

# BICYCLE AND PEDESTRIAN MASTER PLAN TOWN OF LOS GATOS

## APPENDICES







Image: Randy Herring / flickr





# APPENDICES

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# BICYCLE FACILITY TYPES



# TYPES OF BICYCLE FACILITIES

## Los Gatos Bicycle and Pedestrian Master Plan

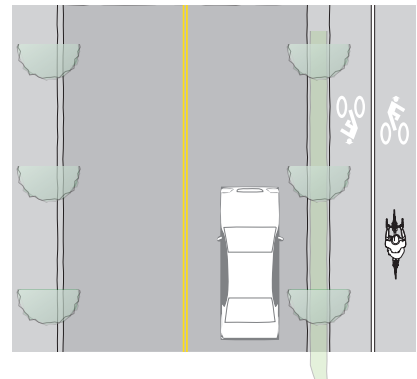
### BIKE PATH (CLASS I)

A vehicle-free path completely separated from the vehicular roadway, often shared with pedestrians. (Also known as a multi-use or shared-use path.)

Bike paths are typically bi-directional, and pedestrians and bicyclists often share lanes (as on the Los Gatos Creek Trail), although if there is sufficient width there can be separated bicycle and pedestrian zones. Vehicle cross-flow is minimal.

#### Typical applications:

- Off-street locations such as recreational trails
- Wide areas adjacent to a vehicular roadway (typically within the public right-of-way)



Los Gatos Creek Trail



Example of a multi-use path at a crossing



Example of a multi-use path with separate pedestrian zone

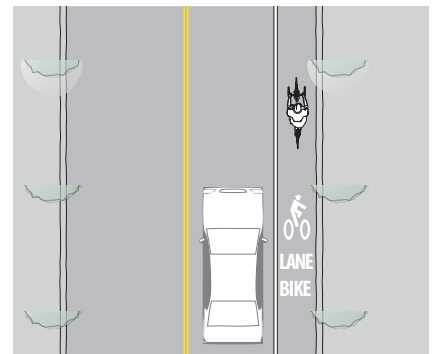
### BIKE LANE (CLASS II)

Designated space in the roadway for the exclusive use of bicycles, delineated with striping and further indicated by pavement markings and signage.

Conventional bike lanes are typically located between a vehicle travel lane and the vehicle parking lane, or curbside when there is no vehicle parking. Vehicle and pedestrian cross-flow is generally permitted. Buffered bike lanes provide added separation from the adjacent vehicle travel lane and/or parking lane.

#### Typical applications:

- Popular bicycling routes
- Streets with sufficient space for a minimum 5'-wide lane (6' preferred)



Curbside bike lane - Blossom Hill Road, Los Gatos



Painted bike lane - Roberts Road, Los Gatos



Example of a curbside buffered bike lane providing separation from the vehicle travel lane



Example of a two-sided buffered bike lane demarcating a path outside the parked vehicle "door zone"



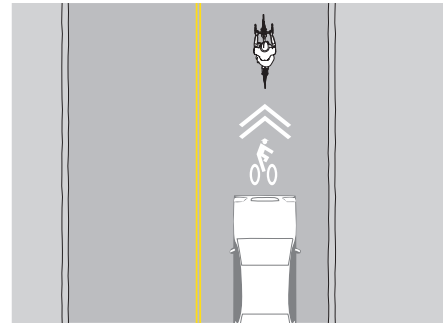
## BIKE ROUTE (CLASS III)

A route in which bicyclists share a vehicle travel lane with motorists.

Bike routes are typically designated by signage and/or shared roadway markings (sharrows).

### Typical applications:

- Streets with relatively low bicycle volumes
- Streets with insufficient right-of-way widths for bicycle lanes



Example of a bike route with sharrows



Sample bike route signage and pavement markings



Example of green-backed sharrows

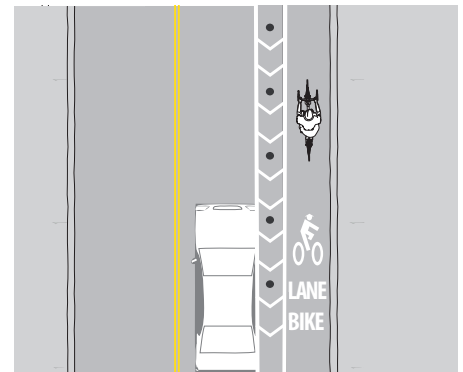
## CYCLE TRACK / PROTECTED BIKE LANE (CLASS IV)

Exclusive bicycle facility in or adjacent to a roadway and separated from motor vehicle traffic by a physical barrier (e.g., on-street parking, bollards, planters, or raised medians).

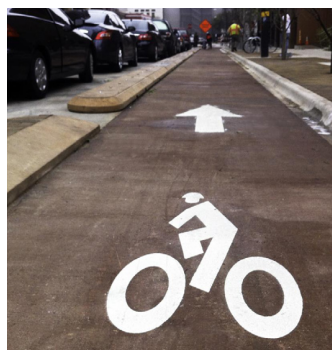
Cycle tracks may be one- or two-way depending on roadway configuration. They are typically at roadway level, although they can be raised to be level with the sidewalk. Particular attention must be paid to pedestrians crossing the cycle track (such as at bus stops) and vehicle crossings (such as driveways). In general, cycle tracks provide a high level of security for bicyclists.

### Typical applications:

- Streets with high existing or projected bicycle volumes
- Streets with high vehicle volumes and/or speeds
- Streets where conflicts at intersections and driveways can be mitigated by conflict zone markings, parking lane setbacks, and other treatments.
- Streets with sufficient right-of-way widths to accommodate the cycle track
- Streets with relatively little cross traffic, including driveways



Cycle track with posts and painted buffer



Cycle track with raised median



Raised pedestrian crossing at cycle track



Two-way cycle track with painted buffer



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APPENDIX

B

# COLLISION RATES



**Collision Analysis - SWITRS Data 2011-2015**  
**Los Gatos Bicycle and Pedestrian Master Plan**

| <b>Campbell</b>              |            |                  |                       |                    |  |                 |                     |                            |
|------------------------------|------------|------------------|-----------------------|--------------------|--|-----------------|---------------------|----------------------------|
| Year                         | Population | Total collisions | Pedestrian collisions | Avg Ped collisions | Ped collisions per 10,000                  | Bike collisions | Avg Bike collisions | Bike collisions per 10,000 |
| 2011                         | 39855      | 101              | 9                     | 0.000225819        | 2.26                                       | 13              | 0.000326182         | 3.26                       |
| 2012                         | 40386      | 98               | 13                    | 0.000321894        | 3.22                                       | 16              | 0.000396177         | 3.96                       |
| 2013                         | 40789      | 95               | 12                    | 0.000294197        | 2.94                                       | 20              | 0.000490328         | 4.90                       |
| 2014                         | 41156      | 95               | 8                     | 0.000194382        | 1.94                                       | 15              | 0.000364467         | 3.64                       |
| 2015                         | 41117      | 81               | 7                     | 0.000170246        | 1.70                                       | 16              | 0.000389133         | 3.89                       |
| avg ped acc rate per 10,000  |            |                  | 2.41                  |                    | ped collisions as a % of total collisions  |                 |                     | 10.4%                      |
| avg bike acc rate per 10,000 |            |                  | 3.93                  |                    | bike collisions as a % of total collisions |                 |                     | 17.0%                      |

| <b>Cupertino</b>             |            |                  |                       |                    |  |                 |                     |                            |
|------------------------------|------------|------------------|-----------------------|--------------------|--|-----------------|---------------------|----------------------------|
| Year                         | Population | Total collisions | Pedestrian collisions | Avg Ped collisions | Ped collisions per 10,000                  | Bike collisions | Avg Bike collisions | Bike collisions per 10,000 |
| 2011                         | 59257      | 457              | 5                     | 8.43782E-05        | 0.84                                       | 32              | 0.000540021         | 5.40                       |
| 2012                         | 59896      | 530              | 20                    | 0.000333912        | 3.34                                       | 35              | 0.000584346         | 5.84                       |
| 2013                         | 60360      | 463              | 19                    | 0.000314778        | 3.15                                       | 36              | 0.000596421         | 5.96                       |
| 2014                         | 60739      | 348              | 15                    | 0.000246958        | 2.47                                       | 35              | 0.000576236         | 5.76                       |
| 2015                         | 60572      | 413              | 12                    | 0.000198111        | 1.98                                       | 36              | 0.000594334         | 5.94                       |
| avg ped acc rate per 10,000  |            |                  | 2.36                  |                    | ped collisions as a % of total collisions  |                 |                     | 3.2%                       |
| avg bike acc rate per 10,000 |            |                  | 5.78                  |                    | bike collisions as a % of total collisions |                 |                     | 7.9%                       |

| <b>Los Altos</b>             |            |                  |                       |                    |  |                 |                     |                            |
|------------------------------|------------|------------------|-----------------------|--------------------|--|-----------------|---------------------|----------------------------|
| Year                         | Population | Total collisions | Pedestrian collisions | Avg Ped collisions | Ped collisions per 10,000                  | Bike collisions | Avg Bike collisions | Bike collisions per 10,000 |
| 2011                         | 29483      | 148              | 2                     | 6.78357E-05        | 0.68                                       | 7               | 0.000237425         | 2.37                       |
| 2012                         | 29847      | 79               | 2                     | 6.70084E-05        | 0.67                                       | 5               | 0.000167521         | 1.68                       |
| 2013                         | 30066      | 87               | 4                     | 0.000133041        | 1.33                                       | 10              | 0.000332602         | 3.33                       |
| 2014                         | 30320      | 150              | 5                     | 0.000164908        | 1.65                                       | 20              | 0.000659631         | 6.60                       |
| 2015                         | 30671      | 134              | 6                     | 0.000195625        | 1.96                                       | 17              | 0.00055427          | 5.54                       |
| avg ped acc rate per 10,000  |            |                  | 1.26                  |                    | ped collisions as a % of total collisions  |                 |                     | 3.2%                       |
| avg bike acc rate per 10,000 |            |                  | 3.90                  |                    | bike collisions as a % of total collisions |                 |                     | 9.9%                       |

**Collision Analysis - SWITRS Data 2011-2015**  
**Los Gatos Bicycle and Pedestrian Master Plan**

| Los Altos Hills              |            |                  |                       |                    |  |                 |                     |                            |  |
|------------------------------|------------|------------------|-----------------------|--------------------|--|-----------------|---------------------|----------------------------|--|
| Year                         | Population | Total collisions | Pedestrian collisions | Avg Ped collisions | Ped collisions per 10,000                  | Bike collisions | Avg Bike collisions | Bike collisions per 10,000 |  |
| 2011                         | 8132       | 34               | 0                     | 0                  | 0.00                                       | 1               | 0.000122971         | 1.23                       |  |
| 2012                         | 8255       | 40               | 0                     | 0                  | 0.00                                       | 7               | 0.000847971         | 8.48                       |  |
| 2013                         | 8341       | 39               | 0                     | 0                  | 0.00                                       | 5               | 0.000599449         | 5.99                       |  |
| 2014                         | 8401       | 28               | 1                     | 0.000119033        | 1.19                                       | 6               | 0.000714201         | 7.14                       |  |
| 2015                         | 8419       | 36               | 0                     | 0                  | 0.00                                       | 7               | 0.000831453         | 8.31                       |  |
| avg ped acc rate per 10,000  |            |                  | 0.24                  |                    | ped collisions as a % of total collisions  |                 |                     | 0.6%                       |  |
| avg bike acc rate per 10,000 |            |                  | 6.23                  |                    | bike collisions as a % of total collisions |                 |                     | 14.7%                      |  |

| Los Gatos                    |            |                  |                       |                    |  |                 |                     |                            |  |
|------------------------------|------------|------------------|-----------------------|--------------------|--|-----------------|---------------------|----------------------------|--|
| Year                         | Population | Total collisions | Pedestrian collisions | Avg Ped collisions | Ped collisions per 10,000                  | Bike collisions | Avg Bike collisions | Bike collisions per 10,000 |  |
| 2011                         | 29874      | 206              | 9                     | 0.000301265        | 3.01                                       | 23              | 0.0007699           | 7.70                       |  |
| 2012                         | 30213      | 182              | 5                     | 0.000165492        | 1.65                                       | 13              | 0.000430278         | 4.30                       |  |
| 2013                         | 30511      | 165              | 5                     | 0.000163875        | 1.64                                       | 17              | 0.000557176         | 5.57                       |  |
| 2014                         | 30756      | 295              | 11                    | 0.000357654        | 3.58                                       | 15              | 0.00048771          | 4.88                       |  |
| 2015                         | 30705      | 327              | 2                     | 6.5136E-05         | 0.65                                       | 25              | 0.0008142           | 8.14                       |  |
| avg ped acc rate per 10,000  |            |                  | 2.11                  |                    | ped collisions as a % of total collisions  |                 |                     | 2.7%                       |  |
| avg bike acc rate per 10,000 |            |                  | 6.12                  |                    | bike collisions as a % of total collisions |                 |                     | 7.9%                       |  |

| Monte Sereno                 |            |                  |                       |                    |  |                 |                     |                            |  |
|------------------------------|------------|------------------|-----------------------|--------------------|--|-----------------|---------------------|----------------------------|--|
| Year                         | Population | Total collisions | Pedestrian collisions | Avg Ped collisions | Ped collisions per 10,000                  | Bike collisions | Avg Bike collisions | Bike collisions per 10,000 |  |
| 2011                         | 3423       | 15               | 1                     | 0.000292141        | 2.92                                       | -               | -                   | -                          |  |
| 2012                         | 3469       | 2                | -                     | -                  | -  | -               | -                   | -                          |  |
| 2013                         | 3513       | -                | -                     | -                  | -  | -               | -                   | -                          |  |
| 2014                         | 3545       | 6                | -                     | -                  | -  | -               | -                   | -                          |  |
| 2015                         | 3556       | 3                | -                     | -                  | -  | 1               | 0.000281215         | 2.81                       |  |
| avg ped acc rate per 10,000  |            |                  | 0.58                  |                    | ped collisions as a % of total collisions  |                 |                     | 3.8%                       |  |
| avg bike acc rate per 10,000 |            |                  | 0.56                  |                    | bike collisions as a % of total collisions |                 |                     | 3.8%                       |  |



**Collision Analysis - SWITRS Data 2011-2015**  
**Los Gatos Bicycle and Pedestrian Master Plan**

| San Jose                     |            |                  |                       |                    |  |                 |                     |                            |
|------------------------------|------------|------------------|-----------------------|--------------------|--|-----------------|---------------------|----------------------------|
| Year                         | Population | Total collisions | Pedestrian collisions | Avg Ped collisions | Ped collisions per 10,000                  | Bike collisions | Avg Bike collisions | Bike collisions per 10,000 |
| 2011                         | 971543     | 6560             | 308                   | 0.000317021        | 3.17                                       | 372             | 0.000382896         | 3.83                       |
| 2012                         | 985401     | 6323             | 329                   | 0.000333874        | 3.34                                       | 333             | 0.000337933         | 3.38                       |
| 2013                         | 1003828    | 6376             | 306                   | 0.000304833        | 3.05                                       | 332             | 0.000330734         | 3.31                       |
| 2014                         | 1016597    | 6275             | 312                   | 0.000306906        | 3.07                                       | 323             | 0.000317727         | 3.18                       |
| 2015                         | 1026908    | 6204             | 309                   | 0.000300903        | 3.01                                       | 317             | 0.000308694         | 3.09                       |
| avg ped acc rate per 10,000  |            |                  | 3.13                  |                    | ped collisions as a % of total collisions  |                 |                     | 4.9%                       |
| avg bike acc rate per 10,000 |            |                  | 3.36                  |                    | bike collisions as a % of total collisions |                 |                     | 5.3%                       |

| Saratoga                     |            |                  |                       |                    |  |                 |                     |                            |
|------------------------------|------------|------------------|-----------------------|--------------------|--|-----------------|---------------------|----------------------------|
| Year                         | Population | Total collisions | Pedestrian collisions | Avg Ped collisions | Ped collisions per 10,000                  | Bike collisions | Avg Bike collisions | Bike collisions per 10,000 |
| 2011                         | 30356      | 207              | 7                     | 0.000230597        | 2.31                                       | 11              | 0.000362367         | 3.62                       |
| 2012                         | 30716      | 184              | 1                     | 3.25563E-05        | 0.33                                       | 11              | 0.00035812          | 3.58                       |
| 2013                         | 31008      | 195              | 3                     | 9.67492E-05        | 0.97                                       | 6               | 0.000193498         | 1.93                       |
| 2014                         | 31045      | 126              | 2                     | 6.44226E-05        | 0.64                                       | 8               | 0.00025769          | 2.58                       |
| 2015                         | 30968      | 171              | 1                     | 3.22914E-05        | 0.32                                       | 10              | 0.000322914         | 3.23                       |
| avg ped acc rate per 10,000  |            |                  | 0.91                  |                    | ped collisions as a % of total collisions  |                 |                     | 1.6%                       |
| avg bike acc rate per 10,000 |            |                  | 2.99                  |                    | bike collisions as a % of total collisions |                 |                     | 5.2%                       |

| Santa Clara County           |            |                  |                       |                    |  |                 |                     |                            |
|------------------------------|------------|------------------|-----------------------|--------------------|--|-----------------|---------------------|----------------------------|
| Year                         | Population | Total collisions | Pedestrian collisions | Avg Ped collisions | Ped collisions per 10,000                  | Bike collisions | Avg Bike collisions | Bike collisions per 10,000 |
| 2011                         | 1814205    | 14869            | 505                   | 0.000278359        | 2.78                                       | 729             | 0.000401829         | 4.02                       |
| 2012                         | 1841318    | 14343            | 536                   | 0.000291096        | 2.91                                       | 689             | 0.000374188         | 3.74                       |
| 2013                         | 1871140    | 14119            | 492                   | 0.000262941        | 2.63                                       | 671             | 0.000358605         | 3.59                       |
| 2014                         | 1896040    | 14248            | 546                   | 0.000287969        | 2.88                                       | 692             | 0.000364971         | 3.65                       |
| 2015                         | 1918044    | 15605            | 509                   | 0.000265375        | 2.65                                       | 769             | 0.000400929         | 4.01                       |
| avg ped acc rate per 10,000  |            |                  | 2.77                  |                    | ped collisions as a % of total collisions  |                 |                     | 3.5%                       |
| avg bike acc rate per 10,000 |            |                  | 3.80                  |                    | bike collisions as a % of total collisions |                 |                     | 4.9%                       |



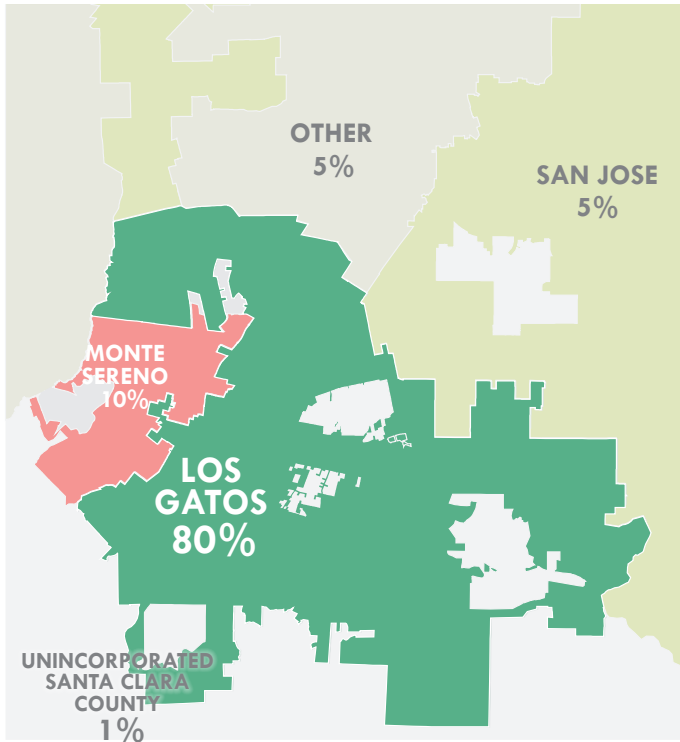
# SUMMARY OF EXISTING CONDITIONS ONLINE SURVEY

I. Responses from June 1 – June 30, 2016

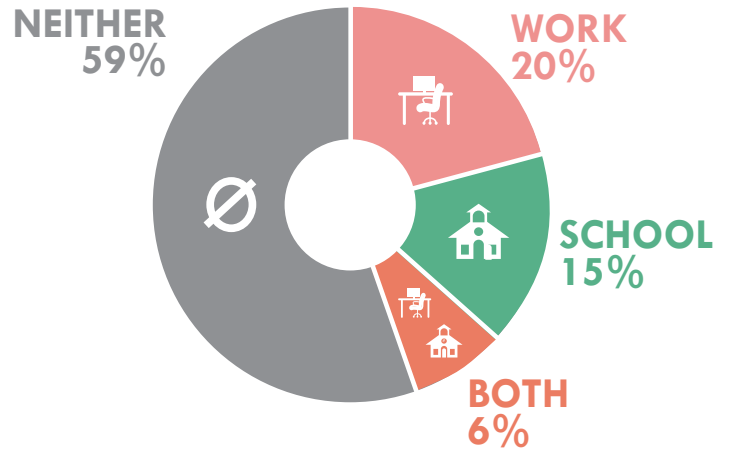
II. Responses from July 1 – August 31, 2016



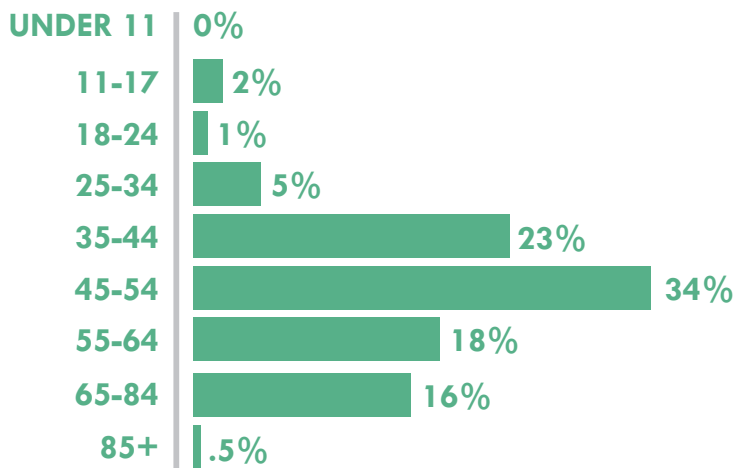
### WHERE DO YOU LIVE?



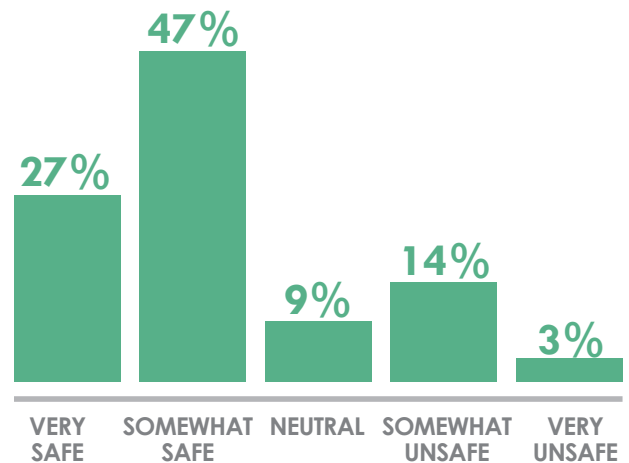
### DO YOU WORK OR GO TO SCHOOL IN LOS GATOS?



### WHAT IS YOUR AGE?

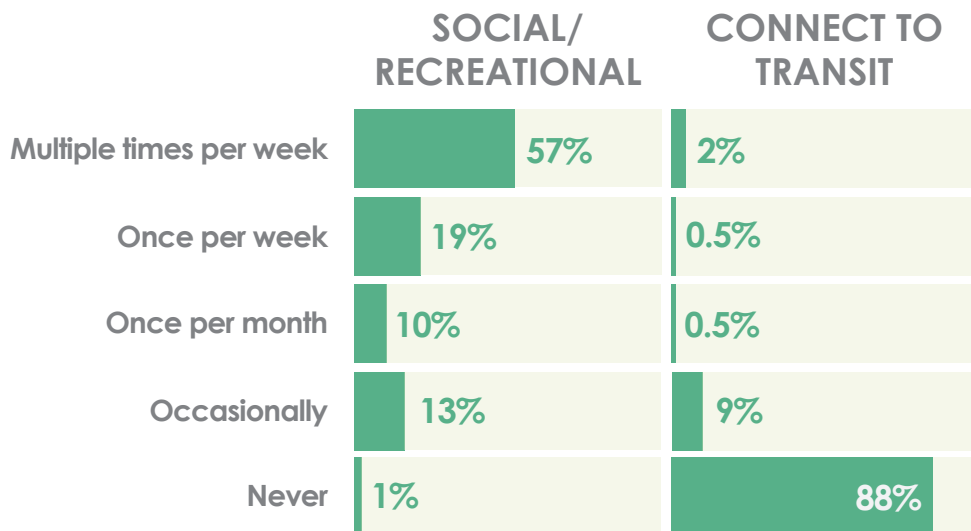
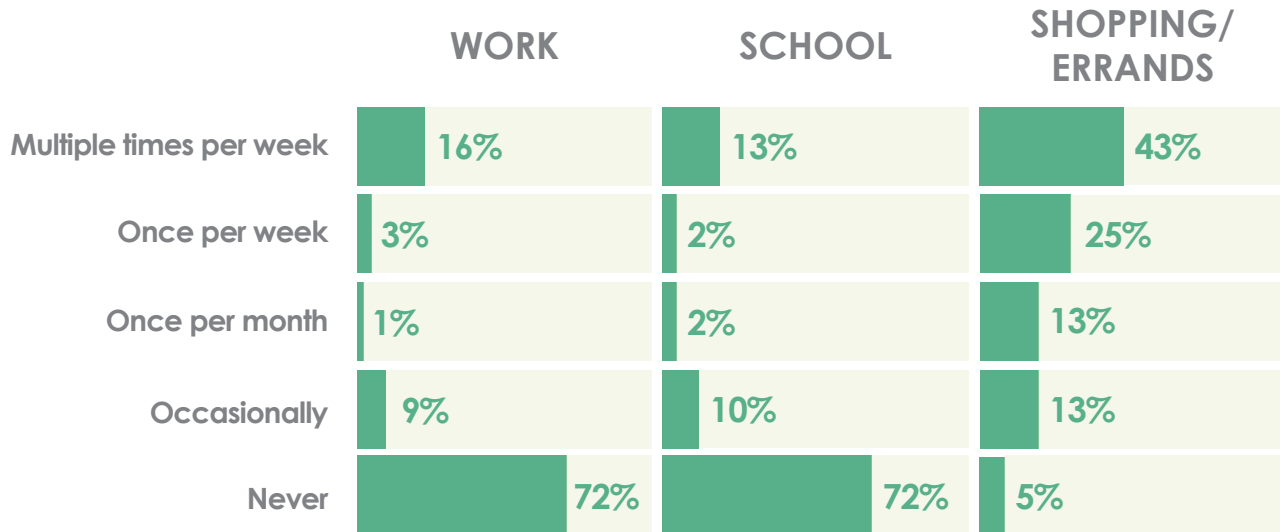


### IN GENERAL, HOW SAFE DO YOU FEEL IT IS TO WALK IN LOS GATOS?



**HOW FREQUENTLY DO YOU WALK IN LOS GATOS FOR THE FOLLOWING PURPOSES?**

(DUE TO ROUNDING, TOTALS MAY NOT ADD UP TO 100%)





## WHY DO YOU FEEL SAFE (OR NOT SAFE) WALKING IN LOS GATOS?

(TOP OPEN-ENDED RESPONSES WITH # OF RESPONSES IN PARENTHESES)

### GENERALLY, I HAVE CONCERNS WALKING IN LOS GATOS BECAUSE:

#### Quality of existing infrastructure



Lack of sidewalks  
(45)



Difficult crossings & lack of crosswalks  
(22)



Too much traffic  
(15)



Streets are dark at night  
(10)



Roadway not bike/ped friendly  
(8)

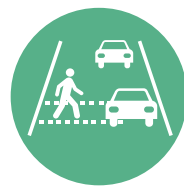
#### Driver/pedestrian/bicyclist behavior



People drive too fast  
(28)



Distracted drivers  
(18)



Drivers don't follow traffic laws  
(13)



Frustrated/rude drivers  
(5)

### GENERALLY, I FEEL SAFE WALKING IN LOS GATOS BECAUSE:



Quality Existing Infrastructure  
(37)



High Level of Respect / Sense of Community  
(17)



Low Crime  
(15)



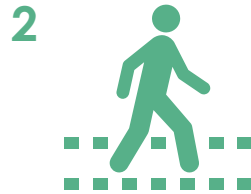
Downtown is pedestrian friendly  
(14)

## WHAT IMPROVEMENTS WOULD MAKE YOU WANT TO WALK MORE IN LOS GATOS, AS WELL AS MAKING IT FEEL SAFER TO WALK IN TOWN?

(TOP OPEN-ENDED RESPONSES WITH # OF RESPONSES IN PARENTHESES)



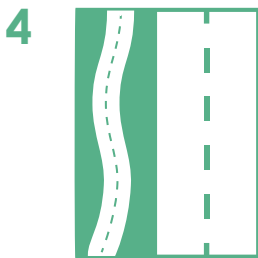
Improve/Add/  
Widen Sidewalks  
(54)



Improve/Add/  
Widen Crosswalks  
(30)



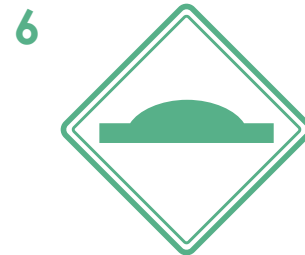
Improve Enforcement  
of Traffic Rules  
(21)



Add/improve  
separated paths  
& trails for people  
walking & bicycling  
(19)



Add/Increase  
Street Lighting  
(11)



Add traffic  
calming  
(9)

## IF YOU WALK/HIKE ON LOCAL TRAIL(S), WHICH TRAIL(S) DO YOU WALK/HIKE?

(TOP RESPONSES - # OF RESPONSES IN PARENTHESES)

**1 Los Gatos Creek Trail & Vasona Park (141)**

**2 St. Joseph's Hill Open Space (35)**

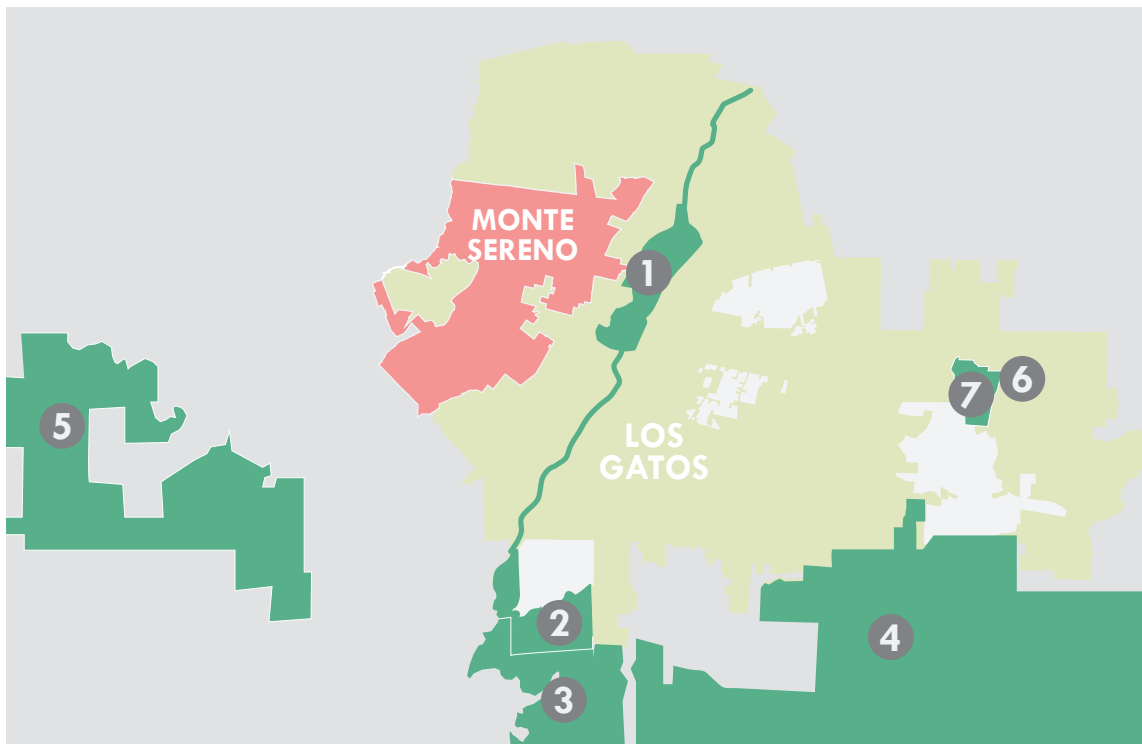
**3 Lexington Reservoir County Park (14)**

**4 Sierra Azul Open Space (14)**

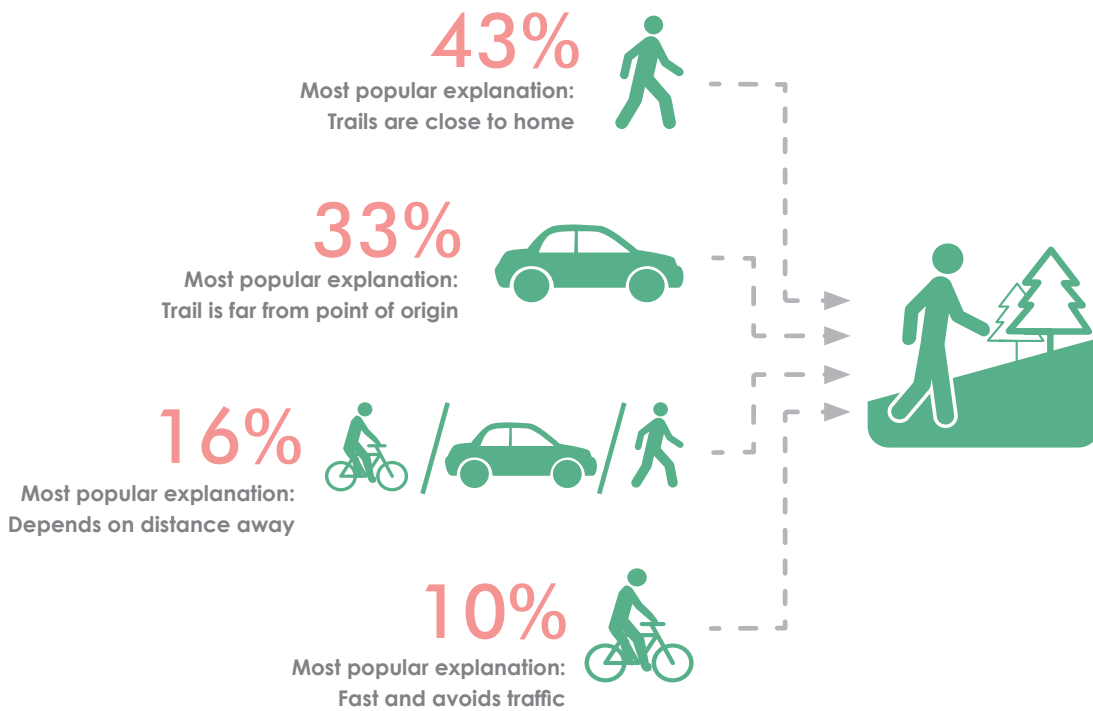
**5 El Sereno Open Space (9)**

**6 Belgatos Park (7)**

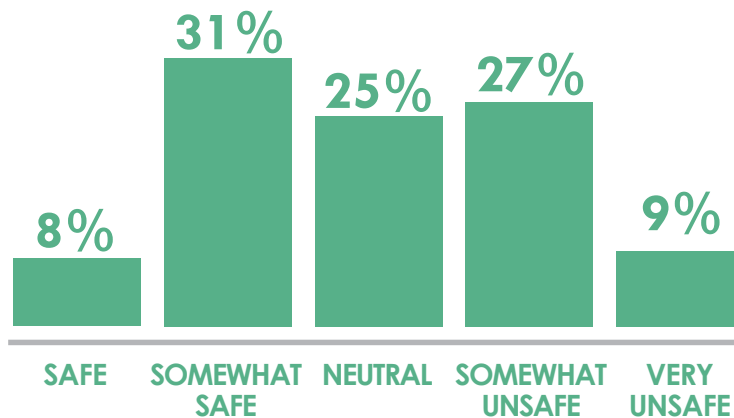
**7 Heintz Open Space (5)**



## IF YOU WALK/HIKE ON LOCAL TRAIL(S), DO YOU NORMALLY DRIVE, WALK OR BIKE TO THE TRAIL, AND WHY?

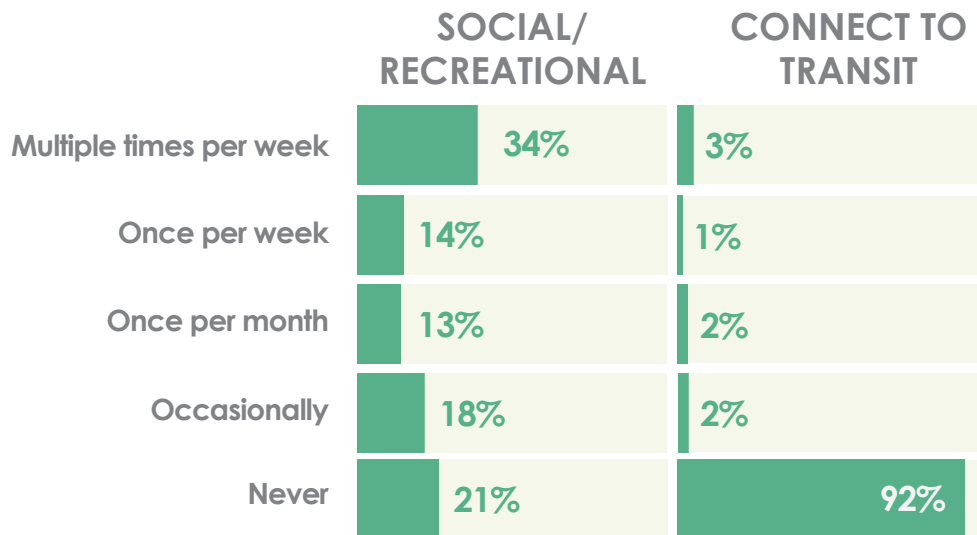
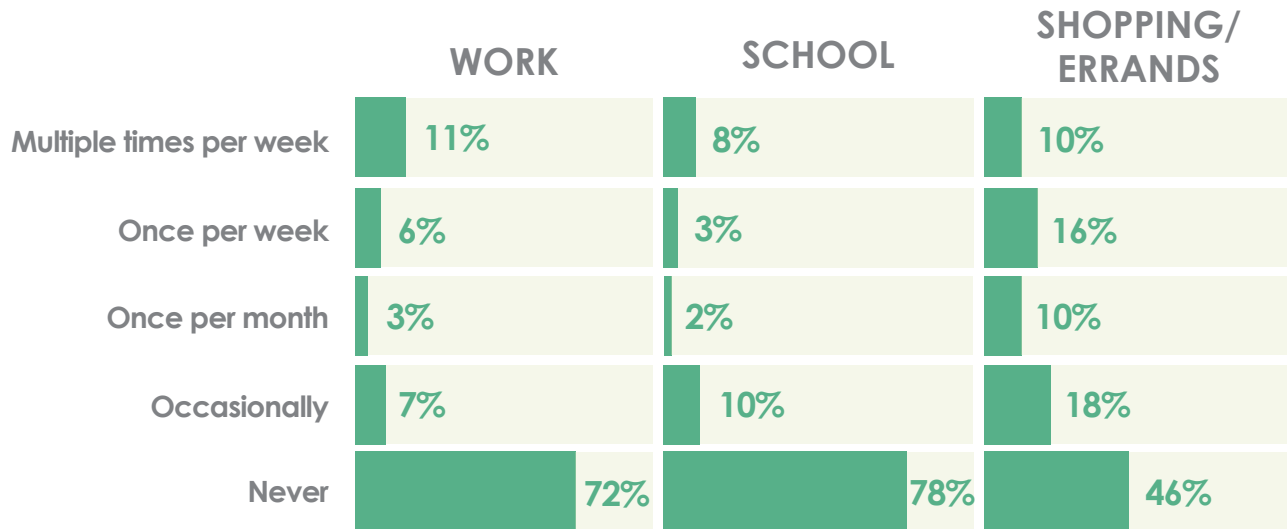


## IN GENERAL, HOW SAFE DO YOU FEEL IT IS TO BIKE IN LOS GATOS?



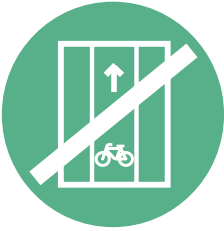


**12. HOW FREQUENTLY DO YOU BIKE IN LOS GATOS FOR THE FOLLOWING PURPOSES?**



## WHY DO YOU FEEL SAFE (OR NOT SAFE) BIKING IN LOS GATOS?

(TOP OPEN-ENDED RESPONSES WITH # OF RESPONSES IN PARENTHESES)



Not enough bike lanes and/or poorly designed bike lanes  
(46)



Too much traffic  
(35)



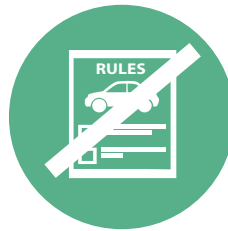
Motorists inattentive/distracted  
(28)



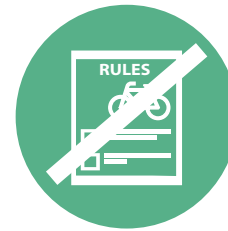
People drive too fast  
(26)



Narrow streets  
(20)



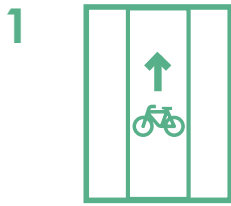
Motorists don't follow rules of the road  
(10)



Bicyclists don't follow rules of the road  
(9)

## WHAT IMPROVEMENTS WOULD YOU WANT TO BIKE MORE IN LOS GATOS, AS WELL MAKE IT FEEL SAFER TO BIKE IN TOWN?

(TOP RESPONSES - # OF RESPONSES IN PARENTHESES)



Add new and/or enhance existing bicycle lanes (81)



Paint bike lanes green (19)



Improve enforcement of traffic rules (19)



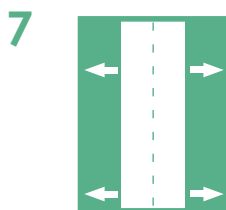
Add physically separated lanes/paths (18)



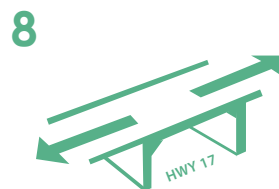
Educate motorists and bicyclists (14)



Add traffic calming (11)



Widen roads to accommodate people bicycling (9)



Improve/add connections across Hwy 17 (8)

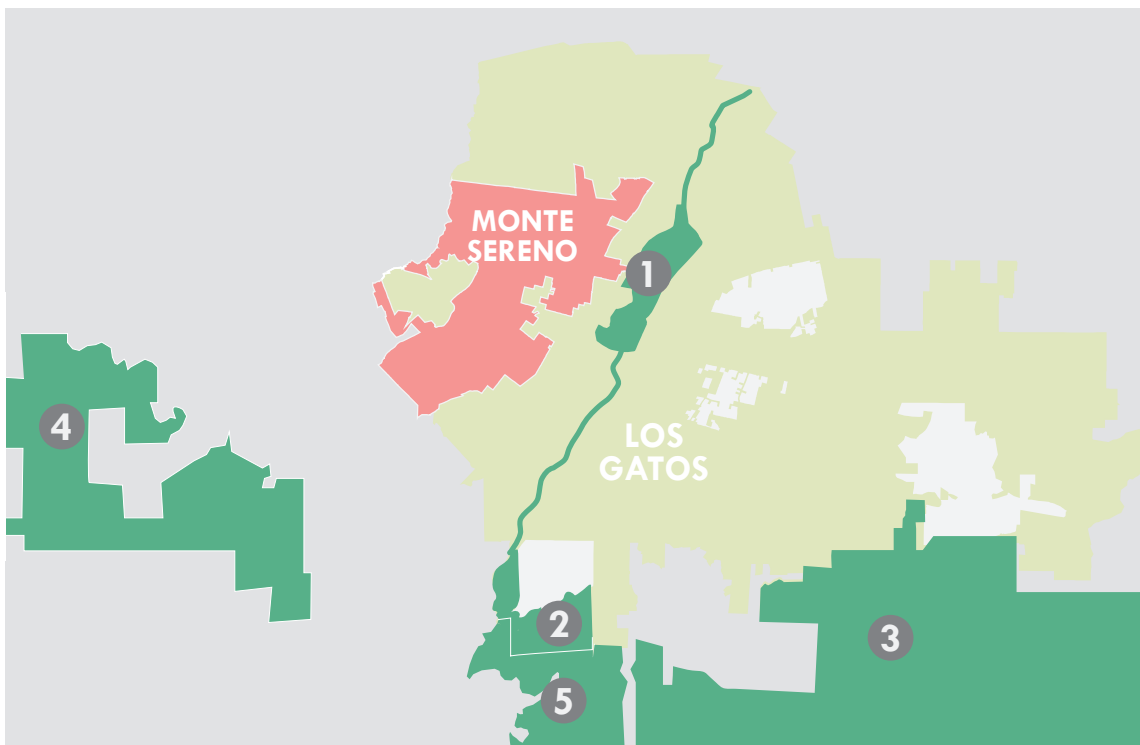


Add safety signage (7)

**IF YOU RIDE YOUR BIKE ON LOCAL TRAIL(S), WHICH TRAIL(S)  
DO YOU RIDE ON MOST FREQUENTLY?**

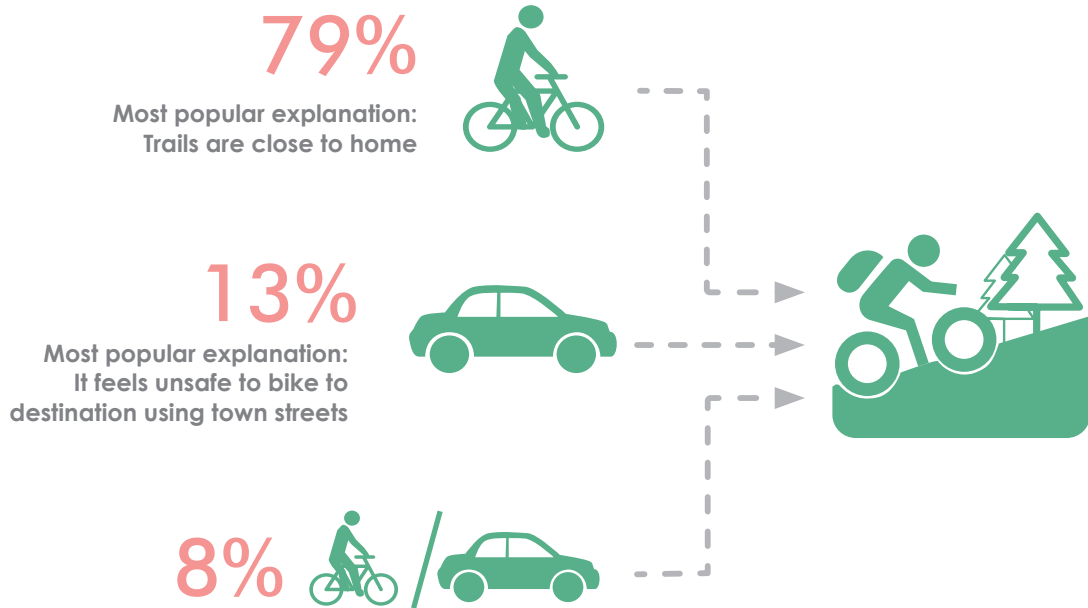
(TOP RESPONSES - # OF RESPONSES IN PARENTHESES)

- 1 Los Gatos Creek Trail & Vasona Park (56)**
- 2 St. Joseph's Hill Open Space (43)**
- 3 Sierra Azul Open Space (21)**
- 4 El Sereno Open Space (15)**
- 5 Lexington Reservoir County Park (5)**

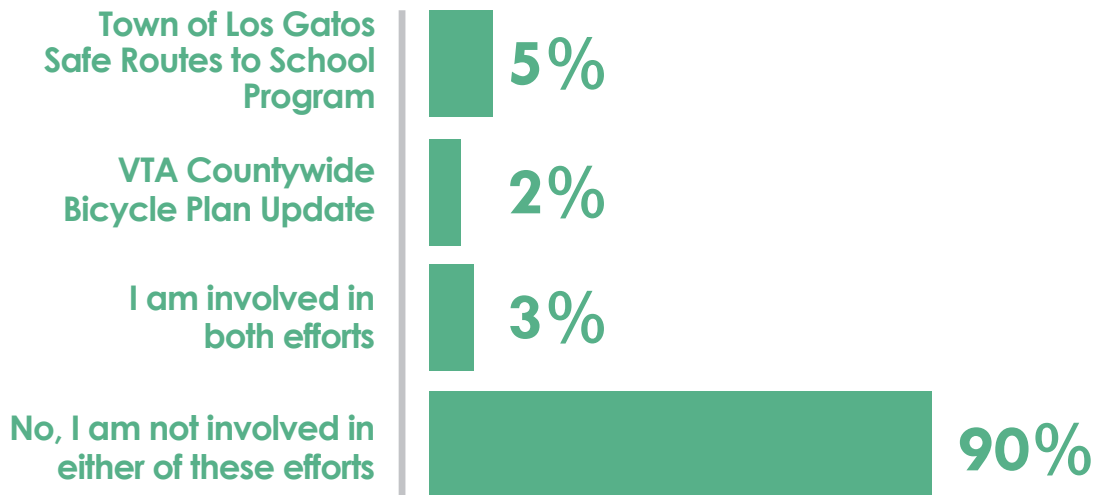




## IF YOU RIDE YOUR BIKE ON LOCAL TRAILS, DO YOU NORMALLY DRIVE OR BIKE TO THE TRAIL, AND WHY?

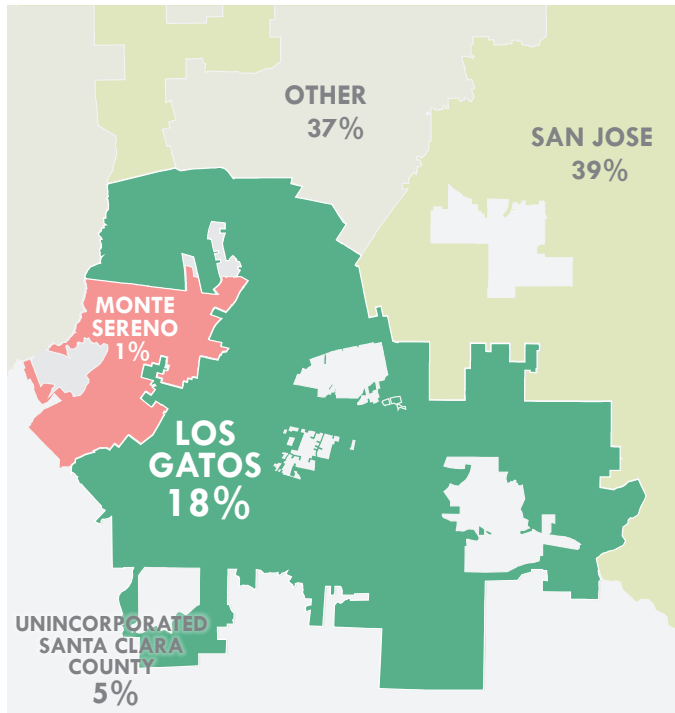


## ARE YOU CURRENTLY ATTENDING MEETINGS OR INVOLVED IN THE FOLLOWING BIKE/PEDESTRIAN PLANNING EFFORTS?

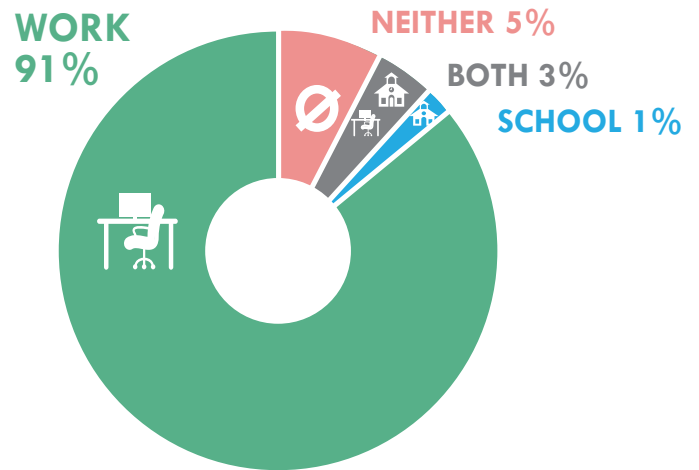


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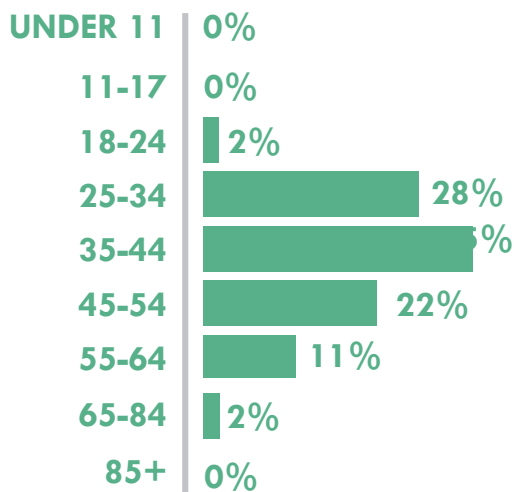
### WHERE DO YOU LIVE?



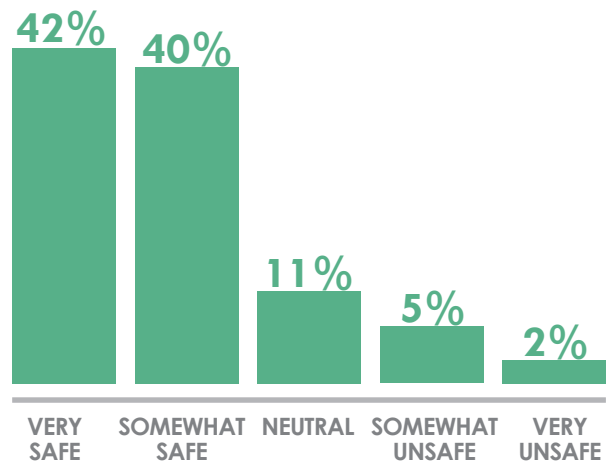
### DO YOU WORK OR GO TO SCHOOL IN LOS GATOS?



### WHAT IS YOUR AGE?

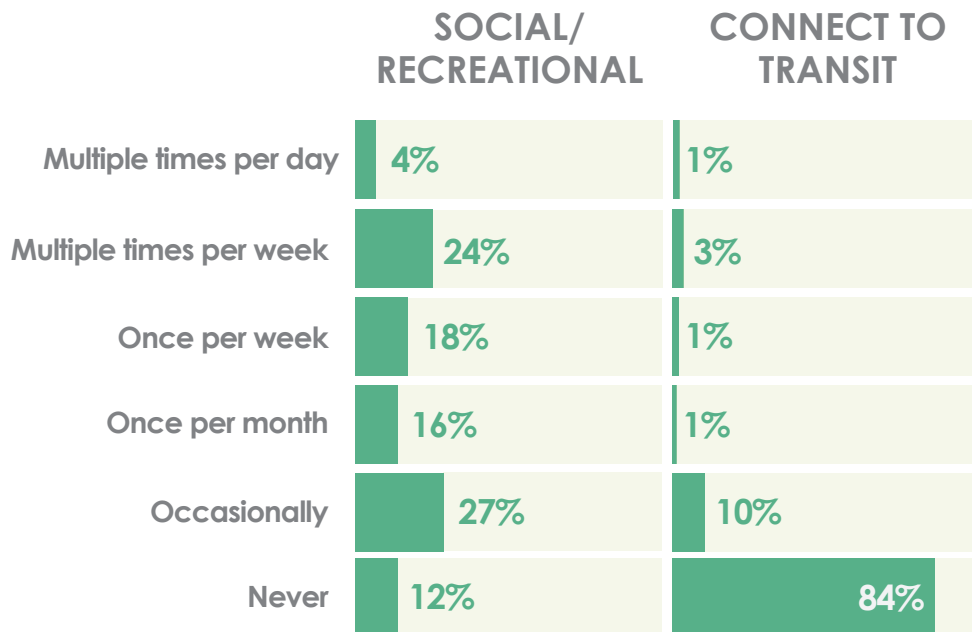
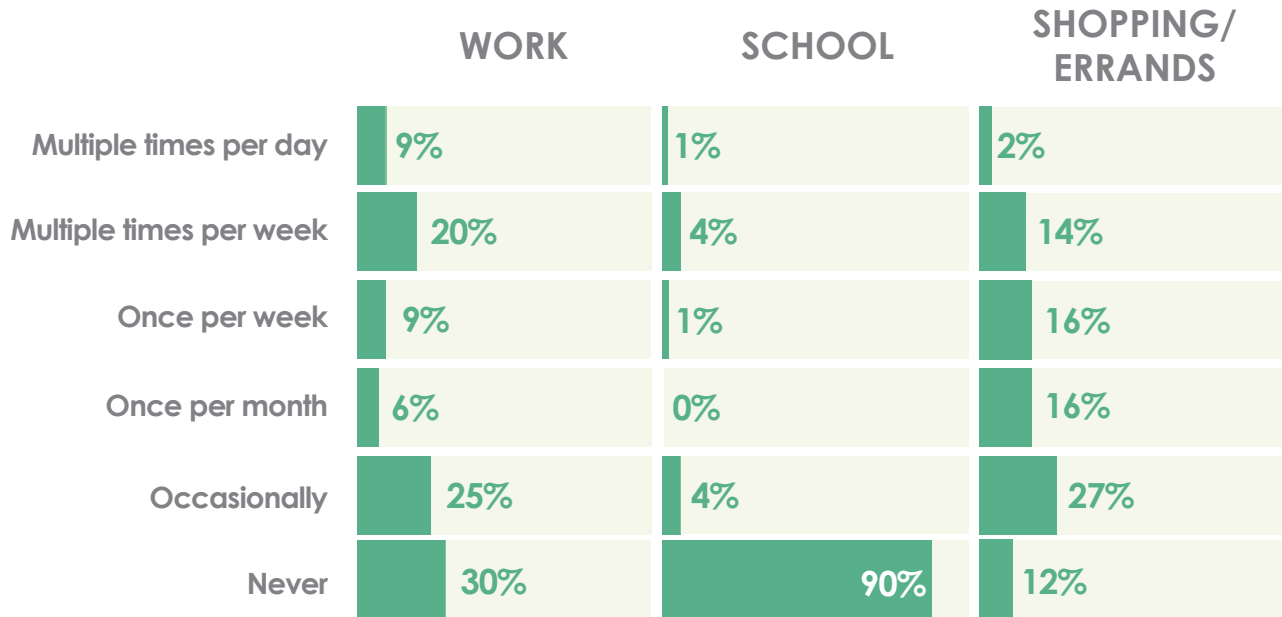


### IN GENERAL, HOW SAFE DO YOU FEEL IT IS TO WALK IN LOS GATOS?



## HOW FREQUENTLY DO YOU WALK IN LOS GATOS FOR THE FOLLOWING PURPOSES?

(DUE TO ROUNDING, TOTALS MAY NOT ADD UP TO 100%)





## WHY DO YOU FEEL SAFE (OR NOT SAFE) WALKING IN LOS GATOS?

(TOP RESPONSES - # OF RESPONSES IN PARENTHESES)

### GENERALLY, I HAVE CONCERNS WALKING IN LOS GATOS BECAUSE:

#### Quality of existing infrastructure



Lack of  
sidewalks  
(37)



Too much  
traffic  
(15)



People drive  
too fast  
(15)



Streets are  
dark at night  
(8)

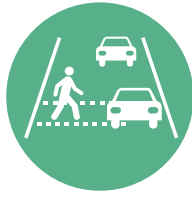


Distracted  
drivers  
(7)

#### Driver/pedestrian/bicyclist behavior



Difficult  
crossings  
& lack of  
crosswalks (6)



Drivers don't  
follow traffic laws  
(6)



Roadway not  
bike/ped friendly  
(5)

### GENERALLY, I FEEL SAFE WALKING IN LOS GATOS BECAUSE:



Quality  
Existing  
Infrastructure  
(33)



High Level of  
Respect / Sense  
of Community  
(30)



Low Crime  
(18)



Downtown is  
pedestrian  
friendly  
(14)

**WHAT IMPROVEMENTS WOULD MAKE YOU WANT TO WALK MORE IN LOS GATOS,  
AS WELL AS MAKING IT FEEL SAFER TO WALK IN TOWN?**

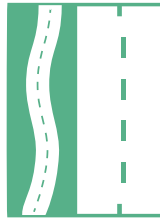
(TOP RESPONSES - # OF RESPONSES IN PARENTHESES)

1



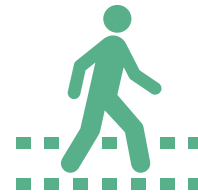
Improve/Add/  
Widen Sidewalks  
(65)

2



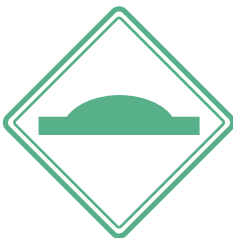
Add/improve separated  
paths & trails for people  
walking & bicycling  
(30)

3



Improve/Add/  
Widen Crosswalks  
(23)

4



Add traffic Calming  
(25)

5



Add/Increase Street  
Lighting  
(22)

6



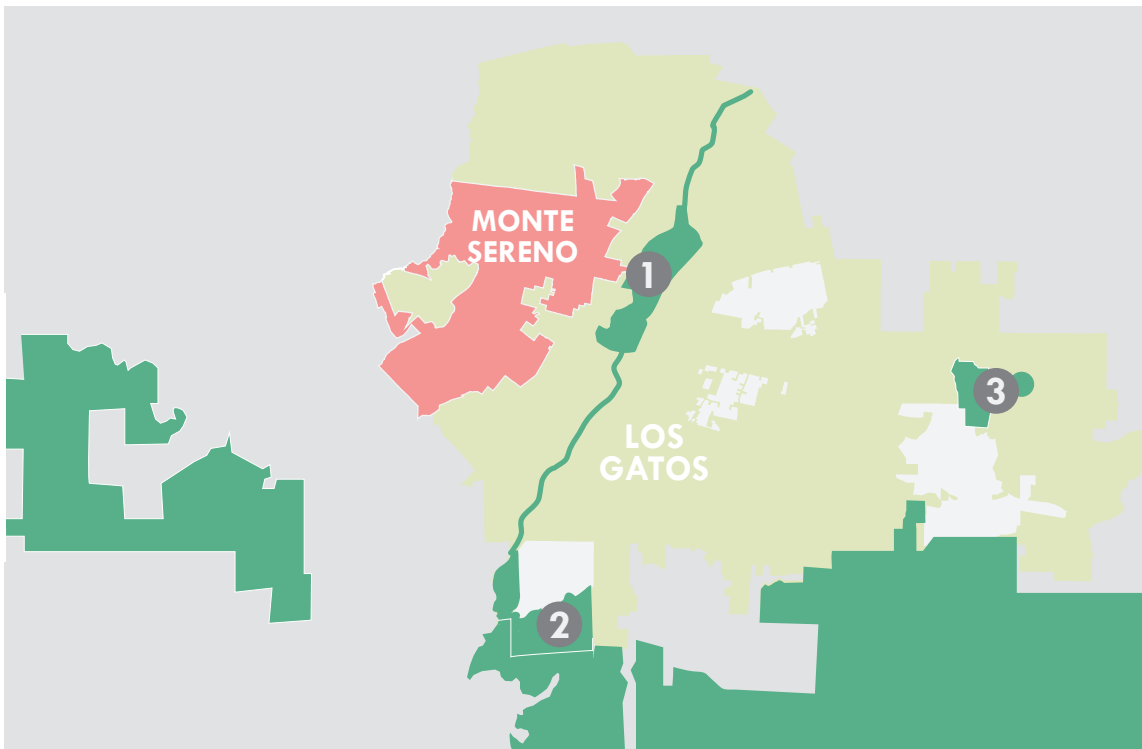
Improve Enforcement  
of Traffic Rules  
(14)

**IF YOU WALK/HIKE ON LOCAL TRAIL(S), WHICH TRAIL(S) DO YOU WALK/HIKE?**  
(TOP RESPONSES - # OF RESPONSES IN PARENTHESES)

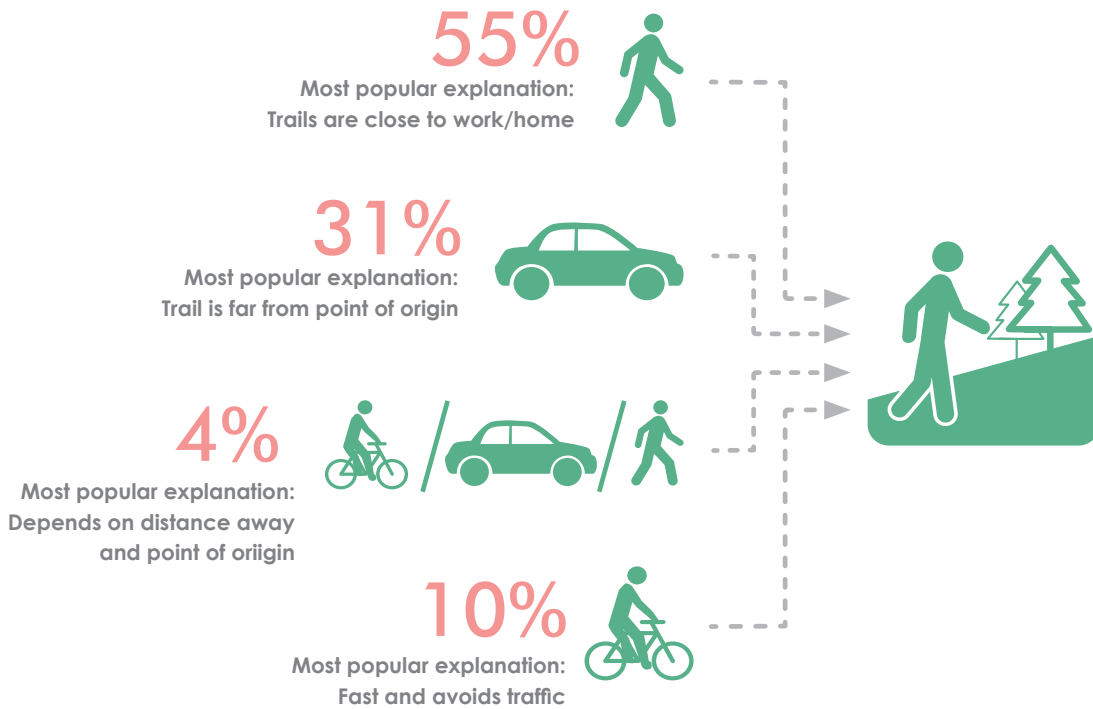
**1 Los Gatos Creek Trail & Vasona Park (257)**

