

# BICYCLE AND PEDESTRIAN MASTER PLAN

## TOWN OF LOS GATOS



DRAFT - JANUARY 23, 2017



# ACKNOWLEDGEMENTS

Content on this page will be included in the Final Plan.

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Image: Randy Herring / flickr



# 1

# INTRODUCTION

## DOCUMENT PURPOSE

As the lead document for bicycle and pedestrian policies, programs and projects in Los Gatos and Monte Sereno, the Bicycle and Pedestrian Master Plan (BPMP) guides the development of a comprehensive community-wide network of bicycle, pedestrian and trail facilities. This Plan supports the implementation of a convenient, safe and accessible system that promotes walking and bicycling, as supported in the Town's General Plan and further reflected in the document's vision.

## DOCUMENT VISION

The Los Gatos Bicycle and Pedestrian Plan (BPMP) proposes an enhanced bicycle and pedestrian network that expands safe access to key community destination points. This Plan balances access to the roadway network for all road users and seeks to enhance comfort, convenience and safety for people walking, bicycling, and taking transit. This plan encourages education programs that improve safety, and recommends infrastructure improvements to create safe access throughout a townwide network for all.

The Plan's proposed bicycle and pedestrian network provides key connections for Los Gatos and Monte Sereno residents to connect to regional bikeways, pedestrian infrastructure and transit. These connections will support and expand sustainable transportation options, simultaneously improving public health and maximizing available public infrastructure. Development of the bicycle and pedestrian network and improved regional connectivity will build on and reflect the Town's unique character at the base of the Santa Cruz Mountains. Moreover, the Plan seeks to enhance the reputation of Los Gatos as a bicycle and pedestrian friendly community. To ensure that Plan components are implemented effectively, achievements will be tracked and measured. Items proposed in the BPMP will be accompanied by a phased implementation plan to guide policies, programs and projects seamlessly from vision to implementation.

## MASTER PLAN SUMMARY

### CHAPTER 2: EXISTING CONDITIONS AND NEEDS ASSESSMENT

This chapter provides an overview of the community's setting, land use characteristics, and existing bicycle, pedestrian and trail infrastructure; an analysis of ridership and collisions; results of outreach conducted and feedback received from constituents; and an overview of relevant planning and policy documents. This overview establishes a framework for proposed policies, programs and infrastructure improvements, which are presented in Chapters 3 and 4.

#### Bicycle Network and Facilities

The existing bicycle network is composed of approximately 13 miles of bikeways including bike routes, bike lanes, and the Los Gatos Creek Trail bicycle and pedestrian path. Existing gaps in the network reflect the need for enhanced bicycle and pedestrian facilities, with a focus on providing safe connections to trails, open spaces, and schools. With a set of proposed bikeways and bikeway enhancements, the Los Gatos 2020 General Plan provides a framework for recommended bikeway projects presented in the BPMP. In addition, planned projects in adjacent communities provide opportunities to integrate the communities of Los Gatos and Monte Sereno into a cohesive regional bicycle network with connections to regional destinations and recreational opportunities.

## KEY CONCEPTS FOR THE BPMP VISION

- ◆ Create a bicycle and pedestrian network that expands access to safe routes to key community destination points
- ◆ Provide key connections for Los Gatos residents to connect to regional bicycle and pedestrian infrastructure and transit
- ◆ Increase bicycling and walking by residents, visitors and employees
- ◆ Enhance the Town's reputation as a bicycle and pedestrian friendly community
- ◆ Aim to improve safety through education and other means
- ◆ Balance access to the roadway network for all modes
- ◆ Balance the needs of recreational bicyclists, commuters, transit users and students
- ◆ Provide safe access throughout the community for the mobility impaired
- ◆ Support and expand sustainable transportation options for the Town of Los Gatos, simultaneously improving public health and maximizing available public infrastructure
- ◆ Reflect Los Gatos's unique character
- ◆ Build on the Town's location at the base of the Santa Cruz Mountains to enhance hiking and bicycling opportunities
- ◆ Monitor progress using metrics in implementing bicycle and pedestrian projects and programs
- ◆ Benefit the local economy

## Trails Network and Facilities

The existing trail network includes the popular Los Gatos Creek Trail and unpaved trails in open space preserves and parks. An assessment of trail facilities and access illustrates the need for enhanced and additional access points to the Los Gatos Creek Trail as well as improved bicycle and pedestrian connections to other trails. Other assessed needs include improved wayfinding and convenient bicycle and vehicular parking at trailheads.

**Pedestrian Network and Facilities:** The types of existing pedestrian facilities (sidewalks, lighting, and crossings) in Los Gatos and Monte Sereno vary widely based on location, and they are generally in very good condition. Although there are challenges for the Town's pedestrian network, including varied topography, missing sidewalks and narrow right-of-ways, new and enhanced facilities in specified locations can support walking by improving safety, comfort and convenience for people walking to destinations and schools.

## Collision Analysis

Bicycle and pedestrian safety is generally reflected in collision data for bicycle- and pedestrian-related collisions. An analysis of collision rates in Los Gatos and Monte Sereno points to a higher incidence of bicycle-vehicle collisions compared to other nearby communities. The locations of these bicycle-vehicle collisions suggest a need for enhanced bicycle facilities, especially along arterial streets in Los Gatos. Pedestrian-ve-

hicle collisions – while lower citywide compared to other nearby communities – are concentrated in Downtown Los Gatos, suggesting that further improvements to pedestrian infrastructure (such as lighting and enhanced crossings) can be recommended for this pedestrian-oriented district.

