition of the significant impact of traffic around schools, the Town Council set aside \$100,000 in the Town's Special Studies Reserve during the adoption of the Fiscal Year 2014/15 budget. This money was to be used to conduct a study to evaluate and make recommendations specific to reducing vehicular traffic around schools. At the January 19, 2016 Council meeting, the Town Council awarded a contract to the consulting firm Traffic Patterns to conduct the study.

When funding was set aside, the Council had asked for contribution from local schools towards the study. With that in mind, staff reached out and received commitments from the Los Gatos Union Elementary School District (LGUSD) in the amount of \$10,000, the Los Gatos-Saratoga Union High School District in the amount of \$5,000, and from Hillbrook School in direct proportion to the number of students enrolled in the amount of \$1,070. All three are active participants in the local Safe Routes to Schools effort and committed to impacting multi-modal transportation to and from schools.

DISCUSSION:

Key Study Elements

In beginning the study, several key elements were important for inclusion. These included the following:

Outreach is Integral– It was important that parents, students, teachers, administrators, and the public had ample opportunity to provide input into the study. Efforts included information tables at school locations at the end of the school day, evening meetings at school sites, feedback through an online survey, and outreach through meetings of Town Commissions and the Safe Routes to Schools Coalition.

PREPARED BY: MATT MORLEY
 Director of Parks and Public Works

Reviewed by: _____ Assistant Town Manager _____ Town Attorney _____ Finance

DISCUSSION (cont'd):

Include All Transportation Modes – The study incorporated a look at all modes of transportation with assessments and recommendations geared towards improving the opportunity for all modes to interact safely. Therefore, the study includes a look at vehicles as well as pedestrians and bicyclists (and scooters and skateboarders).

Look at More than Engineering – The success of mode shifts relies heavily on infrastructure to facilitate alternatives. However, it is important that other elements contribute to the culture of alternative transportation methods. The study included all five “E’s” typically associated with Safe Routes to Schools – Engineering, Enforcement, Education, Encouragement, and Evaluation. All of these elements are included in the report.

Findings from the Study

Engineering - The study identified numerous potential improvements in the area of engineering, both in the right of way and on school property. The improvements are grouped by school and identified graphically through Concept Plan Line drawings and descriptively with written project narratives, cost estimates, and “at a glance” icons depicting the mode that benefits from the improvement. Improvements range from the basic to the more involved, with some of the ideas more visionary in nature. This means they require shifts in thinking and potentially significant financial investments. These items should be evaluated in more depth prior to implementation to ensure the impacts are desirable.

Encouragement - Led by the distribution of Walk and Roll maps, the ideas in this section focus on reinforcing the importance of safety around schools. In addition to the maps, highlights to this section include the potential for walking school buses, a possible Town-provided busing program, and mileage clubs (which have begun with a challenge for students to log enough miles to get to Washington D.C. by Election Day).

Education Assessment – The LGUSD began development and implementation of a comprehensive curriculum over the summer. The recommendation in the study includes course work structured to align with the age of the students. This helps to continue reinforcement through the elementary and middle school ages.

Enforcement – Enforcement recommendations include increased usage of newer signage types, such as stop signs with red LED flashing lights and more impactful flashing beacons at crosswalks. These improvements help vehicles to understand the laws of the road as they apply to them and make the enforcement job easier. The Los Gatos Monte Sereno Police Department already embraces having a presence in and around schools during drop off and pick up times, during the day, and on special events. This section also recommends an examination of school zones to identify areas where it may make sense to reduce speed limits.

DISCUSSION (cont'd):

Evaluation – The use of an online survey provided for the collection of baseline data on the modes of transportation used and most importantly, ideas for improving traffic and parking around schools. Common themes within the comments were addressed with solutions through the study and cross referenced in the results section following the survey data within the study.

Immediate Progress

During the course of the study, several items were identified as highly desirable and implemented while the study was in progress.

Fisher Parking Lot Striping Improvements – The timing of the study allowed for recommended improvements to take place over the summer at Fisher School. These improvements allow for better vehicular flow and safer pathways for students.

Shannon Road Striping – Coordination with the Town's annual street resurfacing project allowed for a reduction in the travel lane width along Shannon Road. Narrow travel lanes cause traffic to slow and provide additional roadside space for bicyclists and pedestrians. This is especially important on the portion of Shannon Road where sidewalks are limited.

Signal Timing Changes – Traffic observations identified at Roberts Road and Los Gatos Boulevard showed extended queuing at drop off times. This was handled through changes in the timing of the signal and resulted in immediate improvements at no cost.

Bike Rack Additions – Many elementary schools and the high school added bike racks during the summer. The addition of bike racks helped meet some of the existing demand and, in the case of the high school, provided for dramatic increases in the number of students riding bikes to school.

Safe Routes Curriculum – LGUSD, in collaboration with the Safe Routes to School Coalition, was able to establish a documented curriculum for use by teachers in the classroom. The curriculum makes it easy for teachers to draw from established lessons, resulting in an increased focus on walking and biking to school, including safety elements. This is reinforced through events, including bicycle rodeos where hands on efforts reinforce the lessons.

Walk and Roll Maps – The study team made a big push to complete and deliver Walk and Roll maps prior to the start of school. This allowed for the distribution of these maps so that students and the parents had the early encouragement to shift transportation modes.

CONCLUSION AND NEXT STEPS:

The study provides a significant amount of information and many areas for the Town and its partners to target towards making change. The commitment of these partners is evident in the changes that have been made even before the survey was finalized.

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MAYOR AND TOWN COUNCIL

SUBJECT: RECEIVE THE REPORT ON TRAFFIC AND PARKING AROUND SCHOOLS

OCTOBER 7, 2016

CONCLUSION AND NEXT STEPS (cont'd):

Many of the improvements require investments by way of staff work and capital improvements. Having these identified and described through the study provides for an opportunity to obtain funding to achieve them. Funding can come in the way of projects through the Town's five year Capital Improvement Program and the timing of this study will allow for prioritizing projects in the next budget cycle. In addition, having the study and identified projects will position the Town for grant funding opportunities as they arise. The study itself demonstrates a commitment and identified projects are often recognized as key components during grant evaluations.

As the study reached the final draft version and staff continued to make it available for comment, additional information and ideas continued to flow. Staff has taken this input and included it as an appendix to the study, but not attempted to address them individually. This does, however, point to the fact that, although the study is comprehensive, it is not all inclusive.

ENVIRONMENTAL ASSESSMENT:

This is not a project as defined under CEQA, and no further action is required.

FISCAL IMPACT:

There is no fiscal impact from this action.

Attachment

1. Los Gatos Safe Routes to School Phase 1 Study