**2 St. Joseph's Open Space (36)**

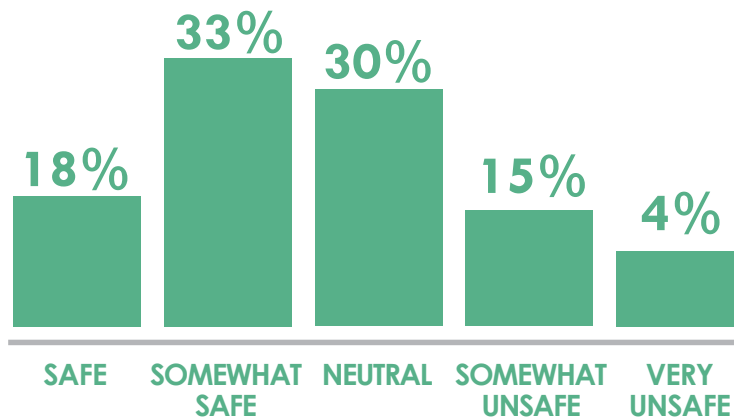
**3 Belgatos Park (3)**



### IF YOU WALK/HIKE ON LOCAL TRAIL(S), DO YOU NORMALLY DRIVE, WALK OR BIKE TO THE TRAIL, AND WHY?

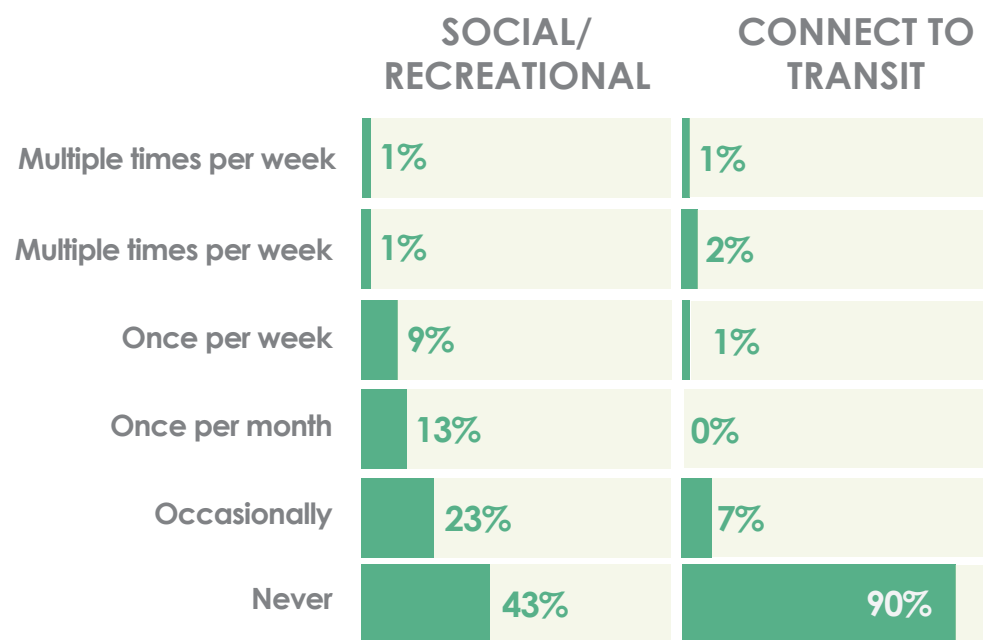
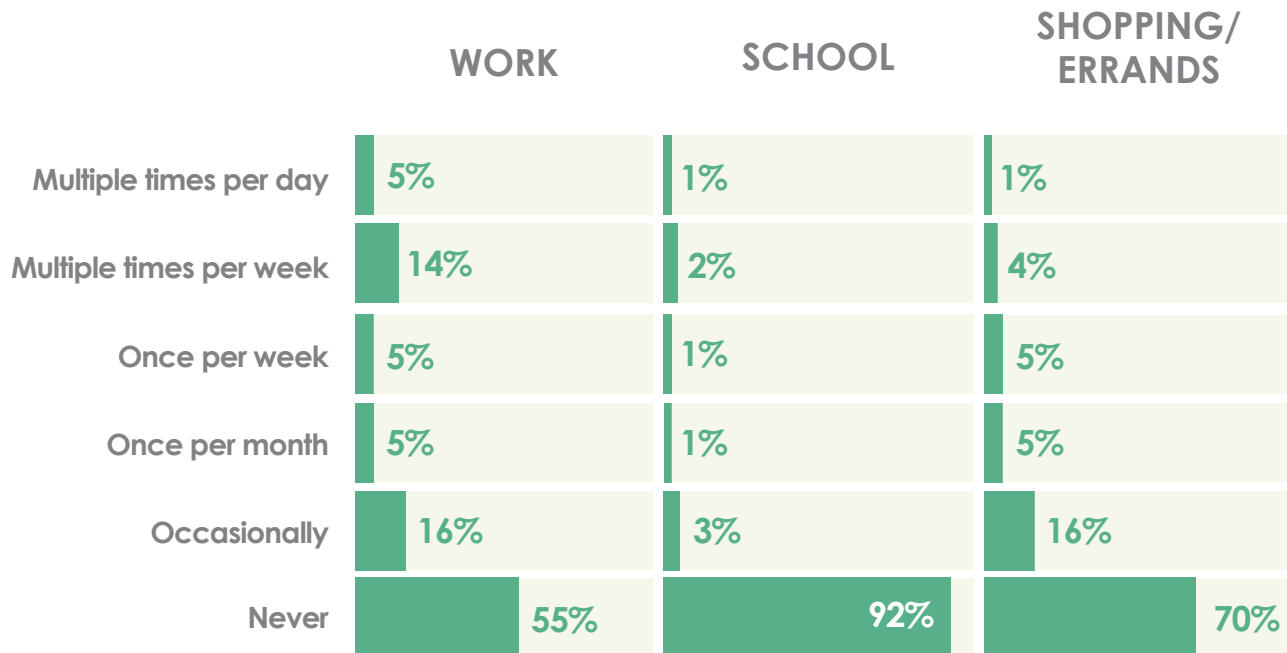


### IN GENERAL, HOW SAFE DO YOU FEEL IT IS TO BIKE IN LOS GATOS?





**HOW FREQUENTLY DO YOU BIKE IN LOS GATOS FOR THE FOLLOWING PURPOSES?**



## WHY DO YOU FEEL SAFE (OR NOT SAFE) BIKING IN LOS GATOS?

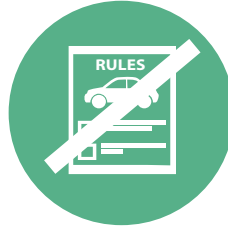
(TOP RESPONSES - # OF RESPONSES IN PARENTHESES)



Not enough bike lanes and/or poorly designed bike lanes (80)



Too much traffic (31)



Motorists don't follow rules of the road (17)



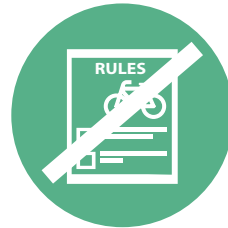
Motorists inattentive/distracted (15)



Narrow streets (15)



People drive too fast (10)

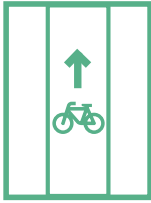


Bicyclists don't follow rules of the road (7)

## WHAT IMPROVEMENTS WOULD MAKE YOU WANT TO BIKE MORE IN LOS GATOS, AS WELL AS MAKE IT FEEL SAFER TO BIKE IN TOWN?

(TOP RESPONSES - # OF RESPONSES IN PARENTHESES)

1



Add new and/or  
enhance existing  
bicycle lanes  
(90)

2



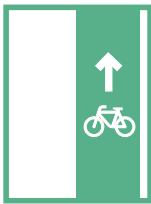
Add physically  
separated  
lanes/paths  
(24)

3



Improve/add  
connections across  
Hwy 17 and to  
local trails  
(16)

4



Paint bike lanes  
green  
(16)

5



Educate motorists  
and bicyclists  
(10)

6



Add traffic  
calming  
(10)

7



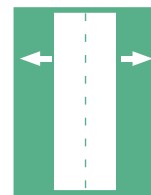
Add safety signage  
(10)

8



Improve  
enforcement of  
traffic rules  
(8)

9



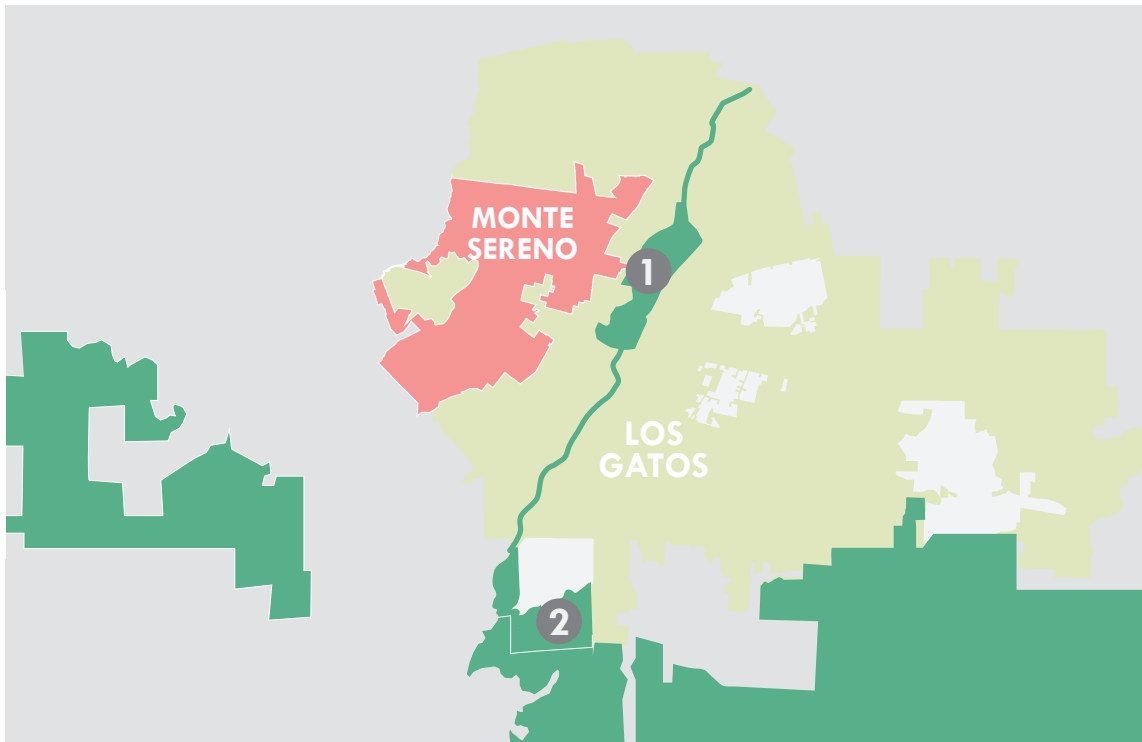
Widen roads to  
accommodate  
people bicycling  
(6)

**IF YOU RIDE YOUR BIKE ON LOCAL TRAIL(S), WHICH TRAIL(S) DO YOU RIDE ON MOST FREQUENTLY?**

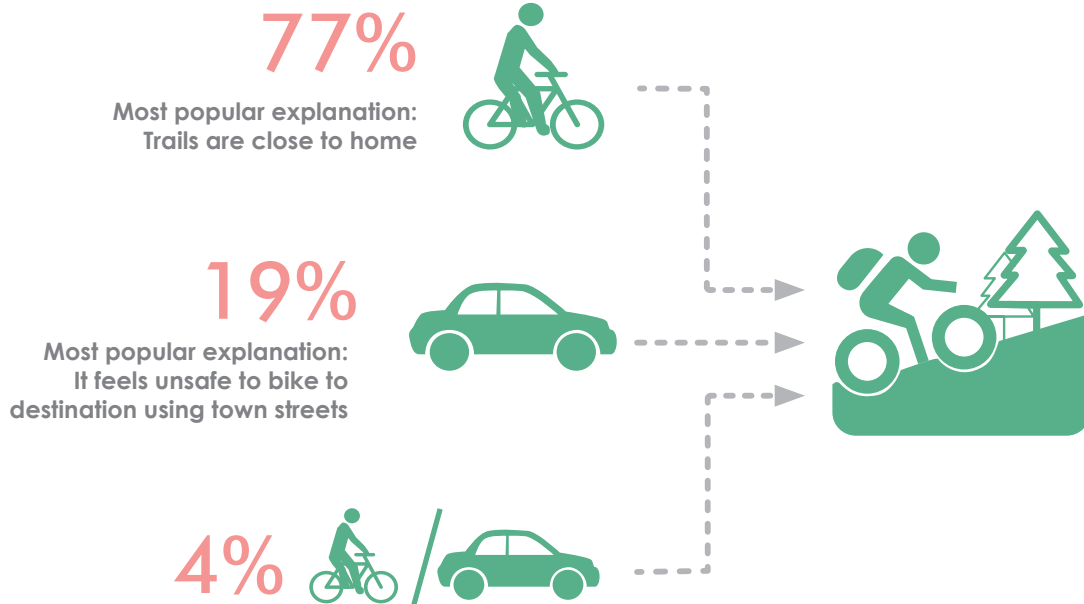
(TOP RESPONSES - # OF RESPONSES IN PARENTHESES)

**1 Los Gatos Creek Trail & Vasona Park (131)**

**2 St. Joseph's Hill Open Space (8)**



## IF YOU RIDE YOUR BIKE ON LOCAL TRAILS, DO YOU NORMALLY DRIVE OR BIKE TO THE TRAIL, AND WHY?



## ARE YOU CURRENTLY ATTENDING MEETINGS OR INVOLVED IN THE FOLLOWING BIKE/PEDESTRIAN PLANNING EFFORTS?



APPENDIX

# D

## DETAILED COMMENTS TO OPEN RESPONSE ONLINE SURVEY QUESTIONS

I. Responses from June 1 – June 30, 2016

II. Responses from July 1 – August 31, 2016



## Open Response Survey Comments from June 1-30, 2016

### Q4 Why do you feel safe (or not safe) walking in Los Gatos?

Answered: 191 Skipped: 79

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | lack of a sidewalk on Shannon, drivers not paying attention   | 6/29/2016 2:28 PM  |
| 2  | Unsafe because some streets are quite dark and some areas do not have sidewalks.  | 6/28/2016 11:21 PM |
| 3  | Pedestrian corridors ok but could have better markings especially on Santa Cruz Ave.  | 6/28/2016 7:21 AM  |
| 4  | Safe community in general   | 6/27/2016 10:53 PM |
| 5  | Many sidewalks and pedestrian signals   | 6/27/2016 7:51 PM  |
| 6  | Only streets downtown - seems very safe   | 6/27/2016 5:43 PM  |
| 7  | -   | 6/27/2016 2:09 PM  |
| 8  | La Rinconada CC area, speeding drivers in residential area. Also Winchester Blvd, no barrier or sidewalk.   | 6/26/2016 9:29 PM  |
| 9  | many roads don't have proper side walks or street lights  | 6/26/2016 3:01 PM  |
| 10 | difficult to cross busy streets   | 6/26/2016 8:36 AM  |
| 11 | No pedestrian walking path on certain roads. Therefore, too close to the moving traffics.   | 6/25/2016 7:18 PM  |
| 12 | I live near Lark & LG Blvd. Drivers are not paying attention - lot of red light running. Side walks are insuffienct (LGB from Lark to Garden Lane on the West side - NEEDS TO BE WIDER. The north side of Lark from LGB to highway 17 is asphalt/dirt and is ofter littered with broken glass making is dangerous for bikes, dogs and people. | 6/25/2016 11:00 AM |
| 13 | Sidewalks are inconsistent- sometime they end abruptly  | 6/25/2016 9:56 AM  |
| 14 | Traffic speeds  | 6/25/2016 9:09 AM  |
| 15 | To walk downtown you need to cross 3 freeway ramps also many streets such as Kennedy and shannon have piecemeal sidewalks. Traffic around the schools is very busy  | 6/25/2016 7:25 AM  |
| 16 | Only problematic area is crossing Main St at night away from crosswalks because of poor visibility of pedestrians by auto drivers   | 6/24/2016 10:15 PM |
| 17 | Some areas (e.g., off Kennedy Road) do mot have sidewalks. Theses are Town incorporated areas   | 6/24/2016 7:33 PM  |
| 18 | Downtown areas have well marked crosswalks and reduced speed limit  | 6/24/2016 6:17 PM  |
| 19 | Traffic speeds  | 6/24/2016 5:45 PM  |
| 20 | I think Los gatos Blvd is not friendly to biking or walking and crossing.   | 6/24/2016 5:22 PM  |
| 21 | Downtown is pretty good, but Quito road is tough  | 6/24/2016 3:54 PM  |
| 22 | Just do   | 6/24/2016 11:23 AM |
| 23 | Motorists are not always aware of pedestrians; a friend was nearly hit while crossing legally in a crosswalk downtown. It is also scary to cross 17 at Hwy 9, with a sidewalk on only one side that intersects 4 busy on/off ramps.   | 6/24/2016 8:50 AM  |
| 24 | Distracted drivers  | 6/24/2016 5:37 AM  |
| 25 | I feel safe because I follow the rules. I wait my turn to walk at crosswalks and at the lights. I make eye contact with drivers to make sure they see me.   | 6/23/2016 10:51 PM |
| 26 | Wide walk areas.  | 6/23/2016 6:12 PM  |
| 27 | No sidewalks on major streets like Quito from Pollard to hwy 9.   | 6/23/2016 3:30 PM  |
| 28 | busy streets..too fast Blossom Hill/Los Gatos Blvd  | 6/23/2016 2:47 PM  |
| 29 | Possibly being accosted by muggers.   | 6/23/2016 2:02 PM  |
| 30 | Pedestrians and bikes and cars - lots and in the same places.   | 6/23/2016 1:25 PM  |
| 31 | Morals & ethics of community residents, plus very good police presence.   | 6/23/2016 1:23 PM  |

## Open Response Survey Comments from June 1-30, 2016

|    |   |                    |
|----|---|--------------------|
| 32 | Open spaces, not crowded, parks, clean, kept up, lighting, respect for walkers, greenery, animals welcome.  | 6/23/2016 10:22 AM |
| 33 | some areas are safe, some are not   | 6/22/2016 6:32 PM  |
| 34 | Few criminals   | 6/22/2016 6:26 PM  |
| 35 | Generally safe because there are plenty of sidewalks.   | 6/22/2016 4:54 PM  |
| 36 | At night many neighborhood streets are not well lit.  | 6/22/2016 3:42 PM  |
| 37 | On reservoir trails and Vasona Park, speeding bicyclists are a hazard. Not at all concerned with violent crime as trails have fair amount of traffic.   | 6/22/2016 1:46 PM  |
| 38 | Safe in town, but Winchester Freeway and Highway 9 are terrifying!  | 6/22/2016 1:35 PM  |
| 39 | poor sidewalks and shoulders on busy roads like Kennedy   | 6/22/2016 10:00 AM |
| 40 | I live on Bean Av and walk quite a bit to Safeway, post office, and even over to car repair on LG Blvd by Trader Joes.  | 6/22/2016 9:53 AM  |
| 41 | I am close to a county pocket with no sidewalks. I cannot walk all the way on sidewalks on Los Gatos Almaden or Blossom Hill road either. It's very difficult to make a loop walking that does not include walking in the road in my area | 6/22/2016 9:43 AM  |
| 42 | We live in Rinconada and our kids go to Daves. There is no walking path through the neighborhood, so they would have to go down Winchester, which is too busy and has no sidewalks  | 6/22/2016 9:34 AM  |
| 43 | There are neighborhoods without sidewalks (that's what I mean by unsafe in some areas)  | 6/22/2016 8:45 AM  |
| 44 | Not enough pedestrian paths that are paved and too many shoulders like Shannon Road where there is really no place to walk safely.  | 6/22/2016 8:32 AM  |
| 45 | For the most part I feel safe, but at the major intersections it can be dicey   | 6/22/2016 8:31 AM  |
| 46 | Sidewalks are pretty much everywhere.   | 6/22/2016 8:15 AM  |
| 47 | Speed Limits are very low.  | 6/21/2016 10:12 PM |
| 48 | Safe with clear lines of sight, slow moving traffic.  | 6/21/2016 10:12 PM |
| 49 | Open space in town where I'd walk.  | 6/21/2016 10:07 PM |
| 50 | The lack of sidewalks on main streets as well as unsafe crossings   | 6/21/2016 9:44 PM  |
| 51 | on main streets (Winchester, downtown), there are great sidewalks and elsewhere there are wide enough streets. Also, the creek trail is a great walking place. People honor the leash law.  | 6/21/2016 9:21 PM  |
| 52 | large sidewalks, especially downtown. low traffic speed. however, too much traffic makes it less safe   | 6/21/2016 8:50 PM  |
| 53 | Traffic and too much going on for drivers. Also, some crosswalks downtown make me feel hidden by the trees planted in them.   | 6/21/2016 8:25 PM  |
| 54 | Sidewalks from my neighborhood to downtown.   | 6/21/2016 7:55 PM  |
| 55 | No sidewalks in our area  | 6/21/2016 7:24 PM  |
| 56 | There are no specific bike trails that are not on the road sharing with cars other than the Los Gatos Trail.  | 6/21/2016 7:19 PM  |
| 57 | numerous crosswalks, many people out  | 6/21/2016 6:54 PM  |
| 58 | Little crime and aware drivers  | 6/21/2016 6:30 PM  |
| 59 | Cross walks are typically respected by drivers  | 6/21/2016 5:03 PM  |
| 60 | Sidewalks are very visible from the street and due to building set backs people walking can see traffic and other pedestrians.  | 6/21/2016 4:35 PM  |
| 61 | Some places lack sidewalks  | 6/21/2016 4:07 PM  |
| 62 | small town folk   | 6/21/2016 3:57 PM  |
| 63 | Sidewalks and crosswalks are great.   | 6/21/2016 3:47 PM  |
| 64 | Near miss being hit in a cross walk, lack of sidewalks in some areas, reports of cyclists and pedestrians hit by cars, high speeds and lack of awareness of drivers.  | 6/21/2016 3:40 PM  |
| 65 | Crossing Los Gatos-Almaden dangerous due to speeders  | 6/21/2016 3:19 PM  |
| 66 | Good pedestrian areas   | 6/21/2016 3:06 PM  |

## Open Response Survey Comments from June 1-30, 2016

|    |  |                    |
|----|--|--------------------|
| 67 | There are areas with really good pedestrian access & road crossings (e.g., the downtown) and others that are quite treacherous (e.g., all Hwy 17 crossings ex. Main) with more stuff in-between (e.g., the Boulevard). Residential neighborhoods are OK -- some do not have sidewalks and some sidewalks are in poor repair; in general, neighborhood street lighting is very poor)  | 6/21/2016 2:51 PM  |
| 68 | It's Los gatos   | 6/21/2016 2:50 PM  |
| 69 | The pedestrian refuge islands feel much safer than if I had to cross an entire street. The dedicated right turn lanes are a really good thing for pedestrians. I felt that way and then confirmed this with research. I think there is a big issue with unprotected left turn lanes (no green arrow?) on wider streets   | 6/21/2016 2:35 PM  |
| 70 | Sidewalks are small for kids walking to school and cars are driving too fast. Getting to Fisher going down Blossom Hill definitely scares me.  | 6/21/2016 2:33 PM  |
| 71 | Most cars stop. Not all lights have turn signals and those turning may not be looking for a ped (focusing on whether the car across from them is turning or not...no one uses signals)   | 6/21/2016 2:31 PM  |
| 72 | LG is great for pedestrians everywhere   | 6/21/2016 2:29 PM  |
| 73 | some locations don't have sidewalks....like portions of Quito, or some neighborhoods   | 6/21/2016 2:24 PM  |
| 74 | Limited side walks on Winchester between Lark and Vineland   | 6/21/2016 2:15 PM  |
| 75 | Some people are not very observant of pedestrians in cross walks, where lights change to walk and they make right turns into you.  | 6/21/2016 2:06 PM  |
| 76 | Because the existing ordinance regarding no bicycle riding on the sidewalks is unenforced and ignored by the majority of riders. As such, many people have told me about hits and near misses by riders who often respond with anger if a pedestrian gets in their way. I've made numerous complaints to the town over the years all of which have been met with total inaction. I live downtown and have had countless incidents with arrogant entitled riders that either hit me or brushed by me at speed. I just had abdominal surgery and 2 days ago I was walking off the street onto the sidewalk to go into the Coffee Roast when some idiot speeding on his bike on the sidewalk damn near hit me. I had to tense up and freeze to avoid getting hit and the consequent strain on my stomach muscles damn near opened my incision. There's absolutely no reason that that sort of incident should occur on the sidewalk. Palo Alto and Santa Cruz have responded to this problem in the past and enforced 'no sidewalk riding' successfully. Common sense does not prevail among riders. As such, Town leaders must come forward to resolve this huge problem. The same reasoning applies to skateboards. Just as bad as bikes on the sidewalk. | 6/21/2016 2:05 PM  |
| 77 | Extremely fast cars with drivers who pay no attention to pedestrians in crosswalks. Also the large tech buses in the knowles/capri area are terrifying when walking children to school.  | 6/21/2016 2:05 PM  |
| 78 | Always many people walking, jogging.   | 6/21/2016 2:00 PM  |
| 79 | Many areas with no sidewalks, narrow streets   | 6/21/2016 1:48 PM  |
| 80 | Downtown traffic not too fast, good sidewalks  | 6/21/2016 1:43 PM  |
| 81 | Cars generally stop for pedestrians. However, parked cars reduce pedestrian visibility in places.  | 6/21/2016 1:40 PM  |
| 82 | I like stop signs and crosswalks!  | 6/21/2016 1:16 PM  |
| 83 | Blossom hill road speed is too fast in narrow 2 lane sections.   | 6/21/2016 1:02 PM  |
| 84 | Not too many bad intersections, yet.   | 6/21/2016 1:00 PM  |
| 85 | Limited traffic, sidewalks in Town areas   | 6/21/2016 12:44 PM |
| 86 | It depends where. See below re the Andrews Hill  | 6/21/2016 11:28 AM |
| 87 | No Trails/Sidewalks apart from Downtown  | 6/21/2016 10:50 AM |
| 88 | The area is lite; people are friendly and approachable; there is community support and caring of others  | 6/21/2016 10:21 AM |
| 89 | Trails and signals at crosswalks.  | 6/21/2016 10:20 AM |
| 90 | Plenty of sidewalks help. Too much traffic hurts.  | 6/21/2016 10:17 AM |
| 91 | Awful sidewalks and cars running stop signs force you to pay attention   | 6/21/2016 10:11 AM |
| 92 | Many cars do not stop for pedestrians  | 6/21/2016 10:08 AM |
| 93 | Some intersections are dangerous for pedestrians. Drivers are distracted.  | 6/21/2016 9:38 AM  |
| 94 | There are many areas without sidewalks, and too much through town traffic heading to Santa Cruz  | 6/21/2016 9:19 AM  |
| 95 | Downtown is safe, other areas without sidewalks are OK.  | 6/21/2016 9:18 AM  |

## Open Response Survey Comments from June 1-30, 2016

|     |  |                    |
|-----|--|--------------------|
| 96  | Kennedy is NOT SAFE and my kids want to walk to school but CAN'T!!   | 6/21/2016 9:01 AM  |
| 97  | There are no sidewalks where I live and people on cellphones make me nervous.  | 6/21/2016 8:49 AM  |
| 98  | A lot of traffic   | 6/21/2016 8:47 AM  |
| 99  | Small town, well controlled crosswalks   | 6/21/2016 8:38 AM  |
| 100 | The hill on Andrews Ave is very unsafe to walk on  | 6/21/2016 8:36 AM  |
| 101 | Downtown Los Gatos is wonderful, roads such as Los Gatos Blvd are unpleasant for walking   | 6/21/2016 8:34 AM  |
| 102 | In my neighborhood, safe. Trying to walk across at Hwy 9, Blossom Hill or Lark bridges is very scary.  | 6/21/2016 8:26 AM  |
| 103 | Areas of no sidewalks, too much traffic, bad intersections   | 6/21/2016 8:09 AM  |
| 104 | I like the Heinz open space and there needs to be a crosswalk across Blossom Hill between Leigh and Union. Too many people run across traffic to get to the park entrance.                               | 6/21/2016 8:07 AM  |
| 105 | Wide sidewalks in town.  | 6/21/2016 8:02 AM  |
| 106 | No sidewalks   | 6/21/2016 6:21 AM  |
| 107 | Distracted drivers   | 6/20/2016 11:54 PM |
| 108 | Bicycles on the sidewalk, cars not coming to a complete stop prior to making a right turn  | 6/20/2016 11:21 PM |
| 109 | We live on Kennedy red with a way too high speed limit of 30mph -narrow residential road with no sidewalks.  | 6/20/2016 10:42 PM |
| 110 | Busy streets like Los Gatos Blvd are difficult to cross except at lights which are too far apart. Where there are sidewalks, I feel safe, but where I have to walk on the side of a road--it is NOYsafe. | 6/20/2016 10:36 PM |
| 111 | Lots of side walks and not many high speed, high traffic roads   | 6/20/2016 10:02 PM |
| 112 | wide sidewalks   | 6/20/2016 9:59 PM  |
| 113 | People rarely let you walk across the crosswalk before they drive on and that's if they stop in the first place. People drive way to fast on all streets.  | 6/20/2016 9:55 PM  |
| 114 | It is a very pedestrian town and cars are pretty aware   | 6/20/2016 9:50 PM  |
| 115 | Lack of crosswalk signals on LGB. Need to cross LGB twice East of high school to avoid steps (no sidewalk, problem when pushing a stroller)  | 6/20/2016 9:24 PM  |
| 116 | I feel reasonably safe walking in downtown   | 6/20/2016 9:13 PM  |
| 117 | Crime is not an issue, but walking on Kennedy or Shannon is treacherous because of cars.   | 6/20/2016 8:33 PM  |
| 118 | Traffic and fast drivers   | 6/20/2016 8:30 PM  |
| 119 | Sidewalks in most neighborhoods  | 6/20/2016 8:13 PM  |
| 120 | Highway 9 no side walk , also at Dave's in Monte sereno there's no side walk that connect Dave's Ave all the way to highway 9  | 6/20/2016 8:05 PM  |
| 121 | Crosswalks have limited sight. Cars drive fast and can't see pedestrians.  | 6/20/2016 7:57 PM  |
| 122 | Most areas have sidewalks, but NOT all areas.  | 6/20/2016 7:56 PM  |
| 123 | Hard to see people crossing at night   | 6/20/2016 7:46 PM  |
| 124 | Many streets have sidewalks but not enough residential areas do have sidewalks. Traffic on many streets is too much. Drivers do not obey speed limits.   | 6/20/2016 7:21 PM  |
| 125 | no sidewalks where I live and very windy roads with speeding drivers   | 6/20/2016 7:15 PM  |
| 126 | On most days, it is very safe. However, on weekends and in the summer especially, you need to watch out for non-LG drivers.  | 6/20/2016 6:41 PM  |
| 127 | Too many speeders  | 6/20/2016 6:28 PM  |
| 128 | Too many speeders  | 6/20/2016 6:18 PM  |
| 129 | Sidewalks in Almond Grove area are in terrible condition. Too many distracted drivers. No safe way to cross highway 9. Too much traffic on weekends. Drivers go too fast down residential roads          | 6/20/2016 6:13 PM  |
| 130 | too much parking affects pedestrian visibility   | 6/20/2016 5:39 PM  |
| 131 | My streets have lights   | 6/20/2016 4:58 PM  |

## Open Response Survey Comments from June 1-30, 2016

|     |  |                   |
|-----|--|-------------------|
| 132 | not safe in many areas due to lack of sidewalks and speeding cars  | 6/20/2016 4:51 PM |
| 133 | Some areas without sidewalks aren't safe   | 6/20/2016 4:42 PM |
| 134 | Generally very safe, however if on Lark, trying to get to any entrance to the trail, the sidewalk is extremely narrow, and it is very scary.         | 6/20/2016 4:32 PM |
| 135 | Too much traffic- distracted drivers, red light runners, people in a hurry or just plain rude and bad drivers  | 6/20/2016 4:27 PM |
| 136 | motorists disregard for pedetrians in crosswalks. crossing streets is to encounter inattentive or overly fast drivers                                | 6/20/2016 4:15 PM |
| 137 | The bicyclists have become dangerous to walkers and runners. They act like they own the trails and the town.   | 6/20/2016 4:12 PM |
| 138 | Many of the areas I and my young children would like to walk do not have sidewalks. Plus a crosswalk on University, at Bentley, is very dangerous.   | 6/20/2016 4:09 PM |
| 139 | Road raging drivers and drivers not paying attention.  | 6/20/2016 4:09 PM |
| 140 | Many areas with no sidewalks   | 6/20/2016 4:01 PM |
| 141 | Problem with drivers on Main St not seeing pedestrians at night, those who jay walk  | 6/20/2016 3:59 PM |
| 142 | Too many cars  | 6/20/2016 3:56 PM |
| 143 | Getting across highway entrance and exit ramps on LG Saratoga. Having to cross to get to side of road with pavement which is not always available.   | 6/20/2016 3:55 PM |
| 144 | I am not out late.   | 6/20/2016 3:54 PM |
| 145 | Shannon Road is mostly county so it has no sidewalks. Busy street, it's always a risk.   | 6/20/2016 3:54 PM |
| 146 | Not all cars recognize the crosswalks.   | 6/20/2016 3:53 PM |
| 147 | Its LG.  | 6/20/2016 3:46 PM |
| 148 | Traffic and speed. Distracted driving!   | 6/20/2016 3:45 PM |
| 149 | Low traffic speed, good sidewalks, awareness of foot traffic by most vehicles  | 6/20/2016 3:38 PM |
| 150 | Too too much traffic with frustrated drivers.  | 6/20/2016 3:35 PM |
| 151 | Need more sidewalks  | 6/20/2016 3:33 PM |
| 152 | There are not sidewalks on all streets- vista Del Monte (southern end) and Kennedy. Congested and people are in a rush, especially when school is in | 6/20/2016 3:32 PM |
| 153 | It's the out of towners who seem to be in a rush   | 6/20/2016 3:28 PM |
| 154 | Very safe walking on the sidewalk but need to keep an eye out for motorist not stopping at crosswalks.   | 6/20/2016 3:23 PM |
| 155 | Good sidewalks , safe enviroment   | 6/20/2016 3:21 PM |
| 156 | Safe because of the sidewalks on all the main streets. Not safe the side streets have no lamps nor curbs.  | 6/20/2016 3:20 PM |
| 157 | Generally safe, less so on roads where there aren't sidewalks. Also some concern about coyotes and other wildlife.                                   | 6/20/2016 3:19 PM |
| 158 | Cars tend to not stop for walkers in crosswalks  | 6/20/2016 3:19 PM |
| 159 | poor lite streets downtown   | 6/20/2016 3:15 PM |
| 160 | Cars do not pay attention to pedestrians.  | 6/20/2016 3:12 PM |
| 161 | Motorists seem completely uninclined to yield to pedestrians, and are generally unaware of the rules of the road regarding pedestrians.              | 6/20/2016 3:10 PM |
| 162 | No sidewalks on many streets, including the road we live on (Kennedy).   | 6/20/2016 3:08 PM |
| 163 | Sidewalks most everywhere;   | 6/20/2016 3:06 PM |
| 164 | Ample sidewalks  | 6/20/2016 3:04 PM |
| 165 | Lots of people out   | 6/20/2016 3:03 PM |
| 166 | Cars go too fast. Drivers are distracted (texting)   | 6/20/2016 3:01 PM |
| 167 | Some roads have sidewalks and others don't.  | 6/20/2016 2:59 PM |
| 168 | Smaller streets with less traffic  | 6/20/2016 2:57 PM |

## Open Response Survey Comments from June 1-30, 2016

|     |  |                    |
|-----|--|--------------------|
| 169 | Too much traffic. Too many out-of-towners. Insufficient parking availability. Degenerate governance of our town.   | 6/20/2016 2:55 PM  |
| 170 | Generally courteous drivers  | 6/20/2016 2:52 PM  |
| 171 | Some roads in Los Gatos do not have defined sidewalks and / or bike paths.   | 6/20/2016 2:52 PM  |
| 172 | Cars routinely roll thorough stop signs  | 6/20/2016 2:51 PM  |
| 173 | Distracted drivers who run lights or stop signs make me feel unsafe, and I especially worry about traffic near Blossom Hill School which my two daughters attend.  | 6/20/2016 2:50 PM  |
| 174 | Some busy roads do not have sidewalks and you need to walk on the road   | 6/20/2016 2:50 PM  |
| 175 | Drivers for the most part seem courteous to pedestrians.   | 6/20/2016 2:50 PM  |
| 176 | Sidewalks are limited and drivers are often unyielding to those on foot. I've been nearly clipped more times than I can count crossing the street in a crosswalk. Jack Fisher is the worst for crossing. | 6/20/2016 2:48 PM  |
| 177 | There are enough sidewalks   | 6/20/2016 2:47 PM  |
| 178 | Crazy man wanders our neighborhood, threatening residents  | 6/20/2016 2:46 PM  |
| 179 | Too much parking takes away line of sight to motorists   | 6/20/2016 2:45 PM  |
| 180 | Downtown cross walks are a little scary but otherwise ok   | 6/20/2016 2:45 PM  |
| 181 | wide streets or sidewalks  | 6/20/2016 2:44 PM  |
| 182 | People who live here make it a safe town for me.   | 6/20/2016 2:43 PM  |
| 183 | Creek trail at night   | 6/20/2016 2:42 PM  |
| 184 | Little crime in the town   | 6/20/2016 2:40 PM  |
| 185 | Traffic  | 6/20/2016 2:40 PM  |
| 186 | Safe in town   | 6/20/2016 2:39 PM  |
| 187 | The cross walks are always hazardous. Also, there are no sidewalks on key streets for kids to walk on.   | 6/20/2016 2:39 PM  |
| 188 | Well outlined pedestrian thoroughfare  | 6/20/2016 2:39 PM  |
| 189 | most people are courteous but some are not. You need to be careful.  | 6/20/2016 2:38 PM  |
| 190 | Sidewalks are far enough away from cars and I feel no threat from people on the street   | 6/20/2016 2:37 PM  |
| 191 | Not safe due to excessive speed in some areas, in adequate cross areas, distracted drivers and failure to adhere to crosswalks by drivers.   | 6/20/2016 12:48 PM |



## Open Response Survey Comments from June 1-30, 2016

### Q5 What improvements would make you want to walk more in Los Gatos, as well as making it feel safer to walk in Town?

Answered: 168 Skipped: 102

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | I would love to have a pedestrian/bike bridge over Hwy 17 at end of Farley into Vasona park. It would also be great to have a light up crosswalk on University at the Pepper Tree Lane entrance. I don't personally walk that way, but quite often see families with small children dashing across the street there to get into the park. | 6/29/2016 2:28 PM  |
| 2  | Lights flashing when pedestrians cross on Santa Cruz, Colored street highlighting pedestrians and bicycles  | 6/28/2016 7:21 AM  |
| 3  | Sidewalks and lights in the areas that don't have them  | 6/27/2016 10:53 PM |
| 4  | more electronic on-demand street crossings, more 25mph residential zones, re-paving the Los Gatos Creek Trail   | 6/27/2016 7:51 PM  |
| 5  | wider sidewalks   | 6/27/2016 5:43 PM  |
| 6  | sidewalks everywhere  | 6/27/2016 2:09 PM  |
| 7  | sidewalks on both sides of Winchester. Flashing light crosswalks near library.  | 6/26/2016 9:29 PM  |
| 8  | More side walks   | 6/26/2016 3:01 PM  |
| 9  | more obvious street crossings, cars redirected to side streets  | 6/26/2016 8:36 AM  |
| 10 | Create pedestrian friendly roads  | 6/25/2016 7:18 PM  |
| 11 | Start sighting drivers more frequently for cell phone use while driving - police red light runners (and illegal U turners at Bennett/ LGB) during commute times. Widen the sidewalks and keep them clean and usable.  | 6/25/2016 11:00 AM |
| 12 | Wider, better maintained sidewalks, more sidewalk   | 6/25/2016 9:56 AM  |
| 13 | widen the southbound sidewalks on N Santa Cruz  | 6/25/2016 9:09 AM  |
| 14 | Flashing crossing lights on freeway exits/entrances on hwy 9 also an entrance to get on the bike trail from hwy 9   | 6/25/2016 7:25 AM  |
| 15 | More signs warning pedestrians about difficulty being seen by drivers in poor visibility areas such as main st.   | 6/24/2016 10:15 PM |
| 16 | Add sidewalks or walking paths in the areas mentioned in question 4.  | 6/24/2016 7:33 PM  |
| 17 | widen the southbound sidewalks  | 6/24/2016 5:45 PM  |
| 18 | Revamp LG Blvd. Do not let parking on side of street. Make center divides larger and planted better. Significant bike lanes and address crossing issues.  | 6/24/2016 5:22 PM  |
| 19 | Sidewalk on Quito Road  | 6/24/2016 3:54 PM  |
| 20 | Dont no   | 6/24/2016 11:23 AM |
| 21 | Improve uneven/broken sidewalks. Get homeowners to trim or remove bushes that obstruct half the sidewalk in places. Create raised crosswalks throughout the downtown area, which will have the added benefit of causing motorists to drive more slowly.   | 6/24/2016 8:50 AM  |
| 22 | The avid bicyclists need to follow the rules. They need to stop at stop signs, they need to follow the rules.   | 6/23/2016 10:51 PM |
| 23 | ?   | 6/23/2016 6:12 PM  |
| 24 | Safe place to walk along thoroughfares.   | 6/23/2016 3:30 PM  |
| 25 | need pedestrian strips with lights warning pedestrians walking or crossing  | 6/23/2016 2:47 PM  |
| 26 | More police presence  | 6/23/2016 2:02 PM  |
| 27 | I would like to see the intersection between Main St & Santa Cruz have an all pedestrian light in the cycle (where diagonal crossing is permitted and no right turns).  | 6/23/2016 1:25 PM  |
| 28 | Make Santa Cruz avenue a pedestrian only zone for certain days, say weekends.   | 6/23/2016 1:23 PM  |
| 29 | More bike and walklanes. Better lighting. More stores open later.   | 6/23/2016 10:22 AM |

## Open Response Survey Comments from June 1-30, 2016

|    |   |                    |
|----|---|--------------------|
| 30 | I would like there to be a sidewalk build along Andrews Street between San Benito and the top of the hill when headed towards Rose Avenue. In this area there is a very steep hill that is dangerous for riding/walking because there is no room on either side for pedestrians. I think the towns probably have a right of way (easement? I am not sure of the correct term), and it looks like there is room for a sidewalk along the right side of the street going up the hill. It would just mean taking over some dirt areas and a few feet of driveways. This hill feeds the entire area - and prevents a lot of kids in the Rose area from riding bikes to Fischer and the High School. It also prevents people from walking to Safeway, to town, and other local businesses. | 6/22/2016 6:32 PM  |
| 31 | Better designated walking,. Sidewalks, white lines on streets designating walkways, raised per crossings, a bridge from the no. 40 over to the west side of 17.   | 6/22/2016 6:26 PM  |
| 32 | Traffic congestion can make some areas less friendly to pedestrians.  | 6/22/2016 4:54 PM  |
| 33 | Better lighting on residential streets.   | 6/22/2016 3:42 PM  |
| 34 | It may be impractical but separate walking/cycling paths or more enforcement on existing trails would be helpful.   | 6/22/2016 1:46 PM  |
| 35 | Return Winchester to a rural two lane road with walking path. Convert median into a landscaped planter. The road looks like a freeway so people drive fast!   | 6/22/2016 1:35 PM  |
| 36 | Better infrastructure on some key roads where you start your walk like Kennedy  | 6/22/2016 10:00 AM |
| 37 | Nothing   | 6/22/2016 9:53 AM  |
| 38 | Sidewalk all along Blossom Hill road. BOTH SIDES. All the way from Cherry to Leigh.   | 6/22/2016 9:43 AM  |
| 39 | Sidewalks in Winchester OR open a walking path to Daves from Rinconada  | 6/22/2016 9:34 AM  |
| 40 | Paved designated paths for both bikes and pedestrians would encourage more to drive less.   | 6/22/2016 8:32 AM  |
| 41 | Sidewalks all over, better transition from east LG to downtown  | 6/22/2016 8:31 AM  |
| 42 | There are areas that have no sidewalk. That's not safe for walking if you feel like you're sharing the road with cars.  | 6/21/2016 10:12 PM |
| 43 | More delineated crosswalks.   | 6/21/2016 10:12 PM |
| 44 | Better shoulders or sidewalk areas as well as safer cross walks. In particular I am referring to Kennedy Road from S. Kennedy to Los Gatos Blvd as an example. I would love to see a crossing from S Kennedy across in order to walk down Kennedy Road. Also a better shoulder or sidewalk down Kennedy.  | 6/21/2016 9:44 PM  |
| 45 | Make the trail wider in some places, or give cyclists/runners a separate part of the trail so they can go faster.   | 6/21/2016 9:21 PM  |
| 46 | decrease congestion, flashing beacons for crosswalks  | 6/21/2016 8:50 PM  |
| 47 | One way Santa Cruz one way university with wider sidewalks  | 6/21/2016 8:25 PM  |
| 48 | Convert some of Santa Cruz st parking into pedestrian/outdoor dining.   | 6/21/2016 7:55 PM  |
| 49 | Bike lane/sidewalk on Kennedy all the way to teresita way   | 6/21/2016 7:24 PM  |
| 50 | Wide sidewalks specifically for bikes and pedestrians, just like in some European cities like Amsterdam.  | 6/21/2016 7:19 PM  |
| 51 | Sidewalks in formerly unincorporated areas ie Shannon Rd  | 6/21/2016 6:30 PM  |
| 52 | wider sidewalks   | 6/21/2016 4:35 PM  |
| 53 | less traffic on north santa cruz  | 6/21/2016 3:57 PM  |
| 54 | On Man, in front of the park, cars blow by and ignore the crosswalks. Needs better signage or a few officers giving out tickets.  | 6/21/2016 3:47 PM  |
| 55 | In corporate more of Los Gatos and add sidewalks. Make neighborhood lanes narrower like in my hometown, Seattle.  | 6/21/2016 3:40 PM  |
| 56 | Better street lighting  | 6/21/2016 2:51 PM  |
| 57 | More designated bike paths. Trail work on local mtb trails to make it safer and more fun.   | 6/21/2016 2:50 PM  |
| 58 | Intersections should be assessed to see if we need protected left turn only lanes. Drivers often don't check crosswalks when they have a green light prior to making a turn. A relative recently was killed by a negligent driver making a left turn on a yellow light and so I am particularly sensitive to this.  | 6/21/2016 2:35 PM  |
| 59 | Knowing that cars are looking out for kids vs the opposite. More awareness. More tickets to those who almost run kids over during kids pick up / drop off   | 6/21/2016 2:33 PM  |
| 60 | More turn signals and ped buttons   | 6/21/2016 2:31 PM  |
| 61 | none  | 6/21/2016 2:29 PM  |

## Open Response Survey Comments from June 1-30, 2016

|    |  |                    |
|----|--|--------------------|
| 62 | Slower traffic on winchester   | 6/21/2016 2:15 PM  |
| 63 | Monitor (ticket) people making right turns when the walk signal is on for pedestrians on the corner of Hwy9/University (turning onto Hwy 9 from University coming from fire station side)  | 6/21/2016 2:06 PM  |
| 64 | Keep bicycles off the sidewalks. Enforce the existing rules.   | 6/21/2016 2:05 PM  |
| 65 | More visible crosswalks. Maybe more police presence at certain busy crossings. The crosswalk on Pollard is extremely dangerous and it would be nice to see police there more enforcing traffic for all the kids crossing for Rolling Hills and Westmont. | 6/21/2016 2:05 PM  |
| 66 | NA   | 6/21/2016 2:00 PM  |
| 67 | Have pedestrian sidewalks on the Master Plan, so pedestrians are not un-planned for.   | 6/21/2016 1:59 PM  |
| 68 | Lights, sidewalks  | 6/21/2016 1:48 PM  |
| 69 | easier to find parking   | 6/21/2016 1:43 PM  |
| 70 | More warning lights to let cars know you want to cross.  | 6/21/2016 1:40 PM  |
| 71 | Keep sidewalks clear of foliage and leaves   | 6/21/2016 1:16 PM  |
| 72 | Slow speed to 25 mph east of blossom hill school. Yes, it can be done.   | 6/21/2016 1:02 PM  |
| 73 | Curb the unrealistic development plans that will bring more congestion to the Town.  | 6/21/2016 1:00 PM  |
| 74 | Sidewalks in County parcels  | 6/21/2016 12:44 PM |
| 75 | The Andrews St hill desperately needs a sidewalk. This is very unsafe and there are close calls every day.   | 6/21/2016 11:28 AM |
| 76 | We live off of Bicknell and Quito, we have no way to ride/walk to downtown safely. We don't need a sidewalk there, but a trail system would be wonderful!  | 6/21/2016 10:50 AM |
| 77 | More trails and safer crossings at intersections.  | 6/21/2016 10:20 AM |
| 78 | Eliminate highway 17 traffic diversions through downtown!  | 6/21/2016 10:17 AM |
| 79 | Refinish sidewalks and mitigate cars running stop signs  | 6/21/2016 10:11 AM |
| 80 | I like the flashing lights on Hwy 9 crosswalk  | 6/21/2016 10:08 AM |
| 81 | Dedicated pedestrian cycle at key intersections with stoplights  | 6/21/2016 9:38 AM  |
| 82 | Add some sidewalks to soem dangerous areas.  | 6/21/2016 9:19 AM  |
| 83 | Enforce traffic laws, separate vehicles from pedestrians where possible.   | 6/21/2016 9:18 AM  |
| 84 | we have voiced our concerns to Matt with no help!! our kids in our area need a cross walk or something at Kennedy to S. Kennedy to go to school!!  | 6/21/2016 9:01 AM  |
| 85 | Better public transportation,more traffic enforcement  | 6/21/2016 8:49 AM  |
| 86 | Better sight lines   | 6/21/2016 8:38 AM  |
| 87 | Create a Sidewalk on the hill on Andrews Ave   | 6/21/2016 8:36 AM  |
| 88 | A pedestrian & bicycle bridge over 17 to Vasona. Perhaps at Farley.  | 6/21/2016 8:26 AM  |
| 89 | Fine.  | 6/21/2016 8:10 AM  |
| 90 | Downtown walking mall. Fix Shannon LG Blvd intersection. Less traffic.   | 6/21/2016 8:09 AM  |
| 91 | Put a cross walk between Leigh and Union on Blossom Hill for Open space entrance for trails  | 6/21/2016 8:07 AM  |
| 92 | I would like a trail on the side of Old Santa Cruz highway for walking/running around Lexington Reservoir.   | 6/21/2016 8:02 AM  |
| 93 | Take away some of the outside restaurant seating area so the sidewalks are less crowded  | 6/20/2016 11:21 PM |
| 94 | Lower speed limits, sidewalks  | 6/20/2016 10:42 PM |
| 95 | Installing more sidewalks where there are none within the town limits.   | 6/20/2016 10:36 PM |
| 96 | If people slowed down while driving. I've had my street monitored for a stop sign and although they determined that people do drive too fast down our street, there's nothing they could do about it.  | 6/20/2016 9:55 PM  |
| 97 | None   | 6/20/2016 9:50 PM  |
| 98 | Flashing lights at crosswalks in downtown  | 6/20/2016 9:13 PM  |

## Open Response Survey Comments from June 1-30, 2016

|     |   |                   |
|-----|---|-------------------|
| 99  | Some way to get around where I don't compete with cars.   | 6/20/2016 8:33 PM |
| 100 | Better traffic control and enforcement  | 6/20/2016 8:30 PM |
| 101 | More sidewalks, but there are trade-offs  | 6/20/2016 8:13 PM |
| 102 | sidewalk on Dave's Ave all the way that can connect highway 9 with Winchester. People from Monte Sereno can walk  | 6/20/2016 8:05 PM |
| 103 | Better crosswalk visibility. Slower traffic speeds.   | 6/20/2016 7:57 PM |
| 104 | Sidewalks everywhere are necessary for pedestrian safety  | 6/20/2016 7:56 PM |
| 105 | Lights in street when someone crosses   | 6/20/2016 7:46 PM |
| 106 | more sidewalks. Enforcement of speed limits.  | 6/20/2016 7:21 PM |
| 107 | more sidewalks where possible   | 6/20/2016 7:15 PM |
| 108 | I'm not sure how much more you can do: flags, street paint, closing streets on hot weekends.  | 6/20/2016 6:41 PM |
| 109 | Speed bumps   | 6/20/2016 6:28 PM |
| 110 | Speed bumps   | 6/20/2016 6:18 PM |
| 111 | Wider sidewalks. Lit pedestrian cross walks (flashing lights). Shut down Santa Cruz Ave to cars on weekends or at least on Sundays.   | 6/20/2016 6:13 PM |
| 112 | eliminate the islands at hiway 9 and los gatos blvd move the push to walk to the corners  | 6/20/2016 5:43 PM |
| 113 | Put crosswalk RT road markings and yield signs at more intersections, such as Wedgewood Ave and Pollard Rd.   | 6/20/2016 5:41 PM |
| 114 | safer crosswalks  | 6/20/2016 5:39 PM |
| 115 | Fix uneven pavement   | 6/20/2016 4:58 PM |
| 116 | More sidewalks, better streets (allowing speed humps to calm traffic) and traffic law enforcement.  | 6/20/2016 4:51 PM |
| 117 | sidewalk infill   | 6/20/2016 4:42 PM |
| 118 | wider sidewalks, or mowstrips between the street and the sidewalk   | 6/20/2016 4:32 PM |
| 119 | Green bike lanes near ALL schools, more crosswalks with flashing lights   | 6/20/2016 4:27 PM |
| 120 | calm traffic more in pedetrian-heavy zones  | 6/20/2016 4:15 PM |
| 121 | Keep the bikes off the sidewalks and pathways. Also, the bikes do not stop at the crosswalks if a pedestrian is crossing.   | 6/20/2016 4:12 PM |
| 122 | Add sidewalk on Roberts Rd -University to the creek. Add a pedestrian triggered signal at HWY 9/Massol. Sidewalk on Bruce Ave to Poppy Ln. Add sidewalk on Poppy Ln south of Bruce. | 6/20/2016 4:09 PM |
| 123 | More police giving tickets to people who don't stop at crosswalks.  | 6/20/2016 4:09 PM |
| 124 | More sidewalks. Ability to walk from Old Adobe Road area to downtown Los Gatos on a safe path.  | 6/20/2016 4:01 PM |
| 125 | Pedestrians need to be more visible to drivers  | 6/20/2016 3:59 PM |
| 126 | Less motor traffic  | 6/20/2016 3:56 PM |
| 127 | over passes to get across the busy streets  | 6/20/2016 3:55 PM |
| 128 | Keep the flags on No Santa Cruz!  | 6/20/2016 3:54 PM |
| 129 | Make the county provide sidewalks.  | 6/20/2016 3:54 PM |
| 130 | Lighted crosswalks like in Willow Glen.   | 6/20/2016 3:53 PM |
| 131 | side walks are badly in need of repairs in almond Grove and Glen Ridge  | 6/20/2016 3:47 PM |
| 132 | Cars to slow down.  | 6/20/2016 3:46 PM |
| 133 | More safety for pedestrians.  | 6/20/2016 3:45 PM |
| 134 | Add more sidewalks in some awkward areas. For instance along Blossom Hill between Union and LGB.  | 6/20/2016 3:38 PM |
| 135 | Stop indiscriminate building without adequate safe sidewalks,,(Where bikes should be allowed) for kids safety.  | 6/20/2016 3:35 PM |
| 136 | Add more s Desalts to uptown  | 6/20/2016 3:33 PM |
| 137 | Sidewalks and better on/off ramps for 17 at highway 9. Crosswalks are very risky  | 6/20/2016 3:32 PM |

## Open Response Survey Comments from June 1-30, 2016

|     |   |                    |
|-----|---|--------------------|
| 138 | A flashing red light on all crosswalks.   | 6/20/2016 3:23 PM  |
| 139 | Brightly lit areas. Flashing pedestrian cross walls.  | 6/20/2016 3:20 PM  |
| 140 | better lighting and signs   | 6/20/2016 3:15 PM  |
| 141 | Large street signs at street lights to remind drivers that pedestrians are crossing.  | 6/20/2016 3:12 PM  |
| 142 | Sidewalks everywhere would be great, but wide enough roads to accommodate foot traffic is good as well.   | 6/20/2016 3:10 PM  |
| 143 | More sidewalks, traffic mitigation, traffic violation mitigation (red light runners during weekend beach traffic).                                | 6/20/2016 3:08 PM  |
| 144 | less weekend traffic - as they are dangerous drivers  | 6/20/2016 3:08 PM  |
| 145 | Better lighting at night  | 6/20/2016 3:06 PM  |
| 146 | More lighting on streets, LG Blvd is very dark in sections  | 6/20/2016 3:03 PM  |
| 147 | Stricter enforcement. Speed bumps.  | 6/20/2016 3:01 PM  |
| 148 | More lighting along the roads that don't have sidewalks or enforce drivers to drive slower so they're more alert of pedestrians walking.          | 6/20/2016 2:59 PM  |
| 149 | No change   | 6/20/2016 2:57 PM  |
| 150 | More parking. Less structural development with regards to volume of housing.  | 6/20/2016 2:55 PM  |
| 151 | Slow traffic  | 6/20/2016 2:52 PM  |
| 152 | On roads like Lark, define clear paved areas for bikes. On smaller roads like Wedgwood, also create bike paths.                                   | 6/20/2016 2:52 PM  |
| 153 | Enforcement at stop signs   | 6/20/2016 2:51 PM  |
| 154 | Need flashing crosswalk or traffic light at intersection of Blossom Hill Rd, Linda Ave, Old Blossom Hill Rd                                       | 6/20/2016 2:50 PM  |
| 155 | Have the police enforce speed limits and issue high fines for drivers who text/talk on the phone/run lights.                                      | 6/20/2016 2:50 PM  |
| 156 | Sidewalks   | 6/20/2016 2:50 PM  |
| 157 | More sidewalks, more ways to slow down the traffic coming in from Quito onto Pollard into the residential area.                                   | 6/20/2016 2:48 PM  |
| 158 | Less parking allowing better visibility   | 6/20/2016 2:45 PM  |
| 159 | Less beach traffic because they don't watch for people  | 6/20/2016 2:45 PM  |
| 160 | Don't know.   | 6/20/2016 2:43 PM  |
| 161 | Homeless under bridges, lights on trails  | 6/20/2016 2:42 PM  |
| 162 | There needs to be a crosswalk installed on University at the Pepper Tree Lane park entrance. More speed monitoring on University Ave.             | 6/20/2016 2:40 PM  |
| 163 | Separate lane for bikes on creek trail  | 6/20/2016 2:39 PM  |
| 164 | Pedestrian overpass crossing on Lark needs to be a tunnel for safety). Sidewalks, better designated crosswalks (the flags in downtown are great). | 6/20/2016 2:39 PM  |
| 165 | Fine as it is   | 6/20/2016 2:39 PM  |
| 166 | I think having the cross walks blink especially at night when visibility can be low would help drivers and pedestrians.                           | 6/20/2016 2:38 PM  |
| 167 | None :-)  | 6/20/2016 2:37 PM  |
| 168 | Stricter enforcement of laws around key crosswalks by schools and in town business district   | 6/20/2016 12:48 PM |

## Q10 Why do you feel safe (or not safe) biking in Los Gatos?

Answered: 195 Skipped: 75

| #  | Responses  | Date               |
|----|--|--------------------|
| 1  | Not very safe  | 6/29/2016 2:28 PM  |
| 2  | Crossing hw9/17 is tricky. Los Gatos Blvd north of Blossom Hill needs bike lanes.  | 6/28/2016 11:23 PM |
| 3  | If on the trail I feel it's very safe. On the streets not so much  | 6/28/2016 7:24 AM  |
| 4  | There could be more designated or seperate bike paths  | 6/27/2016 10:56 PM |
| 5  | not enough bike lanes, poor steet pavement, poor pavement quality of the Los Gatos Creek Trail   | 6/27/2016 7:55 PM  |
| 6  | Heavy traffic downtown, congested on Lark  | 6/27/2016 5:44 PM  |
| 7  | -  | 6/27/2016 3:55 PM  |
| 8  | Traffic makes it difficult   | 6/27/2016 7:13 AM  |
| 9  | Winchester, need to take it to get anywhere from our house   | 6/26/2016 9:29 PM  |
| 10 | Not enough bike lanes  | 6/26/2016 3:04 PM  |
| 11 | busy streets, pedestrians & bicycles don't mix well when streets & trails are heavily used   | 6/26/2016 8:39 AM  |
| 12 | Downtown - too many cars, LG Creek Trail is great, but getting to/from you are around a lot of traffic depending on date/time  | 6/26/2016 6:32 AM  |
| 13 | Not safe sometimes due to heavy traffic in the area I live in, ie on Winchester  | 6/25/2016 7:21 PM  |
| 14 | Driver's are not paying attention. Often cyclists ride on the sidewalks (on the wrong side of road) making it more dangerous for them when cars are pulling out of driveways.  | 6/25/2016 11:03 AM |
| 15 | Drivers aren't very bike aware and drive too fast on major roads   | 6/25/2016 9:57 AM  |
| 16 | Narrow roads and parking   | 6/25/2016 9:13 AM  |
| 17 | Too much traffic   | 6/25/2016 7:29 AM  |
| 18 | Lack of continuity of bike lanes at certain crossings  | 6/24/2016 10:18 PM |
| 19 | Not enough bikes lanes.  | 6/24/2016 7:35 PM  |
| 20 | There should be more/better marked bike lanes in the downtown area.  | 6/24/2016 6:23 PM  |
| 21 | Traffic speed  | 6/24/2016 5:46 PM  |
| 22 | having parked cars along the side of LG Blvd makes it very unsafe for kids.  | 6/24/2016 5:24 PM  |
| 23 | Drivers are crazy  | 6/24/2016 3:55 PM  |
| 24 | Motorists do not understand correct lane position when making a right-hand turn - they frequently stay to the left of the cyclist and cut off the cyclist (right hook). Bike lanes are missing along key routes, like LG Blvd, and there are many parked cars (door zone). High-speed traffic exiting Hwy 17 is terrifying for any cyclist trying to climb up the hill from Hwy 9 to LG Blvd. Bike lanes disappear suddenly; Winchester near Lark/Wimbledon is particularly treacherous. Trails, such as the LG Creek trail, are shared with too many people who lack trail etiquette (unaware of other users, taking up too much of the trail, passing unsafely, etc.). | 6/24/2016 8:58 AM  |
| 25 | Distracted drivers and narrow roads  | 6/24/2016 5:39 AM  |
| 26 | I would not let my kids bike on the street because it is too congested with traffic in this town.  | 6/23/2016 10:53 PM |
| 27 | Children are not safe biking to school. From my house on Quito Rd. there is no safe way for my children to bike to any school.   | 6/23/2016 3:31 PM  |
| 28 | vehicles are going to fast and not enough signs saying to watch for bikes or green bike paint for bike lanes   | 6/23/2016 2:51 PM  |
| 29 | Inattentive or DUI drivers   | 6/23/2016 2:05 PM  |



## Open Response Survey Comments from June 1-30, 2016

|    |   |                    |
|----|---|--------------------|
| 30 | Not safe on Santa Cruz Ave and University due to narrow roads, inattentive drivers, and scofflaw bicyclists. I feel much safer riding in San Jose.  | 6/23/2016 1:28 PM  |
| 31 | Bikers do not follow the rules and there are cars everywhere.   | 6/23/2016 1:26 PM  |
| 32 | Too many fast speed bike riders. They do not often regard the walkers. it seems to be all about speed and they do not slow down for walkers. Pedestrians should come first.   | 6/23/2016 10:24 AM |
| 33 | some areas safe, others with no side walks or areas for bikes   | 6/22/2016 6:33 PM  |
| 34 | Not enough wide or marked bike lanes- drivers texting- poor road conditions.  | 6/22/2016 6:32 PM  |
| 35 | There aren't enough bike lanes, leaving cyclists competing with cars and trucks for space on the road. This is especially problematic along portions of Los Gatos Blvd and North Santa Cruz.  | 6/22/2016 4:58 PM  |
| 36 | Downtown on the weekends has so much traffic and people drive erratically. I am hoping that the closure of 17 on ramp will help reduce those drives.  | 6/22/2016 3:44 PM  |
| 37 | n/a - I don't bike  | 6/22/2016 1:46 PM  |
| 38 | Unsafe on most roads because they lack bike lanes (SantaCruz and Universty) and must contend with traffic and parked car doors swinging open.   | 6/22/2016 1:42 PM  |
| 39 | poor shoulders on feeding roads like Kennedy  | 6/22/2016 10:35 AM |
| 40 | Biking should be done on the existing trails  | 6/22/2016 9:55 AM  |
| 41 | Lots of narrow streets, increasing traffic and increase of less experienced drivers.  | 6/22/2016 9:45 AM  |
| 42 | I bike on roads like Shannon and Kennedy and parts of Hwy 9, and Saratoga LG Road. Most of the time I feel safe and I try to ride when there is not too much traffic. Closer to town gets congested and one needs to be more careful.   | 6/22/2016 8:49 AM  |
| 43 | Bike paths are short and roads don't have enough room for them. I'd love to see bike paths like they have in Europe which are part of the sidewalk system. Everyone feels safe on those and I would prefer my children be on that sort of bike path vs. the street bike lane. | 6/22/2016 8:36 AM  |
| 44 | Lots of cross traffic and in and outs. Bike lanes are narrow and crowded  | 6/22/2016 8:36 AM  |
| 45 | Because we live on Carlton Ave, we always must bike along busy streets without bike lanes. Plus, bike lanes are too exposed to fast moving traffic, making it unsafe, especially for my younger children.   | 6/22/2016 8:20 AM  |
| 46 | Near downtown is pretty safe. Bikers should be banned from Kennedy Rd. They endanger lives.   | 6/21/2016 10:15 PM |
| 47 | Heavy traffic is a concern  | 6/21/2016 10:15 PM |
| 48 | Drivers and bukers both do not follow the rules of the road. It makes me nervous unless there is a clear bike lane, which is usally not the case or else a car parks in the shoulder.   | 6/21/2016 9:46 PM  |
| 49 | Wide roads, bike paths  | 6/21/2016 9:22 PM  |
| 50 | new green bike lanes  | 6/21/2016 8:52 PM  |
| 51 | Traffic and poor bike trails, snd viewing multiple accidents  | 6/21/2016 8:27 PM  |
| 52 | Some good bike lanes, but crossing 17 on 9 is too exciting.   | 6/21/2016 7:59 PM  |
| 53 | There are no specific and wide enough bike only trails away from cars.  | 6/21/2016 7:25 PM  |
| 54 | Need more bike lanes  | 6/21/2016 7:25 PM  |
| 55 | N Santa Cruz  | 6/21/2016 7:00 PM  |
| 56 | Drivers in the right turn lane get too close to bikes   | 6/21/2016 6:32 PM  |
| 57 | Generally repectful cars and decent bike lanes  | 6/21/2016 5:06 PM  |
| 58 | commuter traffic doesn't travel at the legal speeds, they can be impatient and violate others right of way.   | 6/21/2016 4:40 PM  |
| 59 | Some roads lack bike lanes and in some places the bike lanes are too narrow   | 6/21/2016 4:08 PM  |
| 60 | low traffic speed   | 6/21/2016 3:59 PM  |
| 61 | We don't bike. Too much traffic! Again, scary!  | 6/21/2016 3:48 PM  |
| 62 | reports of bikers hit by cars, near misses, drivers driving too fast and not aware of bikers, drivers deliberately hostile to bikers  | 6/21/2016 3:43 PM  |
| 63 | For the most part I feel safe because of bike lanes   | 6/21/2016 3:22 PM  |