## Community Participation

During an online survey conducted from June – August 2016, almost 900 respondents shared their likes, desires, and concerns related to bicycling and walking in Los Gatos and Monte Sereno. In general, respondents expressed concerns about bicycle safety and comfort, revealing a desire for more high-quality bicycle facilities and traffic calming interventions. In addition, narrow roadways also contribute to concerns about bicycling safety and comfort. Respondents generally feel safe walking in the community thanks to high-quality existing infrastructure and low crime, although there are concerns about lack of sidewalks, difficult crossings, and/or fast-moving traffic in some locations. In addition to the online survey, community meetings with members of the community and the Bicycle and Pedestrian Advisory Commission (BPAC) provided valuable feedback and ideas contributing to the project, policy, and program recommendations presented in the BPMP.

## Bicycle Counts

As part of the development of the BPMP, manual counts of bicyclists and pedestrians were conducted to shed light on popular bicycling and walking routes, suggest areas for improvements, and provide a data baseline for future bicycle and pedestrian counts. Pedestrian count data shows high pedestrian volumes in Downtown Los Gatos and along the Los Gatos Creek Trail (especially on weekends). Relatively high numbers of children and adults walk and bike around schools during the afternoon on school days. Bicycle count data confirms that the Los Gatos Creek Trail is a popular bicycling route for both commuting and recreation. There are also a relatively large number of people bicycling on primary arterial streets in Town, including Los Gatos Boulevard and Blossom Hill Road.

## Relevant Plans, Programs, and Agencies

Existing local, regional, state and federal plans and policies, along with relevant design/engineering guides, provide an important framework for the BPMP and for future planning endeavors. Implementation of the BPMP will be enhanced by (and sometimes require) collaboration with agencies and organizations such as the Santa Clara Valley Transportation Authority (VTA), Traffic Safe Communities Network and Silicon Valley Bicycle Coalition, and through coordination with existing programs such as Safe Routes to School.



## CHAPTER 3: GOALS, POLICIES AND ACTIONS

This chapter contains goals, policies and actions to guide the Town of Los Gatos and City of Monte Sereno in implementing the vision of the BPMP. A goal is a positive outcome of implementing the BPMP, a policy is a method to achieve a goal, and an action is a practical step to implement a policy. BPMP goals, policies and actions are largely based on the “Essential Elements of a Bicycle Friendly America” as supported by the League of American Bicyclists and the California Transportation Commission (CTC) for inclusion in active transportation plans. These elements include Education, Encouragement, Enforcement, Engineering, and Evaluation, and they provide the basis for four BPMP goals. An additional goal promotes accessibility and connectivity to form a complete bicycle and pedestrian network.

### Education and Encouragement:

**Goal:** Encourage the Los Gatos and Monte Sereno communities to walk or ride a bike for recreation, transportation, and health, supporting safety education programs for all road users.

Education and Encouragement policies and actions support road safety education, bicycling and walking promotion programs, and public- and private-sector employee programs that support bicycling and walking.

### Enforcement

**Goal:** Promote safety for all road users through compliance with traffic codes for drivers, bicyclists and pedestrians.

Enforcement policies and actions primarily support a collaborative effort among municipal staff and the Los Gatos Monte Sereno Police Department to effectively and equitably enforce traffic laws for all road users.

### Accessibility and Connectivity

**Goal:** Develop a cohesive and “low-stress” bicycle and pedestrian network that ensures safe and convenient facilities for those bicycling and walking – connecting community members to employment, educational, cultural, civic, transit, recreational and shopping destinations.

Accessibility and Connectivity policies and actions support the completion of complete and gap-free bicycle and pedestrian networks, ADA accessibility for pedestrians, high-quality end-of-trip bicycle amenities, secure bicycle parking, and wayfinding amenities for people walking and bicycling.

### Engineering/Development Standards

**Goal:** Provide high-quality and highly effective bicycle and pedestrian facilities to enhance the safety, comfort and convenience of people walking and bicycling.

Engineering/Development Standards include policies and actions that support best practices in street design to enhance safety for all road users.

### Evaluation and Implementation

**Goal:** Ensure successful implementation of the Bicycle and Pedestrian Master Plan by developing effective implementation programs and funding strategies, and establishing clear roles and responsibilities for all relevant Town departments.

Evaluation and Implementation policies and actions support regular inspection, maintenance, and repair of bicycle and pedestrian facilities, evaluation of current and changing needs, regular evaluation of BPMP implementation, funding for bicycle and pedestrian projects, and interagency collaboration.

## CHAPTER 4: NETWORK RECOMMENDATIONS AND PROJECT PRIORITIZATION

This chapter recommends bicycle, pedestrian, town-wide and Safe Routes to School projects and programs. Project prioritization is presented through phasing strategies and illustrated through tables, maps and high-level cost estimates.

Recommendations provided in the BPMP are based primarily on an existing conditions analysis and needs assessment, community participation efforts, and collaboration with municipal staff and local organizations. An analysis of existing conditions includes an assessment of existing bicycle, trail and pedestrian networks and facilities; an analysis of bicycle- and pedestrian-related collisions; bicycle and pedestrian counts; and a review of existing plans, policies and programs relevant to bicycling and walking in Los Gatos and Monte Sereno. Recommendations in this Plan are further shaped by community members via online engagement and Town meetings, as well as Town staff, members of the Bicycle and Pedestrian Action Committee (BPAC), and other stakeholders. In addition, project recommendations made in the Los Gatos Safe Routes to School Phase I Report also contributed to recommendations presented in the BPMP.