## Open Response Survey Comments from June 1-30, 2016

|    |   |                    |
|----|---|--------------------|
| 64 | Narrow streets lined with parked cars make for a need to ride in the lane to avoid door collisions.   | 6/21/2016 3:21 PM  |
| 65 | No dedicated bike lanes. Cars not used to bikes and forget to look over the shoulder when turning.  | 6/21/2016 3:07 PM  |
| 66 | I'm a fairly avid cyclist so I feel pretty safe on roads that are not really large & busy which is how I'd classify most of Los Gatos (minus the boulevard). Some aspects that make it unsafe are the high speeds/poor bike lines on LGB north of Blossom Hill; very dangerous Hwy 17 crossings at Lark & Hwy 9; relatively poor street lighting; | 6/21/2016 3:03 PM  |
| 67 | Just general driving habits of the locals.  | 6/21/2016 2:51 PM  |
| 68 | Drivers do not follow traffic laws. They regularly make right turns across the bicycle lane instead of merging into the lane prior to the turn.   | 6/21/2016 2:38 PM  |
| 69 | Cars parked too close to corner make it difficult for driving vehicles to see a biker. Cars expect bikes to be "out of the way" instead of understanding a child may be learning to ride or an adult needs to go around an obstacle.  | 6/21/2016 2:34 PM  |
| 70 | similar to walking  | 6/21/2016 2:34 PM  |
| 71 | too much traffic at rush hour on highway 9 (Sara-LG rd)   | 6/21/2016 2:30 PM  |
| 72 | safe--most people drive slow/speed limit; Quito can be a challenge though   | 6/21/2016 2:24 PM  |
| 73 | Forgot to mention I ride my bike around town daily.   | 6/21/2016 2:11 PM  |
| 74 | I honestly do not trust the drivers. I do not trust that they will look out for bicyclists sharing the road with them.  | 6/21/2016 2:09 PM  |
| 75 | too many cycling accidents on Los Gatos roads is why I sold my road bike. I do ride my mountain bike on trails and/or Los Gatos Creek Trail   | 6/21/2016 2:08 PM  |
| 76 | Narrow roads and lack of space for bikers, e.g. Quito Rd.   | 6/21/2016 2:07 PM  |
| 77 | Bikers are careless   | 6/21/2016 2:01 PM  |
| 78 | Narrow roads  | 6/21/2016 1:48 PM  |
| 79 | Lots of car traffic. Lots of parked cars, not always wide enough bike lane to avoid an opening door.  | 6/21/2016 1:45 PM  |
| 80 | downtown traffic not too fast   | 6/21/2016 1:45 PM  |
| 81 | Don't bike  | 6/21/2016 1:17 PM  |
| 82 | I know where to ride where there are not crazy car drivers.   | 6/21/2016 1:04 PM  |
| 83 | Not safe crossing 17 on highway 9. Not safe along blossom hill road east of Bhes and around oak meadow  | 6/21/2016 1:04 PM  |
| 84 | Street are too crowded.   | 6/21/2016 11:29 AM |
| 85 | Sidewalks are for peds, limited parking on street, narrow streets.  | 6/21/2016 10:52 AM |
| 86 | unsafe due to traffic, cars lined up on curb, fear of bicycle theft   | 6/21/2016 10:25 AM |
| 87 | The roads are not designed to accommodate cycling, and drivers do not always yield to cyclists.   | 6/21/2016 10:22 AM |
| 88 | Sharrow signs on the streets and bike lanes.  | 6/21/2016 10:22 AM |
| 89 | Bad roads and horrible drivers  | 6/21/2016 10:13 AM |
| 90 | Cars do not give 3 feet. Many are speeding  | 6/21/2016 10:10 AM |
| 91 | Bike lanes make it safe on some streets. It's terrible on Los Gatos Blvd and Lark Ave (over highway 17 especially)  | 6/21/2016 9:41 AM  |
| 92 | Distracted drivers, speeders, make me nervous. I've been doored by a lady who was on her cell phone.  | 6/21/2016 9:24 AM  |
| 93 | Same reason as walking - some roads are too narrow and there is sometimes a lot of careless through-town traffic heading to Santa Cruz  | 6/21/2016 9:20 AM  |
| 94 | Too much traffic  | 6/21/2016 9:04 AM  |
| 95 | Not safe for kids to go to school on Kennedy! we need help with this! please!   | 6/21/2016 9:02 AM  |
| 96 | Distracted drivers driving in bike lanes, narrow roadways, people opening car doors in traffic  | 6/21/2016 8:52 AM  |
| 97 | Drivers are unattentive; preoccupied with finding parking or texting  | 6/21/2016 8:41 AM  |
| 98 | Lack of sidewalks in monte Sereno   | 6/21/2016 8:38 AM  |
| 99 | Many sections of the town are ideal for recreational cycling. Heavy traffic at times, unsafe and impatient drivers are sometimes problematic.   | 6/21/2016 8:34 AM  |

## Open Response Survey Comments from June 1-30, 2016

|     |   |                    |
|-----|---|--------------------|
| 100 | Inadequate bike lanes. Too much traffic   | 6/21/2016 8:13 AM  |
| 101 | Street with no bike lanes or shoulders, big cracks on pavement  | 6/21/2016 8:13 AM  |
| 102 | Drivers yell at me when I'm cycling safely  | 6/21/2016 8:12 AM  |
| 103 | Riding down 17 is scary. A paved Los Gatos Creek trail to the dam at Lexington Reservoir would avoid that.  | 6/21/2016 8:05 AM  |
| 104 | Distracted drivers, cell phones   | 6/20/2016 11:55 PM |
| 105 | Too many cars   | 6/20/2016 11:23 PM |
| 106 | Too many distracted drivers   | 6/20/2016 10:45 PM |
| 107 | Same reason that n Kennedy road...too fast and narrow road  | 6/20/2016 10:43 PM |
| 108 | not enough designated bike lanes and roads without sidewalk. Bike lanes should be wide enough for safe biking and should be marked.s, etc. are too narrow to safely handle both cars and bikes. | 6/20/2016 10:41 PM |
| 109 | Drivers not paying attention to bicyclists  | 6/20/2016 10:38 PM |
| 110 | Lots of bike lanes, green lanes, and very slow moving traffic. seems like most car drivers are conscientious of cyclist because there are so many on the roads.                                 | 6/20/2016 10:08 PM |
| 111 | No Winchester/N. Santa Cruz Ave. bike lane south of Dave's  | 6/20/2016 10:01 PM |
| 112 | We don't generally do it because we have two young kids but if there were more (brighter) biking lanes, we would attempt it.  | 6/20/2016 9:57 PM  |
| 113 | I feel that bikers are entitled and don't obey the. They cause accidents and  | 6/20/2016 9:52 PM  |
| 114 | Blossom Hill does not have continuous bike lane between LGB and Winchester. LGB is a death trap. Hwy9 between LGB and Santa Cruz is dangerous. Hwy 17 on/off ramps are absolutely lethal.       | 6/20/2016 9:29 PM  |
| 115 | Lack of bike lanes in some places   | 6/20/2016 9:19 PM  |
| 116 | Los Gatos has many distracted drivers   | 6/20/2016 9:18 PM  |
| 117 | Cars are so dangerous   | 6/20/2016 8:36 PM  |
| 118 | Lots of other bikers  | 6/20/2016 8:31 PM  |
| 119 | Too many roads with parallel parking, no bike lanes, many turnouts  | 6/20/2016 8:16 PM  |
| 120 | too many cars and traffic, and cars don't see kids with bike  | 6/20/2016 8:07 PM  |
| 121 | Too many cars in bike lanes.  | 6/20/2016 7:59 PM  |
| 122 | Bike lanes are necessary on all roads for biking safety   | 6/20/2016 7:58 PM  |
| 123 | Drivers are not great to cyclists   | 6/20/2016 7:47 PM  |
| 124 | With kids learning to bike there need to be more sidewalks.   | 6/20/2016 7:22 PM  |
| 125 | Main roads are busy with traffic; people are on cell phones and are not always aware of road bikers.  | 6/20/2016 6:43 PM  |
| 126 | Lack of space for bicyclists on roads; too many speeders  | 6/20/2016 6:29 PM  |
| 127 | Not enough bike lanes; speeders   | 6/20/2016 6:19 PM  |
| 128 | Cars. Cars. Cars!!! Our neighbor was almost killed biking on 9. Was in coma and has long term injuries. Terrible street conditions in Bachman area. Not suitable for biking                     | 6/20/2016 6:16 PM  |
| 129 | the people who ride 2 or 3 wide in bike lanes   | 6/20/2016 5:45 PM  |
| 130 | A lot of drivers don't notice bikes.  | 6/20/2016 5:44 PM  |
| 131 | too much parking affects bicycle visibility. too many distracted drivers  | 6/20/2016 5:42 PM  |
| 132 | Heavy vehicular traffic and lack of bike lanes  | 6/20/2016 5:26 PM  |
| 133 | Paths   | 6/20/2016 4:59 PM  |
| 134 | Drivers speeding and failure to obey traffic laws   | 6/20/2016 4:53 PM  |
| 135 | I'm an experienced cyclist  | 6/20/2016 4:43 PM  |
| 136 | LG Blvd, Santa Cruz/Winchester and University not consistently marked.  | 6/20/2016 4:38 PM  |

## Open Response Survey Comments from June 1-30, 2016

|     |   |                   |
|-----|---|-------------------|
| 137 | traffic congestion on LG Blvd.  | 6/20/2016 4:32 PM |
| 138 | Too many cars, too many bad drivers, have witnessed several Car v. Bicyclist accidents  | 6/20/2016 4:29 PM |
| 139 | too few safe bike routes through downtown - have been hit by motorist after living here for just two years  | 6/20/2016 4:19 PM |
| 140 | I don't bike but I am sure bicyclists feel safe they do what they want. I have had to jump off sidewalks and trail to get out of their way.   | 6/20/2016 4:15 PM |
| 141 | Lack of marked bike lanes, and town doesn't keep the bike lanes swept of debris (like highway 9, or Blossom Hill rd).   | 6/20/2016 4:12 PM |
| 142 | Same reasons as for walking.  | 6/20/2016 4:11 PM |
| 143 | Bike lanes are narrow/non-existent on Quito Road  | 6/20/2016 4:03 PM |
| 144 | Bicycle lanes become orphaned in many places. Such as Rt 9 eastbound toward LGB from Hwy 17.  | 6/20/2016 4:02 PM |
| 145 | Quiet side streets for biking   | 6/20/2016 3:58 PM |
| 146 | Plenty of bike lanes. Except for allowing bikes on Blossim Hill Riad between Short and Union. Very hazardous for both cars avoiding the biker and the stupid biker that rides that roadway. | 6/20/2016 3:58 PM |
| 147 | I'm worried about traffic. I would ride my bike to the creek trail if the traffic wasn't quite so bad.  | 6/20/2016 3:57 PM |
| 148 | Lack of bike lanes on some streets  | 6/20/2016 3:54 PM |
| 149 | Distracted driving. People in too much of a hurry.  | 6/20/2016 3:49 PM |
| 150 | Cars, People on cell phone, speed   | 6/20/2016 3:48 PM |
| 151 | Slow traffic speed and generally good awareness of bikes by automobiles. Plus there are many bike paths.  | 6/20/2016 3:44 PM |
| 152 | Too too much traffic and getting worse!!  | 6/20/2016 3:39 PM |
| 153 | Too many drivers. Streets are too busy and people are rushed.   | 6/20/2016 3:37 PM |
| 154 | Lark over crossing is extremely dangerous   | 6/20/2016 3:37 PM |
| 155 | Not enough space on the road for bike and car.  | 6/20/2016 3:27 PM |
| 156 | Motorists do not always pay attention.  | 6/20/2016 3:25 PM |
| 157 | I think several roads are dangerous because not enough room for cars & bikes  | 6/20/2016 3:23 PM |
| 158 | Because the South bike path on Los Gatos Almaden Road is full of cracks and not well loit.  | 6/20/2016 3:22 PM |
| 159 | Roads too tight to share with cars  | 6/20/2016 3:20 PM |
| 160 | Lack of bike lanes - for example, on Winchester. Cars opening doors on narrow, one lane roads.  | 6/20/2016 3:19 PM |
| 161 | poor conditioned bike lanes, fast drivers. not enough signs   | 6/20/2016 3:17 PM |
| 162 | No bike lanes in most areas I ride. Kennedy has A LOT of bike traffic with no bike lanes, very dangerous.   | 6/20/2016 3:13 PM |
| 163 | Cars do not pay attention to cyclist or pedestrians.  | 6/20/2016 3:13 PM |
| 164 | Motorist tend to yield to cyclists, give way and slow down when passing.  | 6/20/2016 3:12 PM |
| 165 | speeding cars unsafe drivers  | 6/20/2016 3:09 PM |
| 166 | Drivers and cyclists ignorant of bike rules   | 6/20/2016 3:06 PM |
| 167 | Too much traffic esp on the weekends  | 6/20/2016 3:06 PM |
| 168 | Too much traffic, careless drivers, no speed control  | 6/20/2016 3:05 PM |
| 169 | People not paying attention   | 6/20/2016 3:04 PM |
| 170 | Vehicle traffic is very polite. Neighboring city's are crazy  | 6/20/2016 3:01 PM |
| 171 | Drivers tend to speed on local roads.   | 6/20/2016 2:59 PM |
| 172 | traffic makes biking a huge risk  | 6/20/2016 2:58 PM |
| 173 | For the same reasons I stated about walking   | 6/20/2016 2:57 PM |
| 174 | I do not bicycle.   | 6/20/2016 2:54 PM |
| 175 | People do not pay attention   | 6/20/2016 2:54 PM |

## Open Response Survey Comments from June 1-30, 2016

|     |  |                    |
|-----|--|--------------------|
| 176 | Lack of bike lanes on Shannon Rd, speed of traffic on Blossom Hill Rd  | 6/20/2016 2:53 PM  |
| 177 | cars rolling through stop signs  | 6/20/2016 2:52 PM  |
| 178 | Cars/traffic is busy, even with dedicated bike lanes   | 6/20/2016 2:51 PM  |
| 179 | Not safe. Cyclist aren't protected, and there are too many negligent drivers on the road, too much texting and speeding  | 6/20/2016 2:50 PM  |
| 180 | Again, distracted drivers make me feel unsafe biking in Los Gatos  | 6/20/2016 2:50 PM  |
| 181 | Few safe bike lanes. Motorists don't see us.   | 6/20/2016 2:48 PM  |
| 182 | Too much traffic and too many speeders   | 6/20/2016 2:48 PM  |
| 183 | Busy streets   | 6/20/2016 2:47 PM  |
| 184 | no bike lanes  | 6/20/2016 2:46 PM  |
| 185 | So many cars with people not paying attention  | 6/20/2016 2:46 PM  |
| 186 | People seem to be kind and obey laws.  | 6/20/2016 2:44 PM  |
| 187 | Cars don't follow solid line in green bike lane (blossom hill)   | 6/20/2016 2:44 PM  |
| 188 | Not safe on University Ave. It is too narrow for bikes between Lark and Blossom Hill - they tend to ride double along there too. Cars drive really fast on that road.  | 6/20/2016 2:42 PM  |
| 189 | Traffic  | 6/20/2016 2:42 PM  |
| 190 | The green bike lanes are great. Also, crossing Los Gatos Almaden is dangerous so kids who should bike to school from Live Oak Manor are driven because it is not safe. | 6/20/2016 2:42 PM  |
| 191 | Too many bikers in areas not designated for bicyclists   | 6/20/2016 2:41 PM  |
| 192 | insufficient bike lanes. Speed of traffic (Winchester especially)  | 6/20/2016 2:41 PM  |
| 193 | i love the green striping on the bike trails, which feels much safer than in the past.   | 6/20/2016 2:40 PM  |
| 194 | I'm pro-active about my safety. I pay attention to where cars are around me.   | 6/20/2016 2:38 PM  |
| 195 | Not enough designated bike lanes. Poor driving behaviors by motorist, including failure to follow speed limit, reckless and distracted driving.                        | 6/20/2016 12:52 PM |

## Q11 What improvements would make you want to bike more in Los Gatos, as well as making it feel safer to bike in Town?

Answered: 176 Skipped: 94

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | Better enforcement of parking restrictions. Fix potholes and cracks in bike lanes.  | 6/29/2016 2:28 PM  |
| 2  | See #10   | 6/28/2016 11:23 PM |
| 3  | Street markings: rumble strips, color bike lane, should be added for more safety.   | 6/28/2016 7:24 AM  |
| 4  | More bike racks. Seperate bike paths.   | 6/27/2016 10:56 PM |
| 5  | more bike lanes, fix steet pavement, renew pavement of the Los Gatos Creek Trail, Street Light Bike Sensors DONT work for Carbon bikes as they sense metal bikes only.                  | 6/27/2016 7:55 PM  |
| 6  | more bike lanes   | 6/27/2016 3:55 PM  |
| 7  | if not a sidewalk, a real bike lane with barriers along Winchester  | 6/26/2016 9:29 PM  |
| 8  | Provide a bike bridge/overpass across HWY 17 into Vasona Park. Blossom Hill and Lark are not safe for bikes. 95032/Manor needs a better connection to Vasona for bikes and pedestrians. | 6/26/2016 3:04 PM  |
| 9  | separate bicycle lanes in busy areas  | 6/26/2016 8:39 AM  |
| 10 | I'd love a better route from the East of Town to the downtown area.   | 6/26/2016 6:32 AM  |
| 11 | Create more pedestrian/biker friendly paths   | 6/25/2016 7:21 PM  |
| 12 | Educate kids on the CORRECT (and safer) place to ride (going with the flow of traffic NOT against it). May bike paths and lanes more noticable and wider in areas of frequent activity. | 6/25/2016 11:03 AM |
| 13 | More dedicated bike paths and green paved bike areas  | 6/25/2016 9:57 AM  |
| 14 | bike lanes on N Santa Cruz and University. Or remove parking on N Santa Cruz  | 6/25/2016 9:13 AM  |
| 15 | Separate bike lanes like Los Gatos creek trail  | 6/25/2016 7:29 AM  |
| 16 | Give visual guidance for bicyclists at all times  | 6/24/2016 10:18 PM |
| 17 | Add a few more bike lanes in popular areas.   | 6/24/2016 7:35 PM  |
| 18 | There should be well marked bike lanes to get from west side (Hiway9) to east side (LG Blvd) that avoids the 9 overpass to 17. A route using University to Main would be great.         | 6/24/2016 6:23 PM  |
| 19 | widen southbound n santa Cruz sidewalk  | 6/24/2016 5:46 PM  |
| 20 | Los Gatos Blvd needs to be addressed to make friendly to town people.   | 6/24/2016 5:24 PM  |
| 21 | Safer access on Quito Road or Wimbledon   | 6/24/2016 3:55 PM  |
| 22 | Buffered bike lanes along key routes. Education/outreach to motorists and cyclists.   | 6/24/2016 8:58 AM  |
| 23 | Adding more bike lanes  | 6/24/2016 5:39 AM  |
| 24 | I don't think people should bike for pleasure unless they are on the trail.   | 6/23/2016 10:53 PM |
| 25 | We need at least one safe route to school.  | 6/23/2016 3:31 PM  |
| 26 | signs that say this is a biking friendly town and place signs everywhere to warn drivers to watch for bikers and digital speed limit signs  | 6/23/2016 2:51 PM  |
| 27 | Crack down on illegal motorists who do not stop at stop signs.This is very common behaviour   | 6/23/2016 2:05 PM  |
| 28 | Dedicated bike lanes/paths on major roadways.   | 6/23/2016 1:28 PM  |
| 29 | Bikers need to follow the rules- not just pick the best of the pedestrian and car privileges.   | 6/23/2016 1:26 PM  |
| 30 | Add more speed limit signs for bikers.  | 6/23/2016 10:24 AM |



## Open Response Survey Comments from June 1-30, 2016

|    |  |                    |
|----|--|--------------------|
| 31 | Same issue as before - a safe passage for bikes and pedestrians along andrews street   | 6/22/2016 6:33 PM  |
| 32 | Fix the above.   | 6/22/2016 6:32 PM  |
| 33 | Add more bike lanes and bike trails.   | 6/22/2016 4:58 PM  |
| 34 | More bike lanes and less traffic cutting through town to bypass freeway  | 6/22/2016 3:44 PM  |
| 35 | n/a - I don't bike   | 6/22/2016 1:46 PM  |
| 36 | Make University and Santa Cruz one way streets with bike lanes. Boise Idaho has the right idea that encourages cycling and walking.  | 6/22/2016 1:42 PM  |
| 37 | Better shoulders, more bike lanes  | 6/22/2016 10:35 AM |
| 38 | Nothing - bikes belong on the trails and they are very nice  | 6/22/2016 9:55 AM  |
| 39 | We need a bike route from leigh high school through all the way to the Whole foods shopping center. Also one connecting to the creek trails.   | 6/22/2016 9:45 AM  |
| 40 | I always appreciate bike lanes and especially when they are painted green  | 6/22/2016 8:49 AM  |
| 41 | Bike paths as part of the sidewalk as in Europe, like in England, Germany and Holland. That means a part of the sidewalk is split for both walkers and another half for bikes, but people feel safer as kids and others are not in the road and it promotes more biking. Feeling safe on a bike will really increase biking in town and that is the key to it - moving it out of the street.   | 6/22/2016 8:36 AM  |
| 42 | Not sure if anything can be done, these are old established roads  | 6/22/2016 8:36 AM  |
| 43 | All bike lanes should be clearly marked, and the gutter should not be a part of the bike lane. Hitting a miss-aligned gutter could be very dangerous.  | 6/22/2016 8:20 AM  |
| 44 | Nothing.   | 6/21/2016 10:15 PM |
| 45 | Wider streets and fewer driveways.   | 6/21/2016 10:15 PM |
| 46 | Somehow getting bike rules out to the public for both drivers and bikers. Better bike lanes that continue to trails or destinations.   | 6/21/2016 9:46 PM  |
| 47 | bike paths downtown or close the main streets on the weekends to traffic. Also, separate trails/paths for cyclists on the Los Gatos Creek Trail  | 6/21/2016 9:22 PM  |
| 48 | more painted bike lanes  | 6/21/2016 8:52 PM  |
| 49 | Dedicated bike paths separated from road   | 6/21/2016 8:27 PM  |
| 50 | More bike lanes and separated trails (safety).   | 6/21/2016 7:59 PM  |
| 51 | Make bike trail physically separated from cars and pedestrians, like in Europe i.e Amsterdam, throughout all of town. Make new commercial developments provide one lane for each: cars, bicycles and pedestrians. Make the bike lane the widest lane!!   | 6/21/2016 7:25 PM  |
| 52 | Biggest improvement would be extension of "green lane" on Los Gatos Blvd, southbound at the intersection of Highway 9. The lane splits into two, leading down to hwy 17, many people turning right onto Hwy 9 have "freeway blinders" causing traffic conflicts. It would be nice if the shared bike lane chevrons were available on N Santa Cruz. Often I move further into the middle of the street because of concerns about cars opening doors parked on the street. University is typically a "local" thoroughfare for cars and therefore much less safe for bikes. | 6/21/2016 7:00 PM  |
| 53 | Green lanes  | 6/21/2016 6:32 PM  |
| 54 | Safer crossing of Highway 17 on Hwy 9, Westbound Blossom Hill over 17 needs grate removed that forces cyclist into traffic lane at spot where traffic is going from 2 lanes to 1   | 6/21/2016 5:06 PM  |
| 55 | more Speed assessing signs and marking of bike lanes that are bright and clear to understand   | 6/21/2016 4:40 PM  |
| 56 | More and wider bike lanes  | 6/21/2016 4:08 PM  |
| 57 | designated green lanes   | 6/21/2016 3:59 PM  |
| 58 | Not sure. Need to get rid of cars and people texting...  | 6/21/2016 3:48 PM  |
| 59 | add road features to slow traffic. add parking on outskirts of downtown area and close Santa Cruz for pedestrian use only  | 6/21/2016 3:43 PM  |
| 60 | Slow drivers down: Shannon Rd., Los Gatos Almaden  | 6/21/2016 3:22 PM  |
| 61 | Dedicated bike lanes - and bike paring   | 6/21/2016 3:07 PM  |

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|    |  |                    |
|----|--|--------------------|
| 62 | I'll preface this identifying myself as a big bike transportation advocate bordering on zealot). Readily accessible improvements: complete bike lanes on LGB & expand green lanes; improve signage/stripping at Blossom Hill overpass to make bike/ped direction clearer; make signal intersection bike-aware and/or add bike crossing buttons; make road sharing in downtown more explicit. More "out there" wants: bike/ped crossings of Hwy 17 north of Hwy 9 (e.g., Alberto to Towne Terrace with accomodation for access to Alberto from Bella Vista and public connection to the LG creek trail from Towne Terrace) and north of Lark (e.g. N40 to Oka/Creek Trail/Charter Oaks); Class I (separated) bike lanes on Winchester (Lark to Blossom Hill) and LGB; road diet for Winchester; rework downtown traffic/parking for better bike/ped/parking -- SC one-way southbound, Main one-way eastbound (to Univ), University one-way westbound and then put diagonal parking down one side of each street, allow parallel parking on the other and put a bike lane between parallel parking & sidewalk with the extra space | 6/21/2016 3:03 PM  |
| 63 | Green paint.   | 6/21/2016 2:51 PM  |
| 64 | Better driver education. Better bicyclist education. As a driver, it is unsafe when I encounter bicyclists pedaling against traffic for example. This happens in and out of bike lanes.  | 6/21/2016 2:38 PM  |
| 65 | Change in driving culture to be more patient with young bikers and always give bikers the right of way, even if this means slowing down.   | 6/21/2016 2:34 PM  |
| 66 | pave Los Gatos creek trail   | 6/21/2016 2:30 PM  |
| 67 | maybe increased education on what it means to 'share the road'   | 6/21/2016 2:24 PM  |
| 68 | Have the state require licensing of riders just like driving licenses so that the myriad riders will have to acknowledge that there are rules and they need to follow them just like drivers. An eventual benefit is that drivers will feel less agnered by rude, entitled, above the law bikers and pay more attention to avoiding mishaps.   | 6/21/2016 2:11 PM  |
| 69 | Im not sure the town could do something. The problem seems to frequently be a lack of patience or respect for pedestrians and cyclists on the road by drivers.   | 6/21/2016 2:09 PM  |
| 70 | I dont think painting green lanes on the roads makes it any safer. There is FAR too much traffic in this town to feel safe riding on roadways with cars.   | 6/21/2016 2:08 PM  |
| 71 | Bike lanes and unobstructed sidewalks (bushes, phone poles in middle of sidewalk, fences intruding on sidewalk)  | 6/21/2016 2:07 PM  |
| 72 | Keep off main streets  | 6/21/2016 2:01 PM  |
| 73 | More space for bike lanes in downtown area. I like the green bike lanes. Would like more of them. Widen Blossom Hill road between Blossom Hill school and union. Better signage directing bikes to bike safe streets.  | 6/21/2016 1:45 PM  |
| 74 | more bike racks and bike parking   | 6/21/2016 1:45 PM  |
| 75 | NA   | 6/21/2016 1:17 PM  |
| 76 | Improve the Blossom Hill / Cherry Blossom intersection; going South there is not enough time to cross the intersection coming from Cherry Blossom and crossing Blossom Hill.   | 6/21/2016 1:04 PM  |
| 77 | Create a bike path over 17 at highway 9, and reduce speeds, widen bike lane.   | 6/21/2016 1:04 PM  |
| 78 | Bike lanes to get to downtown and to and from the trail.   | 6/21/2016 11:29 AM |
| 79 | Designated areas and paths, there is none now.   | 6/21/2016 10:52 AM |
| 80 | Light rail access  | 6/21/2016 10:28 AM |
| 81 | designated paths through out town, secure areas to leave bikes.  | 6/21/2016 10:25 AM |
| 82 | Add dedicated green painted cycling lanes or white dashed cycling lanes. Add "Share the Road" cycling signs.   | 6/21/2016 10:22 AM |
| 83 | More trails and bike sharing lanes.  | 6/21/2016 10:22 AM |
| 84 | Repave the town and teach people how to drive  | 6/21/2016 10:13 AM |
| 85 | More bike lanes!   | 6/21/2016 10:10 AM |
| 86 | More dedicated bike lanes on Los Gatos Blvd. Signs on North Santa Cruz reminding drivers/passengers in cars to open their left hand doors slowly.  | 6/21/2016 9:41 AM  |
| 87 | Provide more bike lanes, traffic control and enforcement.  | 6/21/2016 9:24 AM  |
| 88 | Please look at chokepoints where bikes and cars are sharing too little space, especially at blind corners and hills  | 6/21/2016 9:20 AM  |
| 89 | Help our kids cross Kennedy to go to Fisher on bikes!!   | 6/21/2016 9:02 AM  |
| 90 | Better traffic enforcement, more designated bike paths, separation from cars   | 6/21/2016 8:52 AM  |

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|     |  |                    |
|-----|--|--------------------|
| 91  | Well marked bike lanes including green paint with good connectivity to other bike lanes and trails   | 6/21/2016 8:41 AM  |
| 92  | Sidewalk on Andrews near San Benito and sidewalk on rose Ave for kids walking to school  | 6/21/2016 8:38 AM  |
| 93  | We need a ped/bike bridge over 17. Perhaps at Farley to Vasona.  | 6/21/2016 8:29 AM  |
| 94  | Less traffic. Clear bike corridor.fix Shannon/LG Blvd intersection. Hwy 9 safety. Safer to bike to west valley. Access to creek trail at hwy 9 and hwy 17. | 6/21/2016 8:13 AM  |
| 95  | Bike lanes and improving the steep section with switchback on the trail up to Lexington dam  | 6/21/2016 8:13 AM  |
| 96  | Specifically marked bike lanes. Signs that show bikes can share the road when 3 feet is possible.  | 6/21/2016 8:12 AM  |
| 97  | A paved bike trail along the side of 17, between Alma Bridge Road and Bear Creek Road.   | 6/21/2016 8:05 AM  |
| 98  | Not sure   | 6/20/2016 11:55 PM |
| 99  | Lower speed limit, love the green bike lanes   | 6/20/2016 10:43 PM |
| 100 | Major improvement to make biking safer would be to widen streets/roads to include ample width bike lanes that should be marked                             | 6/20/2016 10:41 PM |
| 101 | More bike lanes, ensure that traffic light triggers are bicycle friendly, sweep curbs/bike lanes   | 6/20/2016 10:38 PM |
| 102 | Better signal activation at a couple lights,   | 6/20/2016 10:08 PM |
| 103 | Add a bike lane on winchester/N. Santa Cruz Ave. South of Dave's Ave.  | 6/20/2016 10:01 PM |
| 104 | Adding bike lanes. A lot of people bike here, it would be nice to provide them space.  | 6/20/2016 9:57 PM  |
| 105 | I think bikers should get tickets for their flagrant disregard of traffic laws   | 6/20/2016 9:52 PM  |
| 106 | Hwy9 Bike Lane (LGB -> Santa Cruz Ave). Better lighting, crosswalk alerts and signage at freeway off ramps.  | 6/20/2016 9:29 PM  |
| 107 | Wider shoulders of roads and places to lock bikes  | 6/20/2016 9:19 PM  |
| 108 | Better ways of limiting vehicle speeds, more bicycle lanes, better police enforcement of drivers breaking 3ft law/cell phone law/running lights            | 6/20/2016 9:18 PM  |
| 109 | Again, somehow so I don't compete with cars. Maybe make Kennedy one way in some sections.  | 6/20/2016 8:36 PM  |
| 110 | Better marked bike lanes   | 6/20/2016 8:31 PM  |
| 111 | Eliminate parking on Los Gatos Blvd between Blossom Hill and Lark  | 6/20/2016 8:16 PM  |
| 112 | Better education to drivers about bike safety - giving space, yielding to bikes, allow bikes to share road.  | 6/20/2016 7:59 PM  |
| 113 | Add bike lanes to all roads. teach biking safety classes to all middle school students.  | 6/20/2016 7:58 PM  |
| 114 | Mark a bike lane   | 6/20/2016 7:47 PM  |
| 115 | More sidewalks.  | 6/20/2016 7:22 PM  |
| 116 | Signage: LG is a bike friendly community. Drive safely.  | 6/20/2016 6:43 PM  |
| 117 | More space for bikes on the road; speed bumps to slow down drivers   | 6/20/2016 6:29 PM  |
| 118 | Create more space for bicyclists to be on the road   | 6/20/2016 6:19 PM  |
| 119 | Wide bike lanes with curb (similar to in Vancouver Canada). Police should be more present in high traffic areas  | 6/20/2016 6:16 PM  |
| 120 | inforce bike riding laws   | 6/20/2016 5:45 PM  |
| 121 | On popular bike routes install physical barriers between car and bike lanes, like in Amsterdam.  | 6/20/2016 5:44 PM  |
| 122 | Write more moving violation tickets. Too many warnings are given and not enough tickets Drivers need a deterrent   | 6/20/2016 5:42 PM  |
| 123 | Connect the town to Light Rail with safe bike lanes  | 6/20/2016 5:26 PM  |
| 124 | Fix uneven paths   | 6/20/2016 4:59 PM  |
| 125 | better access to creektrail; easier access across hwy 17; bike detection at intersections  | 6/20/2016 4:43 PM  |
| 126 | Clear bike lanes throughout...right now safest place the creek trail.  | 6/20/2016 4:38 PM  |
| 127 | More Green lanes   | 6/20/2016 4:29 PM  |
| 128 | bike paths on downtown with separation from vehicles, .e.g. on university and also on santa cruz   | 6/20/2016 4:19 PM  |
| 129 | Get rid of bikes in Los Gatos  | 6/20/2016 4:15 PM  |

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|     |   |                   |
|-----|---|-------------------|
| 130 | Add some bike racks to the downtown shopping district.  | 6/20/2016 4:12 PM |
| 131 | Put in more bike lanes and paths, clearly marked.   | 6/20/2016 4:11 PM |
| 132 | Wider bike lanes.   | 6/20/2016 4:03 PM |
| 133 | More defined bike lanes and without being orphaned when a defined bike lane ends  | 6/20/2016 4:02 PM |
| 134 | Green lanes for bikes   | 6/20/2016 3:58 PM |
| 135 | Forbid biking on above mentioned roadway.   | 6/20/2016 3:58 PM |
| 136 | Either add bike lanes or try to direct bike traffic to where they are.  | 6/20/2016 3:54 PM |
| 137 | Separated bike lanes and barring that significantly more education about bike safety.   | 6/20/2016 3:49 PM |
| 138 | Easier bike parking/locking.  | 6/20/2016 3:48 PM |
| 139 | Blossom Hill road is generally unsafe for bikes. Cars go to fast, there are sections with VERY narrow or non-existent shoulders. I try to avoid Blossom Hill whenever possible. | 6/20/2016 3:44 PM |
| 140 | Legal to ride on the sidewalks around Lark and Winchester.  | 6/20/2016 3:39 PM |
| 141 | Build another school making less traffic on the existing schools  | 6/20/2016 3:37 PM |
| 142 | Physically protected bike lanes over Lark in each direction.  | 6/20/2016 3:37 PM |
| 143 | Bike lanes  | 6/20/2016 3:30 PM |
| 144 | Clearly marked bike lanes   | 6/20/2016 3:27 PM |
| 145 | Increase the number of green painted bike lanes   | 6/20/2016 3:25 PM |
| 146 | Curbs on the outside of bike path to keep cars out & bikes in   | 6/20/2016 3:23 PM |
| 147 | Have all the bike lanes paint green similar to Palo Alto, put in more lamp posts, have pedestrians walk on the sidewalks rather than bike lanes.                                | 6/20/2016 3:22 PM |
| 148 | Wider areas to create distance from cars  | 6/20/2016 3:20 PM |
| 149 | Designated bike lanes on larger streets   | 6/20/2016 3:19 PM |
| 150 | better markings. Ticket drivers for cutting us off, yelling at us, speeding.  | 6/20/2016 3:17 PM |
| 151 | Dedicated bike lanes on commonly used roads. A dedicated bike path through town and traffic mitigation as mentioned.  | 6/20/2016 3:13 PM |
| 152 | create a bike lane  | 6/20/2016 3:13 PM |
| 153 | Bike lanes everywhere?  | 6/20/2016 3:12 PM |
| 154 | more cops writing tickets - more police working   | 6/20/2016 3:09 PM |
| 155 | More dedicated bike lanes   | 6/20/2016 3:06 PM |
| 156 | Eliminate car traffic in downtown area  | 6/20/2016 3:05 PM |
| 157 | Restrict bike traffic on blossomhill rd between Union Ave and Luray. Roadway is too narrow for both. No shoulder and lanes are already tight.                                   | 6/20/2016 3:01 PM |
| 158 | Same things I mentioned about walking   | 6/20/2016 2:57 PM |
| 159 | Speed enforcement.  | 6/20/2016 2:54 PM |
| 160 | Bike lanes, slow down cars on blossom hill Rd,  | 6/20/2016 2:53 PM |
| 161 | enforce stop signs for motorists AND bicyclists   | 6/20/2016 2:52 PM |
| 162 | Easier access to dedicated bike paths   | 6/20/2016 2:51 PM |
| 163 | Enforce the traffic laws on bicyclists. They routinely run stop signs and traffic lights.   | 6/20/2016 2:51 PM |
| 164 | stricter punishment for texters and speeders, as well as wider roads or bike lanes, also more obvious crosses. there are far too many blindspots                                | 6/20/2016 2:50 PM |
| 165 | Buffered or protected bike lanes in lieu of parking.  | 6/20/2016 2:48 PM |
| 166 | More traffic calming  | 6/20/2016 2:47 PM |

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|     |  |                    |
|-----|--|--------------------|
| 167 | not sure   | 6/20/2016 2:46 PM  |
| 168 | No opinion.  | 6/20/2016 2:44 PM  |
| 169 | More green bike lanes (police monitor them)  | 6/20/2016 2:44 PM  |
| 170 | Enlarge the bike lanes on University. Find a way to get cars to slow down.                                   | 6/20/2016 2:42 PM  |
| 171 | Difficult with all the congestion  | 6/20/2016 2:42 PM  |
| 172 | Crossing card or green bike lanes at Los Gatos Almaden heading towards blossom hill School                   | 6/20/2016 2:42 PM  |
| 173 | Less tourists??  | 6/20/2016 2:41 PM  |
| 174 | more green bike paths!   | 6/20/2016 2:40 PM  |
| 175 | None, it's very safe already   | 6/20/2016 2:38 PM  |
| 176 | Strong enforcement of laws, clearly defined routes with painted lanes, easily accessible maps of bike paths. | 6/20/2016 12:52 PM |

### Q23 Is there anything else that you would like to add in regards to walking and bicycling in the Town of Los Gatos?

Answered: 100 Skipped: 170

| #  | Responses  | Date               |
|----|--|--------------------|
| 1  | Weekend limit of cars from HWY 17  | 6/28/2016 7:26 AM  |
| 2  | I appreciate this is receiving attention. Getting people onto bikes or walking will help with the traffic congestion.  | 6/27/2016 7:56 PM  |
| 3  | bikes need to separated from pedestrians   | 6/27/2016 5:46 PM  |
| 4  | To get a better vision/plan for LG, look at some of the European Cities in Holland   | 6/26/2016 3:05 PM  |
| 5  | Thanks for researching this topic  | 6/26/2016 6:34 AM  |
| 6  | With all the development and overcrowding on the roadways it is imperative that LG put together a way to make walking/riding not only safer but preferred. The Town is choking itself to death with all the development and road traffic. Moving to Oregon after a life time here - can't handle the congestion and expense any more.  | 6/25/2016 11:05 AM |
| 7  | Provide safe connection for bicycles between the East side of town, south of Blossom Hill along Hwy 9 and downtown   | 6/24/2016 10:20 PM |
| 8  | Some shopping areas are unsafe/inconvenient for seniors who need to get around on a scooter. For example, the tables and chairs on the sidewalk by Peet's often obstruct their path.   | 6/24/2016 7:39 PM  |
| 9  | Los Gatos can be a better destination for cyclists with a better route through town. Also, if there was a paved path from downtown to Alma Bridge Rd, that would open up a lot of cycling routes into the hills.   | 6/24/2016 6:27 PM  |
| 10 | Don't forget runners!  | 6/24/2016 3:57 PM  |
| 11 | I look forward to seeing improvements that will encourage more residents to leave the cars at home more often.   | 6/24/2016 9:00 AM  |
| 12 | I think we need to realize that the real problem in this town is too many people with a lack of proper traffic control. People biking to school just adds to the drama. Instead they should focus on teaching the people to follow the rules. People here do not use the crosswalks properly. They do not ride or walk properly. Focus on cracking down on those people and it will be safer for everyone.   | 6/23/2016 10:56 PM |
| 13 | It is very sad that children in my neighborhood have no safe route to get to any elementary, middle, or high school.   | 6/23/2016 3:33 PM  |
| 14 | speed bumps  | 6/23/2016 2:52 PM  |
| 15 | Pedestrians need to be educated to take ownership of their own safety. Don't jump out in front of cars because you are in a sidewalk. People on the east coast use much more sense in this area.   | 6/23/2016 1:28 PM  |
| 16 | Please make walking safer for all concerned. Thank you.  | 6/23/2016 10:25 AM |
| 17 | The poorly-conceived "North 40" plan is only going to make all the issues worse.   | 6/22/2016 4:58 PM  |
| 18 | I would love to see more bike racks in town.   | 6/22/2016 3:45 PM  |
| 19 | Our parks & trails may need some maintenance and enforcement but we have an excellent network of beautiful trails!   | 6/22/2016 1:48 PM  |
| 20 | It's great that the town is interested in creating a pedestrian/cycling environment.   | 6/22/2016 1:47 PM  |
| 21 | Not everyone can bike. Many recreational bikers in LG don't live here. Why accommodate this fraction?  | 6/22/2016 9:47 AM  |
| 22 | Stop neglecting Alta Vista and Belgatos areas.   | 6/22/2016 9:46 AM  |
| 23 | Thanks for the survey. It is really important that we have beautiful areas to exercise and for people to respect one another   | 6/22/2016 8:51 AM  |
| 24 | Love to see Los Gatos become a model for other cities in promoting biking and walking everywhere. Investing in good and safer paths will be worth the expense. I think we need the schools and town businesses to get involved as well. If the schools promote or reward biking and walking instead of driving it would be a huge help. Also businesses should encourage with more bike racks and breaks for those who walk and bike. If we all get behind it and promote it hugely we can make a difference. People complain about cars, but rarely make the change themselves. | 6/22/2016 8:40 AM  |
| 25 | The biggest issue is the increased traffic over the past year  | 6/22/2016 8:38 AM  |

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|    |  |                    |
|----|--|--------------------|
| 26 | Just the fact that you're taking this survey is very encouraging. Keep up the good work!   | 6/22/2016 8:21 AM  |
| 27 | thanks for the work to date.   | 6/21/2016 10:17 PM |
| 28 | I would love to see some of the major walking/biking roads made more safe with better shoulders/signs etc. many people pass through S Kennedy/Phillips Ave/Cypress Way connection to either get to Loma Alta or Kennedy Road and there is no demarkation showing a good path to walk. People walk two or three abreast sometimes when its a curvy two lane road and it is just unsafe. I am nervous walking with my kids on the road because there is no clear path to take to give them a visual cue and I think this would benefit adults as well.   | 6/21/2016 9:50 PM  |
| 29 | My kids ride to school, and that feels unsafe at times. They ride on Winchester and on Blossom Hill. Especially on Blossom Hill the traffic is scary. Need more awareness of cyclists, especially kids.  | 6/21/2016 9:23 PM  |
| 30 | Would like the union Pacific railroad tracks converted to bike trail to Los Altos.   | 6/21/2016 8:00 PM  |
| 31 | I would love to be able to bike to town. If there are more bikers, please provide more bike racks to park.   | 6/21/2016 7:28 PM  |
| 32 | Forgot to mention. Car congestion crossing Santa Cruz on Main can make cyclists hard to see  | 6/21/2016 5:08 PM  |
| 33 | no   | 6/21/2016 4:00 PM  |
| 34 | I used to bike 100+ miles a week in Seattle. When I moved here 18 years ago I stopped, b/c traffic/road conditions are so much more dangerous.   | 6/21/2016 3:44 PM  |
| 35 | The common thing that makes these activities dangerous is the cars.  | 6/21/2016 3:23 PM  |
| 36 | Look to Europe and see how Netherland and Denmark has organized walking and biking.  | 6/21/2016 3:09 PM  |
| 37 | I'd love to do anything I can to help. Sorry I'm going to be out of town for the July 7th meeting :-(  | 6/21/2016 3:04 PM  |
| 38 | Not yet.   | 6/21/2016 2:52 PM  |
| 39 | I think a lot of the issues involve proper education of both bicyclists and drivers. By the way, the crosswalk at Hillbrook/BH is terrific! Please don't spend boatloads of money reconfiguring traffic islands etc. The research I have read does not merit this. Those protected right turns are supposed to be very safe for pedestrians. We have used them in our plan even very recently. Why is the consultant recommending that we get rid of them all? Just because "no one uses them anymore?" Why not? I want to see evidence-based research before we make that sort of investment. | 6/21/2016 2:41 PM  |
| 40 | pave Los Gatos creek trail   | 6/21/2016 2:31 PM  |
| 41 | Striping on Winchester between Eaton and Grosvenor was never done correctly. Drivers use the bike lane as a second traffic lane.   | 6/21/2016 2:19 PM  |
| 42 | Start with getting riders off the sidewalks.   | 6/21/2016 2:14 PM  |
| 43 | It would be nice to have a dog park that was walking distance to downtown residents. The traffic is so bad that it would be nice to walk to one of the weekends to enjoy the community rather than sit in a car for an hour trying to get home from the closest dog park in Campell.   | 6/21/2016 2:09 PM  |
| 44 | make it a bit safer and/or add a bike lane on the main roads   | 6/21/2016 1:50 PM  |
| 45 | no   | 6/21/2016 1:19 PM  |
| 46 | Please require the high school to show the bike racks on its map and include cycling to school in its introductory and annual transportation documents. Create a drive for getting students and locals out of our cars and onto bikes and walking for commuting and errands and fun. Perhaps a downtown cycle event, publicized bike racks, occasional rewards for cycling or walking or taking public transit.  | 6/21/2016 1:08 PM  |
| 47 | Start being realistic on the amount of development the Town can incorporate. Please stop giving in to greedy developers.   | 6/21/2016 1:05 PM  |
| 48 | Bicyclists often go WAY too fast and are aggressive with pedestrians on the LG Creek Trail.  | 6/21/2016 12:45 PM |
| 49 | Bike lanes to downtown would be useful. The Andrews St hill is a very serious liability. Walking is very unsafe. During rush hour people use this as a shortcut, making it even more unsafe.   | 6/21/2016 11:31 AM |
| 50 | We love living in LG largely because of it's charm, we don't want to remove that, but we can't access downtown without a car because there are no safe trails from LG Quito. We have three boys and don't feel safe with them on busy roads. We would love to have more trails/paths and would become more involved in the planning as a result.   | 6/21/2016 10:55 AM |
| 51 | I am very happy you are looking at ways to reduce traffic and allow non-car access to our walkable town.   | 6/21/2016 10:27 AM |
| 52 | The town's number one priority should be to eliminate highway 17 traffic from being able to divert off 17 onto Winchester (Lark) and Santa Cruz Ave (Hwy 9 exit). If this means closing the Santa Cruz Ave highway 17 entrance / exit, please do this.   | 6/21/2016 10:26 AM |

## Open Response Survey Comments from June 1-30, 2016

|    |  |                    |
|----|--|--------------------|
| 53 | I am the president of the Los Gatos Bicycle Racing Club  | 6/21/2016 10:15 AM |
| 54 | Yes. Please consider a dedicated "walk cycle" at Camelia Terrace and Blossom Hill Rd. I've almost been hit 20+ times in 5 years WHILE PUSHING A BABY STROLLER. Drivers exiting from the shopping center turn left without ever looking for peds in the crosswalk. It's a death trap!   | 6/21/2016 9:43 AM  |
| 55 | I think the downtown area is pretty good, but could use some improvements. The main streets need some attention the rural areas are going to be harder to make safer than they already are. Awareness, bike lanes, pedestrian crossings and traffic law enforcement.   | 6/21/2016 9:26 AM  |
| 56 | Please do something about the hill on Andrews Ave - it is not safe for walking and treacherous for biking. It is the main way out of the neighborhood and into town (and to Fisher and LGHS) for residents. The town of Monte Sereno has a right of way in that area, and it should be exercised to make a bike path and/or sidewalk!  | 6/21/2016 9:23 AM  |
| 57 | How can our neighborhood be heard on this issue we keep telling the town about regarding our kids being unsafe to get to Van Meter and Fisher by foot or bike. Kennedy needs more signs and a way to cross from S. Kennedy. please it is dangerous!!   | 6/21/2016 9:03 AM  |
| 58 | Survey should ask if respondent has kids, ages etc. my child and I walk and bike to school and around town and safety for kids is my primary concern though I often feel it's risky walking and biking in areas of town as an adult on the ground and a driver.  | 6/21/2016 8:16 AM  |
| 59 | Look to Cupertino for doing a better job on biking options   | 6/21/2016 8:13 AM  |
| 60 | My priority is to improve the running and cycling safety around Lexington Reservoir.   | 6/21/2016 8:06 AM  |
| 61 | No   | 6/20/2016 11:24 PM |
| 62 | I'm a member of the Los Gatos Bicycle Racing Club, an avid cyclist (competitive) but I avoid riding in Los Gatos because of traffic.   | 6/20/2016 10:50 PM |
| 63 | Please purchase a subscription to <a href="http://metro.strava.com/">http://metro.strava.com/</a> and find out what runners, hikers and cyclist are doing in Los Gatos. An incredible amount of data is being recorded on a daily basis. Don't miss out. This is exactly the kind of data that the LG planning commission needs.   | 6/20/2016 10:12 PM |
| 64 | Maybe there should be signs that pedestrians have the right of way while walking especially in a crosswalk. Cars get so close to pedestrians while they are walking in the crosswalk, it's really unsafe.  | 6/20/2016 9:58 PM  |
| 65 | Bikers need to obey the laws and understand that they are moving vehicles and need to obey those rules for the safety of all. They do not enjoy the privileges of pedestrians, Yet they are never penalized and it is very fristatinf  | 6/20/2016 9:54 PM  |
| 66 | More big, fat, green bike lanes!   | 6/20/2016 9:30 PM  |
| 67 | A designated bicycle route thru downtown LG with high visibility bicycle lanes running university avenue and it's intersection with saratoga-sunnyvale road  | 6/20/2016 9:25 PM  |
| 68 | I do not personally bike in Los Gatos. However, I live near where bikes come off the trails, and as a driver, I am worried about visibility from my car and bikes flying through stop signs (particularly on College Ave.). The intersection of College/Cleland/bottom of Reservoir Rd. is a bike vs. car accident waiting to happen because bikes do not stop at the stop at the College Ave. stop sign and cars coming from Cleland/Kimble/Reservoir cannot see the bikers coming at high speed. Very dangerous. | 6/20/2016 8:24 PM  |
| 69 | My wife has never driven a car in her life. Safe cycling is essential for us.  | 6/20/2016 8:18 PM  |
| 70 | I support this effort of making walking and biking more pleasant in our town.  | 6/20/2016 8:00 PM  |
| 71 | no   | 6/20/2016 7:23 PM  |
| 72 | Thank you for being proactive. I don't know what can be done to slow down cars and keep drivers off their phones!  | 6/20/2016 6:45 PM  |
| 73 | I think it would help if the police department could do targeted traffic enforcement focused on areas where cars have hit bikes or pedestrians in the past.  | 6/20/2016 5:47 PM  |
| 74 | please do something about the islands at hw9   | 6/20/2016 5:46 PM  |
| 75 | The recent Netflix construction has made Winchester LESS safe.   | 6/20/2016 5:29 PM  |
| 76 | Indoor bike parking in restaurants and coffee shops is really nice if it can be accomodated, as I don't often carry a lock.  | 6/20/2016 4:44 PM  |
| 77 | no   | 6/20/2016 4:34 PM  |
| 78 | It's just too congested with cars  | 6/20/2016 4:31 PM  |
| 79 | too many cars and too few bike lanes make it harder to use bikes for errands and transport   | 6/20/2016 4:20 PM  |



## Open Response Survey Comments from June 1-30, 2016

|     |   |                   |
|-----|---|-------------------|
| 80  | We need to make it safer for runners and pedestrians.   | 6/20/2016 4:18 PM |
| 81  | I love the green bike lanes. I would like to see these expanded town-wide, not just 50 feet around the schools! Also, narrow the intersection at Roberts and Blossom Hill to one-lane with turn lanes, so the kids are safer.                   | 6/20/2016 4:14 PM |
| 82  | Adopt Vision Zero ... the #1 purpose of gov't is to protect its citizens  | 6/20/2016 4:04 PM |
| 83  | Please help mitigate the traffic in downtown  | 6/20/2016 3:58 PM |
| 84  | It's barely safe at times to ride a bike in LG due to distracted driving.   | 6/20/2016 3:54 PM |
| 85  | The Los Gatos Creek trail and numerous city parks (St Josephs and Belgatos in particular) are treasures. Thanks for having the foresight to include these in the city plan.   | 6/20/2016 3:48 PM |
| 86  | North 40 is a disastrous idea! At least plan another bike pedestrian bridge to connect to the Netflix area! NO MORE cars!!!   | 6/20/2016 3:42 PM |
| 87  | Connect sidewalks and add better bike crossing of highway 17. The Highway 9 crossing is also scary.   | 6/20/2016 3:38 PM |
| 88  | Thank you for all that you are doing to create a safer experience for biking and walking  | 6/20/2016 3:27 PM |
| 89  | As a motorist i see people on bikes distegarding stoplights, stopsigns, bike lanes . If we are going to share the road the bicyclists need to held accountable for their actions .. ie... Tickets   | 6/20/2016 3:26 PM |
| 90  | Create well paved bike lanes.   | 6/20/2016 3:24 PM |
| 91  | The town is not walking or bike friendly. Cars generally do not care for others unless they are also in cars.   | 6/20/2016 3:15 PM |
| 92  | Thanks for working on this!   | 6/20/2016 3:14 PM |
| 93  | Please advise crews working on Saratoga LG Rd to leave space for pedestrians to pass safely on the sidewalk.  | 6/20/2016 3:13 PM |
| 94  | more cops less speeding and reckless driving  | 6/20/2016 3:11 PM |
| 95  | Everyone needs to slow down and put down their phones!  | 6/20/2016 3:07 PM |
| 96  | Try to keep small town environment history in mind when making future planning. Let not turn out town into a annexation of San Jose. We moved here to get away from that.   | 6/20/2016 3:04 PM |
| 97  | Pedestrians and bicyclists should follow the rules of the road. More citations are needed.  | 6/20/2016 2:54 PM |
| 98  | Pollard rd has become a nightmare for children, pedestrians and cyclists over the last few years. We've too many speeders and distracted drivers using our road to cut through to google stops and Winchester. We need a way to slow them down. | 6/20/2016 2:52 PM |
| 99  | N/A   | 6/20/2016 2:42 PM |
| 100 | More facilities to lock up bicycles would be good. We don't really have a safety issue but finding places to lock bicycles can be a challenge.  | 6/20/2016 2:39 PM |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

### Q4 Why do you feel safe (or not safe) walking in Los Gatos?

Answered: 306 Skipped: 301

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | Relatively low incidents of crime   | 8/30/2016 3:58 PM  |
| 2  | I mainly go downtown or along the creek trail and have not worried about my safety.   | 8/30/2016 10:27 AM |
| 3  | A number of pedestrians along or crossing streets have raised driver's awareness.   | 8/29/2016 4:46 PM  |
| 4  | Feel somewhat safe while on sidewalks.  | 8/29/2016 6:16 AM  |
| 5  | Past experience of walking more than 5,000 miles  | 8/27/2016 12:07 PM |
| 6  | speed limit downtown is good. lots of sidewalks   | 8/27/2016 9:47 AM  |
| 7  | Most areas I walk are well lit at night and clean during the day  | 8/26/2016 11:49 AM |
| 8  | Most roads have sidewalks.  | 8/24/2016 5:31 PM  |
| 9  | Automobile traffic is getting much worse so my sense of being safe is in danger.  | 8/24/2016 10:55 AM |
| 10 | open spaces, less crime rate  | 8/23/2016 10:48 PM |
| 11 | Traffic is crazy in the downtown area during commuting hours and on weekends due to beach traffic.  | 8/23/2016 3:23 PM  |
| 12 | Clean streets, parks and stores; no graffiti; families everywhere; police presence.   | 8/22/2016 1:51 PM  |
| 13 | Nice, good people, good reputation  | 8/22/2016 1:42 PM  |
| 14 | There is usually some foot or car traffic and the area is safe.   | 8/22/2016 9:17 AM  |
| 15 | Lot of vehicle traffic  | 8/21/2016 6:03 PM  |
| 16 | Very rarely walk in Los Gatos   | 8/21/2016 2:48 PM  |
| 17 | traffic is not very heavy   | 8/21/2016 12:18 PM |
| 18 | not safe at times due to amount of traffic  | 8/21/2016 10:50 AM |
| 19 | Less traffic, more of a "community" feel  | 8/21/2016 9:56 AM  |
| 20 | Sidewalks and the trail by the river  | 8/21/2016 7:36 AM  |
| 21 | Traffic.  | 8/20/2016 10:30 AM |
| 22 | Where I walk, it is very open and not many others walking.  | 8/20/2016 6:54 AM  |
| 23 | Typically walk in the downtown area during business hours and it busy with other pedestrian traffic.  | 8/19/2016 6:46 PM  |
| 24 | heavy traffic issue   | 8/19/2016 7:26 AM  |
| 25 | too many cars driving, narrow streets, hard for oncoming traffic to see pedestrians   | 8/18/2016 11:56 PM |
| 26 | There are protected sidewalks and good lighting, generally.   | 8/18/2016 5:18 PM  |
| 27 | low traffic (both on foot and vehicles), friendly people  | 8/18/2016 5:04 PM  |
| 28 | Los gatos Almaden road has no sidewalk part of the road.  | 8/18/2016 4:31 PM  |
| 29 | There are some places (the Manor) where there are no sidewalks. Crossing Hwy 17 on Lark Ave could be made to feel safer; there is lots of traffic, impatient freeway & Courtside & JCC drivers, speeders on Lark. | 8/18/2016 4:06 PM  |
| 30 | vehicle traffic seems aware of pedestrians, plenty of places to walk  | 8/18/2016 2:55 PM  |
| 31 | Not- lack of sidewalks  | 8/18/2016 2:43 PM  |
| 32 | Most areas of Town are very safe but certain areas such as Lark can be a bit dangerous  | 8/18/2016 2:34 PM  |
| 33 | TRAFFIC INCREASE WITH AUTOMOBILES   | 8/18/2016 2:01 PM  |
| 34 | To many rich people on there phones   | 8/18/2016 1:48 PM  |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|    |   |                    |
|----|---|--------------------|
| 35 | I use Los Gatos Creek trail. It's very nice   | 8/18/2016 12:50 PM |
| 36 | A lot of the streets are unincorporated (there are no sidewalks), and the lights are poorly lit at night/evening  | 8/18/2016 12:47 PM |
| 37 | Too many drivers on their phones and not watching the road  | 8/18/2016 12:42 PM |
| 38 | no crime, good neighborhood   | 8/18/2016 12:25 PM |
| 39 | White neighborhood in most places   | 8/18/2016 11:24 AM |
| 40 | There is very few walk paths in LG.   | 8/18/2016 11:17 AM |
| 41 | I sometimes find myself walking to my car at First Presbyterian from ECH in twilight/dark. Cuesta Park/Drive and surrounding neighborhood seems deserted and devoid of fellow pedestrians. More lighting would not necessarily make me feel safer, maybe even more exposed.   | 8/18/2016 11:13 AM |
| 42 | Not safe on parts of the Creek trail  | 8/18/2016 11:01 AM |
| 43 | I have been stalked early and late hours of the day (police were called) about 5 yrs ago, but no incidences since that time   | 8/18/2016 11:00 AM |
| 44 | I believe the town is very path friendly for pedestrians. Although you should always look out for people driving not paying attention.  | 8/18/2016 10:59 AM |
| 45 | Many Neighborhoods do not have adequate street lights or sidewalks so I tend to walk when it is light and always wear a reflective vest in the evenings. Cars often speed thru neighborhoods so important to be mindful when walking. Impossible to walk to work using Lark and Winchester Blvd. Traffic is very congested and aggressive. Those areas are ripe for pedestrian accidents. | 8/18/2016 10:57 AM |
| 46 | There are stretches along Knowles and Pollard that do not have proper sidewalks and uneven surfaces; have tripped a number of times or had to step onto road. Some cars also drive fast along this stretch  | 8/18/2016 10:53 AM |
| 47 | I've never experienced anything that would cause me to think otherwise. I didn't mark Very Safe because I had a friend that was followed on the trail.  | 8/18/2016 10:17 AM |
| 48 | Just the community, I trust the people  | 8/18/2016 10:06 AM |
| 49 | Sidewalks, signals, crosswalks  | 8/18/2016 9:34 AM  |
| 50 | lit walkways, many pedestrians out, and generally safe community  | 8/18/2016 9:11 AM  |
| 51 | All the old, rich, whites!  | 8/18/2016 9:06 AM  |
| 52 | We live off of Winchester. My kids both go to Fisher Middle School. We would like them to walk to school but Winchester has a lot of traffic, and it tends to go faster than the posted speed limit, even with the (appreciated) help of our Police Officers. For the same reason, I don't walk to work (Netflix).  | 8/18/2016 8:26 AM  |
| 53 | Because there are lots of people out walking as well  | 8/18/2016 7:59 AM  |
| 54 | Well behaved motorists due to many stop signs and low speed limits  | 8/18/2016 6:16 AM  |
| 55 | The safety issue isn't from crime, but there isn't enough sidewalk on winchester blvd where I work.   | 8/17/2016 10:42 PM |
| 56 | Never experienced any threat in LG  | 8/17/2016 10:36 PM |
| 57 | Pedestrian awareness during right turns. Drivers do not look at the walkers in the cross walk.  | 8/17/2016 10:13 PM |
| 58 | Main Street   | 8/17/2016 9:43 PM  |
| 59 | It's pleasant and very residential. Seems very family-oriented so there appears to be a lot of perceived security for children.   | 8/17/2016 7:43 PM  |
| 60 | Plenty of crosswalks makes it safe. Beach traffic on weekend makes it unsafe.   | 8/17/2016 7:27 PM  |
| 61 | I've not heard of the town having any issues w/ crime.  | 8/17/2016 7:23 PM  |
| 62 | Downtown LG is very pedestrian friendly, but outside of that it's only car friendly.  | 8/17/2016 6:59 PM  |
| 63 | Lots of traffic on some roads that are (almost) inevitable, e.g. highway 9. No sidewalks in some places. No hard-delimited cycling lanes on most roads (e.g. Winchester)  | 8/17/2016 6:54 PM  |
| 64 | Small town, good lighting, good path / sidewalk quality   | 8/17/2016 6:52 PM  |
| 65 | Sufficient sidewalk space and marks for drivers to be aware of pedestrians  | 8/17/2016 6:30 PM  |
| 66 | cars not separated from pedestrians   | 8/17/2016 6:30 PM  |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |  |                    |
|-----|--|--------------------|
| 67  | Never noticed any crime  | 8/17/2016 6:12 PM  |
| 68  | Not enough sidewalks on Winchester, hard to cross due to traffic   | 8/17/2016 5:02 PM  |
| 69  | Some roads doesn't have bike / pedestrian lanes  | 8/17/2016 4:40 PM  |
| 70  | lack of sidewalks in places (winchester & 85)  | 8/17/2016 4:37 PM  |
| 71  | Feel safe because of the neighborhood  | 8/17/2016 4:01 PM  |
| 72  | Smaller roads, generally slower traffic, sidewalks on larger roads.  | 8/17/2016 3:57 PM  |
| 73  | Not 100% safe because there are not sidewalk everywhere  | 8/17/2016 3:56 PM  |
| 74  | Speed limits are slow and there are lots of other pedestrians - so cars seem used to them. The reason I did not put very safe, is because bikers can be quite aggressive.  | 8/17/2016 3:41 PM  |
| 75  | speed limits are low, and there are really nice trails   | 8/17/2016 3:25 PM  |
| 76  | I don't see lot of people walking and walkways are not available on all the roads  | 8/17/2016 3:20 PM  |
| 77  | Yes  | 8/17/2016 3:09 PM  |
| 78  | It's clean and there aren't a lot of homeless or suspect looking people around   | 8/17/2016 2:56 PM  |
| 79  | Suspicious people walk along the Los Gatos Creek trail sometimes.  | 8/17/2016 2:10 PM  |
| 80  | I'm not concerned with getting hurt  | 8/17/2016 2:09 PM  |
| 81  | roads/sidewalks are relatively narrow  | 8/17/2016 2:09 PM  |
| 82  | I feel very safe in daytime. After dark, some streets and the trail have very little light.  | 8/17/2016 1:58 PM  |
| 83  | I take the creek trail and I feel safe.  | 8/17/2016 1:54 PM  |
| 84  | Answering re: Los Gatos Creek trail - trail is popular and well tended, however sometimes there are some odd or worrisome people along the way   | 8/17/2016 1:50 PM  |
| 85  | Too many cars and not enough side walks or Bicycling trails  | 8/17/2016 1:49 PM  |
| 86  | Well I don't walk in downtown very often but because I don't have a car down here I sometimes from the Netflix office down Lark Avenue towards downtown for doctors appointments or errands. Crossing the freeway is a bit scary and the sidewalk is very close to the cars. | 8/17/2016 1:29 PM  |
| 87  | No sidewalk between Netflix buildings so walk across train tracks  | 8/17/2016 1:27 PM  |
| 88  | Generally safe, but traffic speed can be excessive which makes walking dangerous on streets without a sidewalk.  | 8/17/2016 1:25 PM  |
| 89  | There are no sidewalks in my neighborhood (The Manor near LG Almaden Rd). It feels unsafe to walk the dogs at night in the neighborhood.   | 8/17/2016 1:24 PM  |
| 90  | Good sidewalks and crosswalks  | 8/17/2016 1:14 PM  |
| 91  | I've never had an issue walking in Los Gatos.  | 8/17/2016 1:11 PM  |
| 92  | Haven't had anything happen to feel otherwise.   | 8/17/2016 1:09 PM  |
| 93  | Traffic speeds are fairly low, and most roads are two lanes - easier to cross.   | 8/17/2016 1:08 PM  |
| 94  | I don't walk here  | 8/17/2016 1:01 PM  |
| 95  | no walking sidewalks on winchester avenue north of lark  | 8/17/2016 1:00 PM  |
| 96  | Cars, traffic  | 8/17/2016 1:00 PM  |
| 97  | Good roads and sidewalks. In general drivers seem to obey traffic laws.  | 8/17/2016 12:58 PM |
| 98  | Cars do not stop fully at lights, cars going too fast on Winchester, no crosswalks, bike lanes are not clear, not enough sidewalks   | 8/17/2016 12:56 PM |
| 99  | i feel safe, but if you read nextdoor.com, all the comments are about burglars and breakins. especially for blossom manor, where i live.   | 8/17/2016 12:53 PM |
| 100 | I have not experienced any issues and drivers are somewhat respectful of pedestrians.  | 8/17/2016 12:52 PM |
| 101 | Except from downtown, sidewalks are crossings are minimal  | 8/17/2016 12:50 PM |
| 102 | I used to live in Oakland. Nuff said.  | 8/17/2016 12:49 PM |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |   |                    |
|-----|---|--------------------|
| 103 | Seems like lots of sidewalks.   | 8/17/2016 12:49 PM |
| 104 | Downtown area is great. As you go out from there, many areas don't have proper sidewalks and pedestrian facilities.   | 8/17/2016 12:46 PM |
| 105 | Highly marked cross walks   | 8/17/2016 12:45 PM |
| 106 | Lots of storefronts close to the sidewalk.  | 8/17/2016 12:42 PM |
| 107 | The drivers are pretty aware of pedestrians   | 8/17/2016 12:40 PM |
| 108 | Safe because speed limits are low. Not safe because of the amount of traffic.   | 8/17/2016 12:33 PM |
| 109 | Small town feel and like a community, so I think everyone is looking out for each other   | 8/17/2016 12:33 PM |
| 110 | depends on the street... some streets have a lot of traffic and the sidewalk is relatively narrow   | 8/17/2016 12:33 PM |
| 111 | There are definitely a lot of cars and people don't seem to consider the walkers.   | 8/17/2016 12:33 PM |
| 112 | Relatively low-key community  | 8/17/2016 12:30 PM |
| 113 | I have small children, so I pay attention to the speed of cars going through downtown areas.  | 8/17/2016 12:29 PM |
| 114 | Quiet and not a lot of street traffic   | 8/17/2016 12:27 PM |
| 115 | Even though it's busy it is fairly quiet. Businesses bring people that are usually on the go. Higher income neighborhoods in general seem to have less negativity because there is a bit more policing. | 8/17/2016 12:25 PM |
| 116 | Highway crosswalk on Winchester a bit hazardous   | 8/17/2016 12:24 PM |
| 117 | Generally good but on weekends lots of bad drivers breaking laws.   | 8/17/2016 12:24 PM |
| 118 | There's no side walk on Winchester to my company  | 8/17/2016 12:20 PM |
| 119 | lack of sidewalks and lighting can make it unsafe at times  | 8/17/2016 12:18 PM |
| 120 | I'm never in Los Gatos at night, during the day everything seems clean and safe   | 8/17/2016 12:17 PM |
| 121 | There are always lots of other people around  | 8/17/2016 12:16 PM |
| 122 | Good sidewalks and crosswalks   | 8/17/2016 12:16 PM |
| 123 | Too much car traffic and too little foot traffic.   | 8/17/2016 12:15 PM |
| 124 | quiet town, not a lot of violence or late night activities  | 8/17/2016 12:12 PM |
| 125 | safe  | 8/17/2016 12:11 PM |
| 126 | The trail is great, lots of places to walk. Crossing Winchester can be a little daunting.   | 8/17/2016 12:08 PM |
| 127 | Well lit, and safe, sidewalks in most areas   | 8/17/2016 12:08 PM |
| 128 | Not a lot of traffic relative to a larger city, largely affluent and a small community  | 8/17/2016 12:07 PM |
| 129 | Not always safe as there is not enough sidewalks near Netflix   | 8/17/2016 12:05 PM |
| 130 | High Traffic area near my work place  | 8/17/2016 12:04 PM |
| 131 | Never had any problems  | 8/17/2016 12:04 PM |
| 132 | not a lot of pedestrian walkway except downtown   | 8/17/2016 12:04 PM |
| 133 | clam streets, still some strong traffic   | 8/17/2016 12:02 PM |
| 134 | I walk everyday to work and never had any issues or felt unsafe   | 8/17/2016 12:01 PM |
| 135 | downtown is fine, but Los Gatos Creek Trail can be iffy   | 8/17/2016 11:59 AM |
| 136 | Excellent trails which are highly populated   | 8/17/2016 11:59 AM |
| 137 | Walking under highway on Camden not great   | 8/17/2016 11:58 AM |
| 138 | Plenty of sidewalks, street lights in working order, signals at most intersections  | 8/17/2016 11:58 AM |
| 139 | The town and other entities move too slow to change walking paths, sidewalks, entrances, etc in response to changing needs  | 8/17/2016 11:57 AM |
| 140 | 3 times in last 3 years I was approached by suspicious men on the trail   | 8/17/2016 11:55 AM |
| 141 | Low perceived crime or areas/characters of concern,   | 8/17/2016 11:53 AM |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |  |                    |
|-----|--|--------------------|
| 142 | Clean streets feel good, low crime, generally good lighting at night   | 8/17/2016 11:51 AM |
| 143 | Less traffic and nicer people  | 8/17/2016 11:51 AM |
| 144 | Good pedestrian infrastructure, narrow slow roads, everyone is wealthy   | 8/17/2016 11:49 AM |
| 145 | There aren't paths in all areas of town however, I usually take the trail route if I want to ensure safety on my walks.  | 8/17/2016 11:48 AM |
| 146 | Never heard of a serious crime, streets look clean, downtown obviously full of rich people   | 8/17/2016 11:48 AM |
| 147 | sidewalks can be improved  | 8/17/2016 11:47 AM |
| 148 | I mostly walk in the downtown, or on the Los Gatos Creek Trail, and both seem safe (the trail not-so-much at night, but that's OK)   | 8/17/2016 11:45 AM |
| 149 | Plenty of pedestrian walkways in the incorporated areas of town.   | 8/17/2016 11:44 AM |
| 150 | Low crime rate   | 8/17/2016 11:44 AM |
| 151 | It's a quaint town that doesn't seem to have a lot of crime. Also, the overall feeling is that it's a really nice area (and well maintained) and that's what's really attractive to a lot of people. | 8/17/2016 11:43 AM |
| 152 | There are others out walking and cycling   | 8/17/2016 11:43 AM |
| 153 | Downtown is safe due to sidewalk & crosswalks. Other parts of town are lacking.  | 8/17/2016 11:43 AM |
| 154 | based on space between walking and car lanes   | 8/17/2016 11:42 AM |
| 155 | Traffic in downtown Los Gatos is slow. Drivers stop for pedestrians. Non-downtown Los Gatos has crosswalks.  | 8/17/2016 11:42 AM |
| 156 | Low speed limit, lots of stop signs  | 8/17/2016 11:42 AM |
| 157 | Everything is clean and well-lit in most downtown areas.   | 8/17/2016 11:41 AM |
| 158 | Traffic on Winchester can be fast. There are no sidewalks at places.   | 8/17/2016 11:41 AM |
| 159 | It's clean, no buskers or homeless, good street lighting.  | 8/17/2016 11:41 AM |
| 160 | safe in places with walking paths or sidewalks ... not safe as motorists run lights on main roads  | 8/17/2016 11:41 AM |
| 161 | I only really walk downtown and on the trail and those seem safe though it would be nice to have lights so I can do it when the sun is down.   | 8/17/2016 11:40 AM |
| 162 | Friendly community   | 8/17/2016 11:39 AM |
| 163 | no homelessness  | 8/17/2016 11:39 AM |
| 164 | Lack of sidewalks (eg. downtown->netflix offices)  | 8/17/2016 11:38 AM |
| 165 | No shoulder/sidewalk on many roads. Lots of blind corners/driveways. Downtown area has heavy traffic and aggressive driving.   | 8/17/2016 11:38 AM |
| 166 | Not on the outskirts (such as near Netflix). This is especially true for Winchester.   | 8/17/2016 11:38 AM |
| 167 | there are a lot of cars  | 8/17/2016 11:37 AM |
| 168 | Safe - well maintained sidewalks. Unsafe - some areas not well lit. Heavy trafficked areas without sidewalks.  | 8/17/2016 11:37 AM |
| 169 | Too much traffic on common walking roads (Santa Cruz Ave, etc), major intersections are not very safe and it is difficult for drivers to watch foot & street traffic simultaneously                  | 8/17/2016 11:37 AM |
| 170 | I only walk in and around Vasona Park.   | 8/17/2016 11:37 AM |
| 171 | As more cars are on the road, I still have to be on the lookout for traffic when I'm walking.  | 8/17/2016 11:37 AM |
| 172 | The Los Gatos Creek Trail is very dark and in the winter have felt unsafe at 5 pm on trail (walking between buildings at Netflix; no other good way to go)   | 8/17/2016 11:37 AM |
| 173 | Only somewhat safe due to high traffic volumes   | 8/17/2016 11:37 AM |
| 174 | That's in comparison with (e.g.) San Francisco.... Things are generally a bit calmer here -- mostly.   | 8/17/2016 11:36 AM |
| 175 | Some streets have no sidewalks or cluttered with debris.   | 8/17/2016 11:36 AM |
| 176 | Lack of sidewalks in some areas  | 8/17/2016 11:36 AM |
| 177 | Some areas of the LG creek trail are a little sketchy, especially areas near overpasses.   | 8/17/2016 11:36 AM |
| 178 | Lighting in some areas is sparse   | 8/17/2016 11:35 AM |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |   |                    |
|-----|---|--------------------|
| 179 | Missing sidewalks   | 8/17/2016 11:35 AM |
| 180 | Many broken sidewalks or unpaved sidewalks and drivers roll through stop signs  | 8/17/2016 11:35 AM |
| 181 | Safe downtown (Sta. Cruz, Main), but unsafe on surrounding streets (incl. length of Winchester, University). Cars speed, roll through stop signs/lights into crosswalks. No clear bike lanes on streets connecting to Vasona trail. | 8/17/2016 11:35 AM |
| 182 | Could use more sidewalks - we don't have in front of Netflix  | 8/17/2016 11:35 AM |
| 183 | Downtown has a lot of people. The los gatos creek trail has a lot of people   | 8/17/2016 11:35 AM |
| 184 | Clean, well lit, low crime.   | 8/17/2016 11:35 AM |
| 185 | Low speed limits, frequent cross walks.   | 8/17/2016 11:35 AM |
| 186 | Very low crime  | 8/17/2016 11:34 AM |
| 187 | It is a small town, clean, and do not see many people walking on the streets near my office. That said, the Creek Trail can sometimes feel a bit sketchy.   | 8/17/2016 11:34 AM |
| 188 | Terrible night lighting, several streets lack good sidewalks  | 8/17/2016 11:34 AM |
| 189 | Ease of access to places  | 8/17/2016 11:33 AM |
| 190 | No crime, wide avenues  | 8/17/2016 11:33 AM |
| 191 | Despite the (terrific!) yield signs and flags at crosswalks, many motorists still ignore the law and fail to stop for pedestrians.  | 8/7/2016 5:13 PM   |
| 192 | Cross-walks can be unsafe at times...flags do help.   | 8/5/2016 3:20 PM   |
| 193 | Clean well lit environment. Traffic respectfull of bikes and walkers  | 8/4/2016 9:56 AM   |
| 194 | Upscale neighborhood  | 8/2/2016 12:03 PM  |
| 195 | Low crime. Good walking paths.  | 8/1/2016 9:09 AM   |
| 196 | 1% of car drivers are bad   | 7/28/2016 4:20 PM  |
| 197 | At night it's too dark  | 7/27/2016 2:31 PM  |
| 198 | There are lots of sidewalks   | 7/27/2016 10:43 AM |
| 199 | Along Winchester at the north periphery of town   | 7/26/2016 4:31 PM  |
| 200 | In areas w/ limited sidewalks   | 7/26/2016 12:00 PM |
| 201 | Speeding cars and bicycles not observing stop signs.  | 7/25/2016 6:19 PM  |
| 202 | Quiet   | 7/25/2016 1:31 PM  |
| 203 | I typically walk with a partner   | 7/25/2016 10:40 AM |
| 204 | Not a lot of degenerates hanging around   | 7/25/2016 10:26 AM |
| 205 | seems like a safe area, never had any issues  | 7/25/2016 9:39 AM  |
| 206 | Some places just don't have a sidewalk - you have to watch out for cars or trains   | 7/25/2016 9:30 AM  |
| 207 | Occasionally, here are vagrants walking or sitting along the trail. Also, people are riding their bikes at fast speeds through pedestrians on Los Gatos Creek Trail.  | 7/25/2016 9:09 AM  |
| 208 | some of the main street the cars are going to fast or don't stop for pedestrians  | 7/23/2016 8:12 PM  |
| 209 | Amount of construction makes some routes tough. Homeless presence on the LG Creek trail can be intimidating.  | 7/23/2016 7:27 AM  |
| 210 | Its upper class, clean and abundant police.   | 7/22/2016 7:28 PM  |
| 211 | In 20 years, never had any problem  | 7/22/2016 5:17 PM  |
| 212 | I have walked/used the Los Gatos trail to get around the city   | 7/22/2016 5:12 PM  |
| 213 | Walking is safe but traffic bothers   | 7/22/2016 5:11 PM  |
| 214 | car traffic   | 7/22/2016 5:11 PM  |
| 215 | outside of downtown, it is not  | 7/22/2016 4:58 PM  |
| 216 | Town center is pedestrian friendly. Winchester is not friendly to bicycle or pedestrians, but the creeck trail works well   | 7/22/2016 4:54 PM  |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |  |                    |
|-----|--|--------------------|
| 217 | Good neighborhood, people around to help if needed   | 7/22/2016 4:51 PM  |
| 218 | Plenty of other pedestrian traffic around.   | 7/22/2016 4:34 PM  |
| 219 | Family friendly neighbourhood, side walks are available.   | 7/22/2016 4:31 PM  |
| 220 | Safe when on sidewalks. Not safe on blind corners (hedges too high)  | 7/22/2016 4:29 PM  |
| 221 | Low crime  | 7/22/2016 4:28 PM  |
| 222 | main street the traffic is considerate of the walk ways  | 7/22/2016 4:27 PM  |
| 223 | Plenty of sidewalks and paths, however the LGCT is very crowded and has mix of peds and bikes. Never had a problem but the potential is there.                                     | 7/22/2016 4:25 PM  |
| 224 | walking paths are nice, friendly town  | 7/22/2016 4:24 PM  |
| 225 | there's no sidewalks on one side of the road on Winchester   | 7/22/2016 4:08 PM  |
| 226 | There are always other people walking in Los Gatos, so drivers pay attention.  | 7/22/2016 4:06 PM  |
| 227 | my work place is right next to the railroad track and there is no pedestrian / sidewalk for people to walk on.   | 7/22/2016 4:05 PM  |
| 228 | Sidewalks and/or trails are available for all my destinations.   | 7/22/2016 4:04 PM  |
| 229 | Mostly on walking trail  | 7/22/2016 4:04 PM  |
| 230 | For now, I only walk on the trail near work, not on public streets   | 7/22/2016 4:04 PM  |
| 231 | Reputation of the neighborhood, there are people around so it seems safe   | 7/22/2016 4:02 PM  |
| 232 | Late at night there are homeless, heavy traffic, and other reasons.  | 7/22/2016 4:02 PM  |
| 233 | I generally feel safe in most of the greater bay area, except for EPA and Hunter's point   | 7/22/2016 4:01 PM  |
| 234 | I walk most of the times through the Los Gatos creek trail it can get crowded with both pedestrians and cyclists zooming past by. So mostly feel safe except for few odd occasions | 7/22/2016 4:00 PM  |
| 235 | I generally walk on the Los Gatos Creek Trail. And never saw or faced any dangor   | 7/22/2016 4:00 PM  |
| 236 | It's a safe city   | 7/22/2016 4:00 PM  |
| 237 | I cross at crosswalks  | 7/22/2016 3:59 PM  |
| 238 | Sidewalks need to be broad and improved, especially in major streets   | 7/22/2016 3:59 PM  |
| 239 | upscale neighborhood, low crime  | 7/22/2016 3:57 PM  |
| 240 | Generally, motorists respect pedestrians right of way.   | 7/22/2016 3:57 PM  |
| 241 | I feel there are plenty of other people around, but crossing streets can be dangerous as the drivers are not paying attention  | 7/21/2016 12:44 PM |
| 242 | I often cross N Santa Cruz Ave and vehicles sometimes do not see me or are going too fast.   | 7/21/2016 8:31 AM  |
| 243 | Reckless rude bikers and skateboarders on sidewalks  | 7/20/2016 9:55 PM  |
| 244 | bicycle/skateboards riding on sidewalk   | 7/20/2016 9:49 PM  |
| 245 | driver distraction   | 7/20/2016 3:52 PM  |
| 246 | Too many cars that are rushing through stop signs, into bike lanes, and around right turn lanes.   | 7/20/2016 3:36 PM  |
| 247 | Drivers that are unaware or not paying attention ignore pedestrians.   | 7/20/2016 2:07 PM  |
| 248 | Sidewalks  | 7/20/2016 2:07 PM  |
| 249 | Safe because crime is low; unsafe where traffic and people are close together (no sidewalks, poor crosswalks,etc.)   | 7/19/2016 7:47 AM  |
| 250 | Too high of a volume of traffic, drivers are not paying attention.   | 7/13/2016 8:40 PM  |
| 251 | Too much traffic and cars speed  | 7/13/2016 12:45 PM |
| 252 | well lit areas; crosswalks well laid out   | 7/12/2016 1:13 PM  |
| 253 | No safe route on Lark Ave over Hwy 17  | 7/10/2016 6:17 PM  |
| 254 | Low crime  | 7/6/2016 5:38 PM   |
| 255 | there are always lots of people around when I walk the trail on the weekends, or downtown  | 7/6/2016 2:39 PM   |



## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |  |                    |
|-----|--|--------------------|
| 256 | high rate of speeding on LG Blvd makes me feel unsafe  | 7/6/2016 2:28 PM   |
| 257 | Generally considerate drivers  | 7/6/2016 1:47 PM   |
| 258 | cross -walks even at lights are dangerous in town  | 7/6/2016 1:31 PM   |
| 259 | Our crosswalks are not safe. I live off N. Santa Cruz Avenue and have numerous occasions where drivers seem to ignore people in the crosswalks. Some areas also have uneven sidewalks and inadequate night time lighting.  | 7/6/2016 11:43 AM  |
| 260 | unsafe in downtown - cars do not always yield for crosswalks   | 7/6/2016 11:00 AM  |
| 261 | Cars are good about stopping at crosswalks   | 7/6/2016 10:48 AM  |
| 262 | The pedestrian crossing on University Ave outside the Fire Station is not clearly marked and I've nearly been hit multiple times crossing it. Many areas have no sidewalk.   | 7/5/2016 3:39 PM   |
| 263 | Many areas have ample sidewalk or shoulder area to walk  | 7/5/2016 11:45 AM  |
| 264 | slow vehicle speeds, bulb outs, crosswalks, ped signals  | 7/5/2016 10:44 AM  |
| 265 | Not enough sidewalks and/or lighting at night. Traffic is too fast.  | 7/5/2016 7:27 AM   |
| 266 | Sidewalks are in good condition. Traffic is respectful of pedestrians crossing the street  | 7/4/2016 9:22 PM   |
| 267 | Good trails, mostly good pedestrian crossings  | 7/4/2016 9:55 AM   |
| 268 | Most streets have sidewalks  | 7/3/2016 3:42 PM   |
| 269 | No incidents except bikes in the way   | 7/3/2016 12:21 PM  |
| 270 | No sidewalks on key walking routes - including Kennedy where my 5 yr old daughter goes to school.  | 7/2/2016 8:23 PM   |
| 271 | I think there are too many distracted drivers.   | 7/2/2016 11:26 AM  |
| 272 | Most areas have sidewalks and light poles; there is low crime; people are friendly; neighbors know each other  | 7/2/2016 7:58 AM   |
| 273 | Downtown is safe, Winchester Blvd don't feel as safe   | 7/2/2016 7:27 AM   |
| 274 | lots of side walks, but unsafe when cars come out of commercial driveways on LG Blvd without looking. In addition, crossing LG Blvd at Highway 9 going north running, or on foot is so dangerous. I have almost gotten hit several times running and pushing a stroller. Brush is over grown and drivers are going really fast off of highway 9 onto LG Blvd in the morning. | 7/1/2016 7:35 PM   |
| 275 | Many aggressive drivers who do not follow traffic rules (speeding, turning without signaling, ignoring pedestrian right of way, etc.)  | 7/1/2016 4:10 PM   |
| 276 | mostly safe, but some areas are missing sidewalks and drivers are getting faster and more distracted   | 7/1/2016 1:43 PM   |
| 277 | Friendly, low crime, most drivers are courteous  | 7/1/2016 1:39 PM   |
| 278 | it is safe   | 7/1/2016 12:32 PM  |
| 279 | On the sidewalks I feel very safe but it is difficult to cross the street near the civic center and library.   | 7/1/2016 12:27 PM  |
| 280 | There are plenty of cross walks and green bike lanes   | 7/1/2016 11:48 AM  |
| 281 | There are many sections without sidewalks in my neighborhood.  | 7/1/2016 11:35 AM  |
| 282 | Most citizens i've encountered are very kind and respectful  | 7/1/2016 9:44 AM   |
| 283 | N/A  | 7/1/2016 9:33 AM   |
| 284 | With all the traffic the cars are moving slowly.   | 7/1/2016 8:48 AM   |
| 285 | Cross walks, speed limits  | 7/1/2016 8:23 AM   |
| 286 | Walking along Winchester, Los Gatos Blvd and Blossom Hill is dangerous because cars drive very fast, and they are not mindful of pedestrians and bike riders when turning corners.   | 7/1/2016 8:12 AM   |
| 287 | Where I tend to walk there are many sidewalks.   | 7/1/2016 7:16 AM   |
| 288 | There alot of walkers and bikers throughout town, naturally you feel that motorists know this and look out for pedestrians and bikers.   | 7/1/2016 6:32 AM   |
| 289 | Most of the people pay attention to pedestrians. After parking, a lot of businesses and trails are within walking distance.  | 6/30/2016 10:57 PM |
| 290 | just an overall safe community   | 6/30/2016 9:58 PM  |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |  |                   |
|-----|--|-------------------|
| 291 | It's a well behaved, pleasant town.  | 6/30/2016 7:06 PM |
| 292 | there are usually others doing the same thing  | 6/30/2016 6:47 PM |
| 293 | low crime  | 6/30/2016 6:36 PM |
| 294 | it is a good Town, goo dneighborhoods and good people  | 6/30/2016 6:28 PM |
| 295 | A lot of sidewalks and crosswalks  | 6/30/2016 5:35 PM |
| 296 | Careless drivers do not heed sidewalks   | 6/30/2016 5:01 PM |
| 297 | I only have experience walking during the day, and primarily downtown (and near town hall) where there is a lot of other pedestrian activity.  | 6/30/2016 4:46 PM |
| 298 | Most cars observe stop signs, speed limits and pedestrian crosswalks   | 6/30/2016 4:23 PM |
| 299 | Because I look before crossing the road, and I walk on the sidewalk. Our sidewalks are pristine and beautifully kept up by our Town employees. Also we have great trails!  | 6/30/2016 4:08 PM |
| 300 | Low crime.   | 6/30/2016 4:06 PM |
| 301 | lots of bike paths/cross walks well lighted  | 6/30/2016 4:02 PM |
| 302 | No. Church & E. Main St. Bus Stop doesn't allow enough room for the bus to properly park at 8AM, 12PM, & 2PM during the school year. Additionally, segway tour groups ride ON the sidewalks and I was almost hit by one because you can't hear them. | 6/30/2016 3:48 PM |
| 303 | Pedestrian friendly streets  | 6/30/2016 3:48 PM |
| 304 | Small town   | 6/30/2016 3:43 PM |
| 305 | Nothing has ever threatened me when I am walking.  | 6/30/2016 3:35 PM |
| 306 | People trying to cross at crosswalks are hidden by cars parked on street.  | 6/30/2016 3:30 PM |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

### Q5 What improvements would make you want to walk more in Los Gatos, as well as making it feel safer to walk in Town?

Answered: 250 Skipped: 357

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | Nothing specific.   | 8/30/2016 10:27 AM |
| 2  | Better lighting at street crossings will make pedestrian more visible.  | 8/29/2016 4:46 PM  |
| 3  | More sidewalks, less drivers on the road using their devices  | 8/29/2016 6:16 AM  |
| 4  | Monitor the speed of bicycles on the trails to remind them that fast speeds are not safe for either the pedestrians or the bikers   | 8/27/2016 12:07 PM |
| 5  | can't think of any  | 8/27/2016 9:47 AM  |
| 6  | More 'share the road' signs are always helpful  | 8/26/2016 11:49 AM |
| 7  | Have sidewalks on both sides of the road.   | 8/24/2016 5:31 PM  |
| 8  | Less automobile traffic plus a buffer zone between traffic and pedestrians.   | 8/24/2016 10:55 AM |
| 9  | distinated sidewalk for only bikers or pedesterians   | 8/23/2016 10:48 PM |
| 10 | Remove ability to go through downtown to bypass traffic on 17.  | 8/23/2016 3:23 PM  |
| 11 | would be nice to have a ranger biking the Vasona trail  | 8/23/2016 12:17 PM |
| 12 | Better way to get to LG. The beach traffic is out of control. Can you widen HWY 17?   | 8/22/2016 1:42 PM  |
| 13 | Add a sidewalk on Winchester@ Lark to downtown.   | 8/22/2016 9:17 AM  |
| 14 | Crossings & sidewalks   | 8/21/2016 9:47 PM  |
| 15 | bridges, wider sidewalks, more entry-ways to the trail, town shuttles   | 8/21/2016 6:03 PM  |
| 16 | more sidewalks  | 8/21/2016 12:18 PM |
| 17 | sidewalks, bike lanes   | 8/21/2016 10:50 AM |
| 18 | I already do  | 8/21/2016 9:56 AM  |
| 19 | sidewalks, crosswalks, signals, signage   | 8/21/2016 7:36 AM  |
| 20 | The area of downtown between Starbucks and Nothing Bundt Cakes feels a little quieter and more secluded. I've noticed occassionally possibly homeless people loitering in the area, which makes me feel unsafe. | 8/19/2016 6:46 PM  |
| 21 | speed   | 8/19/2016 7:26 AM  |
| 22 | Make all of Santa Cruz a plaza/mall with no cars. Parking behind shops only.  | 8/18/2016 11:56 PM |
| 23 | Not sure, it already seems pretty safe & convenient   | 8/18/2016 5:18 PM  |
| 24 | More sidewalk for pedestrians.  | 8/18/2016 4:31 PM  |
| 25 | Provide more ways to be able to cross over Highway 17 near Lark Ave (via Pedestrian bridge?) since Camden is too far and Blossom Hill is far too.   | 8/18/2016 4:06 PM  |
| 26 | sidewalks, well lit areas   | 8/18/2016 2:43 PM  |
| 27 | MORE CROSSING WALKS?  | 8/18/2016 2:01 PM  |
| 28 | keep cars out of downtown los gatos   | 8/18/2016 1:48 PM  |
| 29 | Reduce the # of cars on the street.   | 8/18/2016 12:50 PM |
| 30 | Add more lights and sidewalks. Enforce some residential/school/hospital streets speed limits, epecially on dardinelli/knowles (cars are flying down blindspots).  | 8/18/2016 12:47 PM |

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|    |  |                    |
|----|--|--------------------|
| 31 | More tickets for phone users, flashing crosswalks, hang a banner from the streets announcing this is biker/walker friendly territory.  | 8/18/2016 12:42 PM |
| 32 | more beautiful   | 8/18/2016 12:25 PM |
| 33 | More lights  | 8/18/2016 11:24 AM |
| 34 | Make designated walk paths.  | 8/18/2016 11:17 AM |
| 35 | Tree-lined street median along Cuesta. Landscape barrier between cars and bike lane along Cuesta/Miramonte. More pedestrian paths with landscaped buffers between vehicles/pedestrians in neighborhoods. Meandering, decomposed granite paths/plants/tree zones with emphasis on softscape, rather than a purely hardscaped public works solution. | 8/18/2016 11:13 AM |
| 36 | Designated paths   | 8/18/2016 11:01 AM |
| 37 | To be honest, I dont walk as much as I ride my bike.   | 8/18/2016 10:59 AM |
| 38 | Better lighting. Develop a better or alternate path to walk on Winchester. Lark is a nightmare even to drive on and will only be worse with the proposed new housing projects.   | 8/18/2016 10:57 AM |
| 39 | appropriate sidewalks  | 8/18/2016 10:53 AM |
| 40 | Improve lights in the parking garages/lots   | 8/18/2016 10:06 AM |
| 41 | more designated walk paths   | 8/18/2016 9:11 AM  |
| 42 | None   | 8/18/2016 9:06 AM  |
| 43 | Add a sidewalk across the complete length of Winchester, especially on the west side where we live.  | 8/18/2016 8:26 AM  |
| 44 | close the access to 17 by the post office to stop all the traffic going through town   | 8/18/2016 7:59 AM  |
| 45 | those flashing pedestrian crossing signs and cross walks, especially at major intersections of through ways to highway 17.   | 8/18/2016 6:16 AM  |
| 46 | Increase the amount of sidewalk in town.   | 8/17/2016 10:42 PM |
| 47 | Well lit walkways (Los Gatos Blvd between Loma Alta Ave and Jackson St for example), dean/well maintained walkways   | 8/17/2016 10:36 PM |
| 48 | Stop closing the freeway entrance on the weekends. This deters me from visiting given that I live in the mountains outside of LG.  | 8/17/2016 9:43 PM  |
| 49 | More sidewalks   | 8/17/2016 9:40 PM  |
| 50 | I do already and would encourage more. More pedestrian walkways or lights would help on Route 9. Also a grocery store in downtown LG proper would be nice. Lots of shops, but none for groceries.  | 8/17/2016 7:43 PM  |
| 51 | None   | 8/17/2016 7:27 PM  |
| 52 | Proper sidewalks on Winchester and other busy streets  | 8/17/2016 7:23 PM  |
| 53 | Combination or more food/cafe businesses that are walkable vs. drive only. Sidewalks are key for inviting feeling.   | 8/17/2016 6:59 PM  |
| 54 | More sidewalks and trails. Hard delimited cycling paths.   | 8/17/2016 6:54 PM  |
| 55 | more sidewalks and segregated bike lanes (winchester ave. and los gatos blvd. can be improved)   | 8/17/2016 6:30 PM  |
| 56 | More sidewalks / pedestrian access (University Ave near Vasona Park and Winchester across 85)  | 8/17/2016 6:12 PM  |
| 57 | More caution lights at cross walks, people drive too fast on Winchester, and with trees and cars it can be hard to see people waiting to cross   | 8/17/2016 5:02 PM  |
| 58 | improved sidewalks   | 8/17/2016 4:37 PM  |
| 59 | Sidewalks and lighting   | 8/17/2016 3:56 PM  |
| 60 | Sidewalks on both sides of main roads; no intersections with crosswalks on only 3 sides.   | 8/17/2016 3:25 PM  |
| 61 | not sure   | 8/17/2016 3:25 PM  |
| 62 | more street lights and having walkways on all major roads  | 8/17/2016 3:20 PM  |
| 63 | Pedestrian overpass or tunnels for major intersections.  | 8/17/2016 3:09 PM  |
| 64 | I would like to have cars slow down and there to be better paved areas for walkers   | 8/17/2016 2:56 PM  |
| 65 | Extend public transit to los gatos (VTA? train?) - bus system is disfunctional   | 8/17/2016 2:22 PM  |

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|     |   |                    |
|-----|---|--------------------|
| 66  | roomier sidewalks and a bike lane would help  | 8/17/2016 2:09 PM  |
| 67  | More street lights.   | 8/17/2016 1:58 PM  |
| 68  | Build more Side Walks or Bicycling trails   | 8/17/2016 1:49 PM  |
| 69  | Wider sidewalks, bike lanes.  | 8/17/2016 1:29 PM  |
| 70  | sidewalks on both sides of road   | 8/17/2016 1:27 PM  |
| 71  | more speed control in residential areas without sidewalks   | 8/17/2016 1:25 PM  |
| 72  | More boardwalks, more foot bridges over 17 to better connect neighborhoods and shorten the distances between West and East LG destinations.       | 8/17/2016 1:24 PM  |
| 73  | More bike lanes & safe pedestrian road crossings.   | 8/17/2016 1:22 PM  |
| 74  | Make Santa Cruz Ave shopping area pedestrian-only   | 8/17/2016 1:14 PM  |
| 75  | Public transit in downtown area   | 8/17/2016 1:11 PM  |
| 76  | Shade   | 8/17/2016 1:09 PM  |
| 77  | Better path by the rail tracks  | 8/17/2016 1:01 PM  |
| 78  | more sidewalks on main roads  | 8/17/2016 1:00 PM  |
| 79  | More bike lanes so the bikers aren't riding on the sidewalks.   | 8/17/2016 12:58 PM |
| 80  | Please see #4   | 8/17/2016 12:56 PM |
| 81  | Pedestrian crossing locations should have better lighting and a way to request blinking lights when requesting to cross a street.                 | 8/17/2016 12:52 PM |
| 82  | Better sidewalks in Winchester Blvd. Lark Av and Los Gatos Blvd   | 8/17/2016 12:50 PM |
| 83  | I sometimes feel I might get attacked by a cuteness overload.   | 8/17/2016 12:49 PM |
| 84  | Slower speed limits, sidewalks, better crossings on major roads such as Winchester  | 8/17/2016 12:46 PM |
| 85  | None I can think of   | 8/17/2016 12:45 PM |
| 86  | better parking  | 8/17/2016 12:40 PM |
| 87  | Bike lanes would be a great improvement.  | 8/17/2016 12:33 PM |
| 88  | I don't see a need for more walking safety - feels safe to me   | 8/17/2016 12:33 PM |
| 89  | more crosswalks, maybe the lights like they do in Glendale (CA) where it blinks red for drivers when someone steps into the crosswalk.            | 8/17/2016 12:33 PM |
| 90  | more trail connections  | 8/17/2016 12:32 PM |
| 91  | Discourage car traffic, especially downtown. Old town Campbell is best when they close off the street for the farmer's market and similar events. | 8/17/2016 12:29 PM |
| 92  | Sidewalks on Winchester (by Albright) and lighting on the trail   | 8/17/2016 12:27 PM |
| 93  | Light camera's. Surprised that the bay area has less of them.   | 8/17/2016 12:25 PM |
| 94  | Sidewalk on both sides of Winchester south of Knowles   | 8/17/2016 12:24 PM |
| 95  | more walking only paths   | 8/17/2016 12:24 PM |
| 96  | Side walk in all streets  | 8/17/2016 12:20 PM |
| 97  | Expansion of the LG trail or create more trail to create a nicer walking environment  | 8/17/2016 12:16 PM |
| 98  | None  | 8/17/2016 12:16 PM |
| 99  | More and better pedestrian road markings.   | 8/17/2016 12:15 PM |
| 100 | less traffic  | 8/17/2016 12:11 PM |
| 101 | More frequent police patrols, including police on foot.   | 8/17/2016 12:08 PM |
| 102 | sidewalks where missing   | 8/17/2016 12:07 PM |
| 103 | more sidewalks everywhere!  | 8/17/2016 12:05 PM |

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|     |   |                    |
|-----|---|--------------------|
| 104 | unknown, I don't live here. Just work   | 8/17/2016 12:04 PM |
| 105 | well maintained, lighted, paths.  | 8/17/2016 12:04 PM |
| 106 | less cars   | 8/17/2016 12:04 PM |
| 107 | more walkable streets, less cars  | 8/17/2016 12:02 PM |
| 108 | None I can think of   | 8/17/2016 12:01 PM |
| 109 | None, I am grunted  | 8/17/2016 11:59 AM |
| 110 | Easier way to access Los Gatos creek from other side of high  | 8/17/2016 11:58 AM |
| 111 | Look at high traffic areas and ways to improve. For example, sidewalks around the rail bridge on Winchester over 85   | 8/17/2016 11:57 AM |
| 112 | If there was police presence some times doing routine patrol  | 8/17/2016 11:55 AM |
| 113 | N/A   | 8/17/2016 11:53 AM |
| 114 | Broader Walkways  | 8/17/2016 11:51 AM |
| 115 | I work at Netflix so having a dense commercial area near Netflix would help me  | 8/17/2016 11:49 AM |
| 116 | More sidewalks  | 8/17/2016 11:48 AM |
| 117 | better sidewalks, walkways and paths.   | 8/17/2016 11:48 AM |
| 118 | Install sidewalks in the unincorporated areas of the town   | 8/17/2016 11:44 AM |
| 119 | I feel like parking in Los Gatos, especially downtown, is pretty terrible. It's like finding parking in San Francisco. Of course, the only way to really address that is have/make more space for parking which may be challenging.   | 8/17/2016 11:43 AM |
| 120 | I currently feel safe walking in town   | 8/17/2016 11:43 AM |
| 121 | More sidewalks  | 8/17/2016 11:43 AM |
| 122 | more defined space for walking/biking   | 8/17/2016 11:42 AM |
| 123 | More Sidewalks.   | 8/17/2016 11:41 AM |
| 124 | Make the main street (N Santa Cruz Ave between Hwy 9 and Main St) a pedestrian only street. Cars and parking are the most dangerous part of this area. The pedestrian only area can also encourage street parklets and more commerce. | 8/17/2016 11:41 AM |
| 125 | traffic control, particularly not stopping at stops, traffic lights or pedestrian crossings   | 8/17/2016 11:41 AM |
| 126 | Lights on Los Gatos Creek trail.  | 8/17/2016 11:40 AM |
| 127 | Bike lanes!   | 8/17/2016 11:39 AM |
| 128 | things are too far from each other to walk  | 8/17/2016 11:39 AM |
| 129 | There are a few shops close to Netflix; sadly one has to wait for two really long traffic lights to reach them.   | 8/17/2016 11:38 AM |
| 130 | Wider roads with sidewalks or paths. Existing paths (LGCT, etc) should actually lead somewhere... like downtown instead of a random neighborhood.   | 8/17/2016 11:38 AM |
| 131 | Adding a sidewalk on Winchester near the outskirts  | 8/17/2016 11:38 AM |
| 132 | make pedestrian-only zones in downtown area   | 8/17/2016 11:37 AM |
| 133 | Dedicated pedestrian trails/walkways  | 8/17/2016 11:37 AM |
| 134 | Improve side roads and reduce stoplights on side roads so more driving traffic is routed away from main walking areas.  | 8/17/2016 11:37 AM |
| 135 | Easier access to the LG Creek Trail entrance by LG Dog Park. Traversing the underpass on a bicycle is treacherous.  | 8/17/2016 11:37 AM |
| 136 | Enforcing speed limits  | 8/17/2016 11:37 AM |
| 137 | More lighting on trail  | 8/17/2016 11:37 AM |
| 138 | More bike/pedestrian paths  | 8/17/2016 11:37 AM |
| 139 | The speed signs are helpful to reduce speed. Stop the police from giving tickets.   | 8/17/2016 11:36 AM |
| 140 | Sidewalk leading all the way up to Testarosa  | 8/17/2016 11:36 AM |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |   |                    |
|-----|---|--------------------|
| 141 | More shoulder room for bikes would make things safer.   | 8/17/2016 11:36 AM |
| 142 | Better lighting and slower speeds for vehicles.   | 8/17/2016 11:36 AM |
| 143 | Lighting  | 8/17/2016 11:35 AM |
| 144 | Having sidewalks on more roads, and more crosswalks that don't require one to take roundabout routes.                     | 8/17/2016 11:35 AM |
| 145 | More accessible paths and less need to cross through traffic  | 8/17/2016 11:35 AM |
| 146 | Separated, dedicated bike lanes. Pedestrian-only Sta. Cruz.   | 8/17/2016 11:35 AM |
| 147 | Sidewalks and better parking availability   | 8/17/2016 11:35 AM |
| 148 | less cars   | 8/17/2016 11:35 AM |
| 149 | Emergency call stations with lights.  | 8/17/2016 11:35 AM |
| 150 | sidewalks by Netflix  | 8/17/2016 11:34 AM |
| 151 | N/A   | 8/17/2016 11:34 AM |
| 152 | More of the town should feel like the downtown, not a desert  | 8/17/2016 11:34 AM |
| 153 | Better painted lines  | 8/17/2016 11:33 AM |
| 154 | n/a   | 8/17/2016 11:33 AM |
| 155 | Greater enforcement of traffic law to stop for pedestrians in crosswalks.   | 8/7/2016 5:13 PM   |
| 156 | perhap put those bright LED lights for the crosswalks   | 8/5/2016 3:20 PM   |
| 157 | Additional walking paths, more well lit sidewalks   | 8/2/2016 12:03 PM  |
| 158 | Traffic is quite heavy and drivers are fairly aggressive.   | 8/1/2016 9:09 AM   |
| 159 | more speed bumps  | 7/28/2016 4:20 PM  |
| 160 | More lights, more bike lanes  | 7/27/2016 2:31 PM  |
| 161 | sidewalk over 85 on winchester  | 7/26/2016 12:00 PM |
| 162 | Slower cars   | 7/25/2016 6:19 PM  |
| 163 | More sidewalks  | 7/25/2016 1:31 PM  |
| 164 | More shade  | 7/25/2016 10:40 AM |
| 165 | More side walks   | 7/25/2016 10:26 AM |
| 166 | Add more sidewalks to Winchester blvd.  | 7/25/2016 9:30 AM  |
| 167 | Slightly more visible police or park services presences.  | 7/25/2016 9:09 AM  |
| 168 | not sure  | 7/23/2016 8:12 PM  |
| 169 | Safety personnel presence on the trail.   | 7/23/2016 7:27 AM  |
| 170 | Cut the trees near the pedestrian crossings on santa cruz, they make the thoroughfare very dangerous                      | 7/22/2016 5:18 PM  |
| 171 | Make santa cruz av downtown LG pedestrian, no more cars, ever   | 7/22/2016 5:17 PM  |
| 172 | Pedestrian signals near major freeway-city street ramps   | 7/22/2016 5:12 PM  |
| 173 | wider paths, safer street crossings, fewer cars   | 7/22/2016 5:11 PM  |
| 174 | none  | 7/22/2016 4:51 PM  |
| 175 | Better trail maps. Clear distance markers.  | 7/22/2016 4:34 PM  |
| 176 | Build more trails/ links to cross Highway 17 to join Winchester and Bascom say at or close to Winchester transit station. | 7/22/2016 4:31 PM  |
| 177 | Pedestrian bridge from Farley Rd across 17 to Vasona  | 7/22/2016 4:29 PM  |
| 178 | Improvements to traffic safety  | 7/22/2016 4:28 PM  |
| 179 | no traffic at all on main street  | 7/22/2016 4:27 PM  |
| 180 | easier access to parking and more of it   | 7/22/2016 4:24 PM  |

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|     |   |                    |
|-----|---|--------------------|
| 181 | wider sidewalks   | 7/22/2016 4:08 PM  |
| 182 | I don't think any changes are necessary   | 7/22/2016 4:06 PM  |
| 183 | have bridges or tunnels so that we don't have to stop traffic or walk on surface street with the cars and bicycles.   | 7/22/2016 4:05 PM  |
| 184 | More lights on LG Creek trail.  | 7/22/2016 4:04 PM  |
| 185 | good enough   | 7/22/2016 4:04 PM  |
| 186 | More things to do that would make me want to explore the city   | 7/22/2016 4:02 PM  |
| 187 | More street lamps.  | 7/22/2016 4:02 PM  |
| 188 | Clear out some of the overgrowth under bridges, and a number of homeless people in/near Los Gatos Creek trail   | 7/22/2016 4:01 PM  |
| 189 | Cyclists or pedestrians can get separate track to walk on the los gatos creek trail   | 7/22/2016 4:00 PM  |
| 190 | I see some people walking on the sides of the railway track. I assume they are mostly Netflix employees crossing Highway 85 over head. it seems if there was a better walk way provided in that area it will be better  | 7/22/2016 4:00 PM  |
| 191 | n/a   | 7/22/2016 4:00 PM  |
| 192 | none  | 7/22/2016 3:59 PM  |
| 193 | Biking path on all roads, sidewalk improvements   | 7/22/2016 3:59 PM  |
| 194 | If I could afford to live there   | 7/22/2016 3:57 PM  |
| 195 | keeping the trails clear of bushes so that there is more visibility, adding blinking crosswalk lights to the cross walks as the cars go too fast  | 7/21/2016 12:44 PM |
| 196 | Less and slower traffic on N Santa Cruz Ave   | 7/21/2016 8:31 AM  |
| 197 | keep bikes and skateboards off sidewalks  | 7/20/2016 9:55 PM  |
| 198 | bikes/skateboards off sidewalks   | 7/20/2016 9:49 PM  |
| 199 | not sure  | 7/20/2016 3:52 PM  |
| 200 | Blinking pedestrian lights in pavements at crosswalks and/or NO TURN warning lights for right turners if a pedestrian request has been activated. Like one that exists on Nino and Los Gatos Blvd. next to Van Meter. More police stations at Hwy 9 and University to deter drivers who rush into the crosswalk and cut in front of pedestrians. Or warning signs of some kind. | 7/20/2016 3:36 PM  |
| 201 | More sidewalks, connecting walking, no traffic crossing areas   | 7/20/2016 3:04 PM  |
| 202 | Traffic light at hwy 9/Massol/Montgomery crossing area.   | 7/20/2016 2:07 PM  |
| 203 | Better lighting on Main Street Bridge, lighting on Main Street footbridge and behind Old Town, better illumination at crosswalks (downtown is dim at night, crosswalk entries hidden by low tree canopies), no turn on red at more (or all?) signalized intersections, especially Blossom Hill Road and LGB, as well as highway 9 and LGB.                                      | 7/19/2016 7:47 AM  |
| 204 | Speed bumps!  | 7/13/2016 8:40 PM  |
| 205 | More speed bumps to slow down cars  | 7/13/2016 12:45 PM |
| 206 | TRAFFIC! Make North Santa Cruz pedestrian only Sat/Sun, 9-5. Haha   | 7/12/2016 1:13 PM  |
| 207 | Pedestrian / bicycle overpass adjacent to Lark Ave, to avoid having to play "chicken" with speeding cars going on and off 3 freeway on/off ramps!   | 7/10/2016 6:17 PM  |
| 208 | I feel perfectly safe in town.  | 7/6/2016 5:38 PM   |
| 209 | traffic calming measures, speed humps, painted crosswalks   | 7/6/2016 2:28 PM   |
| 210 | If I actually saw an officer at a corner writing tickets to get the message out. University and Main that corner is blown by cars making left turns daily   | 7/6/2016 1:31 PM   |
| 211 | Cross walks that have signs warning about upcoming cross walks/people, blinking lighting at crosswalks to get attention of distracted/clueless drivers. More enforcement by police of violations by drivers who use N. Santa Cruz to commute and exceed the speed limit/ignore walkers. Fix sidewalks and better lighting on some side streets.                                 | 7/6/2016 11:43 AM  |
| 212 | None that I know of   | 7/6/2016 10:48 AM  |
| 213 | none  | 7/6/2016 10:46 AM  |
| 214 | Better pedestrian crossings. Better bike paths. More sidewalks.   | 7/5/2016 3:39 PM   |



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|     |  |                    |
|-----|--|--------------------|
| 215 | As a pedestrian I need to be as careful as the vehicle drivers. Sidewalks along Winchester Blvd near Lark, Sidewalks near Kennedy and Los Gatos Blvd, lighting along the creek trail near Forbes Mill        | 7/5/2016 10:44 AM  |
| 216 | Slow down traffic on major streets, LGB & Blossom Hill Road.   | 7/5/2016 7:27 AM   |
| 217 | Make n. Santa Cruz avenue a pedestrian only street   | 7/4/2016 9:22 PM   |
| 218 | Easier crossing of Winchester Blvd. In particular crossing southbound towards Blossom Hill. To get to the park you have to cross 3 crosswalks to get to the right side of the road.                          | 7/4/2016 9:55 AM   |
| 219 | implement whatever   | 7/3/2016 3:42 PM   |
| 220 | Walks everywhere without access by bikes.  | 7/3/2016 12:21 PM  |
| 221 | Sidewalks should be a requirement on all streets inside the town.  | 7/2/2016 8:23 PM   |
| 222 | Have walkways over bridges wider.  | 7/2/2016 11:26 AM  |
| 223 | Sidewalks everywhere and light poles everywhere  | 7/2/2016 7:58 AM   |
| 224 | In Redondo beach, they have bike and pedestrian paths combined. You walk in one area, bikes in another area of the path. I would like to have paths like that all over LG                                    | 7/2/2016 7:27 AM   |
| 225 | Fix Highway 9 above situation. maybe post signs to remind drivers when the exit Jack in the Box, Jiffy Lube, and the new complex on the corner of LG Blvd and Blossom Hiss to look both ways for pedestrians | 7/1/2016 7:35 PM   |
| 226 | Increased traffic stops and ticketing.   | 7/1/2016 4:10 PM   |
| 227 | Light up crosswalks. Sidewalks in more areas.  | 7/1/2016 1:43 PM   |
| 228 | Better lighting, trim landscape, repair uneven footpaths   | 7/1/2016 1:39 PM   |
| 229 | n/a  | 7/1/2016 12:32 PM  |
| 230 | cross walks with pedestrian crossing signals in front of the civic center or library.  | 7/1/2016 12:27 PM  |
| 231 | I think the crosswalks downtown could have the lights that flash along the crosswalk when people are crossing  | 7/1/2016 11:48 AM  |
| 232 | More paved sidewalks and bike lanes. More crossing lights/signals  | 7/1/2016 11:35 AM  |
| 233 | N/A  | 7/1/2016 9:33 AM   |
| 234 | Wider sidewalks downtown area and tree lined streets.  | 7/1/2016 8:48 AM   |
| 235 | Sidewalks on busy streets where there are none (e.g., Winchester), more signs making drivers aware of pedestrians  | 7/1/2016 8:12 AM   |
| 236 | None   | 6/30/2016 10:57 PM |
| 237 | None   | 6/30/2016 9:58 PM  |
| 238 | Wider paths & more brightly lighted lanes.   | 6/30/2016 7:06 PM  |
| 239 | It might be interesting to look at university extension, as far as making it more bicycle and walker friendly  | 6/30/2016 6:47 PM  |
| 240 | None. Love walking in Los Gatos. Seriously if you saw my San Jose neighborhood you'd know why.   | 6/30/2016 5:35 PM  |
| 241 | Make sidewalks/lights more visible   | 6/30/2016 5:01 PM  |
| 242 | More crosswalk lines with illuminated pedestrian signs   | 6/30/2016 4:23 PM  |
| 243 | Complete sidewalks.  | 6/30/2016 4:06 PM  |
| 244 | lights   | 6/30/2016 4:02 PM  |
| 245 | need more sidewalks in neighborhoods   | 6/30/2016 3:50 PM  |
| 246 | Remove 2 parking spaces to accomodate the bus. Move segways to the bike lanes  | 6/30/2016 3:48 PM  |
| 247 | More people walking  | 6/30/2016 3:48 PM  |
| 248 | more stop signs in front of crosswalks, especially downtown  | 6/30/2016 3:43 PM  |
| 249 | Allow better visibility for pedestrians trying to cross street; maybe incorporate speed breakers.  | 6/30/2016 3:30 PM  |
| 250 | People trying to walk at crosswalks are hidden by cars parked on street.   | 6/30/2016 3:27 PM  |

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### Q10 Why do you feel safe (or not safe) biking in Los Gatos?

Answered: 281 Skipped: 326

| #  | Responses  | Date               |
|----|--|--------------------|
| 1  | traffic congestion   | 8/30/2016 3:59 PM  |
| 2  | The bike lanes are pretty wide and the sidewalks pretty empty.   | 8/30/2016 10:28 AM |
| 3  | I do not bring my bike to work.  | 8/29/2016 4:47 PM  |
| 4  | Because I generally bike on the trails.  | 8/29/2016 6:31 AM  |
| 5  | N. SantaCruz between blossom hill and 9. too narrow  | 8/27/2016 9:49 AM  |
| 6  | Generally friendly drivers and I love the green paint on the bike path in some areas   | 8/26/2016 11:50 AM |
| 7  | Bike lanes are too narrow on University Avenue at Vasona Lake.   | 8/24/2016 5:34 PM  |
| 8  | Automobile traffic is getting worse. Distracted drivers!   | 8/24/2016 10:59 AM |
| 9  | Biking alongside Winchester Ave is iffy  | 8/24/2016 10:50 AM |
| 10 | traffic is busy  | 8/23/2016 10:50 PM |
| 11 | Heavy traffic during commuting hours and on weekends due to beach traffic.   | 8/23/2016 3:24 PM  |
| 12 | Mostly bike on trails. Sometimes trail users are oblivious to other trail users which can cause incidents.   | 8/22/2016 1:54 PM  |
| 13 | Skinny roads for biking  | 8/22/2016 1:42 PM  |
| 14 | Fairly good bike trails. The street bike lanes are a bit dodgy.  | 8/22/2016 9:39 AM  |
| 15 | lack of bike lanes   | 8/21/2016 9:48 PM  |
| 16 | safe   | 8/21/2016 12:19 PM |
| 17 | too much traffic   | 8/21/2016 10:53 AM |
| 18 | Not exclusive bike trails  | 8/21/2016 9:59 AM  |
| 19 | presence of bicycle lanes  | 8/21/2016 7:37 AM  |
| 20 | Traffic.   | 8/20/2016 10:31 AM |
| 21 | I do not bike. It was not an option.   | 8/20/2016 6:57 AM  |
| 22 | don't own a bike   | 8/19/2016 6:47 PM  |
| 23 | heavy traffic, people drive recklessly   | 8/19/2016 7:28 AM  |
| 24 | I don't bike in Los gatos  | 8/18/2016 11:57 PM |
| 25 | Cars don't seem to watch out for cyclists. A pedestrian is safe on the sidewalk, but a cyclist has to share the road with drivers who may not be considerate of the cyclists | 8/18/2016 5:25 PM  |
| 26 | Bike lane was unpaved parts of Los gatos Almaden rd  | 8/18/2016 4:34 PM  |
| 27 | While there is traffic, I feel drivers in Los Gatos are more conscious and aware (and friendly) towards bikers than places like San Jose.                                    | 8/18/2016 4:16 PM  |
| 28 | I am cautious and feel most of the drivers are cautious of me  | 8/18/2016 2:58 PM  |
| 29 | no opinion   | 8/18/2016 2:43 PM  |
| 30 | Certain streets like Lark can be dangerous   | 8/18/2016 2:35 PM  |
| 31 | There is no bike line on some major road, such as winchester and university.   | 8/18/2016 2:19 PM  |
| 32 | TO MUCH TRAFFIC AND NO BIKE LANES SPECIFIED  | 8/18/2016 2:03 PM  |
| 33 | rich people texting  | 8/18/2016 1:49 PM  |

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|    |  |                    |
|----|--|--------------------|
| 34 | recreational biking--not for work since I live in SJ   | 8/18/2016 1:48 PM  |
| 35 | Too much traffic and people not paying attention.  | 8/18/2016 12:44 PM |
| 36 | no crime   | 8/18/2016 12:26 PM |
| 37 | White neighborhood   | 8/18/2016 11:25 AM |
| 38 | There is no bike trails from lark to knowledge, Winchester Blvd very unsafe to bike , very dark at night.  | 8/18/2016 11:19 AM |
| 39 | Lack of physical/landscape separation of bike traffic from vehicular traffic.  | 8/18/2016 11:14 AM |
| 40 | Although I have made myself perfectly clear that I am riding along side the car next to me, even to the point they visually see me, they still have the desire to cut me off in front of me with no warning several several times. For the most part though, there are quite a bit of ways to get around Los Gatos via back roads to avoid the main thoroughfares. Los Gatos also does have quite a bit of bike lanes in comparison to other cities i've ridden in. For obvious reasons because of the parked cars on the main road and no room unless I ride in the main lane or side walk is N. Santa Cruz Road , I avoid at all costs if I can. | 8/18/2016 11:11 AM |
| 41 | Too many cars makes it hard to ride unless on a trail  | 8/18/2016 11:04 AM |
| 42 | Still need to watch car traffic carefully. Many cars run yellow and red lights.  | 8/18/2016 11:00 AM |
| 43 | only based on observation of others biking   | 8/18/2016 10:53 AM |
| 44 | Trails are safe -- roads aren't great. There's lots of traffic and not well-defined bike lanes in all cases.   | 8/18/2016 10:18 AM |
| 45 | Contention with Cars on Santa Cruz Ave   | 8/18/2016 9:36 AM  |
| 46 | plenty of bikers and pedestrians on bike trail   | 8/18/2016 9:18 AM  |
| 47 | Mainly for my kids - not having a sidewalk, I worry that a driver looking at their cellphone instead of the road could hit my children while they are on bikes. Would feel much safer if there were a sidewalk for them.   | 8/18/2016 8:28 AM  |
| 48 | I feel safe down town because the speed limit is low, other parts of town because of the larger bike lanes. I don't like Lark.   | 8/18/2016 8:03 AM  |
| 49 | Not many designated bike lanes, overly aggressive car drivers.   | 8/18/2016 7:49 AM  |
| 50 | It feels pretty safe, except along the busier through ways feeding into highway 17   | 8/18/2016 6:18 AM  |
| 51 | Creek trail is well maintained (parts could be better),  | 8/17/2016 10:48 PM |
| 52 | bike lanes are not obviously outlined  | 8/17/2016 10:14 PM |
| 53 | No comment.  | 8/17/2016 9:44 PM  |
| 54 | Not enough bike lanes.   | 8/17/2016 9:41 PM  |
| 55 | Unsafe on beach weekends. Otherwise safe.  | 8/17/2016 7:28 PM  |
| 56 | I don't bike in LG   | 8/17/2016 7:25 PM  |
| 57 | I lived in the Netherlands, where bike lanes are isolated from the auto traffic. The drivers behind the NL infrastructure and the impact of what we see today in NL --> <a href="https://www.youtube.com/watch?v=XuBdf9jYj7o">https://www.youtube.com/watch?v=XuBdf9jYj7o</a>  | 8/17/2016 7:05 PM  |
| 58 | Lots of traffic, and no delimited cycling lanes. For example Highway 9 and Winchester feel very dangerous, but are hard to avoid for any commute. Same for Blossom Hill Road.  | 8/17/2016 6:55 PM  |
| 59 | Not enough bike lanes, and the ones there (i.e. Hwy 9) have debree (glass, branches) or are blocked (trash cans)   | 8/17/2016 6:32 PM  |
| 60 | fast traffic and no segregation  | 8/17/2016 6:31 PM  |
| 61 | n/a  | 8/17/2016 6:12 PM  |
| 62 | LG Creek path through Vasona park is narrow, bumpy, overhanging trees, inattentive pedestrians. Alternative connectors include Lark Ave, and both ends have traffic lights that are awkward for cycling.   | 8/17/2016 5:51 PM  |
| 63 | inconsistent bike lanes and merges of traffic over bike lanes  | 8/17/2016 4:39 PM  |
| 64 | It is safe on trail  | 8/17/2016 4:23 PM  |
| 65 | I only feel unsafe when pedestrians or bikers are unusually aggressive/don't stay in their lanes.  | 8/17/2016 3:43 PM  |
| 66 | Cars go pretty fast, which can make it feel a bit unsafe. Road surface can sometimes have debris.  | 8/17/2016 3:30 PM  |
| 67 | i feel super safe on the los gatos creek trail. I don't bike much outside of it  | 8/17/2016 3:26 PM  |

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|     |  |                    |
|-----|--|--------------------|
| 68  | dedicated bike lanes are not there   | 8/17/2016 3:21 PM  |
| 69  | Lots of vehiclee   | 8/17/2016 3:14 PM  |
| 70  | Too much traffic   | 8/17/2016 3:10 PM  |
| 71  | It's so busy and crowded, the streets are narrow.  | 8/17/2016 2:56 PM  |
| 72  | Bike lanes don't seem big enough. Too close to traffic.  | 8/17/2016 2:48 PM  |
| 73  | Insufficient places to lock bike for shopping/errands  | 8/17/2016 2:35 PM  |
| 74  | I think it is safe if you are on the trail, but maybe not as much on the street.   | 8/17/2016 2:10 PM  |
| 75  | not heavily populated  | 8/17/2016 2:10 PM  |
| 76  | Cycling on the trail is fine. But my route on the road is along University which is too tight by Vasona lake, and there's often large rocks scattered along the roadside - so after dark I avoid it and either have to go around LG Blvd or Winchester.        | 8/17/2016 2:07 PM  |
| 77  | street are busy with biking lanes  | 8/17/2016 2:01 PM  |
| 78  | Don't have a bike yet to compare. Should be as safe as walking.  | 8/17/2016 1:55 PM  |
| 79  | In town, roads are pretty narrow   | 8/17/2016 1:51 PM  |
| 80  | Not enough Bicycling trails  | 8/17/2016 1:50 PM  |
| 81  | I like the Green lane -- use it in more places   | 8/17/2016 1:40 PM  |
| 82  | Allowing bikes on sidewalks improves safety; traffic speed is a problem; could use more bike lanes   | 8/17/2016 1:26 PM  |
| 83  | There is heavy traffic on the bridges. Particularly Lark Avenue feels unsafe to me.  | 8/17/2016 1:25 PM  |
| 84  | I ride trails and low-traffic roads  | 8/17/2016 1:24 PM  |
| 85  | Non-obvious bicycle protection on some of the natural cycling routes.  | 8/17/2016 1:24 PM  |
| 86  | Bike lanes are narrow, and/or non-existent.  | 8/17/2016 1:23 PM  |
| 87  | I have not been hit by a car yet.  | 8/17/2016 1:12 PM  |
| 88  | Bike lanes   | 8/17/2016 1:12 PM  |
| 89  | Don't bike to know.  | 8/17/2016 1:10 PM  |
| 90  | Cars are scary   | 8/17/2016 1:07 PM  |
| 91  | Cars don't respect the speed limit, and they try to pass with too little room, especially downtown.  | 8/17/2016 1:04 PM  |
| 92  | biking on lark, route 9 and winchester is not safe. other roads is safe.   | 8/17/2016 1:02 PM  |
| 93  | I don't bike in Los Gatos  | 8/17/2016 1:02 PM  |
| 94  | Limited dedicated bike lanes. Car drivers are not educated in how to deal with cyclists.   | 8/17/2016 1:01 PM  |
| 95  | Cars, traffic  | 8/17/2016 1:01 PM  |
| 96  | Car drivers here in general obey traffic laws and yield to bikers.   | 8/17/2016 1:00 PM  |
| 97  | Please see previous answers - bike lanes are not clear and not respected by drivers  | 8/17/2016 12:57 PM |
| 98  | Insufficient bike lane space on University or Santa Cruz Ave   | 8/17/2016 12:56 PM |
| 99  | Many areas have bike lanes but cars stray into them. On multilane roads like Winchester it feels very unsafe crossing multiple lanes of traffic to turn left. If I'm towing my child in a trailer I'm concerned about being hit by a car.                      | 8/17/2016 12:53 PM |
| 100 | see my comments about nextdoor.com   | 8/17/2016 12:53 PM |
| 101 | Not enough bike lanes, people do not respect bikes   | 8/17/2016 12:52 PM |
| 102 | Outside of the creek trail there are not bike lanes everywhere.  | 8/17/2016 12:51 PM |
| 103 | roads generally do not have physically separated bicycling lanes, downtown traffic can be aggressive to cyclists, current infra is really only suited to people with a lot of existing comfort on a bike... my kids wouldn't be comfortable riding around town | 8/17/2016 12:50 PM |
| 104 | I only ride on trails. There are not really any bike lanes anywhere else.  | 8/17/2016 12:50 PM |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |  |                    |
|-----|--|--------------------|
| 105 | Bike lanes seem not particularly wide.   | 8/17/2016 12:50 PM |
| 106 | Well marked lanes for the most part, some roads like Los Gatos Blvd between 85 and lark have no shoulder, I don't like riding on that road   | 8/17/2016 12:48 PM |
| 107 | Limited bike lanes.  | 8/17/2016 12:46 PM |
| 108 | Many vehicles go above the speed limit and do not adhere to the 3 foot leeway.   | 8/17/2016 12:37 PM |
| 109 | A lot of traffic and no separated bike lanes. However, the trail is great to bike on   | 8/17/2016 12:34 PM |
| 110 | I've never tried so I don't know.  | 8/17/2016 12:34 PM |
| 111 | Not as much car traffic  | 8/17/2016 12:28 PM |
| 112 | Too many cars on the road because there is usually only 1 lane to drive in. Lanes are relatively small, making it harder for bikers.   | 8/17/2016 12:26 PM |
| 113 | I like when there are the green bike lanes with more space separating from cars. Crossing bridges and some other areas do not feel safe with cars too close.   | 8/17/2016 12:26 PM |
| 114 | N/A for the amount of biking I do here.  | 8/17/2016 12:25 PM |
| 115 | limited side walk  | 8/17/2016 12:21 PM |
| 116 | lack of bike lanes make it unsafe  | 8/17/2016 12:21 PM |
| 117 | The non-perpendicular railroad tracks crossing Winchester (near CA-85) are a real hazard -- especially northbound, The creek trail is "OK" -- except that I usually bike to "get somewhere", which isn't always compatible with mixed-used trails. | 8/17/2016 12:19 PM |
| 118 | Great biking trail so I don't have to go on the street much  | 8/17/2016 12:18 PM |
| 119 | Bike lanes are extremely inconsistent - and do not go east-west at all. For example, Blossom Hill is incredibly dangerous going over the hill, and there are no bike-lane-enabled alternative east-west routes.                                    | 8/17/2016 12:18 PM |
| 120 | no bike lanes make it somewhat unsafe in places  | 8/17/2016 12:18 PM |
| 121 | No direct connection from east San Jose  | 8/17/2016 12:17 PM |
| 122 | Lots of bike lanes and the Los Gatos Creek Trail.  | 8/17/2016 12:09 PM |
| 123 | Safe, the city police make their presence known by driving by the trails daily   | 8/17/2016 12:05 PM |
| 124 | Never had a problem.   | 8/17/2016 12:05 PM |
| 125 | no bike lanes  | 8/17/2016 12:05 PM |
| 126 | I don't bike   | 8/17/2016 12:02 PM |
| 127 | Trails are ok, streets can be a bit crazy.   | 8/17/2016 12:00 PM |
| 128 | Usually Nikon side walk  | 8/17/2016 11:59 AM |
| 129 | I don't bike   | 8/17/2016 11:59 AM |
| 130 | Lots of bike lanes and trails.   | 8/17/2016 11:59 AM |
| 131 | The abundance of bike trails separating bikers from road traffic is a huge plus  | 8/17/2016 11:58 AM |
| 132 | The trails are well developed  | 8/17/2016 11:58 AM |
| 133 | I never bike here.   | 8/17/2016 11:57 AM |
| 134 | Never biked  | 8/17/2016 11:56 AM |
| 135 | Great on LG creek trail, otherwise lack of bike lanes makes it less safe   | 8/17/2016 11:53 AM |
| 136 | Sometimes there are not special bike lanes   | 8/17/2016 11:52 AM |
| 137 | I only bike on the trail, which is wide and not congested  | 8/17/2016 11:51 AM |
| 138 | Vehicle occupy bike lanes  | 8/17/2016 11:50 AM |
| 139 | Designated bike lanes already provided on major streets; No speeding traffic through residential neighborhoods   | 8/17/2016 11:47 AM |
| 140 | not enough bike lanes  | 8/17/2016 11:47 AM |