This Plan specifies over 90 recommended bicycle and pedestrian projects and programs that, when implemented, will support the overarching goal of providing streets in Los Gatos and Monte Sereno that are safe, comfortable and convenient for all users including bicyclists, pedestrians, transit riders and motorists. These projects and programs are prioritized into three phases over the next 20 years: Phase I (1-5 years), Phase II (5-10 years), and Phase III (10-20 years).

### Prioritization Criteria

In order to provide a basis for prioritizing projects and programs, a list of criteria was developed that shows benefits for each project or program. These criteria include: Enhances Safety; Direct Access to Key Destinations/Trails; Identified as a Cross County Connector (Bicycle Projects); Closes Existing Network Gaps (Bicycle Projects); Improves Access for the Mobility Impaired (Pedestrian and Townwide Improvements); Improves Existing Safe Routes to school Access; Improves



Existing Infrastructure; Existing High-Activity Area; and Increases Bicycle/Pedestrian Activity. Criteria were developed based on feedback from community outreach and the Bicycle and Pedestrian Advisory Commission. Topics that received the most comments as a result of this feedback were selected as criteria for prioritizing project and program recommendations in the BPMP.

### Recommended Bicycle Improvements

Recommended bicycle projects include enhancements to existing facilities as well as the addition of new facilities. The proposed bikeway network builds upon the existing network of approximately 4.3 miles of Class I Bike Paths, 5.4 miles of Class II Bike Lanes, and 3.1 miles of Class III Bike Routes. The BPMP recommends a network incorporating approximately 6 miles of improved or new Class I Bike Paths, 10 miles of improved or new Class II Bike Lanes, 15 miles of improved or new Class III Bike Routes, and 5 miles of Class IV Protected Bike Lanes. The proposed network closes significant north-south and east-west cross-town gaps, addressing a high-priority for the community.

### Recommended Pedestrian Improvements

Pedestrian improvements are recommended for intersections and crossings at 37 locations. Improvements include high-visibility crosswalks, pedestrian flashing beacons, and the removal of free right turns. These improvements are focused at locations with high pedestrian volumes, areas with higher pedestrian collision rates, and areas near schools or along identified school walking routes. Other infrastructure project recommendations include bicycle and pedestrian bridges providing connections to the Los Gatos Creek Trail, as well as additional access points to the Trail (including new entrances from Highway 9).

### Town-Wide Improvement Recommendations

Recommendations for Town-Wide Improvements include enhancements to crosswalks at all signalized intersections, adding missing sidewalks at many locations, lighting improvements, a wayfinding plan, and enhanced bicycle amenities such as parking, bicycle detection at intersections, and improved signage.

### Recommended Bicycle/Pedestrian Programs

Each recommended Townwide program corresponds directly with a specific policy or action presented in Chapter 3.

### BPAC Priority Recommendations

A more select universe of goals, projects and programs identified as community priorities by the BPAC are noted in the relevant tables in the BPMP.

## CHAPTER 5: IMPLEMENTATION AND FUNDING

This chapter details national, regional, local and non-traditional funding sources (including Measure B funding), as well as opportunities to apply these resources to implement Plan policies, programs and projects. Proposed projects that would likely be good candidates for certain types of funding sources are specified.

To successfully plan, construct and maintain high-quality bicycle and pedestrian facilities, Los Gatos and Monte Sereno should pursue funds through a variety of federal, regional, local and non-traditional sources. Significant regional funding sources include Envision Silicon Valley (funded primarily by Measure B funds), and several projects presented in the BPMP are included in the long-range regional transportation plan. At the local level, Los Gatos' Traffic Impact Mitigation Fees (TIMFs), which are collected primarily from new development projects, can provide funding for bicycle and pedestrian projects. Many projects that have been proposed in the Town General Plan, the Valley Transportation Plan (VTA), or the Town Capital Improvement Program have already been determined to be eligible to use TIMF fees.

## APPENDICES

The appendices includes background data and information mainly associated with information located in the Existing Conditions and Needs Assessment chapter (Chapter 2).