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|     |   |                    |
|-----|---|--------------------|
| 141 | People drive slow. Winchester gets a little scary toward the top of Los Gatos (and all the way to 280) because cars drive faster there.   | 8/17/2016 11:46 AM |
| 142 | I haven't really noticed enough bike lanes and pedestrian signs throughout the city. Perhaps they're there and I'm just oblivious to them.  | 8/17/2016 11:45 AM |
| 143 | have never done it  | 8/17/2016 11:44 AM |
| 144 | Not enough bike lanes   | 8/17/2016 11:44 AM |
| 145 | Bike lanes aren't present everywhere and drivers on roads aren't considerate of bikers. Also, some bikers don't follow the rules of the road which also increases danger.   | 8/17/2016 11:43 AM |
| 146 | Mostly safe. Only hesitation is the car traffic on N Santa Cruz Avve.   | 8/17/2016 11:43 AM |
| 147 | space between biking and car lanes  | 8/17/2016 11:43 AM |
| 148 | Trails are safe.  | 8/17/2016 11:42 AM |
| 149 | Bike trails would be great.   | 8/17/2016 11:42 AM |
| 150 | no bike lanes on main roads   | 8/17/2016 11:42 AM |
| 151 | The LGCT is great, but the streets not so much  | 8/17/2016 11:42 AM |
| 152 | The bike lanes end abruptly with no clear path to the next bike lane.   | 8/17/2016 11:42 AM |
| 153 | I think you have to bike on sidewalks. Which is not as safe as bike lanes. But the streets are already too narrow to add bike lanes.  | 8/17/2016 11:42 AM |
| 154 | Police harass cyclists (yet ignore road-rage from motorists) and are uneducated about bike laws. Narrow roads and blind corners. Speeding in small/residential streets. LGCT is too crowded. Pedestrians, dogs, baby strollers often walk on wrong side or 3-4 people abreast. Trails do not go anywhere... have to bike a considerable distance away from trail to get to useful destinations. | 8/17/2016 11:41 AM |
| 155 | Protected bike lanes. Also Los gatos creek trail is often narrow with dual use bikes/pedestrians which is not that safe   | 8/17/2016 11:41 AM |
| 156 | Friendly community  | 8/17/2016 11:40 AM |
| 157 | The roads are narrow and there aren't bike lanes on the outskirts of the city limits, such as on Winchester near Netflix.   | 8/17/2016 11:40 AM |
| 158 | streets tend to be crowded, especially downtown   | 8/17/2016 11:40 AM |
| 159 | Not all roads have clear bike lanes. Too much fast traffic on some roads. Mainly Oak Rim Ct -> Blossom Hill Road is scary -- no turn lanes, cars speed a lot coming in from los gatos blvd and heading towards vasona.  | 8/17/2016 11:39 AM |
| 160 | no sufficient bike lanes  | 8/17/2016 11:39 AM |
| 161 | Drivers seem to be a bit more alert of cyclists and pedestrians due to the LG creek Trail and the parks along the trail   | 8/17/2016 11:38 AM |
| 162 | Los Gatos trail allows for biking without worrying about vehicular traffic.   | 8/17/2016 11:38 AM |
| 163 | Same as walking--too much driving traffic on main roads   | 8/17/2016 11:38 AM |
| 164 | Bad parking situations make for aggressive drivers looking for parking.   | 8/17/2016 11:38 AM |
| 165 | Lots of cars in a hurry make it not bike friendly   | 8/17/2016 11:38 AM |
| 166 | need more bike lanes.   | 8/17/2016 11:38 AM |
| 167 | No Bike paths and drivers are impatient   | 8/17/2016 11:38 AM |
| 168 | Lack of bike lanes in some area, and driver eduction on bike lanes.   | 8/17/2016 11:37 AM |
| 169 | Low traffic   | 8/17/2016 11:37 AM |
| 170 | not feeling safe from the way some drivers drive  | 8/17/2016 11:37 AM |
| 171 | streets are wide and traffic is pretty diligent about looking out for bicyclist   | 8/17/2016 11:37 AM |
| 172 | cars and bikes share narrow, curved roads like college avenue   | 8/17/2016 11:37 AM |
| 173 | Safe city but lack of clear bike routes in sections   | 8/17/2016 11:37 AM |
| 174 | Not enough bike lanes on both sides of the street, lots of gravel, and too many entrance/exit street lanes to cross by where drivers are in a haste   | 8/17/2016 11:36 AM |
| 175 | Vasona trail is safe, but hard to get to safely.  | 8/17/2016 11:36 AM |

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|     |  |                    |
|-----|--|--------------------|
| 176 | Riding on the street to get to the Los Gatos Creek Trail is scary esp. between Union and Vasona Park (Blossom Hill Road)   | 8/17/2016 11:36 AM |
| 177 | Not a good separation in bike lanes  | 8/17/2016 11:36 AM |
| 178 | It seems like all the other towns around here. It mostly depends on drivers, not road conditions.  | 8/17/2016 11:36 AM |
| 179 | Inadequate bicycle lanes, traffic constantly weaving in and out  | 8/17/2016 11:35 AM |
| 180 | Traffic near bike lanes  | 8/17/2016 11:35 AM |
| 181 | I have not biked in LG yet.  | 8/17/2016 11:34 AM |
| 182 | n/a  | 8/11/2016 4:27 PM  |
| 183 | Biking on trails can be hazardous on weekends with so many clueless pedestrians and dog walkers failing to keep right, especially in Oak Meadow Park.                      | 8/7/2016 5:16 PM   |
| 184 | Very hectic in town...especially with parked cars on roads...not sure how to avoid this as space is at a premium   | 8/5/2016 3:23 PM   |
| 185 | Traffic is aware of cyclists most often  | 8/4/2016 9:58 AM   |
| 186 | there are trails available, but more would be better.  | 8/2/2016 12:04 PM  |
| 187 | A lot of wide bike lanes   | 8/1/2016 9:11 AM   |
| 188 | 1% of car drivers are bad  | 7/28/2016 4:21 PM  |
| 189 | not enough bike lanes, not clearly painted   | 7/27/2016 2:32 PM  |
| 190 | I don't bike around here, but I see people do it. Where I work in town, there isn't much space on the roads and people drive fast. The trail is probabl much safer though. | 7/26/2016 4:34 PM  |
| 191 | Cars/traffic   | 7/25/2016 6:21 PM  |
| 192 | Drivers still don't like to share the road when it gets narrow, and bikers are acting unsafely with entitlement.   | 7/25/2016 10:43 AM |
| 193 | Not a lot of biking trails. Overcrowded with walkers.  | 7/25/2016 10:28 AM |
| 194 | lots of cars, people rushing around, not a lot of safe trails/lanes  | 7/25/2016 9:40 AM  |
| 195 | No bike lanes  | 7/25/2016 9:32 AM  |
| 196 | I feel safe on the trails, but not on the streets. There are too many cars pulling in and out of driveways and parking spots.  | 7/25/2016 9:12 AM  |
| 197 | Homeless presence on LG Creek trail  | 7/23/2016 7:28 AM  |
| 198 | No bike lanes, lots of pedestrians, limited parking  | 7/22/2016 5:20 PM  |
| 199 | Used to bike in Paris, so  | 7/22/2016 5:18 PM  |
| 200 | I drive and uncomfortable when see a bicydist coming my way. They should have different path   | 7/22/2016 5:14 PM  |
| 201 | Narrow roads without bike lanes. Lots of walkers on narrow trails, especially near Vasona park and dam   | 7/22/2016 5:03 PM  |
| 202 | high traffic   | 7/22/2016 5:00 PM  |
| 203 | Riding on bike trails  | 7/22/2016 4:50 PM  |
| 204 | No opinion dont bike.  | 7/22/2016 4:36 PM  |
| 205 | heavy amount of traffic  | 7/22/2016 4:29 PM  |
| 206 | Most traffic is bike-friendly  | 7/22/2016 4:29 PM  |
| 207 | LGCT is crowded  | 7/22/2016 4:25 PM  |
| 208 | Some roads and trails are very safe, while others are not. Some have fast traffic and/or debris, etc.  | 7/22/2016 4:13 PM  |
| 209 | Not safe. bike has to pass many crossings. most bike lanes shared with road. too many dangerous drivers.   | 7/22/2016 4:09 PM  |
| 210 | I never have   | 7/22/2016 4:09 PM  |
| 211 | Aggressive drivers and insufficient bicycle lanes  | 7/22/2016 4:08 PM  |
| 212 | roads are too narrow to be shared with bikes.  | 7/22/2016 4:07 PM  |
| 213 | Bike lanes; courteous drivers.   | 7/22/2016 4:06 PM  |

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|     |  |                    |
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| 214 | Bike lanes are not enforced/considered traffic lanes. Vehicles constantly parked in the bike lanes. Lack of bike lanes.  | 7/22/2016 4:05 PM  |
| 215 | Reputation of the city, people are around. Not safe because of car traffic   | 7/22/2016 4:03 PM  |
| 216 | I don't bike   | 7/22/2016 4:02 PM  |
| 217 | Downtown does not have a dedicated bike lane. Quito does not have a dedicated bike lane, it is one of the major thoroughfares.   | 7/22/2016 4:01 PM  |
| 218 | No bike paths but people are intelligent enough and relatively low traffic   | 7/22/2016 4:01 PM  |
| 219 | The trails are nice, but some people bike way too fast   | 7/22/2016 4:01 PM  |
| 220 | The roads seem too narrow for bikes and cars to share  | 7/22/2016 4:00 PM  |
| 221 | I do not feel that Los Gatos has well marked bike lanes. And the cars do not pay attention   | 7/21/2016 12:46 PM |
| 222 | No bike lanes on N Santa Cruz! People driving are often "wound up".  | 7/21/2016 8:35 AM  |
| 223 | i follow the rules   | 7/20/2016 9:58 PM  |
| 224 | same reason as walking..driver distraction and anger against bikers in general   | 7/20/2016 4:11 PM  |
| 225 | I have heard of bikers being killed on Hwy 9.  | 7/20/2016 3:37 PM  |
| 226 | Distracted drivers, narrow bike lanes.   | 7/20/2016 2:09 PM  |
| 227 | Unaware/distracted drivers   | 7/20/2016 2:08 PM  |
| 228 | I ride pretty much everywhere, traffic speeds are mostly low, I have years of experience anticipating poor behavior by drivers and making my intentions known to them.   | 7/19/2016 7:52 AM  |
| 229 | very few dedicated bike lanes, lights not responsive to bikes  | 7/14/2016 6:07 PM  |
| 230 | Unpredictable drivers  | 7/14/2016 12:50 PM |
| 231 | Drivers don't seem to be aware of 3 ft law, drivers don't look before opening doors  | 7/13/2016 8:41 PM  |
| 232 | We stay on the sidewalks as much as we can   | 7/13/2016 12:46 PM |
| 233 | It depends on where in Los Gatos --- I ride downtown and on the creek trail. Blossom Hill / LG Blvd on the other hand I'd describe it as "not for the meek".   | 7/12/2016 1:29 PM  |
| 234 | Too many vehicles speeding through local streets and/or impatient due to gridlocks.  | 7/10/2016 6:23 PM  |
| 235 | Some drivers don't pay attention or don't share the roads with bikes   | 7/6/2016 5:42 PM   |
| 236 | I spend most of the biking time on the path (no cars makes me feel safe) & with my husband   | 7/6/2016 2:41 PM   |
| 237 | car traffic too fast LG Blvd and Blossom Hill, not enough bike lanes   | 7/6/2016 2:33 PM   |
| 238 | Normally I just ride on the trails or around local neighborhood for errands  | 7/6/2016 1:49 PM   |
| 239 | I only use the bike lanes  | 7/6/2016 1:34 PM   |
| 240 | Main streets are narrow with cars parked on side (doors opening) leaving little room for safe biking.  | 7/6/2016 11:46 AM  |
| 241 | traffic is congested and there is not a lot of room for bikes other than in the car lanes. University Avenue is awful.   | 7/6/2016 11:02 AM  |
| 242 | I do not bike  | 7/6/2016 10:50 AM  |
| 243 | Not enough bike lanes. Parked cars opening doors are very dangerous  | 7/5/2016 3:41 PM   |
| 244 | Creek trail is safe  | 7/5/2016 11:45 AM  |
| 245 | Vehicle drivers don't pay attention to bicyclists. Other bicyclists not following the rules of the road  | 7/5/2016 10:47 AM  |
| 246 | GOOD BIKE LANES FOR MOST OF THE TRIP   | 7/5/2016 9:34 AM   |
| 247 | Traffic moves to fast  | 7/5/2016 7:29 AM   |
| 248 | Roads are good quality and cars are respectful (for the most part)   | 7/4/2016 9:23 PM   |
| 249 | There are no physically separated bike lanes. Winchester/N Santa Cruz is too busy as are parts of University. Getting downtown is not safe. If I have time to get to the trail I will take that but even getting t | 7/4/2016 10:01 AM  |
| 250 | more bike lanes, people mostly obey stop signs and stop for bicyclists   | 7/3/2016 3:45 PM   |
| 251 | There are few designated lanes for bikes.  | 7/3/2016 12:22 PM  |



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|     |  |                   |
|-----|--|-------------------|
| 252 | Low quality cycling infrastructure   | 7/2/2016 8:25 PM  |
| 253 | Distracted drivers.  | 7/2/2016 11:46 AM |
| 254 | Bike trails; bike lane; people are conscious of bikers   | 7/2/2016 8:01 AM  |
| 255 | Distracted drivers looking at Waze, Santa Cruz Ave is a tight fit especially with people entering and exiting their cars.  | 7/2/2016 7:30 AM  |
| 256 | My husband is a biker and has been hit twice. One he broke his clavicle and the other he flipped over the car. Both accidents police reports were made. Cars drive fast, and turn into businesses without looking. Very scary.   | 7/1/2016 7:43 PM  |
| 257 | Cyclists' lack of respect for traffic laws and signs.  | 7/1/2016 4:11 PM  |
| 258 | Not Safe - Due to other motor vehicles on the road   | 7/1/2016 1:49 PM  |
| 259 | There are not enough bike lanes. Cars are not aware enough to give bikes space.  | 7/1/2016 1:46 PM  |
| 260 | Bike lanes do help, but are not continuous.  | 7/1/2016 1:44 PM  |
| 261 | lots of traffic and cars   | 7/1/2016 12:33 PM |
| 262 | Some roads are narrow and don't have space for a bike lane   | 7/1/2016 11:50 AM |
| 263 | many sections do not have biking lanes.  | 7/1/2016 11:37 AM |
| 264 | there is a lot of vehicle traffic  | 7/1/2016 9:44 AM  |
| 265 | Cars tend to cut off bikers.   | 7/1/2016 8:50 AM  |
| 266 | I don't use a bike   | 7/1/2016 8:23 AM  |
| 267 | Cars drive very fast, and they are not mindful of bikers. In many places, bike lanes are very narrow, including in hilly areas (e.g., Blossom Hill near Vasona)  | 7/1/2016 8:16 AM  |
| 268 | Bike lanes and many people bike here so vehicle drivers are use to bikes along side the road   | 7/1/2016 7:18 AM  |
| 269 | I feel that the town is known for high pedestrian and biking use.  | 7/1/2016 6:34 AM  |
| 270 | Streets are well marked  | 6/30/2016 9:59 PM |
| 271 | Crowded roads downtown.  | 6/30/2016 7:08 PM |
| 272 | There's a lot more cars on the road and people are not always paying attention   | 6/30/2016 6:50 PM |
| 273 | Narrow streets, many without bike lanes but still wayyyy better than my SJ neighborhood. Can you say "door prize"?? No thanks.   | 6/30/2016 5:38 PM |
| 274 | Cars parked alongside roads leave no bike room   | 6/30/2016 5:02 PM |
| 275 | It depends on where you are biking. There are areas where there is no option except to bike in the street in a way that is not protected from automobiles using the same lanes, or in location where there is a shoulder, but it is not well maintained and therefore not safe to bike on. | 6/30/2016 4:49 PM |
| 276 | I am not comfortable sharing the road with automobiles and trucks.   | 6/30/2016 4:07 PM |
| 277 | some narrow streets, and with car traffic downtown makes it difficult  | 6/30/2016 4:03 PM |
| 278 | No opinion   | 6/30/2016 3:54 PM |
| 279 | Pedestrian awareness among the community   | 6/30/2016 3:51 PM |
| 280 | n/a  | 6/30/2016 3:43 PM |
| 281 | good experiences so far  | 6/30/2016 3:36 PM |

**Q11 What improvements would make you want to bike more in Los Gatos, as well as making it feel safer to bike in Town?**

Answered: 237 Skipped: 370

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | Nothing right now.  | 8/30/2016 10:28 AM |
| 2  | Improved connection to Los Gatos Creek from the downtown area.  | 8/29/2016 4:47 PM  |
| 3  | A place to store a 3-wheel bike at Vasona   | 8/27/2016 12:09 PM |
| 4  | allow bikes in the car lane on  | 8/27/2016 9:49 AM  |
| 5  | More bike routes, better bike shoulders, more room for bikes  | 8/26/2016 11:50 AM |
| 6  | Remove three branches on bike lane on University at Vasona Lake.  | 8/24/2016 5:34 PM  |
| 7  | Designated bike paths like near Van Meter School and Fisher.  | 8/24/2016 10:59 AM |
| 8  | color coded bike lane and traffic light (like SF or Portland)   | 8/23/2016 10:50 PM |
| 9  | Remove ability to cut through town and get on 17.   | 8/23/2016 3:24 PM  |
| 10 | Less car traffic  | 8/22/2016 1:42 PM  |
| 11 | More ways to bike onto the trails   | 8/22/2016 12:48 PM |
| 12 | Clearer bike lane markings  | 8/22/2016 9:39 AM  |
| 13 | bike lanes  | 8/21/2016 9:48 PM  |
| 14 | bike lanes  | 8/21/2016 12:19 PM |
| 15 | bike lanes  | 8/21/2016 10:53 AM |
| 16 | Exclusive bike trails   | 8/21/2016 9:59 AM  |
| 17 | Less traffic.   | 8/20/2016 10:31 AM |
| 18 | speed, people have to slow down when driving  | 8/19/2016 7:28 AM  |
| 19 | Well marked bike lanes, driver education regarding cyclist safety   | 8/18/2016 5:25 PM  |
| 20 | Wider bike lanes and paved vs off road.   | 8/18/2016 4:34 PM  |
| 21 | Dedicated Bike Lane on Lark Ave?  | 8/18/2016 4:16 PM  |
| 22 | driver education - stay out of bike lanes   | 8/18/2016 2:43 PM  |
| 23 | Better signage, lane markings   | 8/18/2016 2:35 PM  |
| 24 | more bike lane  | 8/18/2016 2:19 PM  |
| 25 | MAYBE NEW BIKE LANES?   | 8/18/2016 2:03 PM  |
| 26 | wider roads for bikes   | 8/18/2016 1:49 PM  |
| 27 | Better bike route to Cupertino. Extend path along the railroad  | 8/18/2016 12:53 PM |
| 28 | Bicycle campaign like Dsavis, CA  | 8/18/2016 12:44 PM |
| 29 | More bike paths   | 8/18/2016 11:19 AM |
| 30 | More bike lockers. Landscape barriers between cars and bike lane. More pedestrian/bike paths with landscaped buffers between vehicles/pedestrians in neighborhoods. Meandering, maybe decomposed granite and plants/tree zones with emphasis on natural softscape, rather than a purely hardscaped public works solution. | 8/18/2016 11:14 AM |

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|    |   |                    |
|----|---|--------------------|
| 31 | If I had a wish list, I would like to be able to ride down N. Santa Cruz as it's a straight ride to my repair shop and to the trails. However it's a dangerous ride because Car drivers just don't pay attention. Since you cant remove the parked cars, I would lower the speed limit so I could ride the main lane. I can easily do 18mph on my bike. 25 is pushing it. I'm not sure If im allowed to ride on the sidewalk, which is illegal in some counties.  | 8/18/2016 11:11 AM |
| 32 | Designated bike paths, connecting trails  | 8/18/2016 11:04 AM |
| 33 | I do like the "green" bike lanes that have been painted. Would expand this or if possible make a separate lane for bikes. If possible, could mimic the program Davis, CA has implemented with specifi bike traffic lights in high use areas (e.g Winchester/Lark)   | 8/18/2016 11:00 AM |
| 34 | Wider bike lanes marked in green to draw attention to them.   | 8/18/2016 10:18 AM |
| 35 | Could be more dedicated bike lanes downtown   | 8/18/2016 9:36 AM  |
| 36 | More bike trails or bike road   | 8/18/2016 9:18 AM  |
| 37 | Bike lanes  | 8/18/2016 9:07 AM  |
| 38 | Sidewalk + bike lane on Winchester all the way down to Lark.  | 8/18/2016 8:28 AM  |
| 39 | The green pain really helps, do more of it.   | 8/18/2016 8:03 AM  |
| 40 | Designated bike lanes   | 8/18/2016 7:49 AM  |
| 41 | clearer bike lanes, perhaps with their own physical barrier of some sort between the bike lane and car lanes on the busier/faster driving streets   | 8/18/2016 6:18 AM  |
| 42 | many downtown streets don't have clear bike lanes; would be great to have dedicated paths from LG creek trail to Santa Cruz Ave possibly via hwy 9, also need a bike path crossing hwy 17 on hwy 9; also would be nice to have a path connecting Bella Vista Ave and Albert Dr. for school commute  | 8/17/2016 10:48 PM |
| 43 | more signs and designated lanes   | 8/17/2016 10:14 PM |
| 44 | No comment.   | 8/17/2016 9:44 PM  |
| 45 | More well marked bike lanes.  | 8/17/2016 9:41 PM  |
| 46 | I don't ride a bike at all.   | 8/17/2016 7:44 PM  |
| 47 | Keep the 17s exit closed.   | 8/17/2016 7:28 PM  |
| 48 | Install a bike lane and keep it free of debris  | 8/17/2016 7:25 PM  |
| 49 | Follow a successful model that NL has already proven to be one of the best in the world. Why reinvent the wheel? It has worked, it works now, and will continue to do so.   | 8/17/2016 7:05 PM  |
| 50 | Hard delimited cycling lanes.   | 8/17/2016 6:55 PM  |
| 51 | More clearly defined bike lanes.  | 8/17/2016 6:53 PM  |
| 52 | I commute by bike from up in the hill. Ideally the creek segment from the reservoir to downtown could be smoother. Downtown, more bike line space and signaling would be great.   | 8/17/2016 6:32 PM  |
| 53 | segregated bike bath  | 8/17/2016 6:31 PM  |
| 54 | Improve pavement and tree trimming on LG creek trail, especially through the park. Green-stripe lane marking for left-turn LG Blvd N onto Lark; striping for Lark at 85 xing. Striping for left-turn Winchester S onto Lark. Bike path on Pollard under 85 bypass - pave or green-plant the embankment so that stones and gravel don't roll into the bike lane. Sweep the bike lane regularly - it always has broken glass, and the roadsweeper seems not to pass by for weeks at a time. Dave's Road connector from Hi9 to N Santa Cruz: the recycling pickup always spills lots of broken glass on Wednesday morning - encourage more care, or a post-collection cleanup. | 8/17/2016 5:51 PM  |
| 55 | None that I can think of.   | 8/17/2016 3:43 PM  |
| 56 | More bike lanes and trails  | 8/17/2016 3:30 PM  |
| 57 | bike lanes or routes are always helpful   | 8/17/2016 3:26 PM  |
| 58 | More dedicated bike lanes   | 8/17/2016 3:21 PM  |
| 59 | Dedicated bike lanes that are physically inaccessible to cars   | 8/17/2016 3:10 PM  |
| 60 | bike lanes  | 8/17/2016 2:56 PM  |
| 61 | More defined bike paths.  | 8/17/2016 2:48 PM  |

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|    |  |                    |
|----|--|--------------------|
| 62 | more bike lanes  | 8/17/2016 2:22 PM  |
| 63 | a dedicated bike lane would help   | 8/17/2016 2:10 PM  |
| 64 | Improvements to University Ave by Vasona Lake: more lights, get the overhanging bushes and trees cut back more frequently, and maybe some netting to stop rocks rolling down from the hillside onto the roadside.  | 8/17/2016 2:07 PM  |
| 65 | need more biking trails, and wider biking lanes  | 8/17/2016 2:01 PM  |
| 66 | There are some blind corners on the creek trail. They are marked but I still feel nervous sometimes.   | 8/17/2016 1:55 PM  |
| 67 | better marked bike paths   | 8/17/2016 1:51 PM  |
| 68 | Build more Bicycling trails  | 8/17/2016 1:50 PM  |
| 69 | have cars slow down  | 8/17/2016 1:40 PM  |
| 70 | More bike lanes; more monitoring of traffic speed  | 8/17/2016 1:26 PM  |
| 71 | More dedicated bike lanes. Dedicated bike/pedestrian bridges across highway 17.  | 8/17/2016 1:25 PM  |
| 72 | Get pedestrians off the section of Jones Trail from Novitiate Park to its upper junction with Flume Trail  | 8/17/2016 1:24 PM  |
| 73 | More bike lanes, protected turns.  | 8/17/2016 1:24 PM  |
| 74 | Invest in bike lanes   | 8/17/2016 1:23 PM  |
| 75 | Well established bike lanes at intersections   | 8/17/2016 1:12 PM  |
| 76 | Bigger bike lanes  | 8/17/2016 1:07 PM  |
| 77 | More dedicated bike lanes, preferably separated, or buffered from car traffic with concrete or plants like some cities do (see Portland, for example.)   | 8/17/2016 1:04 PM  |
| 78 | bike lanes on winchester, route 9, lark and other main roads   | 8/17/2016 1:02 PM  |
| 79 | More cycle paths   | 8/17/2016 1:02 PM  |
| 80 | Dedicated lines, improve sensors to detect bikes waiting for green light. Improve connectivity between trails and dedicated bike lanes so cyclists do not need to use Los Gatos or Lark that are not really bike friendly streets to connect to Winchester or Los Gatos trail. Also improve the trails to allow for Walking and Biking in separated lanes. | 8/17/2016 1:01 PM  |
| 81 | More bike lanes  | 8/17/2016 1:00 PM  |
| 82 | More bike lanes. Paint bike lanes green and segregate them from the main roadway. Special bike lane handling for turning at large multilane junctions. Police on bicycles.   | 8/17/2016 12:53 PM |
| 83 | More bike lanes and better awareness from drivers about bikes on the road  | 8/17/2016 12:52 PM |
| 84 | More bike lanes. Clear demarcation. Fine vehicles that park in bike lanes.   | 8/17/2016 12:51 PM |
| 85 | provide physical separation for bike lanes on major roads, create useful connections / routes throughout town, make it easier to turn at major intersections, improve pavement on los gatos creek trail  | 8/17/2016 12:50 PM |
| 86 | Wide bike lanes.   | 8/17/2016 12:50 PM |
| 87 | bike lanes where there aren't such as Los Gatos Blvd   | 8/17/2016 12:48 PM |
| 88 | More bike lanes, painted to differentiate  | 8/17/2016 12:46 PM |
| 89 | Adding of bike lanes.  | 8/17/2016 12:37 PM |
| 90 | Make the trail wider and also have bike lanes separated by a median from the car lanes   | 8/17/2016 12:34 PM |
| 91 | Connect to Stevens Creek Trail, so I can bike here from home.  | 8/17/2016 12:29 PM |
| 92 | Larger bike lanes  | 8/17/2016 12:28 PM |
| 93 | Wider lanes  | 8/17/2016 12:26 PM |
| 94 | More green lanes with more space away from cars (extra 3 or 4 feet)  | 8/17/2016 12:26 PM |
| 95 | N/A for the amount of biking I do here.  | 8/17/2016 12:25 PM |
| 96 | side walk across   | 8/17/2016 12:21 PM |
| 97 | bike lanes, especially downtown  | 8/17/2016 12:21 PM |
| 98 | Removing on-street parking (not that that is likely). Enforcement of traffic regulations for cyclists (as well as motorists).  | 8/17/2016 12:19 PM |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|     |  |                    |
|-----|--|--------------------|
| 99  | Perhaps expansion of the LG trail or improve bike lane around downtown LG  | 8/17/2016 12:18 PM |
| 100 | Find ways to allow travel east-west via bike-lanes, not just north-south.  | 8/17/2016 12:18 PM |
| 101 | more lanes for bikes   | 8/17/2016 12:18 PM |
| 102 | Fixing the above, realize it's a multi city project  | 8/17/2016 12:17 PM |
| 103 | Having the trail which is completely away form cars is great and makes me feel much safer having my kids ride. Bike lanes are a plus but don;t solve for busy intersections.                         | 8/17/2016 12:09 PM |
| 104 | Wider Biking Lanes   | 8/17/2016 12:05 PM |
| 105 | Well maintained, lighted, paths.   | 8/17/2016 12:05 PM |
| 106 | more lanes!  | 8/17/2016 12:05 PM |
| 107 | I don't bike   | 8/17/2016 12:02 PM |
| 108 | Better bike lanes  | 8/17/2016 12:00 PM |
| 109 | More bugle lanes   | 8/17/2016 11:59 AM |
| 110 | Bike lanes with clear signage  | 8/17/2016 11:59 AM |
| 111 | Perhaps more bike trails and interconnections to the various points of interest in town would be great. Bike lanes on roads are appreciated but do not count   | 8/17/2016 11:58 AM |
| 112 | Better and more frequent entrances onto and off of the trails. Partner with private entities who also need access.   | 8/17/2016 11:58 AM |
| 113 | It looks safe; but I never hike here.  | 8/17/2016 11:57 AM |
| 114 | Dedicated bike lanes separated from road by curb (like Amsterdam has)  | 8/17/2016 11:53 AM |
| 115 | more bike lanes  | 8/17/2016 11:52 AM |
| 116 | Dedicated bright green bike lanes all the way on Winchester  | 8/17/2016 11:51 AM |
| 117 | None   | 8/17/2016 11:47 AM |
| 118 | I'd just make sure that there are bike routes on streets throughout the major throughways  | 8/17/2016 11:46 AM |
| 119 | Keep bikes on the trails and off the streets. Bikes on public streets are a hazard   | 8/17/2016 11:46 AM |
| 120 | Having a rental bike system/company could encourage bikers to bike in town. Also, having more bike lanes always helps. However, bicyclists need to be just as responsible as the folks driving cars. | 8/17/2016 11:45 AM |
| 121 | NA   | 8/17/2016 11:44 AM |
| 122 | More bike lanes  | 8/17/2016 11:44 AM |
| 123 | Better bike lanes and areas of the road that are bike-only. Better enforcement of rules for bikers as well so that cars can drive safely as well.  | 8/17/2016 11:43 AM |
| 124 | space between biking and car lanes   | 8/17/2016 11:43 AM |
| 125 | Lights on trail  | 8/17/2016 11:42 AM |
| 126 | traffic monitoring and creating dedicated bike lanes   | 8/17/2016 11:42 AM |
| 127 | More explicit bike lanes   | 8/17/2016 11:42 AM |
| 128 | More bike lanes that are clearly marked.   | 8/17/2016 11:42 AM |
| 129 | Not sure if something can be done about this.  | 8/17/2016 11:42 AM |
| 130 | Better roads. Trail leads places. Separate bike/pedestrian lanes on trails. Educate police force on bike safety/laws and discourage harassment.  | 8/17/2016 11:41 AM |
| 131 | separate bike lanes/ pedestrain trails   | 8/17/2016 11:41 AM |
| 132 | Bike Lanes!  | 8/17/2016 11:40 AM |
| 133 | Adding a dedicated bike lane to Winchester. Also add better access to and from San Tomas on a bike for entering the city via Winchester. This area is extremely dangerous.                           | 8/17/2016 11:40 AM |
| 134 | More and wider bike lanes so that kids can feel safe with the extra cushion.   | 8/17/2016 11:39 AM |
| 135 | pedestrian zones and marked bike lanes   | 8/17/2016 11:39 AM |

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|     |   |                    |
|-----|---|--------------------|
| 136 | Bike lane improvements, Lark southbound has roots in the bike lane  | 8/17/2016 11:38 AM |
| 137 | More marked bike lanes on multi-use roads   | 8/17/2016 11:38 AM |
| 138 | Same as walking--improve side roads so less traffic is directed on main walking/biking roads  | 8/17/2016 11:38 AM |
| 139 | Parking garages   | 8/17/2016 11:38 AM |
| 140 | More designated bike lanes; PSAs on how to share the road   | 8/17/2016 11:38 AM |
| 141 | need more bike lanes.   | 8/17/2016 11:38 AM |
| 142 | Extend Los Gatos Trail into a bike bath when you reach central areas  | 8/17/2016 11:38 AM |
| 143 | Protected bike lanes and better lighting.   | 8/17/2016 11:37 AM |
| 144 | More bike lanes.  | 8/17/2016 11:37 AM |
| 145 | educate the residents/drivers about the concept of share the road   | 8/17/2016 11:37 AM |
| 146 | clear the debris near the sidewalk  | 8/17/2016 11:37 AM |
| 147 | better coverage of bike lanes around town   | 8/17/2016 11:37 AM |
| 148 | Clear designations for bike routes and signs for drivers to know where there is expected bike traffic   | 8/17/2016 11:37 AM |
| 149 | Dedicated bike lanes on Winchester, side streets  | 8/17/2016 11:36 AM |
| 150 | n/a   | 8/17/2016 11:36 AM |
| 151 | Dedicated bike lanes with buffer between bike and car lanes.  | 8/17/2016 11:36 AM |
| 152 | Bike lanes physically separated from the rest of traffic  | 8/17/2016 11:35 AM |
| 153 | N/A   | 8/17/2016 11:34 AM |
| 154 | n/a   | 8/11/2016 4:27 PM  |
| 155 | Whatever happened to the plans for separate bike and walking trails through the park?   | 8/7/2016 5:16 PM   |
| 156 | I like the fact that it is legal to bike on the sidewalks...not sure if everyone knows this fact. I scooter/walk/ride my daughter to Van Meter and I would never ride in the bike lane with the morning traffic, red light runners at Kennedy, etc. | 8/5/2016 3:23 PM   |
| 157 | keep bike lanes clean   | 8/4/2016 9:58 AM   |
| 158 | designated lanes would be great in the downtown area  | 8/2/2016 12:04 PM  |
| 159 | lower speed limit add speed bumps, wider bike lanes   | 7/28/2016 4:21 PM  |
| 160 | Bike lane markers, more bike lanes through other parts of town  | 7/27/2016 2:32 PM  |
| 161 | Cut back on traffic   | 7/25/2016 6:21 PM  |
| 162 | Restric bike access to unsafe/narrow roadways   | 7/25/2016 10:43 AM |
| 163 | Biking trails   | 7/25/2016 10:28 AM |
| 164 | expand bike trails to connect to san jose and to mass transportaion   | 7/25/2016 9:40 AM  |
| 165 | Add a bike line to Winchester Blvd., especially around Winchester VTA station   | 7/25/2016 9:32 AM  |
| 166 | I prefer to stay on the bike trails.  | 7/25/2016 9:12 AM  |
| 167 | Make trail connections easier. Separate bike and pedestrian traffic (lanes)   | 7/22/2016 5:20 PM  |
| 168 | Trail maybe a bit larger, or two trails, one for bikes  | 7/22/2016 5:18 PM  |
| 169 | Bike should be on bike road not connected to regular traffic and office should have shower and locker facility.   | 7/22/2016 5:14 PM  |
| 170 | More bike lanes, wider trail paths  | 7/22/2016 5:03 PM  |
| 171 | roads don't have markings for bikes   | 7/22/2016 5:00 PM  |
| 172 | No opinion dont bike.   | 7/22/2016 4:36 PM  |
| 173 | Bike lane on Winchester, more places/ trail to cross highway 17   | 7/22/2016 4:34 PM  |
| 174 | Increased traffic safety  | 7/22/2016 4:29 PM  |

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|     |  |                    |
|-----|--|--------------------|
| 175 | Ideally, bike lanes/trails that are physically separate from car traffic are safest and would be most used.  | 7/22/2016 4:13 PM  |
| 176 | separate bike lane from road. not every crossing has signal. more bike lockers.  | 7/22/2016 4:09 PM  |
| 177 | If the Los Gatos trail was connected to Stevens Creek or something in Sunnyvale  | 7/22/2016 4:09 PM  |
| 178 | More dedicated bike lanes, additional bike racks and better maintenance of roads (i.e. less gravel/debris)   | 7/22/2016 4:08 PM  |
| 179 | more dedicated bike trails that go places, no sharing with cars.   | 7/22/2016 4:07 PM  |
| 180 | More lights; more bike lanes.  | 7/22/2016 4:06 PM  |
| 181 | More bike lanes and more signs letting drivers know we have a right to the road as well. Many drivers have no idea that we follow nearly all the same laws as cars.  | 7/22/2016 4:05 PM  |
| 182 | Things to do in the city that would make me want to explore more, bike lanes   | 7/22/2016 4:03 PM  |
| 183 | -NA-   | 7/22/2016 4:02 PM  |
| 184 | Dedicated bike lane that cars do not park in.  | 7/22/2016 4:01 PM  |
| 185 | Not sure   | 7/22/2016 4:01 PM  |
| 186 | n/a  | 7/22/2016 4:01 PM  |
| 187 | If there was a completely separate bike path with no sharing with cars.  | 7/22/2016 4:00 PM  |
| 188 | exclusive bike paths   | 7/22/2016 4:00 PM  |
| 189 | Have better/reflective bike lanes and start cracking down on drivers that drive in bike lanes  | 7/21/2016 12:46 PM |
| 190 | We need bike lanes. Eliminate parking on one side. It would be worth it! Currently, I rarely bike because it scares the heck out of me.  | 7/21/2016 8:35 AM  |
| 191 | require licenses from dmv just like vehicles for bike riders. This will educate and put on notice those who flaunt the rules   | 7/20/2016 9:58 PM  |
| 192 | The green paint is a great start, but it's tough to widen existing roads..More "share the road" signage. Much more exclusive 'bike only' parking to encourage riding , maybe some kind of publicized incentive program to encourage locals to bike rather than drive their car everywhere in such a small town | 7/20/2016 4:11 PM  |
| 193 | Painting of bike lanes.  | 7/20/2016 3:37 PM  |
| 194 | Designated paths & routes  | 7/20/2016 3:05 PM  |
| 195 | More readily marked bike lanes.  | 7/20/2016 2:09 PM  |
| 196 | Buffered bike lanes; green lanes near intersections; ped/bike bridge over 17 near Fisher/Van Meter   | 7/19/2016 7:52 AM  |
| 197 | more lanes, responsive lights, education, marketing LG as "bike friendly"  | 7/14/2016 6:07 PM  |
| 198 | Provide dedicated lanes for bikes  | 7/13/2016 8:41 PM  |
| 199 | Build Vasona Light Rail Station, so we can walk or bike to transit. Install pedestrian walkway over Hey 17   | 7/10/2016 6:23 PM  |
| 200 | More green marked bike lanes. Share the road signs.  | 7/6/2016 5:42 PM   |
| 201 | biking on city streets could be better marked to ensure cyclists safety  | 7/6/2016 2:41 PM   |
| 202 | green bike lanes, protected bike lanes, expanded access to trails  | 7/6/2016 2:33 PM   |
| 203 | Actually connecting to other cities would be great. Campbell other than the creek trail. (Biking on the creek trail isn't safe for anyone) going out bike trail on blossom hill to only have it stop.  | 7/6/2016 1:34 PM   |
| 204 | Better marked bike lanes and education for drivers/bicyclists.   | 7/6/2016 11:46 AM  |
| 205 | I do not bike  | 7/6/2016 10:50 AM  |
| 206 | clearer bike lanes   | 7/5/2016 3:41 PM   |
| 207 | More bike lanes  | 7/5/2016 11:45 AM  |
| 208 | Driver education for all drivers. Create no parking zones in bicycle lanes   | 7/5/2016 10:47 AM  |
| 209 | Have aggressive PD to enforce traffic violations, speed, cell phone while driving, etc...  | 7/5/2016 7:29 AM   |
| 210 | physically separated bike lanes down Winchester/N Santa Cruz. Or Winchester to Blossom Hill to University.   | 7/4/2016 10:01 AM  |
| 211 | more bike lanes, more bike trails  | 7/3/2016 3:45 PM   |

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|     |  |                   |
|-----|--|-------------------|
| 212 | More designated lanes  | 7/3/2016 12:22 PM |
| 213 | Separated cycling lanes - use concrete barriers to separate bikes and cars - on Bascom, Santa Cruz Ave, Kennedy and Shannon  | 7/2/2016 8:25 PM  |
| 214 | Designated bike lane on LG Blvd. Wider/cleaner bike lanes on Blossom Hill & Lark bridges over 17. I don't ride with traffic on northbound LG Blvd north of Lark as I don't think it is safe. The road needs to be wider with space for allotted and designated for bike lanes. Fix raised pavement on northside of Lark on eastbound Lark before OKA road. It's very bumpy. Winchester north of Lark needs bike lanes. Blossom Hill between LG Blvd & Roberts needs bike lanes and a safe way to cross the street from east bound Blossom Hill from Roberts, turning onto Oak Rim way. I also wish my bike could trip the westbound Blossom Hill left hand turn onto Roberts. It would also help to have conveniently placed bike racks to businesses so you could easily bike to run errands and lock-up your bike. | 7/2/2016 11:46 AM |
| 215 | More bike lanes & public education about bike safety   | 7/2/2016 8:01 AM  |
| 216 | In the perfect world? A separate bike trail, no walkers, strollers, children on bikes etc.   | 7/2/2016 7:30 AM  |
| 217 | Less traffic, and more visual officers controlling negligent drivers   | 7/1/2016 7:43 PM  |
| 218 | More education for cyclists. Traffic stops.  | 7/1/2016 4:11 PM  |
| 219 | At the very least, a bike lane on either Blossom Hill or Lark Ave - neither way has a complete bike lane to get from one side of town to the other.  | 7/1/2016 1:46 PM  |
| 220 | The edge of the road is often uneven or has drains with long slot openings I am scared to ride over  | 7/1/2016 1:44 PM  |
| 221 | large dedicated bike lanes   | 7/1/2016 12:33 PM |
| 222 | I think creating more green bike lanes would be helpful  | 7/1/2016 11:50 AM |
| 223 | bike lanes, better enforcement of speed limits, more crossing lights/signals   | 7/1/2016 11:37 AM |
| 224 | Green bike lanes on Hwy 9 and Los Gatos Blvd.  | 7/1/2016 8:50 AM  |
| 225 | We REALLY need another bike bridge across Hwy 17 either near Lark or Blossom Hill. In addition, in areas where it's unsafe to ride on the street, often riders can't use sidewalks either because there are electric poles and street lamps on the middle of the sidewalk (e.g., sidewalk on BH near Vasona and sidewalk on LG Blvd just south of Lark). Kids should not have to ride on the street right next to a driver driving at least 40-45 mph.   | 7/1/2016 8:16 AM  |
| 226 | N/A  | 7/1/2016 7:18 AM  |
| 227 | None   | 6/30/2016 9:59 PM |
| 228 | Wider paths & more brightly lighted lanes.   | 6/30/2016 7:08 PM |
| 229 | most likely I'd bike with a group  | 6/30/2016 6:50 PM |
| 230 | Wider streets, which you can't do anything about. Slower speed limits?? Hmmm more of those "you are going this fast" signs to remind drivers to slow down....  | 6/30/2016 5:38 PM |
| 231 | Bike repair stations, more and better networks of good bikable routes.   | 6/30/2016 4:49 PM |
| 232 | Well indicated bike lanes  | 6/30/2016 4:24 PM |
| 233 | Separated bike lanes.  | 6/30/2016 4:07 PM |
| 234 | side streets marked as bike trails not main roads  | 6/30/2016 4:03 PM |
| 235 | No opinion   | 6/30/2016 3:54 PM |
| 236 | Signs of pedestrian awareness  | 6/30/2016 3:51 PM |
| 237 | n/a  | 6/30/2016 3:43 PM |



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### Q23 Is there anything else that you would like to add in regards to walking and bicycling in the Town of Los Gatos?

Answered: 98 Skipped: 509

| #  | Responses   | Date               |
|----|---|--------------------|
| 1  | The masterplan shows Highway 9 Bikeway as a Class III facility (Existing Bikeway Network Map). Actually it is a Class II facility.  | 8/29/2016 4:50 PM  |
| 2  | The intersection at LG Blvd, Garden Lane at the Rotten Robbie corner, is like taking your life in your hands when one crosses through the crosswalk. It is so busy and high traffic area, that a van almost hit me when I crossed from Carlton to Garden Lane in the northern most crosswalk.   | 8/29/2016 6:37 AM  |
| 3  | Please see that the link to complete a loop around Vasona Lake is included in the plan -- along University to the dam and across the creek to connect back with the rest of Los Gatos Creek Trail. Lots of people use this link that is really unsafe -- I've always wanted to count the number of walkers and bikers who use it each day to make the point. This would be a good time to do the count. | 8/27/2016 12:14 PM |
| 4  | no  | 8/27/2016 9:50 AM  |
| 5  | Very excited about the project!   | 8/26/2016 11:51 AM |
| 6  | Note, I am retired so I do not work or go to school. I've lived here in LG 58 of my 63 years. LG must control its traffic. Especially near Lark AV and LG Blvd.   | 8/24/2016 11:04 AM |
| 7  | Color coded bicycle lane and traffic lights   | 8/23/2016 10:52 PM |
| 8  | Cut through traffic to highway 17 needs to be solved. It gets increasingly dangerous, especially with all of the construction. Drivers are increasingly getting agitated and breaking traffic laws (wrong way on one way street, driving around vehicles into oncoming traffic, racing through neighborhood streets.  | 8/23/2016 3:26 PM  |
| 9  | Fix the traffic problem and this problem will be better too.  | 8/22/2016 1:43 PM  |
| 10 | no  | 8/21/2016 12:20 PM |
| 11 | Los Gatos has thoroughfares and that has to be worked around  | 8/21/2016 10:02 AM |
| 12 | no  | 8/19/2016 7:31 AM  |
| 13 | I lived in Davis for a time and loved the way that bicycling culture was such an important part of the community. I would love to see that here in Los Gatos.   | 8/18/2016 5:26 PM  |
| 14 | Please provide bike parking areas in public places  | 8/18/2016 4:36 PM  |
| 15 | MAYBE BETTER UPKEEP OF THE TRAILS?  | 8/18/2016 2:05 PM  |
| 16 | no  | 8/18/2016 1:52 PM  |
| 17 | Love the idea of making LG bike and walker friendly. You need to change the culture!  | 8/18/2016 12:45 PM |
| 18 | Zip Lining  | 8/18/2016 11:25 AM |
| 19 | Love the progress so far, I've noticed a lot of new (green) bike paths on the roads. I think if progress keeps up, more and more people would ride around. Safety always being the key factor as that alone tends to scare most new riders off, thier first time riding in (with) traffic.  | 8/18/2016 11:14 AM |
| 20 | It would be great to bike and walk more in Los Gatos, Great town!   | 8/18/2016 11:05 AM |
| 21 | It's great, love the doggy trash bags and love that there are many people out and about.  | 8/18/2016 9:18 AM  |
| 22 | We have a beautiful town, glad to see the city is taking input to get more people outside and increase the feeling of a cohesive neighborhood.  | 8/18/2016 8:29 AM  |
| 23 | I think walking and biking in town differentiates LG from other places. It is really important to the community and helps people build relationships.   | 8/18/2016 8:05 AM  |
| 24 | I love the idea of improving the walk/biking plan. The LG creek trail is such a great path and very central, would be great to improve it's connectivity to downtown  | 8/17/2016 10:50 PM |

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|    |  |                    |
|----|--|--------------------|
| 25 | I fell off my bicycle on Winchester Boulevard while crossing the railroad tracks located between the Bay Club and Rt 85. My front wheel went into the opening between the railroad track and pavement due to the angle of the tracks. I went over my handlebars and was lucky that I wasn't not hit by a car. It's a very unsafe situation for bicyclists and it would be great if something can be done about this. | 8/17/2016 9:52 PM  |
| 26 | I'm very excited that you're seriously looking into this!  | 8/17/2016 7:05 PM  |
| 27 | Better access to LG creek trail from overpasses (e.g. curb cuts and lane markings). Railroad parallel to 85 corridor: Grade and pave (e.g. decomposed granite) a ped/bike trail. Pollard underpass at 85: bike lanes are always full of large stones rolled from the embankment, and broken glass (presumably because the sweeper can't sweep the stones).   | 8/17/2016 5:51 PM  |
| 28 | i really love los gatos and hope that we can maintain it's character and not let developers overtake the town.   | 8/17/2016 3:27 PM  |
| 29 | Yes  | 8/17/2016 3:11 PM  |
| 30 | I love Los Gatos Creek trail but it needs improvements   | 8/17/2016 2:57 PM  |
| 31 | It would be useful to have an 'official' entrance onto the LG Creek trail from highway 9. There's a dirt path down from the path on east side of 9, but it's a bit treacherous.  | 8/17/2016 2:10 PM  |
| 32 | I'm planning on biking down the Los Gatos creek trail for work in the near future.   | 8/17/2016 1:56 PM  |
| 33 | none   | 8/17/2016 1:52 PM  |
| 34 | I love the town.   | 8/17/2016 1:05 PM  |
| 35 | I just think that overall people do not bike to work due to safety concerns. If you improve safety users would be more likely to use a bicycle.  | 8/17/2016 1:02 PM  |
| 36 | Walking downtown is great. Other areas aren't as safe due to cars.   | 8/17/2016 1:01 PM  |
| 37 | Sidewalks in both sides of Winchester Blvd   | 8/17/2016 12:57 PM |
| 38 | I love seeing more of an effort towards making towns bike friendly. The LGCT is a godsend!!  | 8/17/2016 12:52 PM |
| 39 | Nope   | 8/17/2016 12:48 PM |
| 40 | it could be such a pedestrian friendly city but needs better crosswalks and also more parking.   | 8/17/2016 12:34 PM |
| 41 | Restricting the use of the Los Gatos Creek Trail to daylight hours can make using it for commuting difficult for people who work in tech.  | 8/17/2016 12:26 PM |
| 42 | I'm almost certainly atypical: my commute to work involves biking to a shuttle stop, riding the shuttle to work, then locking up the bike. Return involves putting the bike on the shuttle, taking the shuttle back to the stop, then cycling home. (That said, I did bike home from Netflix once....)   | 8/17/2016 12:23 PM |
| 43 | I went to UC Davis for college -- a great bike town. Not saying Los Gatos needs to become Davis in terms of biking but there are many great ideas that could be copied from there!   | 8/17/2016 12:00 PM |
| 44 | Less regulation is better. Don't allow Los Gatos to become like other oppressive highly regulated cities.  | 8/17/2016 11:48 AM |
| 45 | Pedestrian access often feels like an afterthought, with routes that seem to comply with a requirement but were not actually used by someone trying to get between places. They weave, cross streets multiple times, etc.  | 8/17/2016 11:46 AM |
| 46 | Greater police monitoring of crazy bike riders on the trails and traffic crossings on the roads  | 8/17/2016 11:44 AM |
| 47 | If you could please coordinate efforts with the city of Campbell that would be helpful. The increase in traffic with Netflix buildings impacts the entire stretch of Winchester and should be addressed with Campbell. Thanks!   | 8/17/2016 11:44 AM |
| 48 | Residents appear to have a very anti-bike/anti-pedestrian attitude. Residents do not appear to support these efforts.  | 8/17/2016 11:43 AM |
| 49 | I live 6 miles from work on Netflix campus, but getting safely there by bike is a challenge  | 8/17/2016 11:43 AM |
| 50 | If possible, connect with other trails in the bay. If that was so, I'd bike from MV to LG.   | 8/17/2016 11:41 AM |
| 51 | The city limits where San Jose merges into Los Gatos via Winchester is by far the most dangerous part of my commute. This is especially true for bikers arriving via San Tomas. Any improvement in this area would make me feel much safer.  | 8/17/2016 11:41 AM |
| 52 | Runners, walkers and cyclists should understand basic safety on the trails such as not wearing headphones in both ears... not taking up the whole path and being aware of their surroundings.  | 8/17/2016 11:40 AM |
| 53 | n/a  | 8/17/2016 11:37 AM |
| 54 | NA   | 8/17/2016 11:35 AM |
| 55 | Thanks for surveying us to ask about our needs!  | 8/7/2016 5:17 PM   |

## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|    |   |                    |
|----|---|--------------------|
| 56 | Tough job to make things safer in Town of Los Gatos...which is pretty safe as it is.  | 8/5/2016 3:27 PM   |
| 57 | The South 40 plan is awful and will bring more traffic and congestion to an already small place. DONT DO IT   | 7/27/2016 2:33 PM  |
| 58 | love the trail!!!!!! it's my happy place  | 7/26/2016 9:42 AM  |
| 59 | The addition of the orange flags for crossing the street downtown are a great idea. We feel much safer and they are fun.  | 7/25/2016 9:15 AM  |
| 60 | no bike lanes marked  | 7/24/2016 3:32 PM  |
| 61 | The ponds, why do they get emptied regularly  | 7/22/2016 5:20 PM  |
| 62 | more bike lanes :)  | 7/22/2016 4:35 PM  |
| 63 | In some cities around the world, bike lanes are considered the best form of travel. This is because the government spends more money to make sure the cyclists are safe and drivers are required to read the laws regarding cyclists in order to have a drivers license.  | 7/22/2016 4:07 PM  |
| 64 | Los Gatos/Saratoga needs wider, dedicated bike lanes on the skinny two lane roads.  | 7/22/2016 4:03 PM  |
| 65 | Open up more dog-friendly trails, and off-leash areas. especially in less-used trails   | 7/22/2016 4:03 PM  |
| 66 | no  | 7/22/2016 4:02 PM  |
| 67 | It would be really great to have access to more trails to enjoy in our neighborhood.  | 7/22/2016 4:02 PM  |
| 68 | The trails are nice, but can be dangerous as most of the bicyclist ride really fast and don't adhere to the 15mph.  | 7/22/2016 4:02 PM  |
| 69 | I feel that making crosswalks and bike lanes better marked will help keep people safe and encourage more use  | 7/21/2016 12:48 PM |
| 70 | If you build it, they will come! Improving the biking experience especially would encourage people to use their bikes to get downtown and run errands! Downtown loaner bikes could also help this. In Boise (where I live), we have an e-bike program that is hugely popular. People now opt for using these bikes to do in-town errands. What a Win/Win!   | 7/21/2016 8:38 AM  |
| 71 | There are existing ordinances preventing bike riding on sidewalks. Enforce them. Re-adopt the ordinance proposed a few years ago regarding skateboards off sidewalks. Sidewalks are for walking and should remain as such.  | 7/20/2016 10:06 PM |
| 72 | no  | 7/20/2016 4:17 PM  |
| 73 | Really concerned about the increased traffic and speeds along University and Hwy 9. There are lots of pedestrians in my neighborhood who walk into the town center with children. It is getting increasingly unsafe.  | 7/20/2016 3:40 PM  |
| 74 | Consider closing a portion Santa Cruz Ave downtown to vehicle traffic to create a pedestrian mall   | 7/20/2016 2:10 PM  |
| 75 | One of the worst areas to bike now is on Winchester by Netflix. I can't imagine what it will be like when it's fully employed. I feel like the town of LG approved the expansion of Netflix to gain capital resources but dumped the traffic problems onto Campbell. I use to shop, eat, do recreational activities in LG but will be stopping as its just not safe   | 7/13/2016 8:44 PM  |
| 76 | The #1 impediment to biking/walking is Traffic!   | 7/12/2016 1:31 PM  |
| 77 | Los Gatans have no safe route to close, fast transit. Please consider advocating for the long-promised VTA Vasona LighT Rail Station, together with pedestrian access across Hwy 17. Most Los Gatos residents commute to and from work, through neighborhoods, on LG streets and adjoining freeways, in private buses or single-occupant cars. The great cities of the world are wonderful because they have transit systems that get people out of cars, and onto safe sidewalks and bike paths! | 7/10/2016 6:45 PM  |
| 78 | Fix the few conflicts on Los Gatos Almaden Blvd where the bike lanes fall apart , now to I get to light rail?   | 7/6/2016 1:37 PM   |
| 79 | I love living in LG and the ease in walking/biking. With some improvements, safety and ease of use can be increased. More advocacy/education for walking/biking and obeying the laws would help too.  | 7/6/2016 11:48 AM  |
| 80 | The crossing at the fire station is going to result in a serious injury or death. There are cars parked next to it which means the cars cannot see it's a crossing and don't stop when pedestrians walk out. Please get this fixed. Someone is going to get hit by a car if we don't fix it   | 7/5/2016 3:43 PM   |
| 81 | We need a trail that connects the east side of Town to the Downtown area.   | 7/5/2016 7:30 AM   |
| 82 | Love walking in LG and would really like to bike more often. Currently would not feel safe biking into downtown with my kids unless on the trail. Getting to the trail is cumbersome with the current crossing at Blossom Hill Road.  | 7/4/2016 10:03 AM  |
| 83 | More sidewalks are needed with more bike lanes.   | 7/3/2016 12:24 PM  |
| 84 | Cycling infrastructure will pay for itself many times over - build it and the town will be even more family friendly, child friendly, wellness friendly - and even more a destination for cyclists.   | 7/2/2016 8:27 PM   |

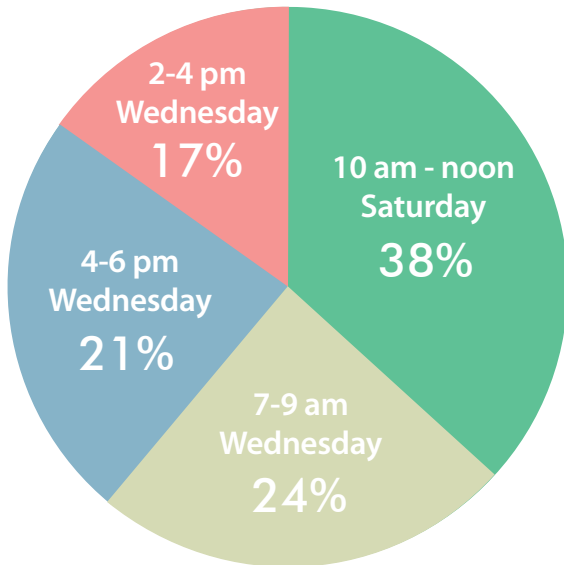
## Open Response Survey Comments from July 1, 2016 – August 31, 2016

|    |   |                   |
|----|---|-------------------|
| 85 | Safe Routes is doing an excellent job of public education.  | 7/2/2016 8:03 AM  |
| 86 | Still wondering if making Santa Cruz Ave and University Ave's one way streets could help?   | 7/2/2016 7:31 AM  |
| 87 | As residents for 50 years in the town, traffic issues are the towns biggest concern.  | 7/1/2016 7:49 PM  |
| 88 | Securing safety for all (drivers, cyclists, pedestrians) is vital. Children also need to be better educated on traffic rules.   | 7/1/2016 4:13 PM  |
| 89 | Our town *could* be very bikeable and walkable, but I think we fall short on safety and accessibility. I bike less and less often because I feel in danger when biking to work or downtown. | 7/1/2016 1:52 PM  |
| 90 | I answered these questions for my kids and my self.   | 7/1/2016 1:50 PM  |
| 91 | I am an avid cyclist and my 3 teenage sons also ride b  | 7/1/2016 1:45 PM  |
| 92 | thank you for your efforts  | 7/1/2016 12:34 PM |
| 93 | It's a common theme that people in town are afraid to ride due to the unsafe riding environment. We really need to fix the safety issue on Lark.  | 7/1/2016 8:19 AM  |
| 94 | The Town in general is a very friendly walking/biking community.  | 7/1/2016 7:19 AM  |
| 95 | nope  | 6/30/2016 6:51 PM |
| 96 | Keep up the good work PPW. Safe, beautiful, fun.  | 6/30/2016 5:40 PM |
| 97 | Thank you for trying to improve our biking and walking facilities!  | 6/30/2016 4:50 PM |
| 98 | No  | 6/30/2016 3:54 PM |

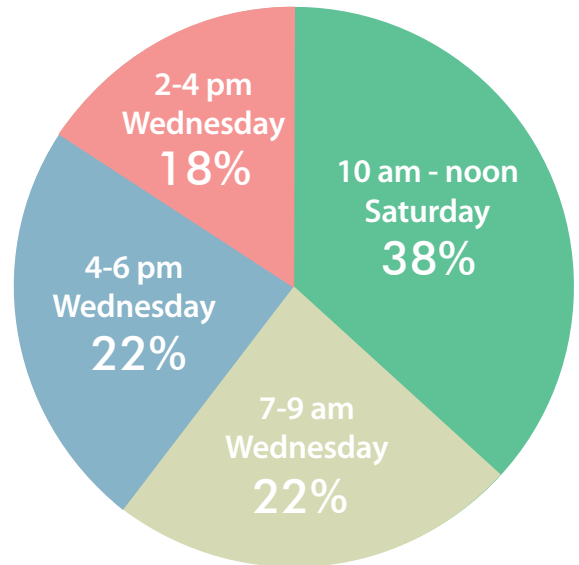


# BICYCLE AND PEDESTRIAN COUNTS SUMMARY

## BICYCLE VOLUME BY COUNT PERIOD - ALL LOCATIONS



## PEDESTRIAN VOLUME BY COUNT PERIOD - ALL LOCATIONS

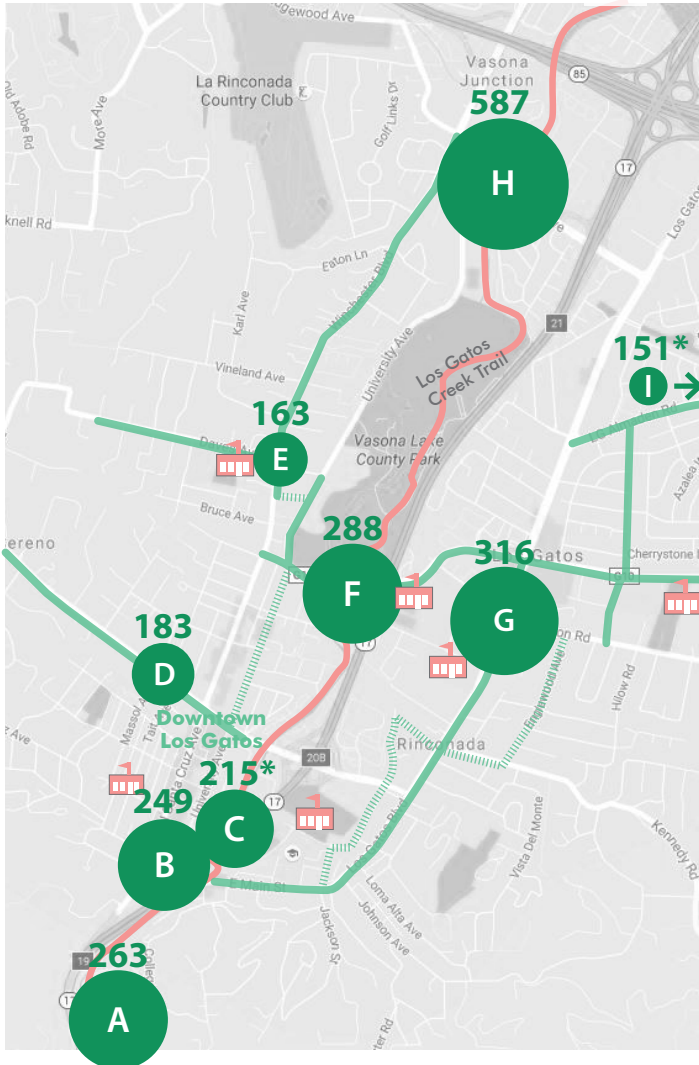


Counts were conducted on Wednesday, September 14th from 7-9 am, 2-4 pm, and 4-6 pm, and on Saturday, September 17th from 10 am - noon.

At location C (Los Gatos Creek Trail), counts were not conducted in the 10 am - noon weekend time period. At location I (Union Avenue and Los Gatos Almaden Road), counts were not conducted in the 2-4 pm weekday and 10 am - noon Saturday time periods.



## TOTAL BICYCLE VOLUMES - ALL COUNT PERIODS



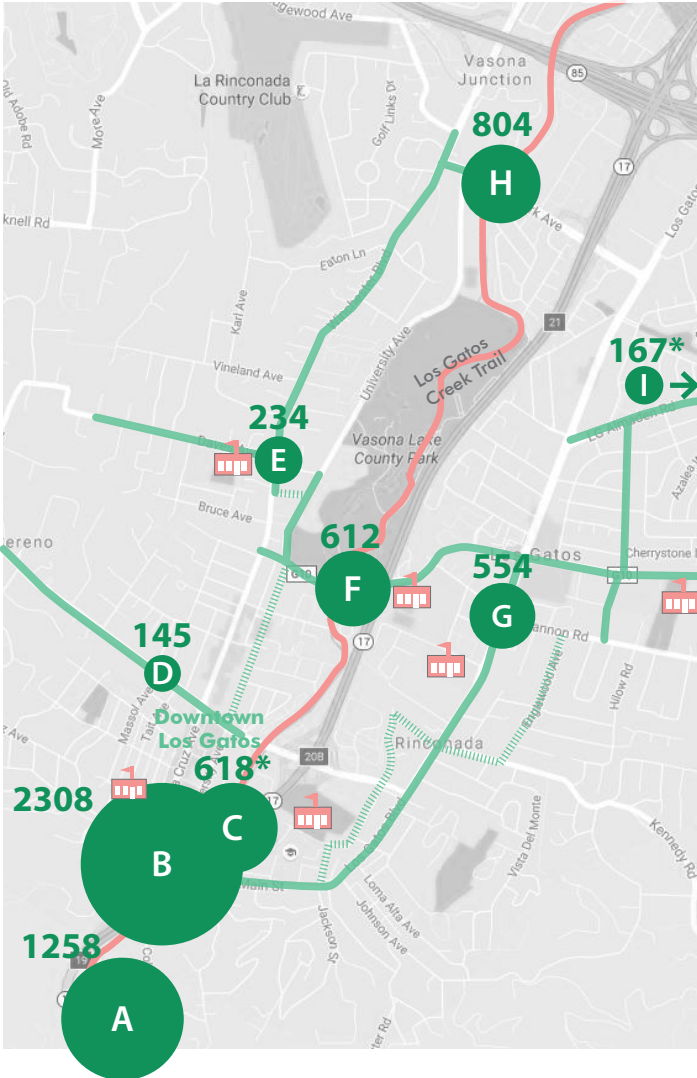
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  - D** Los Gatos-Saratoga Road (HWY 9) at Massol Ave
  - E** Daves Avenue and Winchester Boulevard
  - F** Blossom Hill Road and Roberts Road
  - G** Los Gatos Boulevard and Shannon Road (near elementary and middle schools)
  - H** Los Gatos Creek Trail (on west side of creek intersecting the bike/ped bridge, just north of Lark Avenue)
  - I** Union Avenue and Los Gatos Almaden Road (one block east of Union Middle School)
- Los Gatos Creek Trail (Class I)     School  
— Bike Lane (Class II)     Bike Route (Class III)

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## TOTAL PEDESTRIAN VOLUMES - ALL COUNT PERIODS



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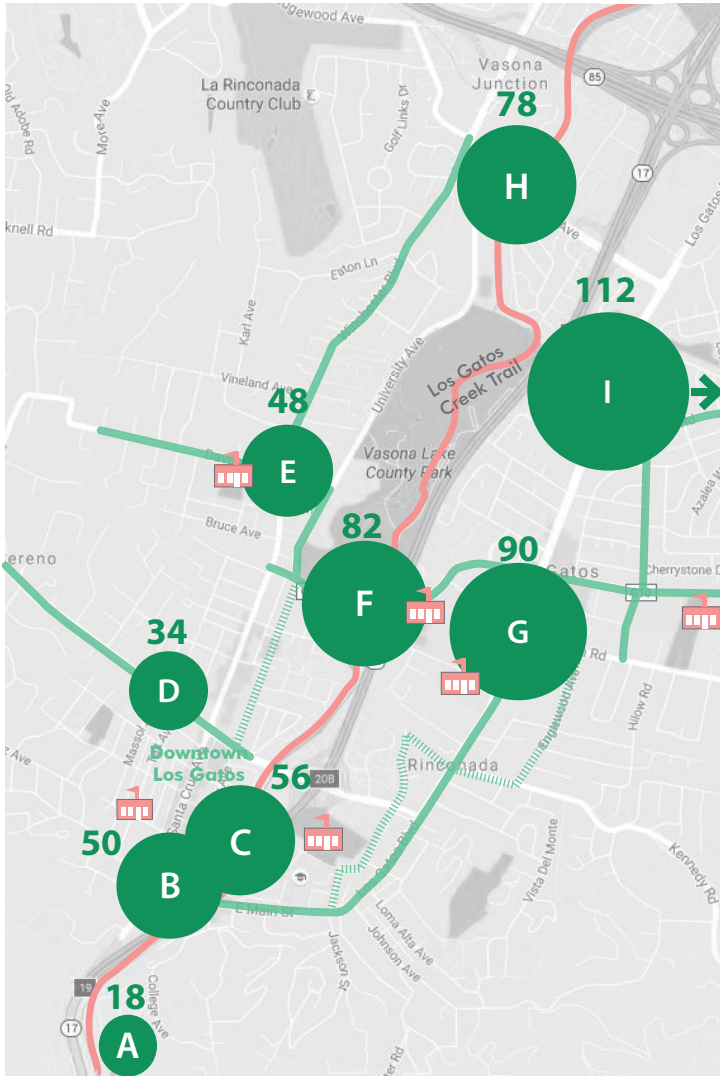
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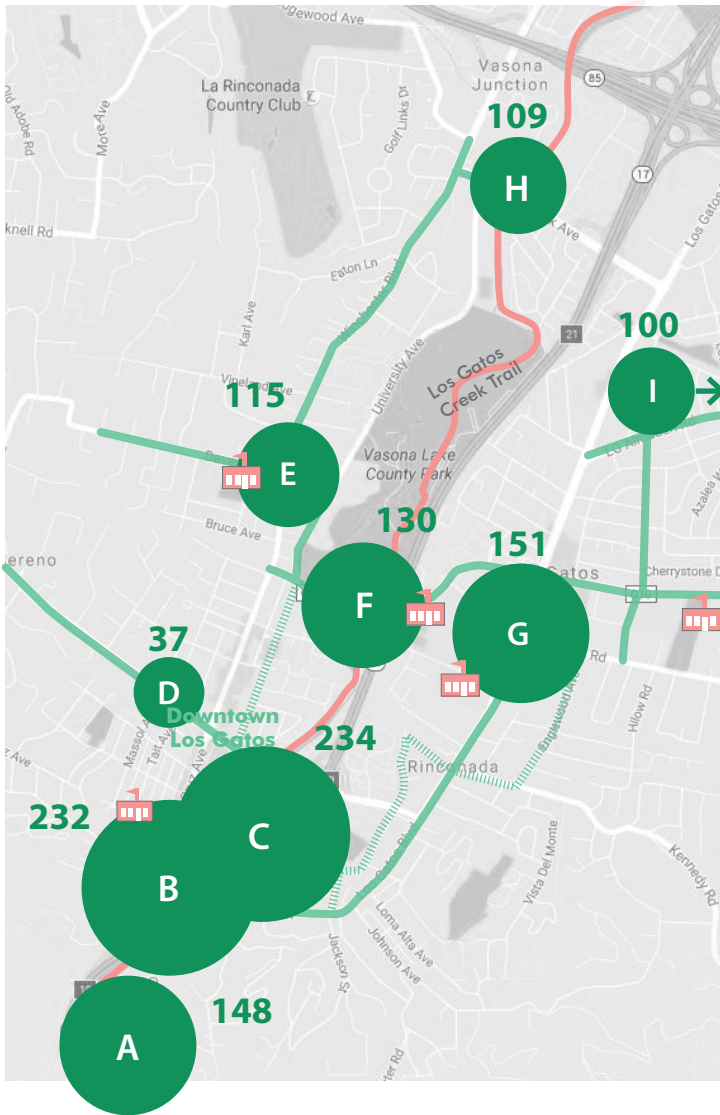
# BICYCLE COUNTS - 7-9 AM WEDNESDAY, 9/14/2016



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  - School



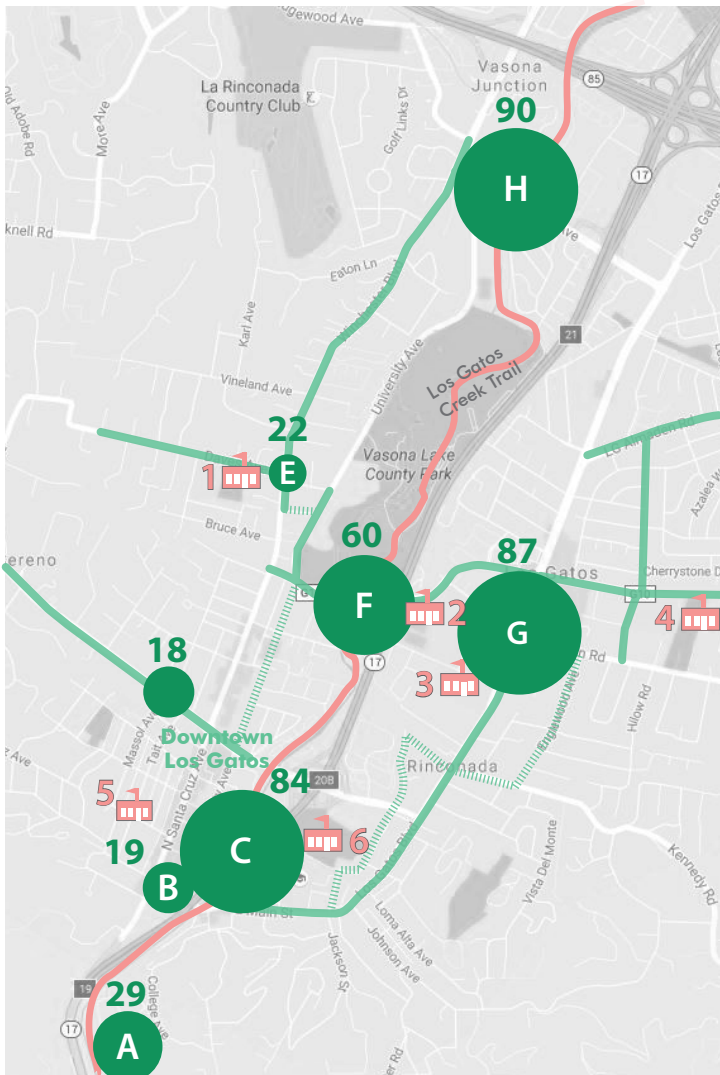
## PEDESTRIAN COUNTS - 7-9 AM WEDNESDAY, 9/14/2016



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  - I** Union Avenue and Los Gatos Almaden Road (one block east of Union Middle School)
- Los Gatos Creek Trail (Class I)  
— Bike Lane (Class II)  
- - - Bike Route (Class III)  
🏠 School



## BICYCLE COUNTS - 2-4 PM, WEDNESDAY 9/14/16



Note: No data was collected at Location I

- A** Los Gatos Creek Trail - South of Main Street/ Maple Place entrance (at bench)
- B** Santa Cruz Avenue and Main Street
- C** Los Gatos Creek Trail (between the two ped/bike bridges at the end of Lundy Lane)
- D** Los Gatos-Saratoga Road (HWY 9) at Massol Ave
- E** Daves Avenue and Winchester Boulevard
- F** Blossom Hill Road and Roberts Road
- G** Los Gatos Boulevard and Shannon Road (near elementary and middle schools)
- H** Los Gatos Creek Trail (on west side of creek intersecting the bike/ped bridge, just north of Lark Avenue)

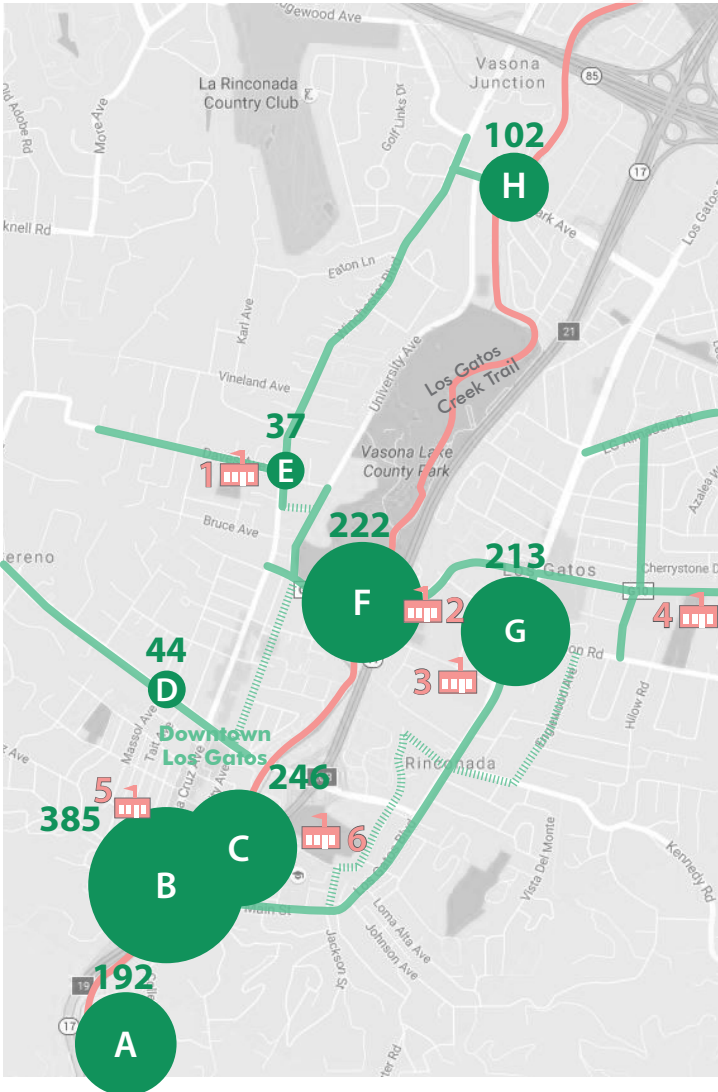
— Los Gatos Creek Trail (Class I)      🏠 School

— Bike Lane (Class II)      🚲 Bike Route (Class III)

- 1** Daves Avenue Elementary School
- 2** Raymond J. Fisher Middle School
- 3** Louise Van Meter Middle School
- 4** Blossom Hill Elementary School
- 5** St. Mary's School (Private K-8)
- 6** Los Gatos High School



## PEDESTRIAN COUNTS - 2-4 PM, WEDNESDAY 9/14/2016



Note: No data was collected at Location I

- A** Los Gatos Creek Trail - South of Main Street/ Maple Place entrance (at bench)
- B** Santa Cruz Avenue and Main Street
- C** Los Gatos Creek Trail (between the two ped/bike bridges at the end of Lundy Lane)
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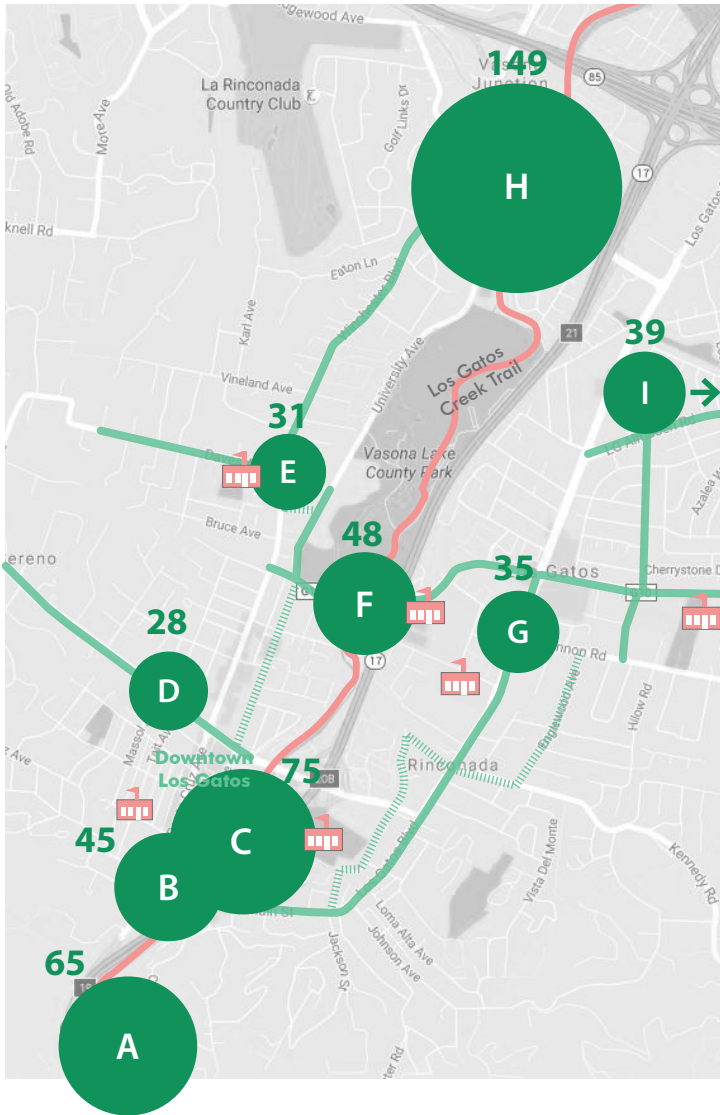
— Los Gatos Creek Trail (Class I) School

— Bike Lane (Class II) Bike Route (Class III)

- 1** Daves Avenue Elementary School
- 2** Raymond J. Fisher Middle School
- 3** Louise Van Meter Middle School
- 4** Blossom Hill Elementary School
- 5** St. Mary's School (Private K-8)
- 6** Los Gatos High School



# BICYCLE COUNTS - 4-6 PM WEDNESDAY, 9/14/2016

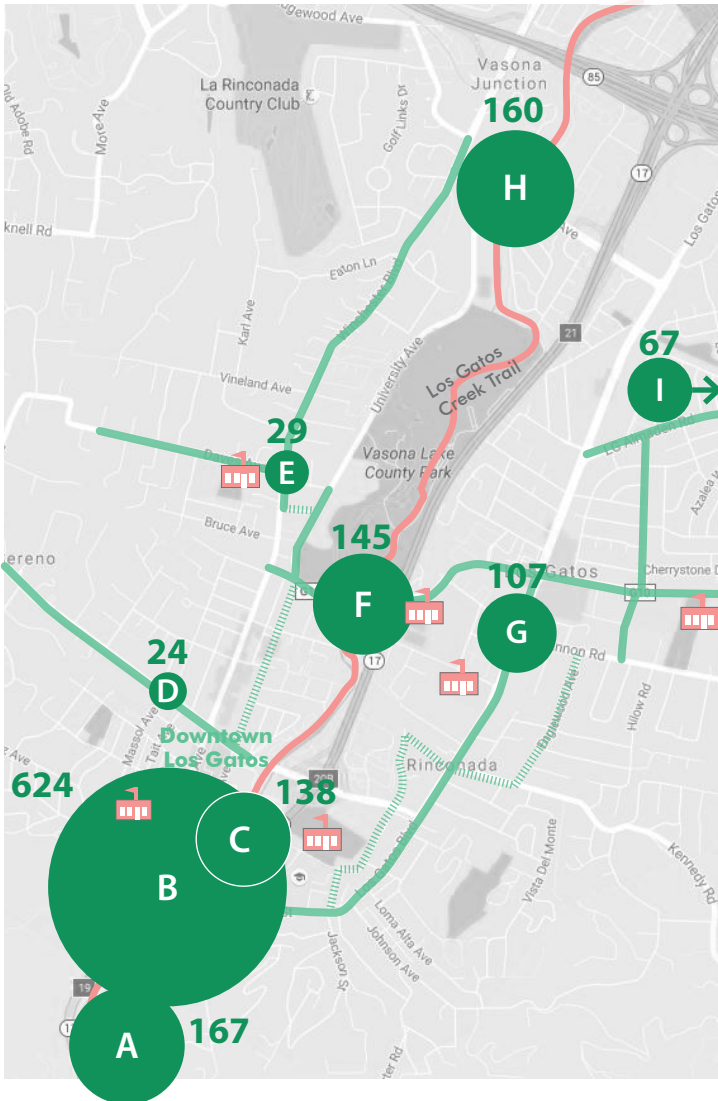


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  - I** Union Avenue and Los Gatos Almaden Road (one block east of Union Middle School)
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  - School





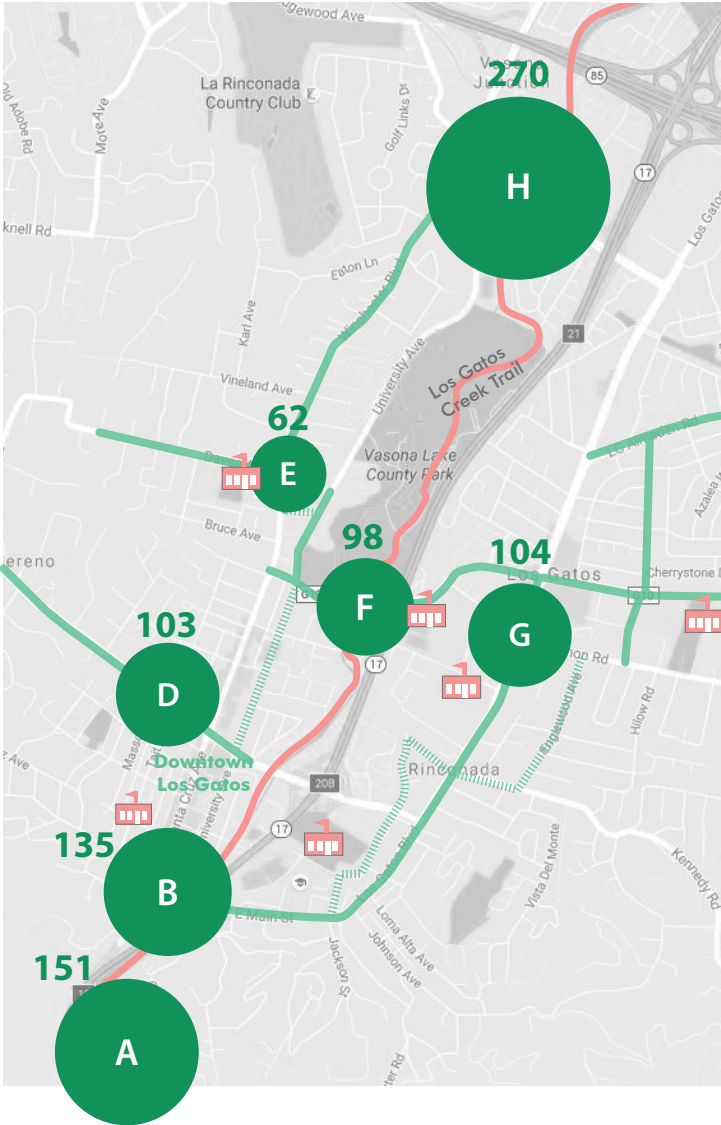
# PEDESTRIAN COUNTS - 4-6 PM WEDNESDAY, 9/14/2016



- A** Los Gatos Creek Trail - South of Main Street/ Maple Place entrance (at bench)
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# BICYCLE COUNTS - 10 AM - NOON, SATURDAY 9/17/16

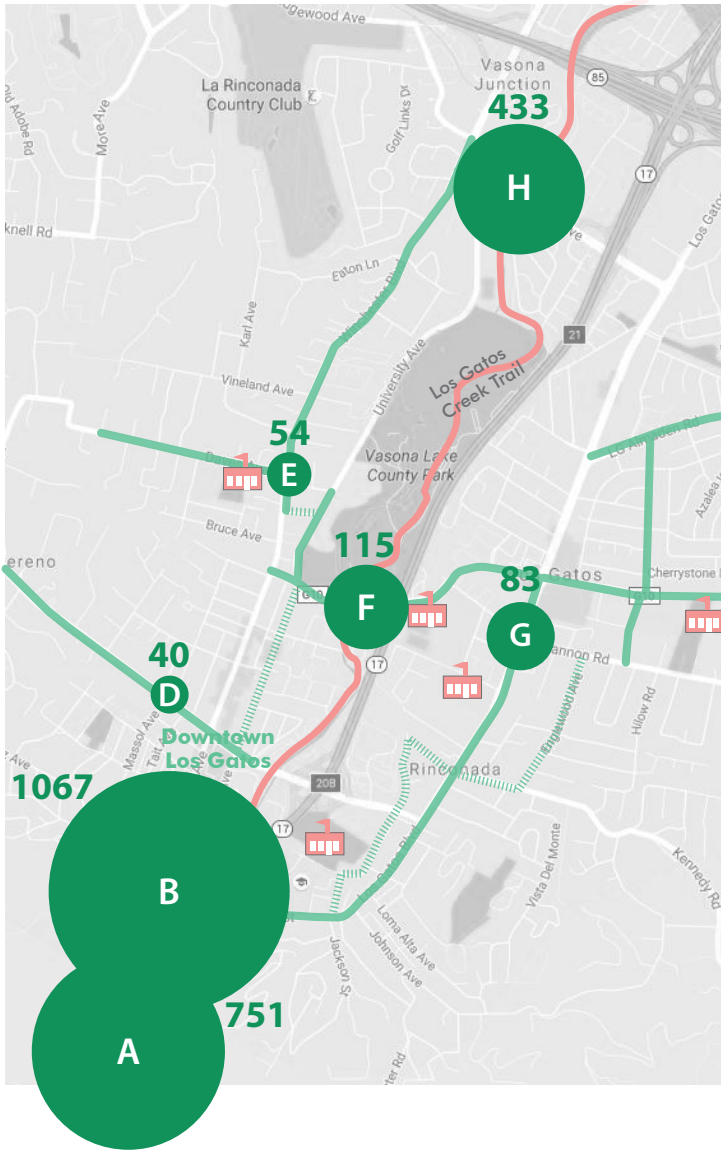


Note: No data was collected at Locations C and I

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  - School



# PEDESTRIAN COUNTS - 10 AM - NOON, SATURDAY 9/17/16



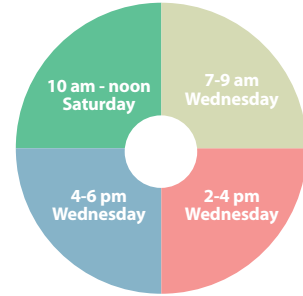
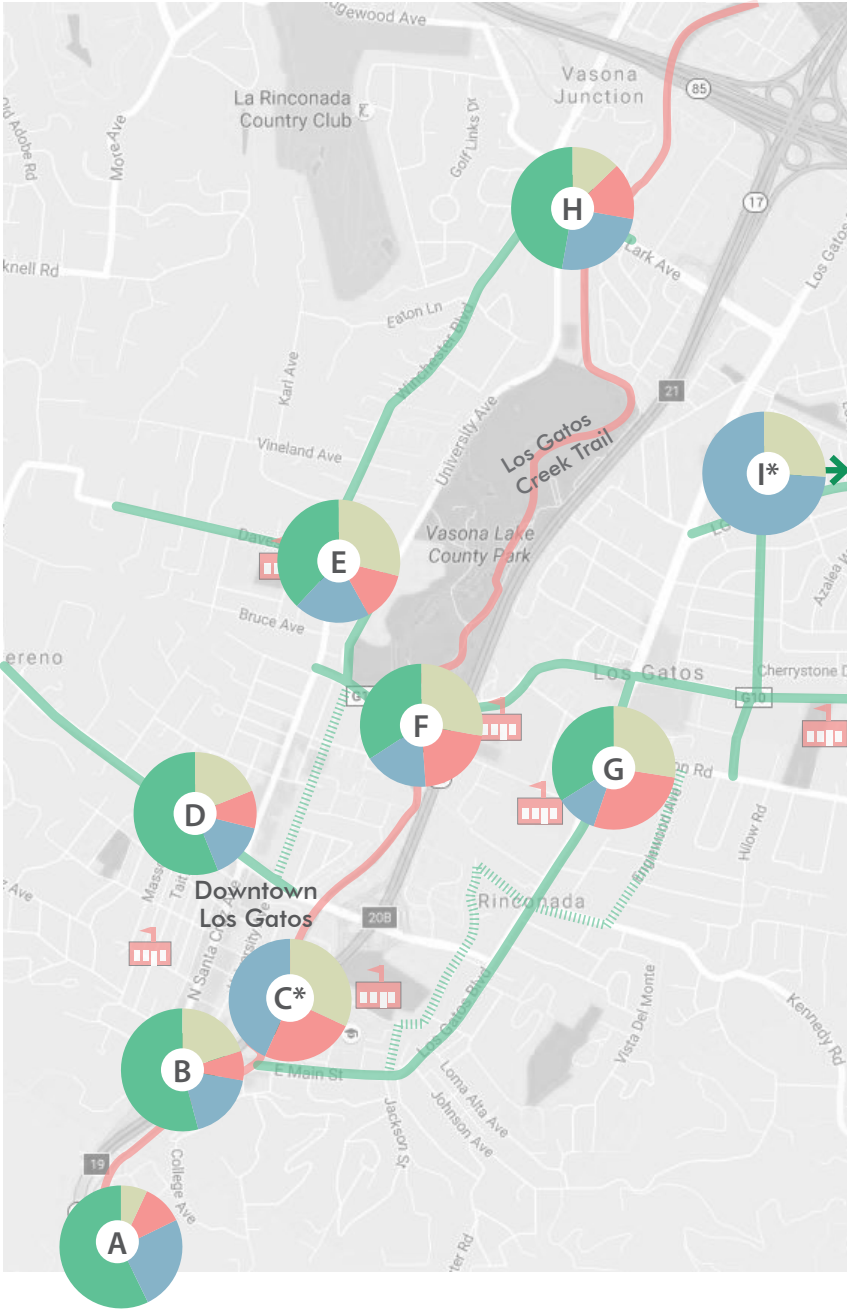
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# BICYCLE COUNTS BY TIME PERIOD AT EACH LOCATION



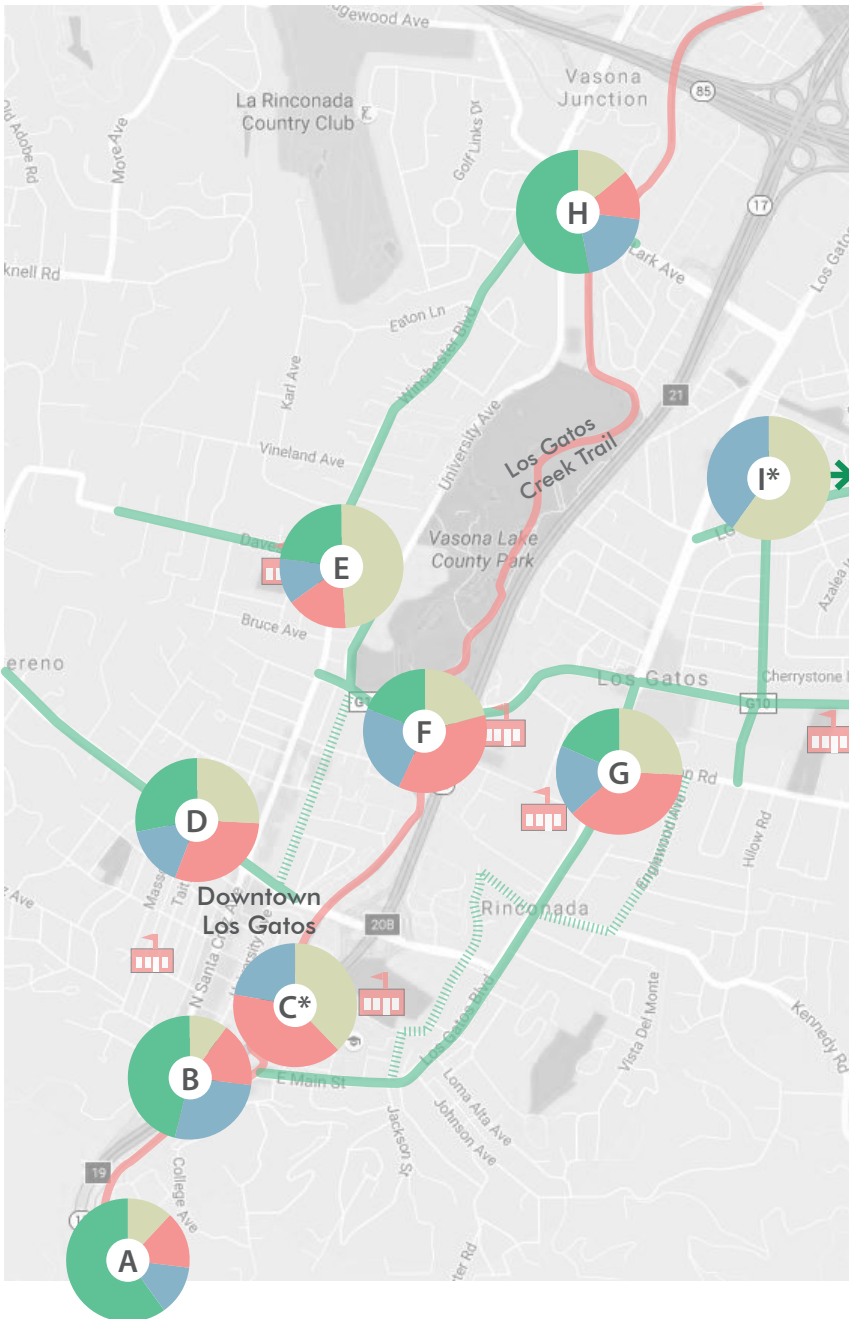
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- ⋯ Bike Route (Class III)
- School

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## PEDESTRIAN COUNTS BY TIME PERIOD AT EACH LOCATION



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# BICYCLE AND PEDESTRIAN COUNTS DATA

## Behavioral/Demographic Data

| Count Locations   | Total Bicyclists | Wrong Way Riding | % Riding Wrong Way | Sidewalk Riding | % Riding on Sidewalk | No Helmet    | % no helmet |
|-------------------|------------------|------------------|--------------------|-----------------|----------------------|--------------|-------------|
| A                 | 263              | 0                | 0                  | 0               | 0                    | 12           | 5           |
| B                 | 249              | 11               | 4                  | 39              | 16                   | 33           | 13          |
| C                 | 215              | 0                | 0                  | 0               | 0                    | 32           | 15          |
| D                 | 183              | 17               | 9                  | 42              | 23                   | 2            | 1           |
| E                 | 163              | 8                | 5                  | 44              | 27                   | 12           | 7           |
| F                 | 288              | 17               | 6                  | 27              | 9                    | 20           | 7           |
| G                 | 316              | 48               | 15                 | 101             | 32                   | 33           | 10          |
| H                 | 587              | 1                | 0                  | 1               | 0                    | 73           | 12          |
| I                 | 151              | 59               | 39                 | 90              | 60                   | 22           | 15          |
| <b>Total</b>      | <b>2415</b>      | <b>161</b>       |                    | <b>344</b>      |                      | <b>239</b>   |             |
| <b>% of Total</b> |                  | <b>6.6%</b>      |                    | <b>14.24%</b>   |                      | <b>9.89%</b> |             |

## Assessment of Bicyclist and Pedestrian Statistics

| Count Locations   | Total Bicyclists | Total Pedestrians | Children Bicyclists | % Children Bicyclists | Children Pedestrians | % Children Pedestrian |
|-------------------|------------------|-------------------|---------------------|-----------------------|----------------------|-----------------------|
| A                 | 263              | 1258              | 12                  | 5                     | 164                  | 13                    |
| B                 | 249              | 2308              | 25                  | 10                    | 194                  | 8                     |
| C                 | 215              | 618               | 52                  | 24                    | 286                  | 46                    |
| D                 | 183              | 145               | 38                  | 21                    | 13                   | 9                     |
| E                 | 163              | 235               | 31                  | 19                    | 53                   | 23                    |
| F                 | 288              | 612               | 97                  | 34                    | 330                  | 54                    |
| G                 | 316              | 554               | 152                 | 48                    | 281                  | 51                    |
| H                 | 587              | 804               | 57                  | 10                    | 17                   | 2                     |
| I                 | 151              | 167               | 104                 | 69                    | 74                   | 44                    |
| <b>Total</b>      | <b>2415</b>      | <b>6701</b>       | <b>568</b>          |                       | <b>1412</b>          |                       |
| <b>% of Total</b> |                  |                   | <b>23.52%</b>       |                       | <b>21.07%</b>        |                       |

### Assessment of Bicyclist and Pedestrian Statistics- Weekday Counts

| Count Locations   | Total Weekday Bicyclists | Total Weekday Pedestrians | Children Bicycling on weekdays | % Children Bicycling on weekdays | Children walking on weekdays | % Children walking on weekdays |
|-------------------|--------------------------|---------------------------|--------------------------------|----------------------------------|------------------------------|--------------------------------|
| A                 | 112                      | 507                       | 4                              | 4                                | 113                          | 22                             |
| B                 | 114                      | 1241                      | 12                             | 11                               | 101                          | 8                              |
| C                 | 215                      | 618                       | 52                             | 24                               | 286                          | 46                             |
| D                 | 80                       | 107                       | 27                             | 34                               | 12                           | 11                             |
| E                 | 101                      | 181                       | 30                             | 30                               | 43                           | 24                             |
| F                 | 190                      | 497                       | 92                             | 48                               | 323                          | 65                             |
| G                 | 212                      | 471                       | 139                            | 66                               | 261                          | 55                             |
| H                 | 317                      | 371                       | 27                             | 9                                | 16                           | 4                              |
| I                 | 151                      | 167                       | 104                            | 69                               | 74                           | 44                             |
| <b>Total</b>      | <b>1492</b>              | <b>4160</b>               | <b>487</b>                     |                                  | <b>1229</b>                  |                                |
| <b>% of Total</b> |                          |                           | <b>32.64%</b>                  |                                  | <b>29.54%</b>                |                                |

### Assessment of Bicyclist and Pedestrian Statistics- Weekend Counts

| Count Locations   | Total Weekend Bicyclists | Total Weekend Pedestrians | Children Bicycling on weekends | % Children Bicycling on weekends | Children Walking on weekends | % Children Walking on weekends |
|-------------------|--------------------------|---------------------------|--------------------------------|----------------------------------|------------------------------|--------------------------------|
| A                 | 151                      | 751                       | 8                              | 5                                | 51                           | 7                              |
| B                 | 135                      | 1067                      | 13                             | 10                               | 93                           | 9                              |
| *C                | 0                        | 0                         | 0                              | 0                                | 0                            | 0                              |
| D                 | 103                      | 40                        | 11                             | 11                               | 1                            | 3                              |
| E                 | 62                       | 54                        | 1                              | 2                                | 10                           | 19                             |
| F                 | 98                       | 115                       | 5                              | 5                                | 7                            | 6                              |
| G                 | 104                      | 83                        | 13                             | 13                               | 20                           | 24                             |
| H                 | 270                      | 433                       | 30                             | 11                               | 1                            | 0                              |
| *I                | 0                        | 0                         | 0                              | 0                                | 0                            | 0                              |
| <b>Total</b>      | <b>923</b>               | <b>2543</b>               | <b>81</b>                      |                                  | <b>183</b>                   |                                |
| <b>% of Total</b> |                          |                           | <b>8.78%</b>                   |                                  | <b>7.20%</b>                 |                                |

\*Count Locations C and I were not counted on Saturday, September 17th.

**Los Gatos Bicycle and Pedestrian Counts - Count Input Form**  
**Count Location A - Los Gatos Creek Trail (South of Main Street/Maple Place Entrance)**

| Count Day/Time                                  | Leaving Leg A (Northbound) |           | Leaving Leg B (Eastbound) |           | Leaving Leg C (Southbound) |            |
|---|----------------------------|-----------|---------------------------|-----------|----------------------------|------------|
|   | A1 (Ped)                   | A2 (Bike) | B1 (Ped)                  | B2 (Bike) | C1 (Ped)                   | C2 (Bike)  |
| <b>Wednesday, September 14, 2016 - 7-9am</b>    |                            |           |                           |           |                            |            |
| 7:00-7:15am                                     | 3                          | 3         | 1                         | 0         | 3                          | 0          |
| 7:15-7:30am                                     | 0                          | 2         | 2                         | 0         | 1                          | 0          |
| 7:30-7:45am                                     | 0                          | 1         | 8                         | 0         | 4                          | 3          |
| 7:45-8:00am                                     | 1                          | 0         | 3                         | 0         | 5                          | 0          |
| 8:00-8:15am                                     | 1                          | 0         | 2                         | 2         | 3                          | 0          |
| 8:15-8:30am                                     | 13                         | 1         | 11                        | 1         | 6                          | 0          |
| 8:30-8:45am                                     | 2                          | 0         | 25                        | 0         | 16                         | 0          |
| 8:45-9:00am                                     | 0                          | 0         | 27                        | 3         | 11                         | 2          |
| <b>Total - 2 hour count session (7-9am)</b>     | <b>20</b>                  | <b>7</b>  | <b>79</b>                 | <b>6</b>  | <b>49</b>                  | <b>5</b>   |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>    |                            |           |                           |           |                            |            |
| 2:00-2:15pm                                     | 2                          | 4         | 12                        | 0         | 4                          | 1          |
| 2:15-2:30pm                                     | 2                          | 1         | 10                        | 2         | 0                          | 1          |
| 2:30-2:45pm                                     | 3                          | 1         | 9                         | 0         | 2                          | 1          |
| 2:45-3:00pm                                     | 5                          | 0         | 44                        | 1         | 1                          | 0          |
| 3:00-3:15pm                                     | 7                          | 1         | 12                        | 3         | 1                          | 1          |
| 3:15-3:30pm                                     | 3                          | 3         | 16                        | 0         | 1                          | 1          |
| 3:30-3:45pm                                     | 31                         | 0         | 9                         | 1         | 5                          | 3          |
| 3:45-4:00pm                                     | 7                          | 0         | 5                         | 2         | 1                          | 2          |
| <b>Total - 2 hour count session (2-4pm)</b>     | <b>60</b>                  | <b>10</b> | <b>117</b>                | <b>9</b>  | <b>15</b>                  | <b>10</b>  |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>    |                            |           |                           |           |                            |            |
| 4:00-4:15pm                                     | 2                          | 2         | 12                        | 1         | 1                          | 1          |
| 4:15-4:30pm                                     | 3                          | 5         | 12                        | 3         | 8                          | 1          |
| 4:30-4:45pm                                     | 2                          | 0         | 5                         | 1         | 5                          | 1          |
| 4:45-5:00pm                                     | 1                          | 2         | 13                        | 2         | 6                          | 4          |
| 5:00-5:15pm                                     | 6                          | 5         | 13                        | 1         | 1                          | 6          |
| 5:15-5:30pm                                     | 1                          | 2         | 25                        | 5         | 10                         | 3          |
| 5:30-5:45pm                                     | 2                          | 5         | 7                         | 0         | 8                          | 6          |
| 5:45-6:00pm                                     | 5                          | 1         | 15                        | 1         | 4                          | 7          |
| <b>Total - 2 hour count session (4-6pm)</b>     | <b>22</b>                  | <b>22</b> | <b>102</b>                | <b>14</b> | <b>43</b>                  | <b>29</b>  |
| <b>Saturday, September 17, 2016 - 10am-Noon</b> |                            |           |                           |           |                            |            |
| 10:00-10:15am                                   | 70                         | 6         | 36                        | 3         | 42                         | 11         |
| 10:15-10:30am                                   | 22                         | 5         | 37                        | 3         | 47                         | 7          |
| 10:30-10:45am                                   | 14                         | 2         | 25                        | 2         | 54                         | 9          |
| 10:45-11:00am                                   | 19                         | 1         | 38                        | 2         | 61                         | 11         |
| 11:00-11:15am                                   | 24                         | 4         | 19                        | 12        | 41                         | 13         |
| 11:15-11:30am                                   | 23                         | 19        | 23                        | 1         | 30                         | 5          |
| 11:30-11:45am                                   | 13                         | 5         | 33                        | 5         | 22                         | 9          |
| 11:45am-12:00 noon                              | 10                         | 10        | 22                        | 4         | 26                         | 2          |
| <b>Total - 2 hour count session (10am-Noon)</b> | <b>195</b>                 | <b>52</b> | <b>233</b>                | <b>32</b> | <b>323</b>                 | <b>67</b>  |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>         | <b>297</b>                 | <b>91</b> | <b>531</b>                | <b>61</b> | <b>430</b>                 | <b>111</b> |

| Count Day/Time                                  | Leaving Leg D (Westbound) |                 | Total -<br>Count Legs | Leg E - Behavior/Demographics Assessed (All Directions) |                    |                  |           |            |
|---|---------------------------|-----------------|-----------------------|---|--------------------|------------------|-----------|------------|
|   | D1 (Ped)                  | D2 (Bike)       |                       | E1  | E2                 | E3               | E4        | E5         |
|   | Wrong Way Riding          | Sidewalk Riding |                       | No Helmet   | Children Bicycling | Children Walking |           |            |
| <b>Wednesday, September 14, 2016 - 7-9am</b>    |                           |                 |                       |   |                    |                  |           |            |
| 7:00-7:15am                                     | X                         | X               | 10                    | 0   | 0                  | 2                | 0         | 0          |
| 7:15-7:30am                                     | X                         | X               | 5                     | 0   | 0                  | 0                | 0         | 0          |
| 7:30-7:45am                                     | X                         | X               | 16                    | 0   | 0                  | 0                | 0         | 0          |
| 7:45-8:00am                                     | X                         | X               | 9                     | 0   | 0                  | 0                | 0         | 0          |
| 8:00-8:15am                                     | X                         | X               | 8                     | 0   | 0                  | 0                | 0         | 0          |
| 8:15-8:30am                                     | X                         | X               | 32                    | 0   | 0                  | 0                | 0         | 0          |
| 8:30-8:45am                                     | X                         | X               | 43                    | 0   | 0                  | 0                | 0         | 0          |
| 8:45-9:00am                                     | X                         | X               | 43                    | 0   | 0                  | 0                | 0         | 0          |
| <b>Total - 2 hour count session (7-9am)</b>     | <b>0</b>                  | <b>0</b>        | <b>166</b>            | <b>0</b>  | <b>0</b>           | <b>2</b>         | <b>0</b>  | <b>0</b>   |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>    |                           |                 |                       |   |                    |                  |           |            |
| 2:00-2:15pm                                     | X                         | X               | 23                    | 0   | 0                  | 0                | 0         | 0          |
| 2:15-2:30pm                                     | X                         | X               | 16                    | 0   | 0                  | 0                | 0         | 3          |
| 2:30-2:45pm                                     | X                         | X               | 16                    | 0   | 0                  | 1                | 0         | 4          |
| 2:45-3:00pm                                     | X                         | X               | 51                    | 0   | 0                  | 1                | 0         | 41         |
| 3:00-3:15pm                                     | X                         | X               | 25                    | 0   | 0                  | 0                | 0         | 11         |
| 3:15-3:30pm                                     | X                         | X               | 24                    | 0   | 0                  | 0                | 1         | 6          |
| 3:30-3:45pm                                     | X                         | X               | 49                    | 0   | 0                  | 0                | 0         | 32         |
| 3:45-4:00pm                                     | X                         | X               | 17                    | 0   | 0                  | 0                | 0         | 4          |
| <b>Total - 2 hour count session (2-4pm)</b>     | <b>0</b>                  | <b>0</b>        | <b>221</b>            | <b>0</b>  | <b>0</b>           | <b>2</b>         | <b>1</b>  | <b>101</b> |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>    |                           |                 |                       |   |                    |                  |           |            |
| 4:00-4:15pm                                     | X                         | X               | 19                    | 0   | 0                  | 0                | 0         | 3          |
| 4:15-4:30pm                                     | X                         | X               | 32                    | 0   | 0                  | 0                | 1         | 4          |
| 4:30-4:45pm                                     | X                         | X               | 14                    | 0   | 0                  | 0                | 1         | 2          |
| 4:45-5:00pm                                     | X                         | X               | 28                    | 0   | 0                  | 0                | 1         | 0          |
| 5:00-5:15pm                                     | X                         | X               | 32                    | 0   | 0                  | 1                | 0         | 0          |
| 5:15-5:30pm                                     | X                         | X               | 46                    | 0   | 0                  | 0                | 0         | 0          |
| 5:30-5:45pm                                     | X                         | X               | 28                    | 0   | 0                  | 2                | 0         | 2          |
| 5:45-6:00pm                                     | X                         | X               | 33                    | 0   | 0                  | 0                | 0         | 1          |
| <b>Total - 2 hour count session (4-6pm)</b>     | <b>0</b>                  | <b>0</b>        | <b>232</b>            | <b>0</b>  | <b>0</b>           | <b>3</b>         | <b>3</b>  | <b>12</b>  |
| <b>Saturday, September 17, 2016 - 10am-Noon</b> |                           |                 |                       |   |                    |                  |           |            |
| 10:00-10:15am                                   | X                         | X               | 168                   | 0   | 0                  | 0                | 0         | 10         |
| 10:15-10:30am                                   | X                         | X               | 121                   | 0   | 0                  | 3                | 0         | 15         |
| 10:30-10:45am                                   | X                         | X               | 106                   | 0   | 0                  | 1                | 0         | 4          |
| 10:45-11:00am                                   | X                         | X               | 132                   | 0   | 0                  | 1                | 1         | 8          |
| 11:00-11:15am                                   | X                         | X               | 113                   | 0   | 0                  | 0                | 3         | 3          |
| 11:15-11:30am                                   | X                         | X               | 101                   | 0   | 0                  | 0                | 2         | 3          |
| 11:30-11:45am                                   | X                         | X               | 87                    | 0   | 0                  | 0                | 2         | 1          |
| 11:45am-12:00 noon                              | X                         | X               | 74                    | 0   | 0                  | 0                | 0         | 7          |
| <b>Total - 2 hour count session (10am-Noon)</b> | <b>0</b>                  | <b>0</b>        | <b>902</b>            | <b>0</b>  | <b>0</b>           | <b>5</b>         | <b>8</b>  | <b>51</b>  |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>         | <b>0</b>                  | <b>0</b>        | <b>1521</b>           | <b>0</b>  | <b>0</b>           | <b>12</b>        | <b>12</b> | <b>164</b> |

**Los Gatos Bicycle and Pedestrian Counts - Count Input Form**  
**Count Location B - Santa Cruz Avenue and Main Street**

| Count Day/Time                                  | Leaving Leg A (Northbound) |           |            |            | Leaving Leg B (Eastbound) |           |            |           | Leaving Leg C (Southbound) |           |             |           | Leaving Leg D (Westbound) |                  |                 |           | Leg E - Behavior/Demographics Assessed (All Directions) |                  |  |  |  |
|---|----------------------------|-----------|------------|------------|---------------------------|-----------|------------|-----------|----------------------------|-----------|-------------|-----------|---------------------------|------------------|-----------------|-----------|---|------------------|--|--|--|
|   | A1 (Ped)                   | A2 (Bike) | B1 (Ped)   | B2 (Bike)  | C1 (Ped)                  | C2 (Bike) | D1 (Ped)   | D2 (Bike) | E1                         | E2        | E3          | E4        | E5                        | Wrong Way Riding | Sidewalk Riding | No Helmet | Children Bicycling                                      | Children Walking |  |  |  |
| <b>Wednesday, September 14, 2016 - 7-9am</b>    |                            |           |            |            |                           |           |            |           |                            |           |             |           |                           |                  |                 |           |   |                  |  |  |  |
| 7:00-7:15am                                     | 8                          | 0         | 5          | 4          | 2                         | 0         | 0          | 0         | 1                          | 0         | 0           | 0         | 0                         | 0                | 0               | 0         | 0   | 0                |  |  |  |
| 7:15-7:30am                                     | 10                         | 0         | 11         | 11         | 2                         | 0         | 0          | 0         | 2                          | 0         | 0           | 0         | 0                         | 0                | 0               | 0         | 1   | 0                |  |  |  |
| 7:30-7:45am                                     | 1                          | 0         | 13         | 6          | 2                         | 1         | 1          | 0         | 3                          | 0         | 0           | 0         | 0                         | 1                | 1               | 1         | 1   | 0                |  |  |  |
| 7:45-8:00am                                     | 3                          | 0         | 10         | 4          | 1                         | 0         | 0          | 0         | 6                          | 0         | 0           | 0         | 0                         | 2                | 3               | 0         | 3   | 5                |  |  |  |
| 8:00-8:15am                                     | 10                         | 0         | 19         | 0          | 1                         | 0         | 0          | 0         | 7                          | 3         | 3           | 3         | 40                        | 1                | 2               | 1         | 2   | 1                |  |  |  |
| 8:15-8:30am                                     | 13                         | 2         | 6          | 0          | 6                         | 1         | 1          | 1         | 5                          | 1         | 34          | 2         | 0                         | 0                | 0               | 0         | 0   | 2                |  |  |  |
| 8:30-8:45am                                     | 16                         | 5         | 8          | 3          | 8                         | 1         | 11         | 3         | 11                         | 3         | 55          | 2         | 2                         | 2                | 2               | 0         | 1   | 2                |  |  |  |
| 8:45-9:00am                                     | 14                         | 3         | 13         | 1          | 5                         | 1         | 1          | 0         | 1                          | 0         | 47          | 1         | 1                         | 2                | 2               | 1         | 0   | 1                |  |  |  |
| <b>Total - 2 hour count session (7-9am)</b>     | <b>75</b>                  | <b>10</b> | <b>85</b>  | <b>29</b>  | <b>27</b>                 | <b>4</b>  | <b>45</b>  | <b>7</b>  | <b>45</b>                  | <b>7</b>  | <b>282</b>  | <b>7</b>  | <b>10</b>                 | <b>3</b>         | <b>8</b>        | <b>8</b>  | <b>11</b>   |                  |  |  |  |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>    |                            |           |            |            |                           |           |            |           |                            |           |             |           |                           |                  |                 |           |   |                  |  |  |  |
| 2:00-2:15pm                                     | 20                         | 0         | 2          | 1          | 10                        | 0         | 17         | 1         | 16                         | 0         | 60          | 0         | 0                         | 0                | 0               | 0         | 0   | 0                |  |  |  |
| 2:15-2:30pm                                     | 21                         | 0         | 4          | 2          | 16                        | 1         | 16         | 0         | 4                          | 0         | 60          | 0         | 0                         | 0                | 0               | 0         | 0   | 3                |  |  |  |
| 2:30-2:45pm                                     | 14                         | 1         | 7          | 3          | 20                        | 0         | 4          | 0         | 4                          | 0         | 49          | 3         | 0                         | 1                | 0               | 0         | 0   | 0                |  |  |  |
| 2:45-3:00pm                                     | 9                          | 3         | 9          | 1          | 8                         | 2         | 27         | 0         | 8                          | 2         | 59          | 0         | 0                         | 0                | 0               | 2         | 2   | 6                |  |  |  |
| 3:00-3:15pm                                     | 7                          | 0         | 12         | 0          | 11                        | 0         | 14         | 2         | 9                          | 0         | 46          | 0         | 0                         | 0                | 0               | 1         | 4   | 4                |  |  |  |
| 3:15-3:30pm                                     | 12                         | 0         | 19         | 0          | 9                         | 0         | 16         | 0         | 16                         | 0         | 56          | 1         | 0                         | 0                | 0               | 0         | 0   | 12               |  |  |  |
| 3:30-3:45pm                                     | 11                         | 1         | 4          | 0          | 12                        | 1         | 6          | 0         | 6                          | 0         | 35          | 0         | 0                         | 0                | 0               | 0         | 0   | 5                |  |  |  |
| 3:45-4:00pm                                     | 23                         | 0         | 15         | 0          | 9                         | 0         | 1          | 0         | 1                          | 0         | 48          | 0         | 0                         | 0                | 0               | 0         | 0   | 9                |  |  |  |
| <b>Total - 2 hour count session (2-4pm)</b>     | <b>117</b>                 | <b>5</b>  | <b>72</b>  | <b>7</b>   | <b>95</b>                 | <b>4</b>  | <b>101</b> | <b>3</b>  | <b>101</b>                 | <b>3</b>  | <b>404</b>  | <b>2</b>  | <b>3</b>                  | <b>0</b>         | <b>0</b>        | <b>3</b>  | <b>3</b>  | <b>39</b>        |  |  |  |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>    |                            |           |            |            |                           |           |            |           |                            |           |             |           |                           |                  |                 |           |   |                  |  |  |  |
| 4:00-4:15pm                                     | 28                         | 1         | 16         | 5          | 9                         | 0         | 20         | 2         | 15                         | 0         | 81          | 1         | 4                         | 1                | 0               | 0         | 0   | 4                |  |  |  |
| 4:15-4:30pm                                     | 33                         | 0         | 19         | 4          | 9                         | 0         | 3          | 0         | 3                          | 0         | 68          | 0         | 0                         | 0                | 0               | 0         | 0   | 2                |  |  |  |
| 4:30-4:45pm                                     | 40                         | 4         | 26         | 1          | 11                        | 0         | 15         | 0         | 15                         | 0         | 97          | 0         | 0                         | 0                | 1               | 1         | 1   | 13               |  |  |  |
| 4:45-5:00pm                                     | 22                         | 1         | 17         | 4          | 16                        | 0         | 18         | 2         | 18                         | 2         | 80          | 0         | 1                         | 1                | 2               | 0         | 0   | 4                |  |  |  |
| 5:00-5:15pm                                     | 24                         | 1         | 16         | 0          | 21                        | 1         | 15         | 1         | 17                         | 1         | 79          | 0         | 0                         | 0                | 0               | 0         | 0   | 6                |  |  |  |
| 5:15-5:30pm                                     | 36                         | 4         | 9          | 3          | 19                        | 0         | 17         | 1         | 17                         | 0         | 89          | 0         | 2                         | 2                | 0               | 0         | 0   | 11               |  |  |  |
| 5:30-5:45pm                                     | 29                         | 1         | 16         | 2          | 11                        | 2         | 18         | 1         | 9                          | 2         | 80          | 0         | 1                         | 1                | 2               | 0         | 0   | 8                |  |  |  |
| 5:45-6:00pm                                     | 31                         | 0         | 31         | 1          | 20                        | 1         | 9          | 2         | 9                          | 2         | 95          | 1         | 1                         | 1                | 1               | 0         | 0   | 3                |  |  |  |
| <b>Total - 2 hour count session (4-6pm)</b>     | <b>243</b>                 | <b>12</b> | <b>150</b> | <b>20</b>  | <b>116</b>                | <b>4</b>  | <b>115</b> | <b>9</b>  | <b>115</b>                 | <b>9</b>  | <b>669</b>  | <b>2</b>  | <b>8</b>                  | <b>7</b>         | <b>1</b>        | <b>1</b>  | <b>0</b>  | <b>51</b>        |  |  |  |
| <b>Saturday, September 17, 2016 - 10am-Noon</b> |                            |           |            |            |                           |           |            |           |                            |           |             |           |                           |                  |                 |           |   |                  |  |  |  |
| 10:00-10:15am                                   | 39                         | 3         | 22         | 14         | 7                         | 0         | 10         | 7         | 10                         | 0         | 102         | 0         | 1                         | 2                | 0               | 0         | 0   | 6                |  |  |  |
| 10:15-10:30am                                   | 48                         | 7         | 48         | 8          | 12                        | 0         | 11         | 0         | 11                         | 0         | 134         | 0         | 0                         | 0                | 0               | 2         | 2   | 8                |  |  |  |
| 10:30-10:45am                                   | 35                         | 3         | 50         | 10         | 25                        | 0         | 18         | 0         | 18                         | 0         | 141         | 0         | 2                         | 2                | 1               | 1         | 1   | 4                |  |  |  |
| 10:45-11:00am                                   | 48                         | 0         | 21         | 5          | 20                        | 2         | 24         | 4         | 24                         | 3         | 124         | 0         | 3                         | 3                | 3               | 4         | 4   | 1                |  |  |  |
| 11:00-11:15am                                   | 63                         | 7         | 52         | 8          | 25                        | 1         | 15         | 4         | 15                         | 4         | 154         | 0         | 4                         | 4                | 4               | 4         | 4   | 14               |  |  |  |
| 11:15-11:30am                                   | 78                         | 11        | 44         | 6          | 25                        | 0         | 10         | 6         | 10                         | 6         | 180         | 0         | 3                         | 3                | 6               | 0         | 0   | 17               |  |  |  |
| 11:30-11:45am                                   | 65                         | 3         | 43         | 10         | 32                        | 1         | 22         | 1         | 22                         | 1         | 177         | 0         | 1                         | 4                | 3               | 0         | 0   | 20               |  |  |  |
| 11:45am-12:00 noon                              | 75                         | 9         | 44         | 6          | 31                        | 4         | 25         | 0         | 25                         | 4         | 190         | 0         | 0                         | 0                | 4               | 2         | 2   | 23               |  |  |  |
| <b>Total - 2 hour count session (10am-Noon)</b> | <b>451</b>                 | <b>43</b> | <b>304</b> | <b>67</b>  | <b>177</b>                | <b>4</b>  | <b>135</b> | <b>21</b> | <b>135</b>                 | <b>21</b> | <b>1202</b> | <b>0</b>  | <b>18</b>                 | <b>23</b>        | <b>4</b>        | <b>2</b>  | <b>13</b>   | <b>93</b>        |  |  |  |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>         |                            |           |            |            |                           |           |            |           |                            |           |             |           |                           |                  |                 |           |   |                  |  |  |  |
|   | <b>886</b>                 | <b>70</b> | <b>611</b> | <b>123</b> | <b>415</b>                | <b>16</b> | <b>396</b> | <b>40</b> | <b>396</b>                 | <b>40</b> | <b>2557</b> | <b>11</b> | <b>39</b>                 | <b>33</b>        | <b>25</b>       | <b>25</b> | <b>194</b>  |                  |  |  |  |

| Los Gatos Bicycle and Pedestrian Counts - Count Input Form   |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
|--|----------------------------|---------------------------|----------------------------|---------------------------|--------------------|-----------|------------|-----------|-----------|------------|------------------|-----------------|-----------|--------------------|------------------|
| Count Location C - Los Gatos Creek Trail (Between the two bike/ped bridges at the end of Lundy Lane) |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| Count Day/Time   | Leaving Leg A (Northbound) | Leaving Leg B (Eastbound) | Leaving Leg C (Southbound) | Leaving Leg D (Westbound) | Total - Count Legs | E1        | E2         | E3        | E4        | E5         | Wrong Way Riding | Sidewalk Riding | No Helmet | Children Bicycling | Children Walking |
|  | A1 (Ped)                   | A2 (Bike)                 | C1 (Ped)                   | C2 (Bike)                 | D1 (Ped)           | D2 (Bike) | B1 (Ped)   | B2 (Bike) | C3 (Bike) | D3 (Bike)  |                  |                 |           |                    |                  |
| <b>Wednesday, September 14, 2016 - 7-9am</b>   |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 7:00-7:15am  | 2                          | 3                         | X                          | X                         | 1                  | 0         | 2          | 1         | X         | 1          | 0                | 0               | 0         | 0                  | 0                |
| 7:15-7:30am  | 2                          | 4                         | X                          | X                         | 0                  | 1         | 5          | 0         | X         | 3          | 1                | 0               | 1         | 0                  | 0                |
| 7:30-7:45am  | 6                          | 0                         | X                          | X                         | 12                 | 0         | 12         | 0         | X         | 1          | 0                | 0               | 0         | 0                  | 0                |
| 7:45-8:00am  | 7                          | 0                         | X                          | X                         | 58                 | 11        | 58         | 11        | X         | 4          | 1                | 0               | 3         | 1                  | 0                |
| 8:00-8:15am  | 4                          | 1                         | X                          | X                         | 64                 | 17        | 64         | 17        | X         | 3          | 3                | 0               | 2         | 0                  | 64               |
| 8:15-8:30am  | 12                         | 1                         | X                          | X                         | 3                  | 3         | 3          | 3         | X         | 6          | 1                | 0               | 0         | 0                  | 0                |
| 8:30-8:45am  | 8                          | 2                         | X                          | X                         | 11                 | 1         | 11         | 1         | X         | 6          | 1                | 0               | 1         | 0                  | 0                |
| 8:45-9:00am  | 2                          | 2                         | X                          | X                         | 5                  | 3         | 5          | 3         | X         | 7          | 1                | 0               | 1         | 0                  | 0                |
| <b>Total - 2 hour count session (7-9am)</b>  | <b>43</b>                  | <b>11</b>                 | <b>0</b>                   | <b>0</b>                  | <b>160</b>         | <b>37</b> | <b>160</b> | <b>37</b> | <b>0</b>  | <b>31</b>  | <b>8</b>         | <b>0</b>        | <b>8</b>  | <b>2</b>           | <b>64</b>        |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>   |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 2:00-2:15pm  | 2                          | 6                         | X                          | X                         | 0                  | 1         | 0          | 1         | X         | 4          | 1                | 0               | 2         | 3                  | 2                |
| 2:15-2:30pm  | 8                          | 9                         | X                          | X                         | 2                  | 3         | 10         | 3         | X         | 82         | 8                | 0               | 4         | 11                 | 84               |
| 2:30-2:45pm  | 2                          | 2                         | X                          | X                         | 6                  | 2         | 6          | 2         | X         | 12         | 1                | 0               | 1         | 2                  | 3                |
| 2:45-3:00pm  | 6                          | 2                         | X                          | X                         | 1                  | 1         | 3          | 1         | X         | 32         | 1                | 0               | 1         | 2                  | 33               |
| 3:00-3:15pm  | 7                          | 7                         | X                          | X                         | 3                  | 3         | 3          | 3         | X         | 0          | 2                | 0               | 0         | 7                  | 0                |
| 3:15-3:30pm  | 0                          | 5                         | X                          | X                         | 21                 | 1         | 21         | 1         | X         | 13         | 4                | 0               | 1         | 2                  | 31               |
| 3:30-3:45pm  | 2                          | 5                         | X                          | X                         | 25                 | 5         | 25         | 5         | X         | 9          | 2                | 0               | 1         | 1                  | 11               |
| 3:45-4:00pm  | 4                          | 6                         | X                          | X                         | 5                  | 2         | 5          | 2         | X         | 9          | 5                | 0               | 2         | 10                 | 9                |
| <b>Total - 2 hour count session (2-4pm)</b>  | <b>26</b>                  | <b>42</b>                 | <b>0</b>                   | <b>0</b>                  | <b>63</b>          | <b>18</b> | <b>63</b>  | <b>18</b> | <b>0</b>  | <b>157</b> | <b>24</b>        | <b>0</b>        | <b>12</b> | <b>36</b>          | <b>173</b>       |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>   |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 4:00-4:15pm  | 3                          | 3                         | X                          | X                         | 5                  | 2         | 5          | 2         | X         | 6          | 3                | 0               | 3         | 4                  | 6                |
| 4:15-4:30pm  | 2                          | 6                         | X                          | X                         | 10                 | 9         | 10         | 9         | X         | 4          | 1                | 0               | 2         | 5                  | 7                |
| 4:30-4:45pm  | 5                          | 2                         | X                          | X                         | 3                  | 2         | 3          | 2         | X         | 1          | 1                | 0               | 1         | 0                  | 3                |
| 4:45-5:00pm  | 5                          | 4                         | X                          | X                         | 10                 | 10        | 10         | 10        | X         | 4          | 1                | 0               | 0         | 1                  | 10               |
| 5:00-5:15pm  | 3                          | 3                         | X                          | X                         | 3                  | 5         | 3          | 5         | X         | 12         | 1                | 0               | 1         | 3                  | 6                |
| 5:15-5:30pm  | 5                          | 3                         | X                          | X                         | 9                  | 9         | 9          | 9         | X         | 4          | 4                | 0               | 1         | 0                  | 5                |
| 5:30-5:45pm  | 4                          | 4                         | X                          | X                         | 7                  | 9         | 7          | 9         | X         | 3          | 2                | 0               | 2         | 0                  | 4                |
| 5:45-6:00pm  | 11                         | 4                         | X                          | X                         | 7                  | 9         | 7          | 9         | X         | 9          | 2                | 0               | 2         | 1                  | 8                |
| <b>Total - 2 hour count session (4-6pm)</b>  | <b>38</b>                  | <b>31</b>                 | <b>0</b>                   | <b>0</b>                  | <b>56</b>          | <b>31</b> | <b>56</b>  | <b>31</b> | <b>0</b>  | <b>44</b>  | <b>13</b>        | <b>0</b>        | <b>12</b> | <b>14</b>          | <b>49</b>        |
| <b>Saturday, September 17, 2016 - 10am-Noon</b>  |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 10:00-10:15am  |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 10:15-10:30am  |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 10:30-10:45am  |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 10:45-11:00am  |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 11:00-11:15am  |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 11:15-11:30am  |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 11:30-11:45am  |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| 11:45am-12:00 noon   |                            |                           |                            |                           |                    |           |            |           |           |            |                  |                 |           |                    |                  |
| <b>Total - 2 hour count session (10am-Noon)</b>  | <b>0</b>                   | <b>0</b>                  | <b>0</b>                   | <b>0</b>                  | <b>0</b>           | <b>0</b>  | <b>0</b>   | <b>0</b>  | <b>0</b>  | <b>0</b>   | <b>0</b>         | <b>0</b>        | <b>0</b>  | <b>0</b>           | <b>0</b>         |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>  | <b>107</b>                 | <b>84</b>                 | <b>0</b>                   | <b>0</b>                  | <b>279</b>         | <b>86</b> | <b>279</b> | <b>86</b> | <b>0</b>  | <b>232</b> | <b>45</b>        | <b>0</b>        | <b>32</b> | <b>52</b>          | <b>266</b>       |