Appendix A: Bicycle Facility Types

Appendix B: Collision Rates

Appendix C: Existing Conditions Online Survey Summary

Appendix D: Detailed Comments to Open Response Online Survey Questions

Appendix E: Summary of Bicycle and Pedestrian Counts

Appendix F: Bicycle and Pedestrian Counts Data

Appendix G: VTA Bicycle Expenditure Program (BEP) List

Appendix H: Relevant Existing Local and Regional Policies

Appendix I: Safe Routes to School Projects Table

Appendix J: Prioritized Safe Routes to School Projects Table

Appendix K: Online Engagement Tool Comments

Appendix L: Caltrans Active Transportation Plan Checklist

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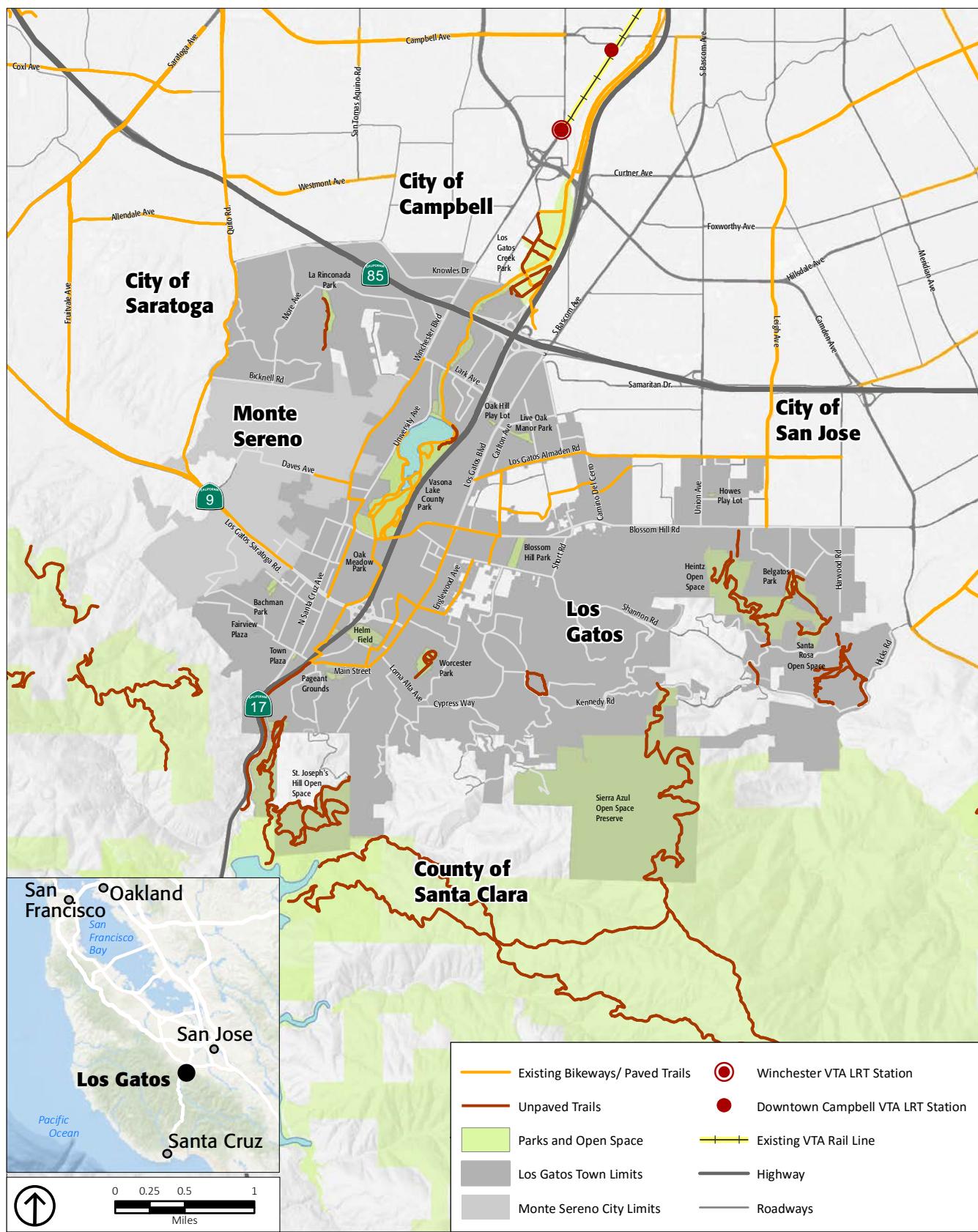
# EXISTING CONDITIONS AND NEEDS ASSESSMENT

## SETTING

The Town of Los Gatos and the City of Monte Sereno are located at the southern edge of the San Francisco Bay Area, where the Santa Clara Valley meets the Santa Cruz Mountains (Figure 2.1). The two communities are approximately 50 miles south of San Francisco, adjacent to the City of San Jose to the northeast, the City of Campbell to the north, and the City of Saratoga to the west.

Although the two communities are part of the bustling Silicon Valley region, they generally retain a small town feel within a unique geography of valley flatlands and verdant hillsides. Downtown Los Gatos – a vibrant, walkable, pedestrian-scale district settled since the late 1800's – is picturesquely situated at the southwest edge of town abutting the foothills of the Santa Cruz Mountains. Residential areas in and around Downtown maintain their historic identity as late-19th and early-20th century neighborhoods. Because the area underwent significant growth in the latter half of the 20th century, development patterns in other areas of Los Gatos and Monte Sereno are suburban or semi-rural in character. Los Gatos and Monte Sereno residents take pride in the hundreds of acres of parks, trails, and preserved open spaces in and around their communities that provide abundant opportunities for walking, bicycling, and other recreational activities.

Figure 2.1: Regional Context



Source: Town of Los Gatos, 2016; Santa Clara County, 2015; MTC, 2014; VTA, 2015; PlaceWorks, 2016; Esri, 2016

## LAND USES

In its 11.2 square miles, Los Gatos contains a mix of uses including residential (primarily single family), commercial, light industrial, and public uses, along with significant open space/recreational areas (Figure 2.2). Several unincorporated islands exist within Town boundaries and fall under the jurisdiction of the County of Santa Clara. The three largest land uses within the Town are single family residential (51.2% of the land area), open space/recreation (26.2%), and multi-family residential (6.5%). Most commercial uses in Los Gatos are located in the downtown district and along the automobile-oriented Los Gatos Boulevard corridor. In general, existing land uses correspond to land use designations specified in the General Plan Land Use Element (Figure 2.3). In Monte Sereno, with a total land area of 1.6 square miles, existing land uses and zoning are almost entirely single-family residential (Figure 2.4).

## DEMOGRAPHICS AND COMMUTE PATTERNS

Los Gatos has a 2015 estimated population of 30,705, and the community of Monte Sereno has an estimated 2015 population of 3,556 (U.S. Census ACS Estimates, 2010-2015).