| Los Gatos Bicycle and Pedestrian Counts - Count Input Form              |                            |           |                           |           |                            |           |                           |           |            |                           |   |                    |                             |                           |
|---|----------------------------|-----------|---------------------------|-----------|----------------------------|-----------|---------------------------|-----------|------------|---------------------------|---|--------------------|-----------------------------|---------------------------|
| Count Location D - Los Gatos-Saratoga Road (Highway 9) at Massol Avenue |                            |           |                           |           |                            |           |                           |           |            |                           |   |                    |                             |                           |
| Count Day/Time  | Leaving Leg A (Northbound) |           | Leaving Leg B (Eastbound) |           | Leaving Leg C (Southbound) |           | Leaving Leg D (Westbound) |           | Total -    |                           | Leg E - Behavior/Demographics Assessed (All Directions) |                    |                             |                           |
|   | A1 (Ped)                   | A2 (Bike) | B1 (Ped)                  | B2 (Bike) | C1 (Ped)                   | C2 (Bike) | D1 (Ped)                  | D2 (Bike) | Count Legs | E1<br>Wrong Way<br>Riding | E2<br>Sidewalk<br>Riding                                | E3<br>No<br>Helmet | E4<br>Children<br>Bicycling | E5<br>Children<br>Walking |
| <b>Wednesday, September 14, 2016 - 7-9am</b>                            |                            |           |                           |           |                            |           |                           |           |            |                           |   |                    |                             |                           |
| 7:00-7:15am   | X                          | X         | 0                         | 0         | 0                          | 0         | 0                         | 0         | 1          | 1                         | 0   | 0                  | 0                           | 0                         |
| 7:15-7:30am   | X                          | X         | 1                         | 1         | 0                          | 0         | 0                         | 0         | 1          | 3                         | 1   | 0                  | 1                           | 0                         |
| 7:30-7:45am   | X                          | X         | 1                         | 1         | 2                          | 1         | 0                         | 0         | 0          | 5                         | 2   | 0                  | 2                           | 1                         |
| 7:45-8:00am   | X                          | X         | 8                         | 2         | 0                          | 0         | 0                         | 0         | 11         | 11                        | 2   | 0                  | 2                           | 5                         |
| 8:00-8:15am   | X                          | X         | 2                         | 10        | 1                          | 0         | 2                         | 3         | 18         | 9                         | 12  | 0                  | 10                          | 0                         |
| 8:15-8:30am   | X                          | X         | 2                         | 1         | 3                          | 2         | 1                         | 1         | 10         | 1                         | 1   | 0                  | 0                           | 2                         |
| 8:30-8:45am   | X                          | X         | 2                         | 1         | 0                          | 0         | 1                         | 5         | 9          | 0                         | 3   | 0                  | 2                           | 0                         |
| 8:45-9:00am   | X                          | X         | 0                         | 0         | 7                          | 0         | 4                         | 3         | 14         | 0                         | 0   | 0                  | 0                           | 3                         |
| <b>Total - 2 hour count session (7-9am)</b>                             | <b>0</b>                   | <b>0</b>  | <b>16</b>                 | <b>16</b> | <b>13</b>                  | <b>3</b>  | <b>8</b>                  | <b>15</b> | <b>71</b>  | <b>13</b>                 | <b>21</b>   | <b>0</b>           | <b>17</b>                   | <b>11</b>                 |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>                            |                            |           |                           |           |                            |           |                           |           |            |                           |   |                    |                             |                           |
| 2:00-2:15pm   | X                          | X         | 0                         | 2         | 4                          | 0         | 2                         | 0         | 8          | 0                         | 0   | 0                  | 0                           | 0                         |
| 2:15-2:30pm   | X                          | X         | 3                         | 0         | 0                          | 0         | 0                         | 1         | 4          | 1                         | 1   | 1                  | 1                           | 0                         |
| 2:30-2:45pm   | X                          | X         | 0                         | 1         | 0                          | 0         | 0                         | 0         | 1          | 0                         | 0   | 0                  | 0                           | 0                         |
| 2:45-3:00pm   | X                          | X         | 0                         | 0         | 0                          | 1         | 0                         | 0         | 3          | 0                         | 0   | 0                  | 0                           | 0                         |
| 3:00-3:15pm   | X                          | X         | 16                        | 1         | 0                          | 0         | 0                         | 3         | 20         | 0                         | 0   | 0                  | 0                           | 0                         |
| 3:15-3:30pm   | X                          | X         | 5                         | 0         | 2                          | 5         | 1                         | 1         | 14         | 0                         | 5   | 0                  | 5                           | 0                         |
| 3:30-3:45pm   | X                          | X         | 0                         | 0         | 5                          | 0         | 3                         | 1         | 9          | 0                         | 0   | 0                  | 0                           | 0                         |
| 3:45-4:00pm   | X                          | X         | 1                         | 0         | 0                          | 2         | 0                         | 0         | 3          | 0                         | 1   | 0                  | 0                           | 0                         |
| <b>Total - 2 hour count session (2-4pm)</b>                             | <b>0</b>                   | <b>0</b>  | <b>27</b>                 | <b>4</b>  | <b>11</b>                  | <b>8</b>  | <b>6</b>                  | <b>6</b>  | <b>62</b>  | <b>1</b>                  | <b>7</b>  | <b>1</b>           | <b>6</b>                    | <b>0</b>                  |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>                            |                            |           |                           |           |                            |           |                           |           |            |                           |   |                    |                             |                           |
| 4:00-4:15pm   | X                          | X         | 1                         | 1         | 1                          | 0         | 1                         | 2         | 6          | 0                         | 0   | 0                  | 0                           | 1                         |
| 4:15-4:30pm   | X                          | X         | 0                         | 3         | 1                          | 0         | 0                         | 1         | 5          | 0                         | 0   | 0                  | 0                           | 0                         |
| 4:30-4:45pm   | X                          | X         | 0                         | 0         | 2                          | 0         | 1                         | 3         | 6          | 0                         | 0   | 0                  | 0                           | 0                         |
| 4:45-5:00pm   | X                          | X         | 0                         | 1         | 0                          | 2         | 0                         | 0         | 3          | 0                         | 0   | 0                  | 0                           | 0                         |
| 5:00-5:15pm   | X                          | X         | 0                         | 1         | 2                          | 2         | 0                         | 4         | 9          | 0                         | 5   | 0                  | 3                           | 0                         |
| 5:15-5:30pm   | X                          | X         | 0                         | 5         | 2                          | 0         | 2                         | 2         | 11         | 0                         | 0   | 1                  | 1                           | 0                         |
| 5:30-5:45pm   | X                          | X         | 1                         | 1         | 0                          | 0         | 1                         | 0         | 3          | 0                         | 0   | 0                  | 0                           | 0                         |
| 5:45-6:00pm   | X                          | X         | 6                         | 0         | 1                          | 0         | 2                         | 0         | 9          | 0                         | 0   | 0                  | 0                           | 0                         |
| <b>Total - 2 hour count session (4-6pm)</b>                             | <b>0</b>                   | <b>0</b>  | <b>8</b>                  | <b>12</b> | <b>9</b>                   | <b>4</b>  | <b>7</b>                  | <b>12</b> | <b>52</b>  | <b>0</b>                  | <b>5</b>  | <b>1</b>           | <b>4</b>                    | <b>1</b>                  |
| <b>Saturday, September 17, 2016 - 10am-Noon</b>                         |                            |           |                           |           |                            |           |                           |           |            |                           |   |                    |                             |                           |
| 10:00-10:15am   | X                          | X         | 2                         | 5         | 6                          | 0         | 2                         | 1         | 16         | 0                         | 0   | 0                  | 0                           | 0                         |
| 10:15-10:30am   | X                          | X         | 3                         | 1         | 0                          | 0         | 2                         | 3         | 9          | 0                         | 0   | 0                  | 0                           | 0                         |
| 10:30-10:45am   | X                          | X         | 1                         | 7         | 4                          | 3         | 1                         | 4         | 19         | 1                         | 3   | 0                  | 1                           | 0                         |
| 10:45-11:00am   | X                          | X         | 2                         | 6         | 0                          | 5         | 0                         | 6         | 20         | 0                         | 4   | 0                  | 4                           | 0                         |
| 11:00-11:15am   | X                          | X         | 1                         | 8         | 0                          | 2         | 0                         | 2         | 13         | 0                         | 0   | 0                  | 2                           | 0                         |
| 11:15-11:30am   | X                          | X         | 0                         | 15        | 3                          | 2         | 6                         | 3         | 29         | 0                         | 0   | 0                  | 4                           | 1                         |
| 11:30-11:45am   | X                          | X         | 3                         | 6         | 2                          | 1         | 1                         | 4         | 17         | 0                         | 0   | 0                  | 0                           | 0                         |
| 11:45am-12:00 noon  | X                          | X         | 0                         | 11        | 0                          | 0         | 1                         | 8         | 20         | 2                         | 2   | 0                  | 0                           | 0                         |
| <b>Total - 2 hour count session (10am-Noon)</b>                         | <b>0</b>                   | <b>0</b>  | <b>12</b>                 | <b>59</b> | <b>15</b>                  | <b>13</b> | <b>13</b>                 | <b>31</b> | <b>143</b> | <b>3</b>                  | <b>9</b>  | <b>0</b>           | <b>11</b>                   | <b>1</b>                  |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>                                 | <b>0</b>                   | <b>0</b>  | <b>63</b>                 | <b>91</b> | <b>48</b>                  | <b>28</b> | <b>34</b>                 | <b>64</b> | <b>328</b> | <b>17</b>                 | <b>42</b>   | <b>2</b>           | <b>38</b>                   | <b>13</b>                 |

| Los Gatos Bicycle and Pedestrian Counts - Count Input Form |           |           |                            |          |           |                           |           |           |                            |           |            |                    |   |                       |                 |                          |                        |
|--|-----------|-----------|----------------------------|----------|-----------|---------------------------|-----------|-----------|----------------------------|-----------|------------|--------------------|---|-----------------------|-----------------|--------------------------|------------------------|
| Count Location E - Daves Avenue and Winchester Boulevard   |           |           |                            |          |           |                           |           |           |                            |           |            |                    |   |                       |                 |                          |                        |
| Count Day/Time   | A1 (Ped)  | A2 (Bike) | Leaving Leg A (Northbound) | B1 (Ped) | B2 (Bike) | Leaving Leg B (Eastbound) | C1 (Ped)  | C2 (Bike) | Leaving Leg C (Southbound) | D1 (Ped)  | D2 (Bike)  | Total - Count Legs | Leg E - Behavior/Demographics Assessed (All Directions) |                       |                 |                          |                        |
|  |           |           |                            |          |           |                           |           |           |                            |           |            |                    | E1<br>Wrong Way Riding                                  | E2<br>Sidewalk Riding | E3<br>No Helmet | E4<br>Children Bicycling | E5<br>Children Walking |
| <b>Wednesday, September 14, 2016 - 7-9am</b>               |           |           |                            |          |           |                           |           |           |                            |           |            |                    |   |                       |                 |                          |                        |
| 7:00-7:15am  | 1         | 0         | X                          | X        | X         | X                         | 3         | 1         | 2                          | 1         | 1          | 8                  | 0   | 1                     | 0               | 0                        | 0                      |
| 7:15-7:30am  | 0         | 1         | X                          | X        | X         | 7                         | 4         | 1         | 0                          | 1         | 1          | 10                 | 0   | 0                     | 0               | 0                        | 0                      |
| 7:30-7:45am  | 0         | 0         | X                          | X        | X         | 5                         | 4         | 1         | 0                          | 2         | 12         | 0                  | 1   | 1                     | 0               | 0                        | 1                      |
| 7:45-8:00am  | 1         | 1         | X                          | X        | X         | 4                         | 6         | 6         | 4                          | 7         | 4          | 23                 | 0   | 8                     | 0               | 0                        | 2                      |
| 8:00-8:15am  | 3         | 2         | X                          | X        | X         | 3                         | 6         | 6         | 34                         | 10        | 58         | 0                  | 7   | 0                     | 0               | 8                        | 19                     |
| 8:15-8:30am  | 13        | 0         | X                          | X        | X         | 4                         | 0         | 0         | 2                          | 0         | 0          | 19                 | 0   | 0                     | 0               | 0                        | 0                      |
| 8:30-8:45am  | 8         | 0         | X                          | X        | X         | 4                         | 4         | 4         | 4                          | 1         | 1          | 21                 | 0   | 0                     | 0               | 0                        | 0                      |
| 8:45-9:00am  | 3         | 1         | X                          | X        | X         | 3                         | 0         | 0         | 0                          | 0         | 5          | 12                 | 0   | 0                     | 0               | 0                        | 0                      |
| <b>Total - 2 hour count session (7-9am)</b>                | <b>29</b> | <b>5</b>  | <b>0</b>                   | <b>0</b> | <b>0</b>  | <b>33</b>                 | <b>19</b> | <b>19</b> | <b>53</b>                  | <b>24</b> | <b>163</b> | <b>0</b>           | <b>17</b>   | <b>0</b>              | <b>0</b>        | <b>8</b>                 | <b>22</b>              |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>               |           |           |                            |          |           |                           |           |           |                            |           |            |                    |   |                       |                 |                          |                        |
| 2:00-2:15pm  | 2         | 0         | X                          | X        | X         | 0                         | 0         | 2         | 0                          | 0         | 0          | 4                  | 0   | 0                     | 0               | 0                        | 0                      |
| 2:15-2:30pm  | 0         | 1         | X                          | X        | X         | 0                         | 1         | 1         | 0                          | 0         | 0          | 2                  | 0   | 0                     | 1               | 0                        | 0                      |
| 2:30-2:45pm  | 3         | 1         | X                          | X        | X         | 3                         | 0         | 0         | 0                          | 0         | 0          | 7                  | 0   | 0                     | 0               | 0                        | 0                      |
| 2:45-3:00pm  | 1         | 6         | X                          | X        | X         | 1                         | 0         | 0         | 1                          | 1         | 10         | 0                  | 6   | 0                     | 0               | 6                        | 0                      |
| 3:00-3:15pm  | 4         | 3         | X                          | X        | X         | 1                         | 0         | 0         | 3                          | 2         | 13         | 0                  | 5   | 1                     | 5               | 2                        | 0                      |
| 3:15-3:30pm  | 0         | 0         | X                          | X        | X         | 15                        | 1         | 1         | 0                          | 0         | 0          | 16                 | 0   | 0                     | 0               | 0                        | 11                     |
| 3:30-3:45pm  | 3         | 0         | X                          | X        | X         | 0                         | 0         | 0         | 0                          | 0         | 0          | 3                  | 0   | 0                     | 0               | 0                        | 0                      |
| 3:45-4:00pm  | 0         | 1         | X                          | X        | X         | 0                         | 1         | 1         | 0                          | 2         | 4          | 4                  | 0   | 0                     | 2               | 0                        | 0                      |
| <b>Total - 2 hour count session (2-4pm)</b>                | <b>13</b> | <b>12</b> | <b>0</b>                   | <b>0</b> | <b>0</b>  | <b>20</b>                 | <b>5</b>  | <b>5</b>  | <b>4</b>                   | <b>5</b>  | <b>59</b>  | <b>0</b>           | <b>11</b>   | <b>4</b>              | <b>4</b>        | <b>11</b>                | <b>13</b>              |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>               |           |           |                            |          |           |                           |           |           |                            |           |            |                    |   |                       |                 |                          |                        |
| 4:00-4:15pm  | 1         | 1         | X                          | X        | X         | 0                         | 1         | 1         | 0                          | 2         | 0          | 5                  | 1   | 2                     | 0               | 2                        | 0                      |
| 4:15-4:30pm  | 1         | 0         | X                          | X        | X         | 4                         | 2         | 2         | 0                          | 0         | 0          | 7                  | 0   | 0                     | 0               | 0                        | 2                      |
| 4:30-4:45pm  | 2         | 0         | X                          | X        | X         | 0                         | 6         | 0         | 0                          | 1         | 1          | 7                  | 1   | 4                     | 2               | 3                        | 0                      |
| 4:45-5:00pm  | 2         | 1         | X                          | X        | X         | 1                         | 2         | 2         | 0                          | 3         | 0          | 9                  | 0   | 4                     | 2               | 2                        | 0                      |
| 5:00-5:15pm  | 2         | 1         | X                          | X        | X         | 1                         | 2         | 2         | 1                          | 0         | 0          | 7                  | 1   | 3                     | 0               | 2                        | 0                      |
| 5:15-5:30pm  | 3         | 1         | X                          | X        | X         | 0                         | 0         | 0         | 0                          | 0         | 0          | 5                  | 0   | 0                     | 0               | 0                        | 2                      |
| 5:30-5:45pm  | 8         | 3         | X                          | X        | X         | 4                         | 0         | 0         | 0                          | 1         | 16         | 0                  | 1   | 2                     | 2               | 0                        | 4                      |
| 5:45-6:00pm  | 1         | 0         | X                          | X        | X         | 0                         | 3         | 3         | 0                          | 0         | 4          | 4                  | 0   | 2                     | 0               | 2                        | 0                      |
| <b>Total - 2 hour count session (4-6pm)</b>                | <b>18</b> | <b>7</b>  | <b>0</b>                   | <b>0</b> | <b>0</b>  | <b>10</b>                 | <b>17</b> | <b>17</b> | <b>1</b>                   | <b>7</b>  | <b>60</b>  | <b>3</b>           | <b>14</b>   | <b>5</b>              | <b>11</b>       | <b>8</b>                 | <b>8</b>               |
| <b>Saturday, September 17, 2016 - 10am-Noon</b>            |           |           |                            |          |           |                           |           |           |                            |           |            |                    |   |                       |                 |                          |                        |
| 10:00-10:15am  | 3         | 2         | 0                          | 0        | 0         | 2                         | 3         | 3         | 3                          | 2         | 15         | 2                  | 1   | 1                     | 1               | 0                        | 0                      |
| 10:15-10:30am  | 7         | 0         | 0                          | 0        | 1         | 1                         | 1         | 1         | 1                          | 0         | 11         | 0                  | 0   | 0                     | 0               | 0                        | 2                      |
| 10:30-10:45am  | 4         | 3         | 2                          | 2        | 0         | 3                         | 4         | 4         | 1                          | 3         | 20         | 2                  | 2   | 2                     | 1               | 4                        | 4                      |
| 10:45-11:00am  | 0         | 2         | 0                          | 0        | 0         | 2                         | 0         | 3         | 0                          | 2         | 9          | 0                  | 0   | 0                     | 0               | 0                        | 0                      |
| 11:00-11:15am  | 1         | 0         | 0                          | 0        | 0         | 2                         | 0         | 2         | 0                          | 0         | 5          | 0                  | 0   | 0                     | 0               | 0                        | 1                      |
| 11:15-11:30am  | 2         | 5         | 0                          | 0        | 0         | 3                         | 1         | 3         | 1                          | 3         | 17         | 1                  | 1   | 0                     | 0               | 0                        | 1                      |
| 11:30-11:45am  | 2         | 1         | 1                          | 1        | 0         | 5                         | 2         | 2         | 0                          | 0         | 26         | 0                  | 0   | 0                     | 0               | 0                        | 1                      |
| 11:45am-12:00noon  | 7         | 2         | 0                          | 0        | 0         | 1                         | 1         | 1         | 0                          | 2         | 13         | 0                  | 0   | 0                     | 0               | 0                        | 1                      |
| <b>Total - 2 hour count session (10am-Noon)</b>            | <b>26</b> | <b>15</b> | <b>3</b>                   | <b>3</b> | <b>1</b>  | <b>19</b>                 | <b>19</b> | <b>19</b> | <b>6</b>                   | <b>27</b> | <b>116</b> | <b>5</b>           | <b>2</b>  | <b>3</b>              | <b>1</b>        | <b>1</b>                 | <b>10</b>              |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>                    |           |           |                            |          |           |                           |           |           |                            |           |            |                    |   |                       |                 |                          |                        |
|  | <b>86</b> | <b>39</b> | <b>3</b>                   | <b>3</b> | <b>1</b>  | <b>82</b>                 | <b>60</b> | <b>60</b> | <b>64</b>                  | <b>63</b> | <b>398</b> | <b>8</b>           | <b>44</b>   | <b>12</b>             | <b>31</b>       | <b>53</b>                | <b>53</b>              |

| Los Gatos Bicycle and Pedestrian Counts - Count Input Form |                            |           |            |            |                           |           |           |           |                            |           |            |            |                           |                  |                 |           |   |                  |          |  |  |
|--|----------------------------|-----------|------------|------------|---------------------------|-----------|-----------|-----------|----------------------------|-----------|------------|------------|---------------------------|------------------|-----------------|-----------|---|------------------|----------|--|--|
| Count Location F - Blossom Hill Road and Roberts Road West |                            |           |            |            |                           |           |           |           |                            |           |            |            |                           |                  |                 |           |   |                  |          |  |  |
| Count Day/Time   | Leaving Leg A (Northbound) |           |            |            | Leaving Leg B (Eastbound) |           |           |           | Leaving Leg C (Southbound) |           |            |            | Leaving Leg D (Westbound) |                  |                 |           | Leg E - Behavior/Demographics Assessed (All Directions) |                  |          |  |  |
|  | A1 (Ped)                   | A2 (Bike) | B1 (Ped)   | B2 (Bike)  | C1 (Ped)                  | C2 (Bike) | D1 (Ped)  | D2 (Bike) | E1                         | E2        | E3         | E4         | E5                        | Wrong Way Riding | Sidewalk Riding | Helmet    | Children Bicycling                                      | Children Walking |          |  |  |
| Total - Count Legs   |                            |           |            |            |                           |           |           |           |                            |           |            |            |                           |                  |                 |           |   |                  |          |  |  |
| <b>Wednesday, September 14, 2016 - 7-9am</b>               |                            |           |            |            |                           |           |           |           |                            |           |            |            |                           |                  |                 |           |   |                  |          |  |  |
| 7:00-7:15am  | 0                          | 0         | 0          | 0          | 3                         | 1         | 1         | 0         | 0                          | 0         | 0          | 0          | 0                         | 0                | 0               | 0         | 0   | 0                | 0        |  |  |
| 7:15-7:30am  | 1                          | 0         | 1          | 1          | 1                         | 1         | 3         | 3         | 0                          | 2         | 1          | 2          | 1                         | 0                | 0               | 0         | 3   | 0                | 0        |  |  |
| 7:30-7:45am  | 1                          | 0         | 7          | 6          | 1                         | 2         | 1         | 1         | 1                          | 1         | 1          | 1          | 1                         | 3                | 2               | 3         | 2   | 3                | 0        |  |  |
| 7:45-8:00am  | 0                          | 0         | 18         | 6          | 4                         | 2         | 0         | 0         | 0                          | 0         | 0          | 0          | 0                         | 0                | 2               | 1         | 7   | 11               | 0        |  |  |
| 8:00-8:15am  | 0                          | 0         | 49         | 35         | 1                         | 0         | 2         | 2         | 0                          | 2         | 0          | 2          | 2                         | 0                | 0               | 0         | 20  | 30               | 0        |  |  |
| 8:15-8:30am  | 0                          | 0         | 16         | 9          | 9                         | 0         | 0         | 0         | 0                          | 0         | 0          | 2          | 9                         | 36               | 2               | 0         | 9   | 14               | 0        |  |  |
| 8:30-8:45am  | 0                          | 0         | 5          | 4          | 4                         | 1         | 1         | 0         | 0                          | 1         | 1          | 1          | 1                         | 15               | 0               | 0         | 1   | 0                | 0        |  |  |
| 8:45-9:00am  | 0                          | 0         | 3          | 1          | 2                         | 0         | 0         | 0         | 0                          | 0         | 0          | 2          | 0                         | 8                | 0               | 0         | 0   | 0                | 0        |  |  |
| <b>Total - 2 hour count session (7-9am)</b>                | <b>1</b>                   | <b>1</b>  | <b>102</b> | <b>63</b>  | <b>24</b>                 | <b>8</b>  | <b>8</b>  | <b>10</b> | <b>3</b>                   | <b>3</b>  | <b>4</b>   | <b>43</b>  | <b>61</b>                 | <b>3</b>         | <b>7</b>        | <b>4</b>  | <b>25</b>   | <b>30</b>        | <b>0</b> |  |  |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>               |                            |           |            |            |                           |           |           |           |                            |           |            |            |                           |                  |                 |           |   |                  |          |  |  |
| 2:00-2:15pm  | 0                          | 0         | 0          | 0          | 0                         | 0         | 0         | 0         | 0                          | 0         | 0          | 0          | 0                         | 0                | 0               | 0         | 0   | 0                | 0        |  |  |
| 2:15-2:30pm  | 1                          | 1         | 2          | 1          | 1                         | 1         | 1         | 1         | 2                          | 1         | 1          | 1          | 1                         | 8                | 0               | 0         | 0   | 0                | 0        |  |  |
| 2:30-2:45pm  | 2                          | 2         | 3          | 2          | 0                         | 0         | 0         | 0         | 0                          | 0         | 0          | 0          | 0                         | 0                | 0               | 0         | 0   | 0                | 0        |  |  |
| 2:45-3:00pm  | 2                          | 2         | 10         | 2          | 10                        | 13        | 30        | 22        | 10                         | 30        | 22         | 10         | 20                        | 123              | 1               | 0         | 20  | 58               | 0        |  |  |
| 3:00-3:15pm  | 1                          | 0         | 4          | 1          | 55                        | 4         | 7         | 2         | 4                          | 96        | 4          | 2          | 3                         | 115              | 0               | 0         | 3   | 101              | 0        |  |  |
| 3:15-3:30pm  | 0                          | 0         | 5          | 0          | 5                         | 0         | 1         | 0         | 1                          | 5         | 1          | 0          | 0                         | 12               | 0               | 0         | 0   | 5                | 0        |  |  |
| 3:30-3:45pm  | 0                          | 0         | 2          | 1          | 1                         | 1         | 1         | 0         | 1                          | 1         | 0          | 0          | 1                         | 7                | 1               | 0         | 1   | 2                | 0        |  |  |
| 3:45-4:00pm  | 1                          | 1         | 1          | 1          | 1                         | 1         | 1         | 0         | 0                          | 1         | 1          | 1          | 1                         | 7                | 0               | 0         | 1   | 0                | 0        |  |  |
| <b>Total - 2 hour count session (2-4pm)</b>                | <b>4</b>                   | <b>7</b>  | <b>17</b>  | <b>7</b>   | <b>160</b>                | <b>20</b> | <b>41</b> | <b>26</b> | <b>1</b>                   | <b>7</b>  | <b>282</b> | <b>166</b> | <b>2</b>                  | <b>0</b>         | <b>1</b>        | <b>25</b> | <b>166</b>  | <b>0</b>         |          |  |  |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>               |                            |           |            |            |                           |           |           |           |                            |           |            |            |                           |                  |                 |           |   |                  |          |  |  |
| 4:00-4:15pm  | 0                          | 0         | 1          | 0          | 0                         | 0         | 0         | 0         | 2                          | 4         | 4          | 2          | 7                         | 0                | 0               | 0         | 2   | 2                | 0        |  |  |
| 4:15-4:30pm  | 1                          | 0         | 84         | 3          | 1                         | 1         | 0         | 2         | 2                          | 3         | 5          | 3          | 94                        | 0                | 3               | 0         | 5   | 80               | 0        |  |  |
| 4:30-4:45pm  | 1                          | 4         | 4          | 1          | 4                         | 1         | 0         | 0         | 0                          | 2         | 2          | 0          | 13                        | 0                | 0               | 0         | 5   | 2                | 0        |  |  |
| 4:45-5:00pm  | 0                          | 0         | 2          | 2          | 3                         | 1         | 3         | 12        | 1                          | 3         | 12         | 1          | 12                        | 3                | 1               | 1         | 3   | 3                | 0        |  |  |
| 5:00-5:15pm  | 0                          | 0         | 5          | 3          | 6                         | 0         | 1         | 1         | 1                          | 1         | 16         | 1          | 16                        | 0                | 2               | 1         | 1   | 4                | 0        |  |  |
| 5:15-5:30pm  | 0                          | 1         | 5          | 5          | 5                         | 0         | 2         | 0         | 2                          | 0         | 18         | 0          | 18                        | 0                | 0               | 1         | 3   | 2                | 0        |  |  |
| 5:30-5:45pm  | 0                          | 0         | 4          | 6          | 6                         | 2         | 0         | 0         | 0                          | 0         | 13         | 0          | 13                        | 5                | 5               | 3         | 5   | 0                | 0        |  |  |
| 5:45-6:00pm  | 2                          | 2         | 8          | 1          | 2                         | 3         | 2         | 0         | 2                          | 0         | 20         | 0          | 20                        | 1                | 0               | 2         | 0   | 3                | 0        |  |  |
| <b>Total - 2 hour count session (4-6pm)</b>                | <b>4</b>                   | <b>7</b>  | <b>109</b> | <b>21</b>  | <b>22</b>                 | <b>7</b>  | <b>10</b> | <b>13</b> | <b>193</b>                 | <b>33</b> | <b>8</b>   | <b>24</b>  | <b>96</b>                 | <b>9</b>         | <b>11</b>       | <b>8</b>  | <b>24</b>   | <b>3</b>         | <b>0</b> |  |  |
| <b>Saturday, September 17, 2016 - 10am-Noon</b>            |                            |           |            |            |                           |           |           |           |                            |           |            |            |                           |                  |                 |           |   |                  |          |  |  |
| 10:00-10:15am  | 1                          | 3         | 9          | 3          | 3                         | 3         | 3         | 8         | 3                          | 3         | 8          | 1          | 33                        | 0                | 3               | 1         | 1   | 0                | 0        |  |  |
| 10:15-10:30am  | 3                          | 3         | 9          | 6          | 25                        | 1         | 0         | 2         | 2                          | 5         | 2          | 3          | 25                        | 2                | 2               | 3         | 0   | 0                | 0        |  |  |
| 10:30-10:45am  | 7                          | 1         | 3          | 0          | 2                         | 1         | 5         | 0         | 0                          | 0         | 0          | 0          | 19                        | 0                | 0               | 0         | 0   | 0                | 0        |  |  |
| 10:45-11:00am  | 9                          | 3         | 4          | 6          | 2                         | 0         | 4         | 4         | 2                          | 4         | 4          | 2          | 29                        | 0                | 2               | 0         | 0   | 3                | 0        |  |  |
| 11:00-11:15am  | 5                          | 1         | 6          | 2          | 1                         | 1         | 2         | 2         | 2                          | 2         | 2          | 0          | 19                        | 1                | 0               | 0         | 0   | 0                | 0        |  |  |
| 11:15-11:30am  | 2                          | 1         | 1          | 7          | 4                         | 2         | 1         | 7         | 1                          | 2         | 7          | 1          | 25                        | 0                | 1               | 3         | 1   | 0                | 0        |  |  |
| 11:30-11:45am  | 4                          | 1         | 11         | 30         | 2                         | 0         | 5         | 14        | 5                          | 5         | 14         | 0          | 38                        | 0                | 0               | 0         | 0   | 4                | 0        |  |  |
| 11:45am-12:00 noon   | 0                          | 4         | 8          | 8          | 2                         | 1         | 0         | 2         | 0                          | 2         | 0          | 2          | 25                        | 0                | 1               | 0         | 3   | 0                | 0        |  |  |
| <b>Total - 2 hour count session (10am-Noon)</b>            | <b>31</b>                  | <b>16</b> | <b>51</b>  | <b>34</b>  | <b>16</b>                 | <b>9</b>  | <b>17</b> | <b>39</b> | <b>213</b>                 | <b>33</b> | <b>88</b>  | <b>24</b>  | <b>96</b>                 | <b>3</b>         | <b>9</b>        | <b>7</b>  | <b>5</b>  | <b>0</b>         | <b>7</b> |  |  |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>                    |                            |           |            |            |                           |           |           |           |                            |           |            |            |                           |                  |                 |           |   |                  |          |  |  |
|  | <b>40</b>                  | <b>31</b> | <b>279</b> | <b>125</b> | <b>222</b>                | <b>44</b> | <b>71</b> | <b>88</b> | <b>900</b>                 | <b>17</b> | <b>27</b>  | <b>20</b>  | <b>97</b>                 | <b>330</b>       | <b>17</b>       | <b>20</b> | <b>97</b>   | <b>330</b>       | <b>0</b> |  |  |

| Count Day/Time                                  | Leg E - Behavior/Demographics Assessed (All Directions) |           |                                       |           |  |           |                                       |           |                       |                           |                          |                    |                             |                           |
|---|---|-----------|---------------------------------------|-----------|--|-----------|---------------------------------------|-----------|-----------------------|---------------------------|--------------------------|--------------------|-----------------------------|---------------------------|
|   | Leaving Leg A (Northbound)<br>A1 (Ped)                  | A2 (Bike) | Leaving Leg E (Eastbound)<br>B1 (Ped) | B2 (Bike) | Leaving Leg C (Southbound)<br>C1 (Ped) | C2 (Bike) | Leaving Leg D (Westbound)<br>D1 (Ped) | D2 (Bike) | Total -<br>Count Legs | E1<br>Wrong Way<br>Riding | E2<br>Sidewalk<br>Riding | E3<br>No<br>Helmet | E4<br>Children<br>Bicycling | E5<br>Children<br>Walking |
| <b>Wednesday, September 14, 2016 - 7-9am</b>    |   |           |                                       |           |  |           |                                       |           |                       |                           |                          |                    |                             |                           |
| 7:00-7:15am                                     | 0   | 0         | 0                                     | 0         | 0                                      | 0         | 0                                     | 0         | 0                     | 0                         | 0                        | 0                  | 0                           | 0                         |
| 7:15-7:30am                                     | 3   | 0         | 0                                     | 0         | 0                                      | 0         | 0                                     | 3         | 6                     | 0                         | 3                        | 3                  | 3                           | 0                         |
| 7:30-7:45am                                     | 3   | 0         | 0                                     | 0         | 0                                      | 0         | 6                                     | 1         | 13                    | 0                         | 3                        | 3                  | 3                           | 1                         |
| 7:45-8:00am                                     | 2   | 2         | 0                                     | 1         | 3                                      | 12        | 8                                     | 4         | 32                    | 0                         | 7                        | 1                  | 14                          | 0                         |
| 8:00-8:15am                                     | 31  | 1         | 0                                     | 0         | 0                                      | 6         | 7                                     | 35        | 80                    | 0                         | 35                       | 0                  | 38                          | 23                        |
| 8:15-8:30am                                     | 57  | 4         | 9                                     | 0         | 0                                      | 14        | 3                                     | 14        | 87                    | 0                         | 14                       | 0                  | 14                          | 57                        |
| 8:30-8:45am                                     | 3   | 0         | 3                                     | 0         | 0                                      | 2         | 1                                     | 1         | 10                    | 0                         | 0                        | 0                  | 0                           | 1                         |
| 8:45-9:00am                                     | 4   | 1         | 2                                     | 0         | 3                                      | 0         | 3                                     | 0         | 13                    | 0                         | 0                        | 0                  | 0                           | 0                         |
| <b>Total - 2 hour count session (7-9am)</b>     | <b>103</b>  | <b>8</b>  | <b>14</b>                             | <b>1</b>  | <b>6</b>                               | <b>23</b> | <b>28</b>                             | <b>58</b> | <b>241</b>            | <b>0</b>                  | <b>62</b>                | <b>7</b>           | <b>72</b>                   | <b>82</b>                 |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>    |   |           |                                       |           |  |           |                                       |           |                       |                           |                          |                    |                             |                           |
| 2:00-2:15pm                                     | 3   | 1         | 3                                     | 0         | 1                                      | 0         | 1                                     | 0         | 9                     | 0                         | 0                        | 0                  | 0                           | 1                         |
| 2:15-2:30pm                                     | 6   | 10        | 0                                     | 0         | 2                                      | 0         | 2                                     | 2         | 19                    | 4                         | 3                        | 2                  | 11                          | 0                         |
| 2:30-2:45pm                                     | 9   | 5         | 2                                     | 0         | 0                                      | 0         | 2                                     | 1         | 21                    | 2                         | 3                        | 2                  | 4                           | 5                         |
| 2:45-3:00pm                                     | 27  | 5         | 95                                    | 41        | 5                                      | 0         | 0                                     | 0         | 173                   | 35                        | 2                        | 5                  | 40                          | 120                       |
| 3:00-3:15pm                                     | 9   | 1         | 13                                    | 0         | 4                                      | 3         | 2                                     | 0         | 32                    | 0                         | 0                        | 2                  | 0                           | 18                        |
| 3:15-3:30pm                                     | 4   | 4         | 1                                     | 0         | 5                                      | 3         | 0                                     | 0         | 17                    | 0                         | 2                        | 2                  | 0                           | 6                         |
| 3:30-3:45pm                                     | 10  | 1         | 0                                     | 0         | 2                                      | 0         | 1                                     | 1         | 14                    | 0                         | 0                        | 0                  | 0                           | 0                         |
| 3:45-4:00pm                                     | 4   | 0         | 0                                     | 2         | 3                                      | 2         | 2                                     | 2         | 15                    | 0                         | 0                        | 0                  | 0                           | 0                         |
| <b>Total - 2 hour count session (2-4pm)</b>     | <b>68</b>   | <b>27</b> | <b>113</b>                            | <b>46</b> | <b>24</b>                              | <b>8</b>  | <b>8</b>                              | <b>6</b>  | <b>300</b>            | <b>41</b>                 | <b>10</b>                | <b>13</b>          | <b>55</b>                   | <b>150</b>                |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>    |   |           |                                       |           |  |           |                                       |           |                       |                           |                          |                    |                             |                           |
| 4:00-4:15pm                                     | 10  | 3         | 4                                     | 1         | 5                                      | 2         | 1                                     | 0         | 26                    | 1                         | 1                        | 2                  | 3                           | 5                         |
| 4:15-4:30pm                                     | 9   | 4         | 0                                     | 0         | 0                                      | 0         | 5                                     | 2         | 20                    | 2                         | 0                        | 0                  | 2                           | 5                         |
| 4:30-4:45pm                                     | 6   | 2         | 3                                     | 1         | 0                                      | 3         | 3                                     | 1         | 19                    | 2                         | 4                        | 2                  | 4                           | 5                         |
| 4:45-5:00pm                                     | 1   | 0         | 0                                     | 0         | 0                                      | 0         | 0                                     | 0         | 2                     | 1                         | 0                        | 0                  | 1                           | 0                         |
| 5:00-5:15pm                                     | 3   | 3         | 2                                     | 1         | 1                                      | 1         | 2                                     | 2         | 15                    | 0                         | 1                        | 0                  | 0                           | 0                         |
| 5:15-5:30pm                                     | 6   | 0         | 5                                     | 1         | 0                                      | 1         | 13                                    | 0         | 26                    | 0                         | 0                        | 0                  | 0                           | 6                         |
| 5:30-5:45pm                                     | 8   | 1         | 1                                     | 3         | 0                                      | 2         | 4                                     | 0         | 19                    | 1                         | 1                        | 0                  | 2                           | 4                         |
| 5:45-6:00pm                                     | 9   | 0         | 0                                     | 0         | 1                                      | 0         | 5                                     | 0         | 15                    | 0                         | 0                        | 0                  | 0                           | 4                         |
| <b>Total - 2 hour count session (4-6pm)</b>     | <b>52</b>   | <b>14</b> | <b>15</b>                             | <b>7</b>  | <b>7</b>                               | <b>9</b>  | <b>33</b>                             | <b>5</b>  | <b>142</b>            | <b>7</b>                  | <b>10</b>                | <b>4</b>           | <b>12</b>                   | <b>29</b>                 |
| <b>Thursday, September 17, 2016 - 10am-Noon</b> |   |           |                                       |           |  |           |                                       |           |                       |                           |                          |                    |                             |                           |
| 10:00-10:15am                                   | 11  | 6         | 5                                     | 1         | 1                                      | 3         | X                                     | X         | 27                    | 0                         | 0                        | 1                  | 0                           | 6                         |
| 10:15-10:30am                                   | 1   | 9         | 4                                     | 1         | 2                                      | 4         | X                                     | X         | 21                    | 0                         | 1                        | 1                  | 1                           | 3                         |
| 10:30-10:45am                                   | 7   | 1         | 0                                     | 0         | 2                                      | 5         | X                                     | X         | 15                    | 0                         | 1                        | 1                  | 0                           | 3                         |
| 10:45-11:00am                                   | 14  | 4         | 4                                     | 5         | 8                                      | 0         | X                                     | X         | 55                    | 0                         | 1                        | 0                  | 2                           | 4                         |
| 11:00-11:15am                                   | 1   | 7         | 0                                     | 3         | 1                                      | 4         | X                                     | X         | 16                    | 0                         | 4                        | 1                  | 3                           | 0                         |
| 11:15-11:30am                                   | 4   | 15        | 2                                     | 0         | 0                                      | 9         | X                                     | X         | 30                    | 0                         | 5                        | 0                  | 3                           | 2                         |
| 11:30-11:45am                                   | 3   | 5         | 0                                     | 3         | 0                                      | 4         | X                                     | X         | 15                    | 0                         | 3                        | 1                  | 2                           | 0                         |
| 11:45am-12:00 noon                              | 5   | 0         | 5                                     | 2         | 3                                      | 8         | X                                     | X         | 28                    | 0                         | 4                        | 4                  | 2                           | 2                         |
| <b>Total - 2 hour count session (10am-Noon)</b> | <b>46</b>   | <b>47</b> | <b>20</b>                             | <b>20</b> | <b>17</b>                              | <b>37</b> | <b>0</b>                              | <b>0</b>  | <b>187</b>            | <b>0</b>                  | <b>19</b>                | <b>9</b>           | <b>13</b>                   | <b>20</b>                 |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>         | <b>269</b>  | <b>96</b> | <b>162</b>                            | <b>74</b> | <b>54</b>                              | <b>77</b> | <b>69</b>                             | <b>69</b> | <b>870</b>            | <b>48</b>                 | <b>101</b>               | <b>33</b>          | <b>152</b>                  | <b>281</b>                |

**Los Gatos Bicycle and Pedestrian Counts - Count Input Form**  
**Count Location H - Los Gatos Creek Trail (just north of Lark Avenue, west of bike/ped bridge)**

| Count Day/Time                                  | Leaving Leg A (Northbound) |            |           |           | Leaving Leg B (Eastbound) |           |            |            | Leaving Leg C (Southbound) |                        |                       |                 | Leaving Leg D (Westbound) |                        |  |  | Leg E - Behavior/Demographics Assessed (All Directions) |  |  |  |
|---|----------------------------|------------|-----------|-----------|---------------------------|-----------|------------|------------|----------------------------|------------------------|-----------------------|-----------------|---------------------------|------------------------|--|--|---|--|--|--|
|   | A1 (Ped)                   | A2 (Bike)  | B1 (Ped)  | B2 (Bike) | C1 (Ped)                  | C2 (Bike) | D1 (Ped)   | D2 (Bike)  | Total - Count Legs         | E1<br>Wrong Way Riding | E2<br>Sidewalk Riding | E3<br>No Helmet | E4<br>Children Bicycling  | E5<br>Children Walking |  |  |   |  |  |  |
| <b>Wednesday, September 14, 2016 - 7-9am</b>    |                            |            |           |           |                           |           |            |            |                            |                        |                       |                 |                           |                        |  |  |   |  |  |  |
| 7:00-7:15am                                     | 13                         | 4          | 0         | 1         | X                         | X         | 8          | 4          | 30                         | 0                      | 0                     | 3               | 0                         | 0                      |  |  |   |  |  |  |
| 7:15-7:30am                                     | 4                          | 0          | 0         | 0         | X                         | X         | 7          | 4          | 16                         | 0                      | 0                     | 0               | 1                         | 0                      |  |  |   |  |  |  |
| 7:30-7:45am                                     | 9                          | 6          | 3         | 0         | X                         | X         | 7          | 5          | 30                         | 0                      | 0                     | 0               | 2                         | 0                      |  |  |   |  |  |  |
| 7:45-8:00am                                     | 1                          | 5          | 1         | 1         | X                         | X         | 5          | 1          | 14                         | 0                      | 0                     | 0               | 2                         | 0                      |  |  |   |  |  |  |
| 8:00-8:15am                                     | 7                          | 3          | 1         | 2         | X                         | X         | 8          | 2          | 23                         | 0                      | 0                     | 1               | 1                         | 0                      |  |  |   |  |  |  |
| 8:15-8:30am                                     | 4                          | 5          | 1         | 1         | X                         | X         | 1          | 8          | 20                         | 0                      | 0                     | 3               | 1                         | 0                      |  |  |   |  |  |  |
| 8:30-8:45am                                     | 7                          | 5          | 0         | 0         | X                         | X         | 7          | 8          | 27                         | 0                      | 0                     | 0               | 0                         | 0                      |  |  |   |  |  |  |
| 8:45-9:00am                                     | 10                         | 5          | 0         | 1         | X                         | X         | 5          | 6          | 27                         | 0                      | 0                     | 1               | 0                         | 0                      |  |  |   |  |  |  |
| <b>Total - 2 hour count session (7-9am)</b>     | <b>55</b>                  | <b>34</b>  | <b>6</b>  | <b>6</b>  | <b>0</b>                  | <b>0</b>  | <b>48</b>  | <b>38</b>  | <b>187</b>                 | <b>0</b>               | <b>0</b>              | <b>8</b>        | <b>7</b>                  | <b>0</b>               |  |  |   |  |  |  |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>    |                            |            |           |           |                           |           |            |            |                            |                        |                       |                 |                           |                        |  |  |   |  |  |  |
| 2:00-2:15pm                                     | 2                          | 5          | 1         | 0         | X                         | X         | 4          | 6          | 18                         | 0                      | 0                     | 1               | 0                         | 0                      |  |  |   |  |  |  |
| 2:15-2:30pm                                     | 5                          | 1          | 3         | 3         | X                         | X         | 4          | 4          | 20                         | 0                      | 0                     | 1               | 0                         | 0                      |  |  |   |  |  |  |
| 2:30-2:45pm                                     | 6                          | 8          | 4         | 1         | X                         | X         | 3          | 3          | 25                         | 0                      | 0                     | 1               | 0                         | 0                      |  |  |   |  |  |  |
| 2:45-3:00pm                                     | 4                          | 3          | 0         | 2         | X                         | X         | 6          | 2          | 17                         | 0                      | 0                     | 3               | 0                         | 0                      |  |  |   |  |  |  |
| 3:00-3:15pm                                     | 5                          | 9          | 3         | 3         | X                         | X         | 3          | 7          | 30                         | 0                      | 0                     | 5               | 0                         | 0                      |  |  |   |  |  |  |
| 3:15-3:30pm                                     | 13                         | 5          | 0         | 0         | X                         | X         | 4          | 0          | 22                         | 0                      | 0                     | 2               | 0                         | 0                      |  |  |   |  |  |  |
| 3:30-3:45pm                                     | 15                         | 7          | 0         | 3         | X                         | X         | 6          | 9          | 40                         | 0                      | 0                     | 5               | 0                         | 0                      |  |  |   |  |  |  |
| 3:45-4:00pm                                     | 7                          | 3          | 1         | 1         | X                         | X         | 3          | 5          | 20                         | 0                      | 0                     | 1               | 0                         | 0                      |  |  |   |  |  |  |
| <b>Total - 2 hour count session (2-4pm)</b>     | <b>57</b>                  | <b>41</b>  | <b>12</b> | <b>13</b> | <b>0</b>                  | <b>0</b>  | <b>33</b>  | <b>36</b>  | <b>192</b>                 | <b>0</b>               | <b>0</b>              | <b>19</b>       | <b>0</b>                  | <b>0</b>               |  |  |   |  |  |  |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>    |                            |            |           |           |                           |           |            |            |                            |                        |                       |                 |                           |                        |  |  |   |  |  |  |
| 4:00-4:15pm                                     | 7                          | 15         | 0         | 5         | X                         | X         | 10         | 9          | 46                         | 0                      | 0                     | 4               | 10                        | 0                      |  |  |   |  |  |  |
| 4:15-4:30pm                                     | 6                          | 6          | 0         | 0         | X                         | X         | 9          | 7          | 28                         | 1                      | 0                     | 0               | 1                         | 2                      |  |  |   |  |  |  |
| 4:30-4:45pm                                     | 7                          | 7          | 3         | 3         | X                         | X         | 8          | 8          | 37                         | 0                      | 0                     | 0               | 2                         | 1                      |  |  |   |  |  |  |
| 4:45-5:00pm                                     | 5                          | 5          | 4         | 1         | X                         | X         | 3          | 10         | 28                         | 0                      | 0                     | 2               | 4                         | 0                      |  |  |   |  |  |  |
| 5:00-5:15pm                                     | 7                          | 8          | 7         | 2         | X                         | X         | 9          | 7          | 40                         | 0                      | 1                     | 0               | 1                         | 1                      |  |  |   |  |  |  |
| 5:15-5:30pm                                     | 11                         | 9          | 17        | 3         | X                         | X         | 3          | 49         | 1                          | 0                      | 1                     | 2               | 12                        |                        |  |  |   |  |  |  |
| 5:30-5:45pm                                     | 9                          | 12         | 4         | 3         | X                         | X         | 4          | 5          | 37                         | 0                      | 0                     | 0               | 0                         | 0                      |  |  |   |  |  |  |
| 5:45-6:00pm                                     | 11                         | 7          | 8         | 3         | X                         | X         | 7          | 8          | 44                         | 0                      | 0                     | 0               | 0                         | 0                      |  |  |   |  |  |  |
| <b>Total - 2 hour count session (4-6pm)</b>     | <b>63</b>                  | <b>69</b>  | <b>43</b> | <b>20</b> | <b>0</b>                  | <b>0</b>  | <b>54</b>  | <b>60</b>  | <b>309</b>                 | <b>1</b>               | <b>1</b>              | <b>7</b>        | <b>20</b>                 | <b>16</b>              |  |  |   |  |  |  |
| <b>Thursday, September 17, 2016 - 10am-Noon</b> |                            |            |           |           |                           |           |            |            |                            |                        |                       |                 |                           |                        |  |  |   |  |  |  |
| 10:00-10:15am                                   | 42                         | 11         | 2         | 0         | X                         | X         | 30         | 5          | 90                         | 0                      | 0                     | 4               | 2                         | 0                      |  |  |   |  |  |  |
| 10:15-10:30am                                   | 35                         | 11         | 0         | 1         | X                         | X         | 34         | 14         | 89                         | 0                      | 0                     | 4               | 0                         | 0                      |  |  |   |  |  |  |
| 10:30-10:45am                                   | 32                         | 23         | 3         | 0         | X                         | X         | 21         | 10         | 91                         | 0                      | 0                     | 1               | 1                         | 0                      |  |  |   |  |  |  |
| 10:45-11:00am                                   | 19                         | 18         | 5         | 1         | X                         | X         | 40         | 19         | 102                        | 0                      | 0                     | 10              | 6                         | 0                      |  |  |   |  |  |  |
| 11:00-11:15am                                   | 29                         | 18         | 3         | 1         | X                         | X         | 20         | 10         | 81                         | 0                      | 0                     | 7               | 2                         | 0                      |  |  |   |  |  |  |
| 11:15-11:30am                                   | 19                         | 9          | 0         | 3         | X                         | X         | 21         | 24         | 76                         | 0                      | 0                     | 8               | 3                         | 1                      |  |  |   |  |  |  |
| 11:30-11:45am                                   | 16                         | 29         | 2         | 1         | X                         | X         | 24         | 11         | 83                         | 0                      | 0                     | 3               | 7                         | 0                      |  |  |   |  |  |  |
| 11:45am-12:00 noon                              | 10                         | 17         | 1         | 9         | X                         | X         | 25         | 25         | 87                         | 0                      | 0                     | 2               | 9                         | 0                      |  |  |   |  |  |  |
| <b>Total - 2 hour count session (10am-Noon)</b> | <b>202</b>                 | <b>136</b> | <b>16</b> | <b>16</b> | <b>0</b>                  | <b>0</b>  | <b>215</b> | <b>118</b> | <b>703</b>                 | <b>0</b>               | <b>0</b>              | <b>39</b>       | <b>30</b>                 | <b>1</b>               |  |  |   |  |  |  |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>         | <b>377</b>                 | <b>280</b> | <b>77</b> | <b>55</b> | <b>0</b>                  | <b>0</b>  | <b>350</b> | <b>252</b> | <b>1391</b>                | <b>1</b>               | <b>1</b>              | <b>73</b>       | <b>57</b>                 | <b>17</b>              |  |  |   |  |  |  |

**Count Location I - Union Avenue and Los Gatos Almaden Road**

| Count Day/Time                                  | Leaving Leg A (Northbound) |           | Leaving Leg B (Eastbound) |           |
|---|----------------------------|-----------|---------------------------|-----------|
|   | A1 (Ped)                   | A2 (Bike) | B1 (Ped)                  | B2 (Bike) |
| <b>Wednesday, September 14, 2016 - 7-9am</b>    |                            |           |                           |           |
| 7:00-7:15am                                     | 1                          | 0         | 2                         | 3         |
| 7:15-7:30am                                     | 0                          | 0         | 8                         | 6         |
| 7:30-7:45am                                     | 0                          | 3         | 9                         | 22        |
| 7:45-8:00am                                     | 2                          | 1         | 3                         | 9         |
| 8:00-8:15am                                     | 0                          | 0         | 0                         | 2         |
| 8:15-8:30am                                     | 2                          | 1         | 0                         | 1         |
| 8:30-8:45am                                     | 0                          | 0         | 2                         | 1         |
| 8:45-9:00am                                     | 2                          | 1         | 3                         | 0         |
| <b>Total - 2 hour count session (7-9am)</b>     | <b>7</b>                   | <b>6</b>  | <b>27</b>                 | <b>44</b> |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>    |                            |           |                           |           |
| 2:00-2:15pm                                     |                            |           |                           |           |
| 2:15-2:30pm                                     |                            |           |                           |           |
| 2:30-2:45pm                                     |                            |           |                           |           |
| 2:45-3:00pm                                     |                            |           |                           |           |
| 3:00-3:15pm                                     |                            |           |                           |           |
| 3:15-3:30pm                                     |                            |           |                           |           |
| 3:30-3:45pm                                     |                            |           |                           |           |
| 3:45-4:00pm                                     |                            |           |                           |           |
| <b>Total - 2 hour count session (2-4pm)</b>     | <b>0</b>                   | <b>0</b>  | <b>0</b>                  | <b>0</b>  |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>    |                            |           |                           |           |
| 4:00-4:15pm                                     | 6                          | 1         | 2                         | 1         |
| 4:15-4:30pm                                     | 8                          | 5         | 3                         | 3         |
| 4:30-4:45pm                                     | 0                          | 2         | 2                         | 2         |
| 4:45-5:00pm                                     | 1                          | 0         | 3                         | 2         |
| 5:00-5:15pm                                     | 1                          | 0         | 1                         | 1         |
| 5:15-5:30pm                                     | 2                          | 0         | 3                         | 1         |
| 5:30-5:45pm                                     | 1                          | 1         | 1                         | 2         |
| 5:45-6:00pm                                     | 1                          | 0         | 2                         | 0         |
| <b>Total - 2 hour count session (4-6pm)</b>     | <b>20</b>                  | <b>9</b>  | <b>17</b>                 | <b>12</b> |
| <b>Saturday, September 17, 2016 - 10am-Noon</b> |                            |           |                           |           |
| 10:00-10:15am                                   | n/a                        | n/a       | n/a                       | n/a       |
| 10:15-10:30am                                   | n/a                        | n/a       | n/a                       | n/a       |
| 10:30-10:45am                                   | n/a                        | n/a       | n/a                       | n/a       |
| 10:45-11:00am                                   | n/a                        | n/a       | n/a                       | n/a       |
| 11:00-11:15am                                   | n/a                        | n/a       | n/a                       | n/a       |
| 11:15-11:30am                                   | n/a                        | n/a       | n/a                       | n/a       |
| 11:30-11:45am                                   | n/a                        | n/a       | n/a                       | n/a       |
| 11:45am-12:00 noon                              | n/a                        | n/a       | n/a                       | n/a       |
| <b>Total - 2 hour count session (10am-Noon)</b> | <b>0</b>                   | <b>0</b>  | <b>0</b>                  | <b>0</b>  |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>         | <b>27</b>                  | <b>15</b> | <b>44</b>                 | <b>56</b> |

| Count Day/Time                                  | Leaving Leg C (Southbound) |           | Leaving Leg D (Westbound) |           | Total - Count Legs | Leg E - Behavior/Demographics Assessed (All Directions) |                    |              |                       |                     |
|---|----------------------------|-----------|---------------------------|-----------|--------------------|---|--------------------|--------------|-----------------------|---------------------|
|   | C1 (Ped)                   | C2 (Bike) | D1 (Ped)                  | D2 (Bike) |                    | E1 Wrong Way Riding                                     | E2 Sidewalk Riding | E3 No Helmet | E4 Children Bicycling | E5 Children Walking |
| <b>Wednesday, September 14, 2016 - 7-9am</b>    |                            |           |                           |           |                    |   |                    |              |                       |                     |
| 7:00-7:15am                                     | 1                          | 0         | 1                         | 0         | 8                  | 0   | 0                  | 0            | 0                     | 0                   |
| 7:15-7:30am                                     | 0                          | 0         | 4                         | 1         | 19                 | 4   | 3                  | 4            | 3                     | 6                   |
| 7:30-7:45am                                     | 0                          | 0         | 1                         | 2         | 37                 | 5   | 7                  | 2            | 11                    | 8                   |
| 7:45-8:00am                                     | 3                          | 0         | 13                        | 18        | 49                 | 8   | 22                 | 5            | 27                    | 11                  |
| 8:00-8:15am                                     | 1                          | 0         | 20                        | 30        | 53                 | 30  | 30                 | 1            | 30                    | 20                  |
| 8:15-8:30am                                     | 4                          | 0         | 12                        | 11        | 31                 | 11  | 11                 | 0            | 12                    | 13                  |
| 8:30-8:45am                                     | 0                          | 0         | 2                         | 0         | 5                  | 0   | 0                  | 0            | 0                     | 0                   |
| 8:45-9:00am                                     | 3                          | 0         | 1                         | 0         | 10                 | 0   | 0                  | 0            | 0                     | 1                   |
| <b>Total - 2 hour count session (7-9am)</b>     | <b>12</b>                  | <b>0</b>  | <b>54</b>                 | <b>62</b> | <b>212</b>         | <b>58</b>   | <b>73</b>          | <b>12</b>    | <b>83</b>             | <b>59</b>           |
| <b>Wednesday, September 14, 2016 - 2-4pm</b>    |                            |           |                           |           |                    |   |                    |              |                       |                     |
| 2:00-2:15pm                                     |                            |           |                           |           | 0                  |   |                    |              |                       |                     |
| 2:15-2:30pm                                     |                            |           |                           |           | 0                  |   |                    |              |                       |                     |
| 2:30-2:45pm                                     |                            |           |                           |           | 0                  |   |                    |              |                       |                     |
| 2:45-3:00pm                                     |                            |           |                           |           | 0                  |   |                    |              |                       |                     |
| 3:00-3:15pm                                     |                            |           |                           |           | 0                  |   |                    |              |                       |                     |
| 3:15-3:30pm                                     |                            |           |                           |           | 0                  |   |                    |              |                       |                     |
| 3:30-3:45pm                                     |                            |           |                           |           | 0                  |   |                    |              |                       |                     |
| 3:45-4:00pm                                     |                            |           |                           |           | 0                  |   |                    |              |                       |                     |
| <b>Total - 2 hour count session (2-4pm)</b>     | <b>0</b>                   | <b>0</b>  | <b>0</b>                  | <b>0</b>  | <b>0</b>           | <b>0</b>  | <b>0</b>           | <b>0</b>     | <b>0</b>              | <b>0</b>            |
| <b>Wednesday, September 14, 2016 - 4-6pm</b>    |                            |           |                           |           |                    |   |                    |              |                       |                     |
| 4:00-4:15pm                                     | 5                          | 1         | 5                         | 2         | 23                 | 1   | 4                  | 4            | 4                     | 8                   |
| 4:15-4:30pm                                     | 1                          | 2         | 1                         | 0         | 23                 | 0   | 5                  | 1            | 8                     | 1                   |
| 4:30-4:45pm                                     | 0                          | 0         | 1                         | 0         | 7                  | 0   | 2                  | 2            | 4                     | 2                   |
| 4:45-5:00pm                                     | 2                          | 0         | 4                         | 1         | 13                 | 0   | 2                  | 1            | 1                     | 4                   |
| 5:00-5:15pm                                     | 2                          | 1         | 1                         | 3         | 10                 | 0   | 2                  | 0            | 2                     | 0                   |
| 5:15-5:30pm                                     | 1                          | 0         | 1                         | 3         | 11                 | 0   | 0                  | 1            | 1                     | 0                   |
| 5:30-5:45pm                                     | 1                          | 0         | 2                         | 1         | 9                  | 0   | 2                  | 1            | 1                     | 0                   |
| 5:45-6:00pm                                     | 0                          | 0         | 3                         | 4         | 10                 | 0   | 0                  | 0            | 0                     | 0                   |
| <b>Total - 2 hour count session (4-6pm)</b>     | <b>12</b>                  | <b>4</b>  | <b>18</b>                 | <b>14</b> | <b>106</b>         | <b>1</b>  | <b>17</b>          | <b>10</b>    | <b>21</b>             | <b>15</b>           |
| <b>Saturday, September 17, 2016 - 10am-Noon</b> |                            |           |                           |           |                    |   |                    |              |                       |                     |
| 10:00-10:15am                                   | n/a                        | n/a       | n/a                       | n/a       | 0                  | n/a   | n/a                | n/a          | n/a                   | n/a                 |
| 10:15-10:30am                                   | n/a                        | n/a       | n/a                       | n/a       | 0                  | n/a   | n/a                | n/a          | n/a                   | n/a                 |
| 10:30-10:45am                                   | n/a                        | n/a       | n/a                       | n/a       | 0                  | n/a   | n/a                | n/a          | n/a                   | n/a                 |
| 10:45-11:00am                                   | n/a                        | n/a       | n/a                       | n/a       | 0                  | n/a   | n/a                | n/a          | n/a                   | n/a                 |
| 11:00-11:15am                                   | n/a                        | n/a       | n/a                       | n/a       | 0                  | n/a   | n/a                | n/a          | n/a                   | n/a                 |
| 11:15-11:30am                                   | n/a                        | n/a       | n/a                       | n/a       | 0                  | n/a   | n/a                | n/a          | n/a                   | n/a                 |
| 11:30-11:45am                                   | n/a                        | n/a       | n/a                       | n/a       | 0                  | n/a   | n/a                | n/a          | n/a                   | n/a                 |
| 11:45am-12:00 noon                              | n/a                        | n/a       | n/a                       | n/a       | 0                  | n/a   | n/a                | n/a          | n/a                   | n/a                 |
| <b>Total - 2 hour count session (10am-Noon)</b> | <b>0</b>                   | <b>0</b>  | <b>0</b>                  | <b>0</b>  | <b>0</b>           | <b>0</b>  | <b>0</b>           | <b>0</b>     | <b>0</b>              | <b>0</b>            |
| <b>GRAND TOTAL - ALL COUNT SESSIONS</b>         | <b>24</b>                  | <b>4</b>  | <b>72</b>                 | <b>76</b> | <b>318</b>         | <b>59</b>   | <b>90</b>          | <b>22</b>    | <b>104</b>            | <b>74</b>           |

| Highest Pedestrian Volumes (Total # order from highest to lowest) |             |
|---|-------------|
| Count Location  | Total Count |
| B   | 2308        |
| A   | 1258        |
| H   | 804         |
| C   | 618         |
| F   | 612         |
| G   | 554         |
| E   | 235         |
| I   | 167         |
| D   | 145         |

| Highest Bicycle Volumes (Total # order from highest to lowest) |             |
|--|-------------|
| Count Location   | Total Count |
| H  | 587         |
| G  | 316         |
| F  | 288         |
| A  | 263         |
| B  | 249         |
| C  | 215         |
| D  | 183         |
| E  | 163         |
| I  | 151         |

| Highest Pedestrian Volumes (by Count location and time) |        |        |        |                       |
|---|--------|--------|--------|-----------------------|
| Count Time  | 7-9 am | 2-4 pm | 4-6 pm | 10 am-Noon (Saturday) |
| Count Location  |        |        |        |                       |
| A   | 148    | 192    | 167    | 751                   |
| B   | 232    | 385    | 624    | 1067                  |
| C   | 234    | 246    | 138    | 0                     |
| D   | 37     | 44     | 24     | 40                    |
| E   | 115    | 37     | 29     | 54                    |
| F   | 130    | 222    | 145    | 115                   |
| G   | 151    | 213    | 107    | 83                    |
| H   | 109    | 102    | 160    | 433                   |
| I   | 100    | 0      | 67     | 0                     |

| Highest Bicycle Volumes (by Count location and time) |        |        |        |                       |
|--|--------|--------|--------|-----------------------|
| Count Time   | 7-9 am | 2-4 pm | 4-6 pm | 10 am-Noon (Saturday) |
| Count Location                                       |        |        |        |                       |
| A  | 18     | 29     | 65     | 151                   |
| B  | 50     | 19     | 45     | 135                   |
| C  | 56     | 84     | 75     | 0                     |
| D  | 34     | 18     | 28     | 103                   |
| E  | 48     | 22     | 31     | 62                    |
| F  | 82     | 60     | 48     | 98                    |
| G  | 90     | 87     | 35     | 104                   |
| H  | 78     | 90     | 149    | 270                   |
| I  | 112    | 0      | 39     | 0                     |

| <b>Highest Pedestrian Volume (by count time, count location, order from highest to lowest)</b> |             |                              |   |                       |
|--|-------------|------------------------------|---|-----------------------|
| Count Time   | 7-9 am      | Percent Pedestrians at 7-9am | Comparison of Pedestrian Volumes during Count Periods |                       |
| Location   |             |                              | Total Pedestrian Count during all periods             | % of Total Ped Counts |
| C  | 234         | 19                           | 618   | 38                    |
| B  | 232         | 18                           | 2308  | 10                    |
| G  | 151         | 12                           | 554   | 27                    |
| A  | 148         | 12                           | 1258  | 12                    |
| F  | 130         | 10                           | 612   | 21                    |
| E  | 115         | 9                            | 235   | 49                    |
| H  | 109         | 9                            | 804   | 14                    |
| I  | 100         | 8                            | 167   | 60                    |
| D  | 37          | 3                            | 145   | 26                    |
| <b>Total #</b>   | <b>1256</b> | <b>100</b>                   | <b>6701</b>   |                       |

| <b>Highest Bicycle Volume (by count time, count location, order from highest to lowest)</b> |            |                             |  |                        |
|---|------------|-----------------------------|--|------------------------|
| Count Time  | 7-9 am     | Percent Bicyclists at 7-9am | Comparison of Bicycle Volumes during Count Periods |                        |
| Location  |            |                             | Total Bicyclist Count during all periods           | % of Total Bike Counts |
| I   | 112        | 20                          | 151  | 74                     |
| G   | 90         | 16                          | 316  | 28                     |
| F   | 82         | 14                          | 288  | 28                     |
| H   | 78         | 14                          | 587  | 13                     |
| C   | 56         | 10                          | 215  | 26                     |
| B   | 50         | 9                           | 249  | 20                     |
| E   | 48         | 8                           | 163  | 29                     |
| D   | 34         | 6                           | 183  | 19                     |
| A   | 18         | 3                           | 263  | 7                      |
| <b>Total #</b>  | <b>568</b> | <b>100</b>                  | <b>2415</b>  |                        |



**Count Data 2-4pm, Wednesday 9/14/2016**

**Highest Pedestrian Volume (by count time, count location, order from highest to lowest)**

| Count Time   | 2-4 pm      | Percent Pedestrians at 2-4pm | Comparison of Pedestrian Volumes during Count Periods |                       |
|--------------|-------------|------------------------------|---|-----------------------|
|              |             |                              | Total Pedestrian Count during all periods             | % of Total Ped Counts |
| Location     |             |                              |   |                       |
| B            | 385         | 27                           | 2308  | 17                    |
| C            | 246         | 17                           | 618   | 40                    |
| F            | 222         | 15                           | 612   | 36                    |
| G            | 213         | 15                           | 554   | 38                    |
| A            | 192         | 13                           | 1258  | 15                    |
| H            | 102         | 7                            | 804   | 13                    |
| D            | 44          | 3                            | 145   | 30                    |
| E            | 37          | 3                            | 235   | 16                    |
| I            | 0           | 0                            | 167   | 0                     |
| <b>Total</b> | <b>1441</b> | <b>100</b>                   | <b>6701</b>   |                       |

**Highest Bicycle Volume (by count time, count location, order from highest to lowest)**

| Count Time   | 2-4 pm     | Percent Bicyclists at 2-4pm | Comparison of Bicycle Volumes during Count Periods |                        |
|--------------|------------|-----------------------------|--|------------------------|
|              |            |                             | Total Bicyclist Count during all periods           | % of Total Bike Counts |
| Location     |            |                             |  |                        |
| H            | 90         | 22                          | 587  | 15                     |
| G            | 87         | 21                          | 316  | 28                     |
| C            | 84         | 21                          | 215  | 39                     |
| F            | 60         | 15                          | 288  | 21                     |
| A            | 29         | 7                           | 263  | 11                     |
| E            | 22         | 5                           | 163  | 13                     |
| B            | 19         | 5                           | 249  | 8                      |
| D            | 18         | 4                           | 183  | 10                     |
| I            | 0          | 0                           | 151  | 0                      |
| <b>Total</b> | <b>409</b> | <b>100</b>                  | <b>2415</b>  |                        |

**Count Data 4-6pm, Wednesday 9/14/2016**

**Highest Pedestrian Volume (by count time, count location, order from highest to lowest)**

| Count Time   | 4-6 pm      | %          | Comparison of Pedestrian Volumes during Count Periods |                       |
|--------------|-------------|------------|---|-----------------------|
|              |             |            | Total Pedestrian Count during all periods             | % of Total Ped Counts |
| Location     | 4-6 pm      | %          | Total Pedestrian Count during all periods             | % of Total Ped Counts |
| B            | 624         | 43         | 2308  | 27                    |
| A            | 167         | 11         | 1258  | 13                    |
| H            | 160         | 11         | 804   | 20                    |
| F            | 145         | 10         | 612   | 24                    |
| C            | 138         | 9          | 618   | 22                    |
| G            | 107         | 7          | 554   | 19                    |
| I            | 67          | 5          | 167   | 40                    |
| E            | 29          | 2          | 235   | 12                    |
| D            | 24          | 2          | 145   | 17                    |
| <b>Total</b> | <b>1461</b> | <b>100</b> | <b>6701</b>   |                       |

**Highest Bicycle Volume (by count time, count location, order from highest to lowest)**

| Count Time   | 4-6 pm     | %          | Comparison of Bicycle Volumes during Count Periods |                        |
|--------------|------------|------------|--|------------------------|
|              |            |            | Total Bicyclist Count during all periods           | % of Total Bike Counts |
| Location     | 4-6 pm     | %          | Total Bicyclist Count during all periods           | % of Total Bike Counts |
| H            | 149        | 29         | 587  | 25                     |
| C            | 75         | 15         | 215  | 35                     |
| A            | 65         | 13         | 263  | 25                     |
| F            | 48         | 9          | 288  | 17                     |
| B            | 45         | 9          | 249  | 18                     |
| I            | 39         | 8          | 151  | 26                     |
| G            | 35         | 7          | 316  | 11                     |
| E            | 31         | 6          | 163  | 19                     |
| D            | 28         | 5          | 183  | 15                     |
| <b>Total</b> | <b>515</b> | <b>100</b> | <b>2415</b>  |                        |

**Count Data 10am-Noon, Saturday 9/17/2016**

**Highest Pedestrian Volume (by count time, count location, order from highest to lowest)**

| Count Time | 10am- noon | Percent Pedestrians at 10am-noon | Comparison of Pedestrian Volumes during Count Periods |                       |
|------------|------------|----------------------------------|---|-----------------------|
|            |            |                                  | Total Pedestrians Counted during all periods          | % of Total Ped Counts |
| Location   |            |                                  |   |                       |
| B          | 1067       | 42                               | 2308  | 46                    |
| A          | 751        | 30                               | 1258  | 60                    |
| H          | 433        | 17                               | 804   | 54                    |
| F          | 115        | 5                                | 612   | 19                    |
| G          | 83         | 3                                | 554   | 15                    |
| E          | 54         | 2                                | 235   | 23                    |
| D          | 40         | 2                                | 145   | 28                    |
| C          | 0          | 0                                | 618   | 0                     |
| I          | 0          | 0                                | 167   | 0                     |

**Total                    2543                    100**

**Highest Bicycle Volume (by count time, count location, order from highest to lowest)**

| Count Time | 10am-noon | Percent Bicyclists at 10am-noon | Comparison of Bicycle Volumes during Count Periods |                        |
|------------|-----------|---------------------------------|--|------------------------|
|            |           |                                 | Total Bicyclists Counted during all periods        | % of Total Bike Counts |
| Location   |           |                                 |  |                        |
| H          | 270       | 29                              | 587  | 46                     |
| A          | 151       | 16                              | 263  | 57                     |
| B          | 135       | 15                              | 249  | 54                     |
| G          | 104       | 11                              | 316  | 33                     |
| D          | 103       | 11                              | 183  | 56                     |
| F          | 98        | 11                              | 288  | 34                     |
| E          | 62        | 7                               | 163  | 38                     |
| C          | 0         | 0                               | 215  | 0                      |
| I          | 0         | 0                               | 151  | 0                      |

**Total                    923                    100**

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# VTA BICYCLE EXPENDITURE PROGRAM (BEP) PROJECT LIST (MAY 2013)

**VTP 2014 BEP PROJECTS BY JURISDICTION**  
**(Source: Santa Clara Valley Transportation Authority (VTA), April 2013)**

| <i>AGENCY</i>                   | <i>PROJECT NAME</i>   | <i>SCORE /1/</i> | <i>COST</i>     | <i>RUNNING</i> |
|---------------------------------|---|------------------|-----------------|----------------|
| <i>project #</i>                |   |                  | <i>(million</i> | <i>TOTAL</i>   |
| <b>PROJECTS IN CATEGORY : 1</b> |   |                  |                 |                |
| CA                              | G01 Portals Project: Bike Lanes on Campbell Avenue at SR 17   |                  | \$4.2           | \$4            |
| GI                              | G02 Western Ronan Channel SCWVD Service Road Trail  |                  | \$2.9           | \$7            |
| GI                              | G03 Lions Creek SCVWD Service Road Trail: West of Kern Ave. between Kern and Day  |                  | \$2.0           | \$9            |
| GI                              | G04 Lions Creek SCVWD Service Road Trail: West of Santa Teresa Blvd. (Between Tapestry and ST/ Day Rd east)                           |                  | \$0.6           | \$10           |
| PA                              | G05 Bicycle Boulevards Network Project  |                  | \$5.8           | \$16           |
| SC                              | G11 San Tomas Aquino Creek Spur Trail- Phase 2 from El Camino Real to Homestead Rd  |                  | \$4.0           | \$20           |
| SCC                             | G12 Expressway and Santa Teresa Corridor Bike Detection (Foothill/Montague /Capitol)  |                  | \$1.0           | \$21           |
| SJD                             | G06 Park Ave/San Fernando St. San Antonio Bikeway   |                  | \$0.3           | \$21           |
| SJD                             | G07 Hedding St. Bikeway: from Park Av to 17th St.   |                  | \$0.3           | \$21           |
| SJD                             | G08 North San Jose Bike and Ped Improvements  |                  | \$35.0          | \$56           |
| SJP                             | G09 Guadalupe River Trail (I-880 to the Bay Trail) and Tasman UC  |                  | \$0.0           | \$56           |
| SJP                             | G10 Los Gatos Creek Trail Reach 5b and 5c Underxing and Trail (Auzerais Ave.from s/o W. San Carlos Ave. to Park Ave./Montgomery Ave.) |                  | \$5.8           | \$62           |
| SU                              | G13 Hendy Ave Bike Lanes, from Sunnyvale Ave to Fair Oaks Ave   |                  | \$0.0           | \$62           |
| SU                              | G14 Mathilda Ave. Bike Lanes: US 101 to El Camino Real  |                  | \$4.1           | \$66           |
| SU                              | G15 Mary Ave. Bike Lanes Fremont to Maude   |                  | \$1.4           | \$67           |
| VTA                             | G16 Santa Clara Caltrain Station Undercrossing Extension  |                  | \$9.3           | \$77           |
| CA                              | 5 Hamilton Avenue Median Bicycle and Pedestrian Enhancements from Bascom to Leigh   | 50.2             | \$1.8           | \$78           |
| CU                              | 2 Miller Ave Bike Lanes from Steven Creek Blvd to Calle de Barcelona  | 51.0             | \$0.1           | \$79           |
| GI                              | 2 Northern Uvas Creek SCVWD Service Road Trail AKA Gilroy Gardens Extension Trail   | 50.0             | \$2.2           | \$81           |
| LAH                             | 1 El Monte Rd. from Stonebrook to Voorhees Segment 4  | 50.0             | \$0.6           | \$81           |
| LAH                             | 3 Fremont Road pathway from Concepcion Rd to Arastradero Rd   | 64.0             | \$0.9           | \$82           |
| PA                              | 2 US 101/Adobe Creek Ped/Bicycle Grade separation   | 64.0             | \$9.5           | \$92           |
| SC                              | 01 Scott Blvd. Bike Lanes: Central to Monroe St.  | 53.8             | \$0.4           | \$92           |
| SC                              | 03 Calabazas Creek Trail: From S.R. 237 to Calabazas Blvd with ABC Over Hwy101 and Central Expressway                                 | 50.2             | \$14.2          | \$106          |
| SC                              | 06 Lafayette St. Bike Lanes: Agnew Rd. to Reed St.  | 53.5             | \$1.0           | \$107          |
| SC                              | 09 Pruneridge Ave. Bike Lanes: Pomeroy Ave. to Winchester Blvd.   | 50.0             | \$0.8           | \$108          |

**Notes:**

1. Grandfathered projects were not scored, see memo.
2. Projects with \$0 cost are fully funded, but not completed. They will request no BEP funds.

| <i>AGENCY</i> | <i>PROJECT #</i> | <i>PROJECT NAME</i>   | <i>SCORE /1/</i> | <i>COST (million)</i> | <i>RUNNING TOTAL</i> |
|---------------|------------------|---|------------------|-----------------------|----------------------|
| SC            | 10               | Bowers Ave./Kiely Blvd. Bike Lanes: Cabrillo Ave. to Stevens Creek Blvd.                                      | 52.9             | \$1.0                 | \$109                |
| SC            | 11               | Saratoga Ave Bike Lanes from Los Padres Blvd to San Tomas Expy  | 53.1             | \$0.2                 | \$109                |
| SC            | 12               | Saratoga Creek Trail from Cabrillo Ave. to Forbes Ave. and 2 undercrossings (at Kiely and Homestead)          | 52.5             | \$2.7                 | \$112                |
| SC            | 13               | Lick Mill Blvd. Bike Lanes from Tasman Dr to Hope Dr  | 55.5             | \$0.2                 | \$112                |
| SC            | 14               | Mission College Blvd Bike Lanes from Mission College Blvd to Wildwood Ave (city limits)                       | 50.5             | \$0.2                 | \$112                |
| SC            | 15               | Benton St. Bike Lanes: Lawrence Exprwy to San Tomas Exprwy  | 52.5             | \$0.5                 | \$113                |
| SCC           | 1                | McKean Rd Shoulder Improvements (Harry Rd to Bailey Ave)  | 55.0             | \$7.4                 | \$120                |
| SCC           | 2                | Doyle Rd Bicycle and Pedestrian Trail Connection  | 61.0             | \$0.5                 | \$121                |
| SCC           | 3                | Oregon Expwy/Page Mill Rd: I-280 Interchange Modification   | 59.0             | \$1.4                 | \$122                |
| SCC           | 4                | Santa Teresa Blvd. Bicycle Delineation and shoulder widening  | 52.0             | \$0.6                 | \$123                |
| SCC           | 5                | Popular Bicycle Rural Roads Improvements  | 53.0             | \$1.0                 | \$124                |
| SCC           | 1                | Los Gatos Creek Trail – Lark Ave to Blossom Hill Dr.  | 54.0             | \$1.8                 | \$126                |
| SJD           | 02               | Monroe Bikeway: Newhall St to Hwy 17 POC at Daniel Way / Westfield Ave.                                       | 67.0             | \$0.3                 | \$126                |
| SJD           | 03               | Blossom Hill: Calero Bikeways-at Coleman Rd to Palmia Dr at Cottle Rd   | 55.0             | \$0.4                 | \$126                |
| SJD           | 04               | Brokaw - Coleman Airport Bikeway  | 69.0             | \$1.2                 | \$127                |
| SJD           | 05               | Capitol Ave./Capitol Expwy. Bikeway from Penitencia Creek Rd/Trail to Quimby Rd                               | 73.0             | \$0.3                 | \$128                |
| SJD           | 06               | Charcot Bikeway: from Orchard Pkwy to Hwy 880   | 60.0             | \$0.5                 | \$128                |
| SJD           | 07               | Hwy 237 Bikeway on & off-road from Grt America Parkway to Zanker  | 70.0             | \$0.5                 | \$129                |
| SJD           | 08               | Newhall St. Bike/Ped Overcrossing over Caltrain tracks  | 65.0             | \$8.1                 | \$137                |
| SJD           | 12               | Bird Ave. Bicycle and Pedestrian Corridor   | 61.0             | \$3.5                 | \$140                |
| SJD           | 13               | Auzerais Ave. Bicycle and Pedestrian Improvements from Sunol St. to Race St.                                  | 52.0             | \$2.2                 | \$143                |
| SJD           | 14               | Highway 87 Trail Connection- multi-use path from Unified Way through Curtner LRT P&R to Carol Dr/Hwy 87       | 58.0             | \$1.9                 | \$144                |
| SJD           | 15               | Havana Dr/ Holly Hill Drive Bike/Ped Bridge at US 101   | 56.0             | \$8.5                 | \$153                |
| SJD           | 16               | Blossom Hill Rd./ Silver Creek Valley Rd. Multiuse Path   | 63.0             | \$6.1                 | \$159                |
| SJD           | 17               | Branham Lane Bikeway from Camden Ave to Monterey Rd   | 53.0             | \$2.4                 | \$161                |
| SJD           | 18               | Cottle Road multi-use path from Hospital Parkway to Poughkeepsie Rd.  | 57.0             | \$2.7                 | \$164                |
| SJD           | 19               | Airport Blvd-Guadalupe River Trail Bike & Ped connection  | 55.0             | \$2.8                 | \$167                |
| SJP           | 02               | Los Gatos Creek Trail (Reach 5d (from Park Ave./Montgomery Ave. to Santa Clara Ave.): Diridon Station Segment | 54.0             | \$8.5                 | \$175                |

**Notes:**

- 1. Grandfahered projects were not scored, see memo.*
- 2. Projects with \$0 cost are fully funded, but not completed. They will request no BEP funds.*

| <i>AGENCY</i> | <i>PROJECT #</i> | <i>PROJECT NAME</i>  | <i>SCORE /1/</i> | <i>COST (million)</i> | <i>RUNNING TOTAL</i> |
|---------------|------------------|--|------------------|-----------------------|----------------------|
| SJP           | 25               | Three Creeks Trail West from Los Gatos Creek Trail/Lonus Street to Guadalupe River   | 50.0             | \$2.0                 | \$177                |
| SU            | 01               | Bernardo Ave. Caltrain Undercrossing   | 62.0             | \$9.9                 | \$187                |
| SU            | 02               | Maude Ave. Bike Lanes: Mathilda to Wolfe   | 55.0             | \$0.2                 | \$187                |
| SU            | 04               | Lakewood/Sandia Drive Bike Lanes   | 51.0             | \$0.0                 | \$187                |
| SU            | 05               | Belleville Way Bike Lanes from Fremont to Homestead plus bike detection  | 53.0             | \$0.1                 | \$188                |
| SU            | 06               | Bernardo Ave Bike Lanes from El Camino Real to Evelyn and new bike detection   | 63.0             | \$0.2                 | \$188                |
| SU            | 07               | Bernardo Ave Bike Lanes from Remington to Homestead plus bike detection  | 71.0             | \$0.2                 | \$188                |
| SU            | 08               | California Ave Bike Lanes from Mary to Fair Oaks and new bike detection  | 57.0             | \$0.2                 | \$188                |
| SU            | 09               | El Camino Real Bike Lanes from west city limits to east city limits plus bike detection at 13 intersections                                | 82.7             | \$0.3                 | \$188                |
| SU            | 12               | Fair Oaks Ave Bike Lanes from Old San Francisco Rd to Ahwanee Ave plus bike detection and medians  | 62.7             | \$0.4                 | \$189                |
| SU            | 13               | Hollenbeck Ave Bike Lanes from Danforth Dr to Alberta Ave plus bike detection  | 64.0             | \$0.2                 | \$189                |
| SU            | 14               | Java Drive Bike Lanes via road diet from Mathilda to Crossman Ave plus bike detection  | 61.0             | \$0.1                 | \$189                |
| SU            | 15               | Moffett Park Area East Channel Trail and West Channel Trail  | 59.7             | \$5.0                 | \$194                |
| SU            | 16               | Sunnyvale Stevens Creek Trail and Structures from Dale/Heatherstone to Homestead Rd. (2.5 mi bike path, 4 structures and 1.2 mi bike lane) | 64.0             | \$20.0                | \$214                |
| SU            | 17               | Tasman Dr Bike Lanes via road diet from Fair Oaks Ave. to Reamwood Dr. plus bike detection   | 63.0             | \$0.3                 | \$214                |
| VTA           | 2                | Capitol Expressway Pedestrian /Bicycle Crossing at Eastridge Transit Center  | 55.0             | \$10.0                | \$224                |

**Subtotal- number of projects in Category : 1** **70**

**PROJECTS IN CATEGORY : 2**

|    |   |  |      |       |      |
|----|---|--|------|-------|------|
| CA | 1 | Los Gatos Creek Trail Expansion on West Side (Hamilton to Campbell)                                    | 43.0 | \$2.9 | \$3  |
| CA | 3 | San Tomas Aquino Creek Trail: Westmont High School to Virginia   | 45.0 | \$1.7 | \$5  |
| CA | 4 | Hacienda Ave. Bike Lanes: Winchester to San Tomas Aquino Rd.   | 41.0 | \$0.1 | \$5  |
| CU | 1 | McClellan Bike Lanes from Foothill Blvd to Byrne Ave   | 42.0 | \$2.4 | \$7  |
| CU | 3 | Saratoga Creek Trail extension next to   | 42.0 | \$7.1 | \$14 |
| CU | 4 | Stevens Creek Trail Crossing at Stevens Creek Blvd   | 41.0 | \$0.4 | \$15 |
| CU | 5 | UPRR Bike/Ped Bridge crossing from Stevens Creek Blvd to Snyder-Hammond House /Rancho San Antonio Park | 38.0 | \$2.0 | \$17 |
| GI | 1 | Gilroy Sports Park Trail   | 49.0 | \$5.6 | \$22 |

**Notes:**

1. Grandfahered projects were not scored, see memo.
2. Projects with \$0 cost are fully funded, but not completed. They will request no BEP funds.



| <i>AGENCY</i>    | <i>PROJECT NAME</i>  | <i>SCORE /1/</i> | <i>COST</i>      | <i>RUNNING</i> |
|------------------|--|------------------|------------------|----------------|
| <i>project #</i> |  |                  | <i>(million)</i> | <i>TOTAL</i>   |
| GI               | 3 Lions Creek Trail West Gap Closure   | 40.0             | \$1.3            | \$23           |
| LA               | 1 Miramonte Ave. Bikeway Improvement   | 45.0             | \$1.6            | \$25           |
| LA               | 2 Stevens Creek Link Trail   | 45.0             | \$3.5            | \$28           |
| LAH              | 2 Hale Creek Path connecting to El Monte Road  | 35.0             | \$0.5            | \$29           |
| LG               | 1 Los Gatos Creek Trail Connector to SR 9  | 44.0             | \$1.2            | \$30           |
| MH               | 3 Main Ave. Bike Lanes: Butterfield Blvd to Condit Rd.   | 36.0             | \$0.2            | \$30           |
| MH               | 5 Sobrato High School Bike Access Improvements: bike path southeast from Burnett Av to Coyote Creek Trail        | 41.0             | \$0.5            | \$31           |
| MH               | 6 West Little Llagas Creek Trail: Main Ave. to Spring Ave.   | 36.0             | \$1.5            | \$32           |
| MI               | 1 Montague Expwy Bike/Ped Overcrossing   | 45.0             | \$18.6           | \$51           |
| MI               | 3 So. Milpitas Blvd. from Calaveras Blvd to Montague Expressway Bicycle Path & Sidewalk on east side (1.5 miles) | 45.0             | \$29.0           | \$80           |
| MI               | 4 Berryessa Creek Trail (Reach 4 - 6) from Hillview Dr to San Jose City limits                                   | 40.0             | \$6.9            | \$87           |
| MV               | 1 Permanente Creek Trail: Old Middlefield Way to Rock Street   | 39.4             | \$0.5            | \$87           |
| MV               | 2 Permanente Creek Trail: Rock Street to Middlefield Rd.   | 39.0             | \$0.8            | \$88           |
| MV               | 3 Permanente Creek Trail Grade Separation at Charleston Rd. and modification to UC at Amphitheatre Rd            | 39.0             | \$5.3            | \$93           |
| MV               | 5 Stevens Creek Trail Reach 4 Segment 2: Dale/Heatherstone to Mountain View High School                          | 43.0             | \$15.0           | \$108          |
| MV               | 6 Stevens Creek Trail/Middlefield Rd. North Side Access  | 36.0             | \$0.3            | \$109          |
| MV               | 7 Stevens Creek Trail/Landels School Trailhead   | 35.0             | \$1.5            | \$110          |
| PA               | 1 California Ave. Caltrain Undercrossing: ADA Retrofit/Reconstruction  | 41.0             | \$13.0           | \$123          |
| PA               | 3 Adobe Creek Reach Trail: W. Bayshore Rd to Louis Rd.   | 41.0             | \$0.1            | \$123          |
| PA               | 6 South Palo Alto Caltrain Pedestrian/Bicycle Grade Separation   | 38.0             | \$8.0            | \$131          |
| PA               | 7 Palo Alto Transit Center/University Avenue Undercrossing   | 35.8             | \$10.0           | \$141          |
| SA               | 1 Blue Hills School RR Crossing Safety Project   | 35.0             | \$0.4            | \$142          |
| SA               | 2 Joe's Trail from Saratoga-Sunnyvale Rd. to Prospect Rd.  | 45.0             | \$0.6            | \$142          |
| SC               | 02 Tasman Dr. Bike Lanes: Calabazas Creek to Guadalupe River   | 48.1             | \$0.6            | \$143          |
| SC               | 04 Hetch-Hetchy Trail: Calabazas Creek to Lick Mill Blvd.  | 45.5             | \$7.6            | \$150          |
| SC               | 05 Lafayette St. Bike Lanes: Calle de Luna to Yerba Buena Way  | 41.6             | \$0.3            | \$151          |
| SC               | 07 De La Cruz Blvd. Bike Lanes: Central Expwy. to Brokaw Rd.   | 46.0             | \$0.6            | \$151          |
| SC               | 08 Benton St. Bike Lanes: Monroe St. to Railroad Ave.  | 38.8             | \$0.2            | \$152          |
| SC               | 16 San Tomas Aquino Creek Trail Underpass at 49er Stadium  | 44.7             | \$3.5            | \$155          |
| SCC              | 6 Fitzgerald Ave Bicycle Shoulder widening from Santa Teresa Blvd to Monterey Hwy                                | 39.0             | \$2.4            | \$157          |

**Notes:**

- 1. Grandfathered projects were not scored, see memo.*
- 2. Projects with \$0 cost are fully funded, but not completed. They will request no BEP funds.*

| <i>AGENCY</i> | <i>PROJECT #</i> | <i>PROJECT NAME</i>   | <i>SCORE /1/</i> | <i>COST (million)</i> | <i>RUNNING TOTAL</i> |
|---------------|------------------|---|------------------|-----------------------|----------------------|
| SCC           | 7                | Watsonville Road shoulders from Santa Teresa Blvd to S.R. 152                 | 39.0             | \$7.9                 | \$165                |
| SCC           | 3                | Coyote Creek Trail: Metcalf Rd to Malaguerra Ave.                             | 37.2             | \$3.2                 | \$169                |
| SJD           | 09               | Citywide Implementation- Several Projects from Bike Plan 2020                 | 35.0             | \$5.5                 | \$174                |
| SJD           | 11               | Neiman Blvd. Pedestrian Overcrossing at Capitol Expwy.                        | 45.4             | \$9.3                 | \$183                |
| SJP           | 04               | Coyote Creek Trail (Montague Expwy. to Oakland Rd.)                           | 47.0             | \$8.7                 | \$192                |
| SJP           | 05               | Coyote Creek Trail (Oakland Rd. to Watson Park)                               | 49.0             | \$8.7                 | \$201                |
| SJP           | 06               | Coyote Creek Trail (Watson Park to Williams St. Park)                         | 38.0             | \$5.8                 | \$207                |
| SJP           | 07               | Coyote Creek Trail (Williams St. Park to Kelley Park)                         | 47.0             | \$3.3                 | \$210                |
| SJP           | 10               | Penitencia Creek Trail: Coyote Creek- King Rd.                                | 45.0             | \$4.3                 | \$214                |
| SU            | 03               | Olive Ave. Bike Lanes: Mathilda to Fair Oaks                                  | 45.0             | \$0.0                 | \$214                |
| SU            | 10               | Fair Oaks / Tasman East Channel Trail from Greenbelt to Tasman Dr             | 48.3             | \$0.7                 | \$215                |
| SU            | 11               | Fair Oaks Junction Trail from Arques Ave to Wolfe Rd along East Channel Trail | 35.0             | \$0.2                 | \$215                |
| VTA           | 1                | Capitol Caltrain Station Undercrossing  | 64.0             | \$9.3                 | \$224                |

**Subtotal- number of projects in Category : 2**

**51**

**PROJECTS IN CATEGORY : Scored below 35 points**

|     |    |  |      |        |      |
|-----|----|--|------|--------|------|
| CA  | 2  | Widen Los Gatos Creek Trail on East Side (Camden to Campbell)                        | 27.0 | \$0.3  | \$0  |
| CA  | 6  | Downtown Bike and Ped Enhancements from Railway Ave to Campbell/Fourth St.           | 28.4 | \$1.6  | \$2  |
| CU  | 6  | Stevens Creek Trail Corridor trail from McClellan Ranch Preserve to Linda Vista Park | 29.0 | \$1.0  | \$3  |
| MH  | 1  | Butterfield Linear Park Bike/Ped Improvements: San Pedro Ave. to Tennant Ave.        | 33.0 | \$1.6  | \$5  |
| MH  | 2  | Madrone Pkwy. Bike Lanes: from Monterey Rd to Cochrane Rd.                           | 32.0 | \$0.1  | \$5  |
| MH  | 4  | Llagas Rd. Bike Lanes: Monterey Rd to Enderson Ct.                                   | 27.0 | \$0.2  | \$5  |
| MH  | 7  | Tilton Bike Lane Improvements from Monterey Rd to Hale Ave                           | 26.0 | \$0.4  | \$5  |
| MH  | 8  | West Little Llagas Creek Trail:Phase 5-Spring Ave. to Ciolino Ave.                   | 29.0 | \$0.3  | \$6  |
| MV  | 4  | Hetch-Hetchy Trail: Middlefield Road to Shoreline Blvd.                              | 34.0 | \$1.5  | \$7  |
| PA  | 4  | San Francisquito Reach Trail - U.S. 101 to El Camino Real                            | 31.0 | \$5.5  | \$13 |
| PA  | 5  | Matadero Creek Undercrossing at U.S. 101 Upgrade                                     | 30.0 | \$1.1  | \$14 |
| PA  | 8  | Churchill Road Enhanced Bikeway/Embarcadero Trail Extension                          | 29.0 | \$1.0  | \$15 |
| PA  | 9  | High Street One-Way to Two-Way Conversion  | 28.0 | \$0.1  | \$15 |
| SCC | 2  | Coyote Creek Trail – Silicon Valley Blvd to Metcalf Rd.                              | 32.0 | \$1.1  | \$16 |
| SJP | 01 | Guadalupe River Trail (Virginia Street to Chynoweth Avenue)                          |      | \$32.8 | \$49 |

**Notes:**

- 1. Grandfahered projects were not scored, see memo.*
- 2. Projects with \$0 cost are fully funded, but not completed. They will request no BEP funds.*

APPENDIX

H

# EXISTING LOCAL AND REGIONAL POLICIES FOR THE BPMP

## RELEVANT EXISTING POLICIES – LOCAL/REGIONAL PLANS

Color key:

Blue – pertain to both

Purple – bike only

Green – ped only

From General Plan:

### **BPMP Policies consistent with General Plan Goals and Policies:**

#### **Goal TRA-1 To develop transportation systems that meet current and future needs of residents and businesses.**

[Policy TRA-1.5](#) Make effective use of the traffic-carrying ability of Los Gatos’s arterials and collectors while considering the needs of pedestrians, bicyclists, and adjacent residents.

#### **Goal TRA-2 To create and maintain a safe, efficient and well-designed roadway network.**

[Policy TRA-2.1](#) Vehicular, bicyclist, and pedestrian safety should be an important factor in the design of roadways.

[Policy TRA-2.2](#) Incorporate plans for all users (motor vehicles, transit vehicles, bicyclists, and pedestrians) when constructing or modifying a roadway.

[Policy TRA-2.4](#) New development shall minimize the number of driveway openings and curb cuts.

[Policy TRA-2.6](#) Street improvements such as curb cuts, sidewalks, bus stop turnouts, bus shelters, light poles, traffic signals, benches, and trash containers shall be planned as an integral part of development projects to ensure safe movement of people and vehicles and minimize disruption to the streetscape.

[Policy TRA-2.7](#) Consider using roundabouts as an alternative to signalized or traditionally controlled intersections to calm traffic and increase the capacity of intersections.

[Policy TRA-2.8](#) Develop “complete streets” within the Town that include landscaping and shared

[Action TRA-2.5](#) Revise the Los Gatos Boulevard Plan to incorporate “complete street” strategies.

[Action TRA-2.6](#) Develop and implement a Streets Master Plan that incorporates “complete street” strategies.

[Policy TRA-3.6](#) Pedestrian and bicycle safety shall not be compromised to improve or maintain the level of service of an intersection.

#### **Goal TRA-5 To ensure that Los Gatos’s streets are safe for all users, including drivers, cyclists, and pedestrians.**

[Policy TRA-5.1](#) Reduce traffic speeds via design strategies rather than relying on enforcement.

[Policy TRA-5.2](#) Inhibit the flow of through traffic in established neighborhoods to the extent feasible, without impacting the freedom of movement of residents or diverting traffic to other neighborhood streets.

[Policy TRA-5.3](#) Limit widening of non-arterial streets to that which accommodates safety improvements and bicycle/pedestrian improvements rather than widening to increase capacity for through traffic.

[Policy TRA-5.4](#) Limit new development that increases commercial traffic flow through residential neighborhoods.

[Policy TRA-5.5](#) Consider traffic calming devices such as lane narrowing, widening medians, or heavy landscaping to discourage cross-town commute and short-cut traffic.

Policy TRA-5.6 Consider the use of alternative street surfacing materials, traffic diverters, special designs, and stop signs to prevent through traffic on residential streets.

Action TRA-5.1 Develop and implement appropriate traffic controls to protect residential neighborhoods from the impacts of through traffic such as safety hazards, speeding, noise, and other disturbances in accordance with the adopted Neighborhood Traffic Calming policy.

Action TRA-5.2 Publicize the Town's Neighborhood Traffic Calming (NTC) Program and implement the program in those neighborhoods that request it.

Action TRA-5.3 Periodically review the Town's Neighborhood Traffic Calming (NTC) Program.

Action TRA-5.4 Install traffic-calming devices that encourage slower, safer through traffic.

Policy TRA-6.1 Encourage the use of alternative transportation modes such as walking, bicycles, transit, or a shuttle system in the downtown area for environmental, energy-saving, parking, and circulation purposes.

Policy TRA-6.4 Future development and redevelopment projects shall be evaluated to ensure that they have no negative effects on the safety or convenience of bicycle use through the downtown. Parking improvements in the Central Business District shall provide for bicycle parking.

Policy TRA-6.5 Require bicycle parking in private parking lots, and provide bicycle parking in all public lots in the Downtown.

**Goal TRA-9 To reduce reliance on the automobile by promoting alternative modes of transportation in the transportation system.**

Policy TRA-9.1 Make land use decisions that encourage walking, bicycling, and public transit use.

Policy TRA-9.2 Encourage bicycling and walking as energy conserving, non-polluting alternatives to automobile travel.

Policy TRA-9.3 Design and implement transportation systems for the bicyclist, pedestrian, and equestrian consistent with the policies and programs in the Environment and Sustainability Element.

Policy TRA-9.4 Encourage private entities to develop and maintain transit, pedestrian, equestrian, and bicycle facilities.

Policy TRA-9.5 Alternative transportation means shall be required whenever the traffic generated by a development would result in a significant increase in air pollution, traffic congestion, or noise.

Policy TRA-9.6 Require development proposals to include amenities that encourage alternate forms of transportation that reduce pollution or traffic congestion as a benefit to the community (e.g. bicycle lockers/racks, showers, dedicated vanpool or car-pool parking areas, dedicated shuttle services, innovative bus shelter designs).

Action TRA-9.1 Seek funding for the design and implementation of transportation systems for the bicyclist, pedestrian, and equestrian.

**Goal TRA-10 To encourage increased levels of bicycling and walking.**

Policy TRA-10.1 Design, construct, and maintain safe bicycle paths, lanes, and route connections.

Policy TRA-10.2 Encourage schools, parks, and shopping areas to provide bicycling amenities, such as parking facilities and lockers.

Policy TRA-10.3 Coordinate with local agencies to provide educational programs on safe bicycling for all ages.

Policy TRA-10.4 Continue to support the Bicycle Advisory Committee.

Policy TRA-10.5 Roads designated as bicycle routes should be constructed to be safe for both bicycles and vehicles.

Policy TRA-10.6 Develop a system of bicycle lanes and bicycle routes to foster bicycle use throughout the Town.

Policy TRA-10.7 Provide median refuges, bike-friendly signals, and signs at key minor street crossings.

Policy TRA-10.8 Paint the bicycle symbol on the pavement to designate shared use facilities.

Action TRA-10.1 Identify and improve sidewalks and crosswalks as needed to make continuous and safe pedestrian connections.

Action TRA-10.2 Study amending the Town Code to require bicycle parking in specific types of projects.

Action TRA-10.3 Consider amending the Town Code to require destination support at employment centers, i.e. bicycle parking, showers, and route maps for employees.

Action TRA-10.4 Add noses on the medians at intersections to slow left turning traffic and provide a pedestrian refuge.

**Goal TRA-11 To provide a safe and efficient system of bicycle and multiple use trails throughout the Town, creating a non-motorized connection to recreational and commuting destinations.**

Policy TRA-11.1 Development plans proposed in an area near a bicycle path or hiking trail shall be forwarded to the Town's Bicycle advisory Committee and/or Parks Commission for review.

Policy TRA-11.2 Roads (noted by an asterisk in Section E.3.b, Local Bikeway Improvements, above) shall not be designated or signed as bike routes until they are upgraded to safely handle both bicycle and automobile traffic.

Policy TRA-11.3 Trails should be:

- a. Located so as not to impact existing homes wherever possible.
- b. Located within the open space areas of subdivisions that have dedicated open space as a condition of subdivision approval.
- c. "Cross-country" type, as opposed to trails bordering roads, wherever possible.
- d. Located on the first property to develop, if a trail location is adaptable to either of two adjacent properties.

Policy TRA-11.4 "Cross-country" trail easements shall be wide enough to contain the trail and provide sufficient area on both sides to buffer surrounding properties from trail users.

Policy TRA-11.5 Require dedication of easements and construction of trails, as a condition of approval for all hillside development applications.

Policy TRA-11.6 Trail dedication shall be included as a condition of approval for any development which includes a section of trail shown on the Trails Plan.

Policy TRA-11.7 Cooperate in implementing the 1995 Santa Clara County Master Trails Plan by including the following proposed trail routes within the Town of Los Gatos that provide critical linkages to the region:

- a. Shannon Road (R1-A)
- b. Los Gatos/Saratoga Road (R1-A)
- c. Southern Pacific Rail Corridor (C-9)
- d. Santa Rosa Trail to Kennedy Lime Kiln Trail

Action TRA-11.1 Develop and implement a Bicycle and Pedestrian Master Plan that will result in a comprehensive bicycle and pedestrian network throughout the Town.

Action TRA-11.2 Perform a "gap" analysis to identify major projects to complete the trails and bikeways system.

Action TRA-11.3 Publish a users map of the Town's trails and bikeways system.

**Goal TRA-12 To ensure a well-designed and well-maintained system of trails that connects the Town and open space areas.**

Policy TRA-12.1 Maximize the involvement of the private sector in the maintenance and construction of trails within the Town.

Policy TRA-12.2 Trails should be safe, continuous, interconnected and designed for pedestrians, and where appropriate, equestrians and/or bicyclists and be compatible with regional trail plans.

Policy TRA-12.3 Design trails that are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.

Policy TRA-12.4 Consider needs of the disabled, seniors, and children when designing trail facilities.

Policy TRA-12.5 During development the Town should ensure that the linkage from trails to trails, and from trails to roads is given priority.

Policy TRA-12.6 Encourage voluntary groups to assist in trail maintenance in coordination with the Department of Parks and Public Works.

Policy TRA-12.7 Encourage the formation of Home Owners Associations, so that the maintenance expenses for trails that pass through subdivisions and/or planned developments will be borne by the property owners in the subdivision or planned development.

Action TRA-12.1 Develop and fund a program (including provisions for inlieu fees) to obtain easements along portions of the designated trail system where development is considered unlikely or there is not a nexus to require dedication.

Action TRA-12.2 Develop and adopt detailed trail design standards that: a. Limit all new access to pedestrians and, where appropriate, equestrians and/or bicyclists; b. Provide multiple use opportunities; c. Protect the natural ecology; d. Conform to regional trail design standards; e. Determine trail width, establish policies regarding fencing along trails, and detail type of fencing to be used; f. Incorporate erosion control measures; and g. Prohibit motorcycles, motorized off-road vehicles, and mopeds.

Action TRA-12.3 Monitor conservation easements for public trails on private property to ensure that trails are maintained.

**Goal TRA-14 To ensure that there is adequate parking in Downtown to meet the needs of Los Gatos residents and visitors.**

Action TRA-14.5 Implement programs for pedestrian, bicycle, and transit-oriented systems to supplement parking in the Central Business District.

**Goal OSP-3 To make open space areas within the Town accessible to all residents of and visitors to the Town, as appropriate.**

Policy OSP-3.1 Access shall be consistent with types and locations of open space areas and shall protect the safety, privacy, and security of adjacent residential areas.

Policy OSP-3.2 Improve connections between existing on-street bicycle lanes, multi-use trails, and open space.

Policy OSP-3.3 All open space areas and related facilities shall provide adequate access for the physically disabled.

Policy OSP-3.4 All developed parks shall provide disabled access and facilities, unless access and facility improvements would be detrimental to public safety or welfare.

Policy OSP-3.5 Consider access from new residential developments to open space where appropriate.

Policy OSP-3.6 Access roads shall be located, developed, and maintained in ways that avoid negative impacts on open space areas.

Policy OSP-3.7 All open space adjacent to developments shall have access from streets.

[Policy OSP-3.8](#) All publicly owned natural open space shall have access by trails or local streets, with adequate protection of rare and sensitive plants and animals and their habitats, and of adjacent residential areas.

[Policy OSP-7.2](#) Ensure that Los Gatos Creek Trail is accessible to and safe for all users.

**Goal HS-2 To foster all residents' health and well-being.**

[Policy HS-2.3](#) Encourage pedestrian routes and sidewalks to be integrated into continuous networks.

**Goal HS-7 To ensure that bicycling and walking is safe for youth throughout the Town. [SAFE ROUTES TO SCHOOLS]**

[Policy HS-7.1](#) Promote educational programs for youth that encourage safe and fun bicycle commuting and recreational riding and pedestrian safety.

[Policy HS-7.2](#) Promote the Safe Routes to School program, which supports safety improvements that encourage safe walking and bicycling to school.

[Policy HS-7.3](#) Coordinate with local businesses, organizations and school districts to develop innovative programs, such as “Walking School Buses” and “Bicycle Trains” that encourage youth to commute to and from school in groups.

[Action HS-7.1](#) Coordinate with local organizations and school districts to develop a program to offer bicycle and pedestrian safety and education classes for youth.

[Action HS-7.2](#) Identify safety improvements that will allow for safe walking and bicycling to schools.

[Policy LU-10.3](#) – New landscaping, streetscape improvements and new development along Los Gatos Boulevard shall incorporate pedestrian amenities, scale and design.

**LOS GATOS SUSTAINABILITY PLAN**

**GHG reduction measures (Chapter 5), implementing and monitoring (Chapter 6)**

**A. Countywide measures and emissions reductions achieved (p. 5-1):**

[TR-1](#) Support for Pedestrians, Bicyclists, and Transit Promote walking, bicycling, and transit through the following:

- a. Require all new buildings, excluding single-family homes, to include a principal functional entry that faces a public space such as a street, square, park, paseo, or plaza, in addition to any entrance from a parking lot, to encourage pedestrian foot traffic.
- b. Require new projects, excluding single-family homes, to include pedestrian or bicycle through-connections to existing sidewalks and existing or future bicycle facilities, unless prohibited by topographical conditions.
- c. Seek grant funding to establish a Safe Routes to School (SR2S) Program to increase more student walking and biking trips. The program may include: conducting school walking audits, improving nearby pedestrian and bicycle facilities, implementing nearby traffic-calming measures, implementing school bus, vanpool, and carpools to school, implementing walking buses to schools, coordinating school schedules to not overlap with peak commute times, conducting traffic studies for specific schools for more efficient drop-off and pick-up activity at schools (e.g. staggered schedules, changing on-street parking to loading zones, and more), and increasing speed enforcement around schools.



- d. Design and implement affordable traffic-calming measures on specific streets to dissuade Highway 17 cut-through traffic and attract pedestrian and bicycle traffic.
- e. Implement transit access improvements through sidewalk/crosswalk safety enhancements and bus shelter improvements.

**TR-4 Bicycle Facilities and Programs** Provide for new bicycle facilities and programs through the following:

- a. Install new bicycle facilities throughout the existing Town street network to close bicycle network gaps, as identified in General Plan.
- b. Require bicycle parking facilities and on-site showers in major nonresidential development and redevelopment projects. Major development projects include buildings that would accommodate more than 50 employees, whether in a single business or multiple tenants; major redevelopment projects include projects that change 50 percent or more of the square footage or wall space.
- c. Install high-quality bicycle-parking facilities Downtown in centralized, safe, and secure areas.
- d. Encourage non-profit or volunteer organizations in creating a bicycle sharing program.

## **B. Municipal Measures**

**TR-2 Support for Bicycle Commuting** Provide bicycle lockers and showers at Town offices, as well as education about bicycle commuting.

**TR-3 Bicycles for Use by Town Employees** Provide bicycles for short trips by Town employees.

## **Los Gatos Parks, Open Spaces, and Trail Inventory and Assessment**

GENERAL: Connectivity using trail/pedestrian connections  
Access barriers/limitations for people bicycling and walking

Recommendation, page 15: [ACTIVE TRANSPORTATION CONNECTIVITY TO RECREATIONAL FACILITIES] Establish Goal to Improve Non-Motorized Connectivity to Facilities. It is recommended that the Town seek ways to improve non-motorized/pedestrian connectivity to its facilities, including consideration of future opportunities for bike/pedestrian crossings over/under the freeways, arterials, and other limiting infrastructure. Consider establishing a Town policy stating the desire for improved non-motorized connectivity of recreational facilities and identify key areas of Town for targeted improvements to assist in Town and regional transportation planning.

## **Santa Clara Countywide Bicycle Plan (2008)**

### **Goal A. Transportation Planning and Programming**

- Plan and implement a seamless bicycle and pedestrian travel network that is continuous across city boundaries and county boundaries with the goal of a 10% bicycle mode share for commute trips by 2035.
- Include bicycle and pedestrian facilities in applicable transportation plans, programs, and studies.

- Coordinate with other federal, state, regional, county and local agencies to fund and implement bicycle projects in Santa Clara County.
- Fully integrate bicycle access to and within the transit system.
- Utilize multi-modal transportation demand models that are based on person-trips and that can forecast bicycle trips, pedestrian trips and transit trips in addition to motor vehicle trips.

### **Goal B. Land Use / Transportation Integration**

- Encourage existing developments to provide bicycle/pedestrian connections to link neighborhoods and residential areas with schools, commercial services, employment centers, recreational areas and transit centers.
- Encourage new developments to include bicycle and pedestrian facilities such as trails and bicycle lanes.
- Encourage new developments to provide mobility for pedestrians and bicyclists by providing non-motorized connections and access ways such as cul-de-sac connections, pathways and other short-cuts to schools, transit centers and other adjacent destinations.
- Ensure that existing bicycle facilities and access are maintained and preserved.

### **Goal C. Local Ordinances and Guidelines**

- Provide policy guidance
  - Develop model ordinances and policies to foster discussion and innovative policy development
- Establish guidelines that encourage:
  - Bicycle parking ordinances
  - Bicycle parking facilities
  - Showers and commuter clothing lockers in new and renovated developments
- Mileage reimbursement when bicycles are used on official business when travel time is equivalent to an automobile trip
  - Reduced bail for bicycle citations
  - 24 hour trail access

### **Goal D. Design and Construction**

- Ensure that Member Agency construction or rehabilitation projects incorporate best practices for bicycle and pedestrian facilities when and where appropriate.
- Implement proactive strategies to identify and remove obstacles and hazards to bicycle travel.
- Consider roadway designs to enhance traffic safety.
- Establish guidelines for and encourage the use of bicycle-safe and friendly roadway and bike path design and operation.

### **Goal E. Complementary Policies That Encourage Bicycling**

- Increase institutional encouragement of non-motorized travel within VTA.
- Encourage inter-jurisdictional cooperation in the development and implementation of non-motorized projects.
- Promote bicycle planning and engineering training programs for Member Agency staff.

## Recommended Bicycle Safety & Education and Promotion Programs for VTA

VTA would like to expand its bicycle program activities. Future activities could include:

- Apply for Bicycle Friendly Community status;
- Work with TSCN and others to expand “Juvenile Diversion” traffic safety classes for youths stopped for bicycling violations;
- Assist as appropriate in developing a Traffic School for motorists with bicycle-related infractions;
- Countywide Route Signing of the Cross County Bicycle Corridors ;
- Sponsor bike tours of VTA projects;
- VTA intends to partner with SVBC to deliver more bicycle safety education classes;
- Coordinate with member agencies on a consistent policy across the county regarding the a consistent bail schedule for bike-related infractions consistent with California law would be appropriate and fair

Recommended Bike Parking Projects:

- Bike racks at all VTA Light Rail stations and major bus stops.
- eLockers at all Park & Ride lots and Transit Centers.
- Bike stations at all transit stations with demand over 70 bikes per day.
- Update bike parking inventory from the 2000 Bike Plan.

Recommended Intermodal Bike Projects

- Bikes on VTA Buses: Increase capacity or otherwise relieve limited capacity of bike racks on buses; consider:
  - o Bike racks with 3 bikes per rack,
  - o Special bike bus/shuttle with capacity for about 20 passengers with bikes, and /or
  - o Bike sharing at locations with high demand so that riders can use the bike share and do not have to bring their bikes with them, see below.
- Bikes On Board Caltrain: Work with Caltrain to implement their bike master Plan to relieve the chronic overcrowding of bikes on board Caltrain trains.
- Bike Sharing: Work with member agencies and employers to develop a bike sharing program that would be available for VTA passengers to ride to and from VTA stations and stops.

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APPENDIX

# I

# SAFE ROUTES TO SCHOOL PROJECTS

## Appendix I. Safe Routes to School Projects

| PROJECT NUMBER AND DESCRIPTION        |   | PROJECT TYPE                              | BICYCLE | PEDESTRIAN | RECOMMENDED IN THE BPMP* |
|---------------------------------------|---|---|---------|------------|--------------------------|
| <b>BLOSSOM HILL ELEMENTARY SCHOOL</b> |   |   |         |            |                          |
| 1                                     | Blossom Hill Road Bicycle Lane Widening   | Design & Construction                     | X       |            | X                        |
| 2                                     | Blossom Hill Road & Cherry Blossom Lane Intersection Improvements                                   | Design & Construction                     | X       | X          | X                        |
| 3                                     | Blossom Hill Road & Los Gatos Boulevard Intersection Improvements                                   | Design & Construction                     | X       | X          | X                        |
| 4                                     | Cherry Blossom Lane (North) Bicycle Boulevard or Enhanced Bikeway Concept Plan Line Design Concepts | Planning                                  | X       | X          | X                        |
| 5                                     | Cherry Blossom Lane (South) Bicycle Boulevard or Enhanced Bikeway                                   | Design & Construction                     | X       | X          | X                        |
| 6                                     | Blossom Hill Road & Cherrystone Drive-Hillbrook Drive Flashing Beacon                               | Design & Construction                     | X       | X          |                          |
| 7                                     | Shannon Road & Shady View Intersection Improvements   | Design & Construction                     | X       | X          |                          |
| 8                                     | Shannon Road Speed Tables   | Design & Construction                     | X       | X          |                          |
| 9                                     | Shannon Road Speed Limit  | Study                                     | X       | X          |                          |
| 10                                    | Internal School Improvements/Operations (Drop Off, Driveway, and Loading Improvements)              | Design & Construction, Ongoing Operations |         |            |                          |
| <b>DAVES AVENUE ELEMENTARY SCHOOL</b> |   |   |         |            |                          |
| 11                                    | Daves Avenue & Poppy Lane Left Turn Lane Installation   | Design & Construction                     |         |            |                          |
| 12                                    | Daves Avenue Crosswalk Improvements   | Design & Construction                     | X       | X          | X                        |
| 13                                    | Daves Avenue & Kavin Lane Intersection Improvements   | Design & Construction                     | X       | X          | X                        |
| 14                                    | Poppy Lane Right Turn Lane Improvements   | Design & Construction                     | X       | X          |                          |
| 15                                    | Daves Avenue Enhanced Bikeway Concept Plan  | Planning                                  | X       | X          | X                        |
| 16                                    | Poppy Lane Enhanced Bikeway   | Design & Construction                     | X       | X          |                          |
| 17                                    | Winchester Boulevard - Enhanced Bikeway Concept   | Planning                                  | X       | X          | X                        |
| 18                                    | Highway 9 & Massol Enhanced Crossing  | Design & Construction                     | X       | X          | X                        |
| 19                                    | Internal School Improvements/Operations (Drop Off, Driveway, and Loading Improvements)              | Design & Construction, Ongoing Operations | X       | X          |                          |
| <b>VAN METER ELEMENTARY SCHOOL</b>    |   |   |         |            |                          |
| 20                                    | Los Gatos Boulevard Capacity Improvements   | Design & Construction                     |         |            |                          |
| 21                                    | Los Gatos Boulevard - Northbound Buffered Bicycle Lanes   | Design & Construction                     | X       | X          | X                        |
| 22                                    | Fisher Avenue & Nino Avenue Intersection Improvements - Raised Crosswalk                            | Design & Construction                     | X       | X          | X                        |
| 23                                    | Fisher Avenue & Nino Avenue Intersection Improvements - LED Enhanced STOP Signs                     | Design & Construction                     | X       | X          | X                        |
| 24                                    | Internal School Improvements/Operations (Drop Off, Driveway, and Loading Improvements)              | Design & Construction, Ongoing Operations | X       | X          |                          |

\* Project is mentioned in the BPMP either in full or partially.

| PROJECT NUMBER | ENHANCES SAFETY | IDENTIFIED IN SAFE ROUTES TO SCHOOL STUDY | DIRECT ACCESS TO KEY DESTINATIONS/TRAILS | IMPROVES ACCESS FOR MOBILITY IMPAIRED | IMPROVES SAFE ROUTES TO SCHOOL ACCESS | IMPROVES EXISTING INFRA-STRUCTURE | EXISTING HIGH-ACTIVITY AREA | INCREASES BIKE/PEDESTRIAN ACTIVITY | PRELIMINARY COST ESTIMATE** | IMPLEMENTATION PHASE |
|----------------|-----------------|---|--|---------------------------------------|---------------------------------------|-----------------------------------|-----------------------------|------------------------------------|-----------------------------|----------------------|
| 1              | X               | X   | X  |                                       | X                                     | X                                 |                             | X                                  | \$25,000                    | 1                    |
| 2              | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$650,000                   | 2                    |
| 3              | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$500,000                   | 2                    |
| 4              | X               | X   | X  |                                       | X                                     | X                                 | X                           | X                                  | \$15,000                    | 1                    |
| 5              | X               | X   | X  |                                       | X                                     | X                                 |                             | X                                  | \$25,000                    | 1                    |
| 6              | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$25,000                    | 1                    |
| 7              | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$75,000                    | 1                    |
| 8              | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$15,000                    | 1                    |
| 9              | X               | X   | X  |                                       | X                                     | X                                 | X                           | X                                  | \$5,000                     | 1                    |
| 10             | X               |   | X  |                                       | X                                     | X                                 | X                           |                                    | \$1,750,000                 | 1                    |
| 11             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$10,000                    | 1-2                  |
| 12             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$50,000                    | 1                    |
| 13             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$10,000                    |                      |
| 14             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$10,000                    | 1                    |
| 15             | X               | X   | X  |                                       | X                                     | X                                 | X                           | X                                  | \$7,500                     | 1                    |
| 16             | X               | X   | X  |                                       | X                                     | X                                 |                             | X                                  | \$250,000                   | 2                    |
| 17             | X               | X   | X  |                                       | X                                     | X                                 |                             | X                                  | \$10,000                    | 1                    |
| 18             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$30,000                    | 1                    |
| 19             | X               |   | X  |                                       | X                                     | X                                 | X                           |                                    | \$560,000                   | 1-2                  |
| 20             | X               | X   | X  |                                       | X                                     | X                                 | X                           | X                                  | \$30,000                    | 1                    |
| 21             | X               | X   | X  |                                       | X                                     | X                                 | X                           | X                                  | \$250,000                   | 2                    |
| 22             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$50,000                    | 1                    |
| 23             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$7,500                     | 1                    |
| 24             | X               | X   | X  | X                                     | X                                     | X                                 | X                           |                                    | \$526,500                   | 1-2                  |

\*\* Preliminary cost estimates are to help determine order-of-magnitude for planning-level purposes.

## Appendix I. Safe Routes to School Projects (continued)

| PROJECT NUMBER AND DESCRIPTION      |   | PROJECT TYPE                                   | BICYCLE | PEDESTRIAN | RECOMMENDED IN THE BPMP* |
|-------------------------------------|---|--|---------|------------|--------------------------|
| <b>ALTA VISTA ELEMENTARY SCHOOL</b> |   |  |         |            |                          |
| 25                                  | Westchester Drive & Blossom Valley Drive Intersection Improvements - Catch Basin Relocation     | Design & Construction                          | X       | X          | X                        |
| 26                                  | Westchester Drive & Blossom Valley Drive Intersection Improvements - High Visibility Crosswalks | Design & Construction                          | X       | X          | X                        |
| 27                                  | Westchester Drive & Blossom Valley Drive Intersection Improvements - LED Enhanced STOP Sign     | Design & Construction                          | X       | X          | X                        |
| 28                                  | Blossom Glen & Dover - All-Way Stop   | Design & Construction                          | X       | X          |                          |
| 29                                  | Blossom Glen & Dover - High-Visibility Crosswalk Markings                                       | Design & Construction                          | X       | X          |                          |
| 30                                  | Internal School Improvements/Operations (Drop Off, Driveway, and Loading Improvements)          | Design & Construction                          | X       | X          |                          |
| <b>FISHER MIDDLE SCHOOL</b>         |   |  |         |            |                          |
| 31                                  | Blossom Hill Road Enhanced Bikeway  | Design & Construction                          | X       | X          | X                        |
| 32                                  | Blossom Hill Road & Roberts Road - APS Signals  | Design & Construction                          | X       | X          | X                        |
| 33                                  | Blossom Hill Road & Roberts Road - Enhanced Crosswalk Markings                                  | Design & Construction                          | X       | X          | X                        |
| 34                                  | Fisher Avenue and Roberts Road Frontage and Intersection Improvements                           | On-Going Operations                            | X       | X          | X                        |
| 35                                  | Roberts Road Traffic Operation Operations in FREE Mode  | Minor Operations Change                        |         |            |                          |
| 36                                  | Los Gatos Boulevard & Shannon Road Intersection Improvements                                    | Design & Construction                          | X       | X          | X                        |
| 37                                  | Blossom Hill Trail Connector to LGUSD Offices - Feasibility Study                               | Planning                                       | X       | X          |                          |
| <b>LOS GATOS HIGH SCHOOL</b>        |   |  |         |            |                          |
| 38                                  | Town and School District Policy Statements - Access to High School from Los Gatos Lodge         | Planning                                       | X       | X          | X                        |
| 39                                  | Los Gatos Boulevard Corridor Improvements   | Design & Construction                          | X       | X          |                          |
| 40                                  | Los Gatos Boulevard & Highway 9 Intersection Improvements                                       | Design & Construction                          | X       | X          | X                        |
| 41                                  | Los Gatos Boulevard Widening - South of Loma Alta Avenue  | Design & Construction                          | X       | X          | X                        |
| 42                                  | E Main Street Speed Tables and/or Midblock Crosswalk Bulb-Outs                                  | Design & Construction                          | X       | X          |                          |
| 43                                  | Internal/Adjacent to School Improvements/Operations   | Design & Construction, Ongoing Operations      | X       | X          |                          |
| 44                                  | New York Avenue & Pleasant Street Intersection Improvements                                     | Design & Construction                          | X       | X          |                          |
| 45                                  | New York Avenue Street Resurfacing / Bicycle Boulevard  | Design & Construction                          | X       | X          | X                        |
| <b>HILLBROOK SCHOOL</b>             |   |  |         |            |                          |
| 46                                  | Hilow Road Improvements / Bicycle Improvements  | Design & Construction                          | X       | X          | X                        |
| 47                                  | Marchmont Drive Speed Limit Signs / Bicycle Improvements  | Minor Operations Change/ Design & Construction | X       | X          | X                        |

\* Project is mentioned in the BPMP either in full or partially.



| PROJECT NUMBER | ENHANCES SAFETY | IDENTIFIED IN SAFE ROUTES TO SCHOOL STUDY | DIRECT ACCESS TO KEY DESTINATIONS/TRAILS | IMPROVES ACCESS FOR MOBILITY IMPAIRED | IMPROVES SAFE ROUTES TO SCHOOL ACCESS | IMPROVES EXISTING INFRA-STRUCTURE | EXISTING HIGH-ACTIVITY AREA | INCREASES BIKE/PEDESTRIAN ACTIVITY | PRELIMINARY COST ESTIMATE** | IMPLEMENTATION PHASE |
|----------------|-----------------|---|--|---------------------------------------|---------------------------------------|-----------------------------------|-----------------------------|------------------------------------|-----------------------------|----------------------|
| 25             |                 | X   | X  |                                       | X                                     | X                                 | X                           |                                    | \$100,000                   | 2                    |
| 26             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$5,000                     | 1                    |
| 27             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$7,500                     | 1                    |
| 28             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$7,500                     | 1                    |
| 29             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$5,000                     | 1                    |
| 30             |                 | X   |  | X                                     | X                                     | X                                 | X                           | X                                  | \$17,500                    | 1                    |
| 31             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$75,000                    | 1                    |
| 32             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$20,000                    | 1                    |
| 33             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$2,500                     | 1                    |
| 34             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$39,000                    | 1                    |
| 35             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$0                         | 1                    |
| 36             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$750,000                   | 2                    |
| 37             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$25,000                    | 1                    |
| 38             | X               | N/A                                       | N/A                                      | N/A                                   | N/A                                   | X                                 | N/A                         | N/A                                | \$0                         | 1                    |
| 39             | X               | X   | X  |                                       | X                                     | X                                 |                             | X                                  | \$2,500,000                 | 2                    |
| 40             | X               | X   | X  |                                       | X                                     | X                                 |                             | X                                  | \$500,000                   | 2                    |
| 41             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$250,000                   | 2                    |
| 42             | X               |   | X  |                                       | X                                     | X                                 | X                           |                                    | \$105,000                   | 1                    |
| 43             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$44,500                    | 1                    |
| 44             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$2,500                     | 1                    |
| 45             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$25,000                    | 2                    |
| 46             | X               |   | X  | X                                     | X                                     | X                                 |                             | X                                  | \$13,400                    | 2                    |
| 47             | X               |   | X  | X                                     | X                                     | X                                 |                             | X                                  | \$8,900                     | 2                    |

\*\* Preliminary cost estimates are to help determine order-of-magnitude for planning-level purposes.

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# PRIORITIZED SAFE ROUTES TO SCHOOL PROJECTS

## Appendix J. Prioritized Safe Routes to School Projects - Bicycle and Pedestrian Advisory Commission

| PROJECT NUMBER AND DESCRIPTION    |  | PROJECT TYPE                              | BICYCLE  | PEDESTRIAN | RECOMMENDED IN THE BPMP* |
|-----------------------------------|--|---|----------|------------|--------------------------|
| <b>TOP 4 PRIORITIZED PROJECTS</b> |  |   |          |            |                          |
| <b>21</b>                         | Los Gatos Boulevard - Northbound Buffered Bicycle Lanes (Van Meter Elementary School)                                | Design & Construction                     | <b>X</b> | <b>X</b>   | <b>X</b>                 |
| <b>39<br/>40<br/>41</b>           | Los Gatos Boulevard Corridor Improvements from Pleasant Street to Highway 9 (Los Gatos High School)                  | Design & Construction                     | <b>X</b> | <b>X</b>   |                          |
| <b>42</b>                         | E Main Street Speed Tables and/or Midblock Crosswalk Bulb-Outs (Los Gatos High School)                               | Design & Construction                     | <b>X</b> | <b>X</b>   | <b>X</b>                 |
| <b>43</b>                         | Internal/Adjacent to School Improvements/Operations (Los Gatos High School)  | Design & Construction, Ongoing Operations | <b>X</b> | <b>X</b>   |                          |
| <b>OTHER PRIORITIZED PROJECTS</b> |  |   |          |            |                          |
| <b>3</b>                          | Blossom Hill Road & Los Gatos Boulevard Intersection Improvements (Blossom Hill Elementary School)                   | Design & Construction                     | <b>X</b> | <b>X</b>   | <b>X</b>                 |
| <b>5</b>                          | Cherry Blossom Lane (South) Bicycle Boulevard or Enhanced Bikeway (Blossom Hill Elementary School)                   | Design & Construction                     | <b>X</b> | <b>X</b>   | <b>X</b>                 |
| <b>7</b>                          | Shannon Road & Shady View Intersection Improvements (Blossom Hill Elementary School)                                 | Design & Construction                     | <b>X</b> | <b>X</b>   |                          |
| <b>8</b>                          | Shannon Road Speed Tables (Blossom Hill Elementary School)   | Design & Construction                     | <b>X</b> | <b>X</b>   |                          |
| <b>9</b>                          | Shannon Road Speed Limit (Blossom Hill Elementary School)  | Study                                     | <b>X</b> | <b>X</b>   |                          |
| <b>14</b>                         | Poppy Lane Right Turn Lane Improvements (Daves Avenue Elementary School)   | Design & Construction                     | <b>X</b> | <b>X</b>   |                          |
| <b>20</b>                         | Los Gatos Boulevard Capacity Improvements (Van Meter Elementary School)  | Design & Construction                     |          |            |                          |
| <b>24</b>                         | Internal School Improvements/Operations (Drop Off, Driveway, and Loading Improvements) (Van Meter Elementary School) | Design & Construction, Ongoing Operations | <b>X</b> | <b>X</b>   |                          |
| <b>31</b>                         | Blossom Hill Road Enhanced Bikeway (Fisher Middle School)  | Design & Construction                     | <b>X</b> | <b>X</b>   | <b>X</b>                 |

\* Project is mentioned in the BPMP either in full or partially

| PROJECT NUMBER | ENHANCES SAFETY | IDENTIFIED IN SAFE ROUTES TO SCHOOL STUDY | DIRECT ACCESS TO KEY DESTINATIONS/TRAILS | IMPROVES ACCESS FOR MOBILITY IMPAIRED | IMPROVES SAFE ROUTES TO SCHOOL ACCESS | IMPROVES EXISTING INFRA-STRUCTURE | EXISTING HIGH-ACTIVITY AREA | INCREASES BIKE/PEDESTRIAN ACTIVITY | PRELIMINARY COST ESTIMATE** | IMPLEMENTATION PHASE |
|----------------|-----------------|---|--|---------------------------------------|---------------------------------------|-----------------------------------|-----------------------------|------------------------------------|-----------------------------|----------------------|
| 21             | X               | X   | X  |                                       | X                                     | X                                 | X                           | X                                  | \$250,000                   | 2                    |
| 39<br>40<br>41 | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$3,250,000                 | 2                    |
| 42             | X               |   | X  |                                       | X                                     | X                                 | X                           |                                    | \$105,000                   | 1                    |
| 43             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$44,500                    | 1                    |
| 3              | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$500,000                   | 2                    |
| 5              | X               | X   | X  |                                       | X                                     | X                                 |                             | X                                  | \$25,000                    | 1                    |
| 7              | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$75,000                    | 1                    |
| 8              | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$15,000                    | 1                    |
| 9              | X               | X   | X  |                                       | X                                     | X                                 | X                           | X                                  | \$5,000                     | 1                    |
| 14             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$10,000                    | 1                    |
| 20             | X               | X   | X  |                                       | X                                     | X                                 | X                           | X                                  | \$30,000                    | 1                    |
| 24             | X               | X   | X  | X                                     | X                                     | X                                 | X                           |                                    | \$526,500                   | 1-2                  |
| 31             | X               | X   | X  | X                                     | X                                     | X                                 | X                           | X                                  | \$75,000                    | 1                    |

\*\* Preliminary cost estimates are to help determine order-of-magnitude for planning-level purposes.

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# ONLINE ENGAGEMENT TOOL COMMENTS

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Note: At the time of this draft, comments received have yet to be assessed. They will be included in the Final Bicycle and Pedestrian Master Plan.

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# CALTRANS ACTIVE TRANSPORTATION PLAN CHECKLIST

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Note: The checklist will be provided in the Final Bicycle and Pedestrian Master Plan.