Travel-to-work data for Los Gatos and Monte Sereno are indicative of the communities' predominately suburban development patterns. As shown in Table 2.1, driving alone is by far the most popular travel-to-work choice in the Los Gatos and Monte Sereno communities. The percentage of residents traveling to work by walking, bicycling, carpooling, and taking public transit are significantly lower than rates in the County and State. For example, the U.S. census reported 2.1% of Los Gatos commuters and 0.4% of Monte Sereno commuters either walk or bicycle to work, compared to a State average of 3.8% and a County average of 3.7%. Transit ridership in Los Gatos and Monte Sereno are also significantly lower than County and State averages.

However, the results of the Town's first Bicycle and Pedestrian Count conducted in September 2016 indicate significant volumes of people walk and bike to town destinations. This is especially the case for students going to and from school, where over half of all pedestrians and bicyclists counted during the weekdays in several of the count locations were children aged 5-18. In-depth results of the Town's bicycle and pedestrian count are discussed further on Page 2-27 and 2-28 in this chapter as well as in Appendix E.

Figure 2.2: Los Gatos 2020 General Plan Map of Existing Land Uses

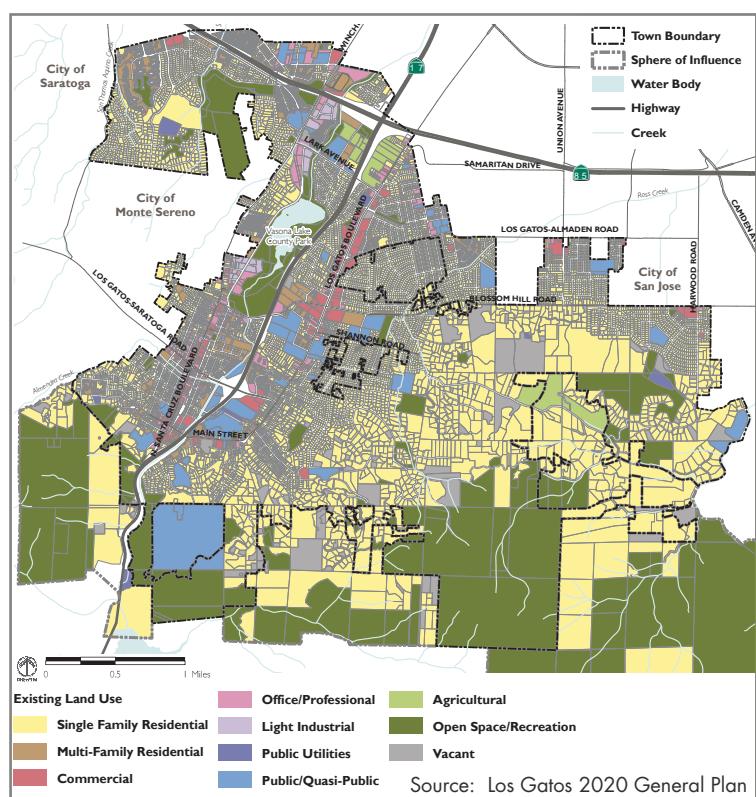
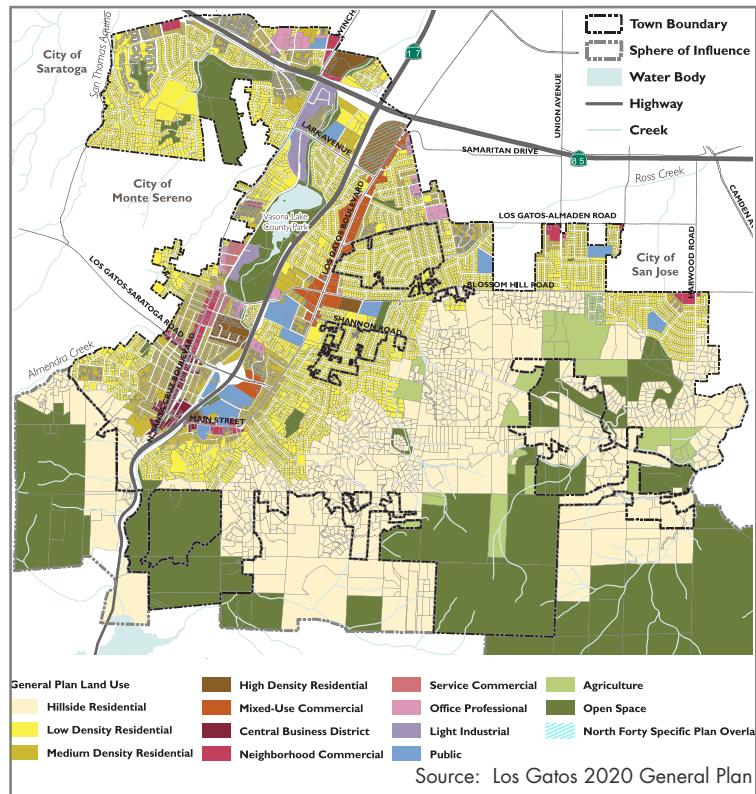


Figure 2.3: Los Gatos 2020 General Plan Land Use Map



## PUBLIC TRANSPORTATION

Public transportation options in Los Gatos are limited, and there are no public transit lines in Monte Sereno. The frequency of service is generally low, ranging from 30 to 60 minutes depending on the day of the week and time of day (Table 2.2). Operating hours vary by bus line (Table 2.3). The Valley Transportation Authority (VTA) operates 5 transit lines within the Town of Los Gatos (Figure 2.5). Routes 48 and 49 run north-south along Los Gatos Boulevard and Santa Cruz Avenue / Winchester Boulevard, connecting the downtown civic and commercial area, commercial

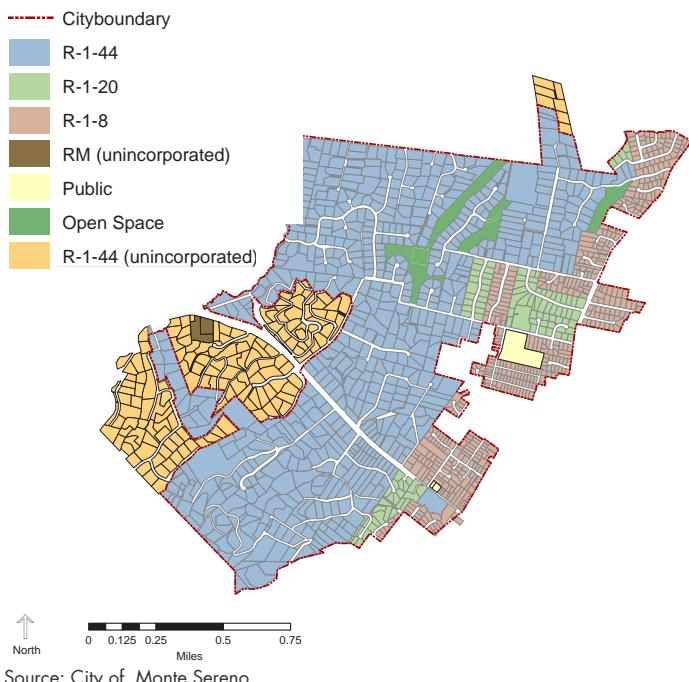
corridors, and communities to the north. Route 27 operates in the northeast corner of Los Gatos connecting the Good Samaritan Hospital with neighborhoods to the east. Routes 61 and 62 extend northward from the Good Samaritan Hospital to downtown San Jose. VTA Express Route 970, which travels from Downtown San Jose to Santa Cruz, travels through Los Gatos on Highway 17 but does not stop in the Town. VTA Express Route 102 currently runs on Highway 85 from South San Jose to Palo Alto, but it, too, does not stop in Los Gatos.

At the current end of the Mountain View–Winchester VTA light rail line, the Winchester Rail Station in Campbell is in close proximity to Los Gatos to the north of Town. The Los Gatos Creek Trail can be accessed from the station via city streets. A planned 1.6-mile extension from Winchester Station to the northern border of Los Gatos, to be potentially located just north of Highway 85 near Winchester Boulevard, will make public transit more accessible and convenient for the Los Gatos and Monte Sereno communities.

*Note: Public Transportation options mentioned above reflect existing service offered at the time of the Plan (January 2017). For the past year, VTA has been working on a comprehensive plan to revise its transit service. It plans to implement a number of changes in Fall 2017 to coincide with the start of BART service to Santa Clara County.*

*The proposed transit service revisions--branded by VTA as its "Next Network Plan" were made available for public comment on January 5, 2017 and would impact existing public transportation service in Los Gatos. The Next Network Plan proposes replacing routes 61 and 62 serving Downtown Los Gatos with a revised route 27 that would include service connecting Los Gatos Boulevard and Winchester Boulevard via Highway 9. Route 62 serving Good Samaritan Hospital would also be eliminated and replaced with a revised and more frequent Route 61. The VTA Board is anticipated to take action on the transit service changes in April 2017, for implementation in September 2017.*

Figure 2.4: Monte Sereno Land Use Map



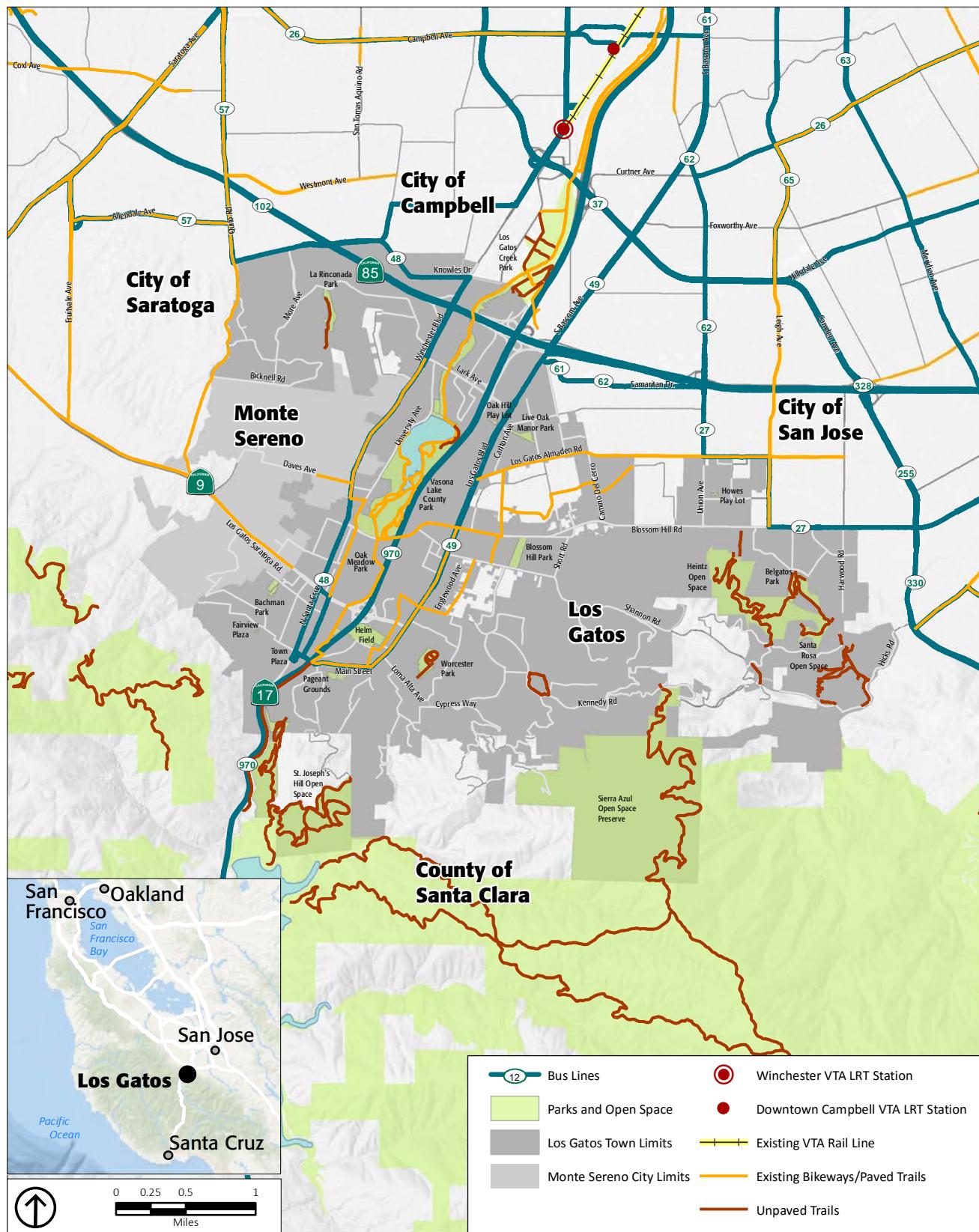
Source: City of Monte Sereno

Table 2.1: Comparative Travel-to-Work Characteristics  
(Mode Share %)

	LOS GATOS	MONTE SERENO	SANTA CLARA COUNTY	CALIFORNIA
WALK	1.3	0.4	1.9	2.7
BICYCLE	0.8	0	1.8	1.1
DRIVE ALONE	80.4	82.6	76.5	73.2
CARPOOL	5.4	4.7	10.3	11.1
PUBLIC TRANSIT	0.8	0	3.6	5.2
WORK AT HOME	10.3	0	4.6	5.3

Source: US Census, 2010-2014 ACS 5-Year Estimates

Figure 2.5: Transit Connectivity



Source: Town of Los Gatos, 2016; Santa Clara County, 2015; MTC, 2014; VTA, 2015; PlaceWorks, 2016; Esri, 2016

Table 2.2: VTA Bus Service Frequency (minutes)

LINE #	WEEKDAY Peak	WEEKDAY Off-Peak	WEEKEND
27	30	45	60
48	45	60	60
49	45	60	60
61	30	30	60
62	30	30	60

Source: Valley Transportation Authority Timetables, July 2016

Table 2.3: VTA Bus Operating Times

LINE #	WEEKDAY SERVICE HOURS*	SATURDAY SERVICE HOURS*	SUNDAY SERVICE HOURS*
27	6A-8P	8A-8P	9A-6P
48	6A-7P	8A-7P	9A-6P
49	6A-8P	7A-7P	10A-5P
61	6A-10P	6A-9P	6A-9P
62	6A-11P	7A-10P	7A-10P

\* Approximate, based on time of last stop at end of line

Source: Valley Transportation Authority Timetables, July 2016

## ACTIVITY GENERATORS

In order to provide a complete bicycle and pedestrian network, the Los Gatos Bicycle and Pedestrian Master Plan seeks to promote the development of valuable linkages to support walking and bicycling. It is especially important to provide safe and convenient connections to popular local destinations and “activity generators”, which include the area’s eleven K-12 schools, Downtown Los Gatos, commercial and retail centers, regional transit infrastructure, County- and Town-maintained parks and open spaces, and multi-use trails (Figure 2.6). The Los Gatos Creek Trail, which runs 9.7 miles from the southern edge of Los Gatos to the communities of Campbell and San Jose, is one of the most regionally significant bikeways in the Silicon Valley. Key destinations for Los Gatos and Monte Sereno residents also include West Valley College in the City of Saratoga and VTA’s Winchester Light Rail Station in the City of Campbell.



Downtown Los Gatos is the community’s main gathering spot, as it contains the area’s densest concentration of retail stores, restaurants, and civic spaces.

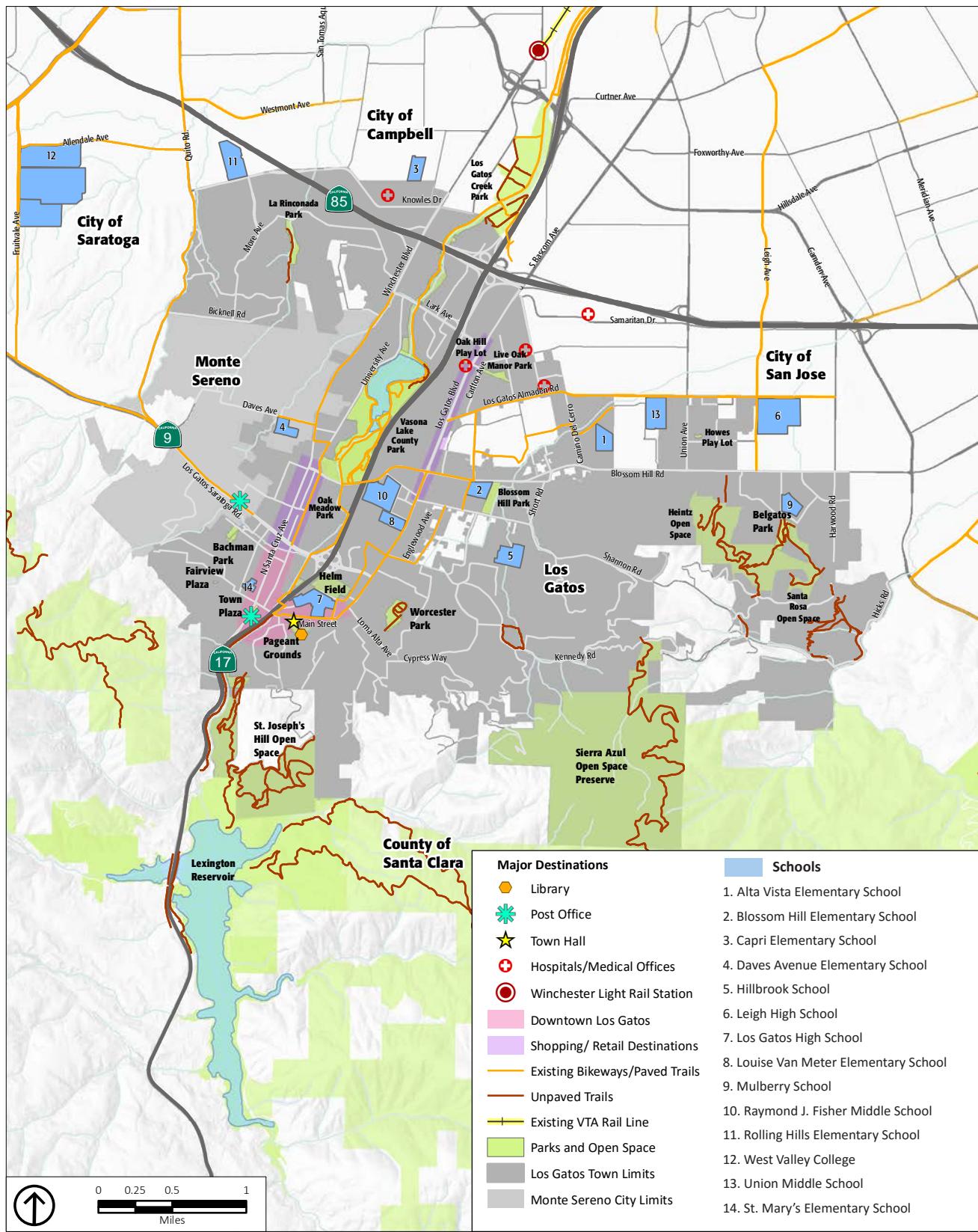


Town Plaza in Downtown Los Gatos is an activity center year-round, with events such as “Jazz on the Plaza” and the weekly Los Gatos Certified Farmers’ Market that promote walking within Town Plaza as well as to adjacent restaurants and shops.



Los Gatos Boulevard contains a significant amount of activity generators, including several schools and shopping destinations.

Figure 2.6: Activity Generators



# ASSESSMENT OF EXISTING BICYCLE NETWORK AND FACILITIES

This section describes the existing conditions of bicycle facilities and routes in Los Gatos and identifies existing bicycle needs.

## TYPES OF BIKEWAYS

Based on the California Streets and Highways Code, Caltrans identifies four types of bikeways, as described below and illustrated in Figure 2.7. (Also see Appendix A)

**Class I bikeways (bike paths)**, also known as multi-use paths, are separated completely from motor vehicle traffic but may be shared with pedestrians.

**Class II bikeways (bike lanes)** are striped in the roadway for the exclusive use of bicycles. Vehicle and pedestrian cross-flow are permitted. The striping is supported by pavement markings and signage. Class II bikeways can be enhanced by features such as green paint or painted buffers.

**Class III bikeways (bike routes)** are located on roadways shared with motor vehicles. Bike routes are designated by signage and/or shared roadway bicycle markings (sharrows).

**Class IV bikeways (cycle tracks)** are located in or adjacent to a roadway and separated from traffic by a physical barrier such as bollards, on-street parking, or planters. This design allows an exclusive right-of-way for bicycle travel.

## EXISTING BICYCLE FACILITIES IN LOS GATOS AND MONTE SERENO

As shown in Figure 2.8, (Existing Bikeways), Los Gatos has approximately 12.8 miles of existing bikeways, with approximately 4.3 miles of Class I Bike Paths, 5.4 miles of Class II Bike Lanes, and 3.1 miles of Class III Bike Routes. There are currently no Class IV bikeways in Los Gatos. The City of Monte Sereno currently has 0.4 miles of Class II bikeways along Daves

Avenue and 2.0 miles of Class III bikeways along Highway 9, for a total of 2.4 miles. Additional discussion on the location and condition of existing facilities in the Town of Los Gatos is provided below.

**The Town's Class I bikeway (Bike Path)**, the Los Gatos Creek Trail, starts at Main Street in Downtown Los Gatos just east of Highway 17, then crosses over Highway 17 and continues along the west side of Highway 17. It continues through Vasona County Park then heads north through the City of Campbell to Meridian Avenue in the City of San Jose. As one of Silicon Valley's principal regional bikeways, it carries significant bicycle and pedestrian volumes throughout Los Gatos, and is proximate to the VTA Light Rail Winchester and Hamilton Stations in Campbell, as well as the Bascom VTA Light Rail Station in San Jose.

Access points to the Los Gatos Creek Trail along existing bikeways in Los Gatos include Main Street and Blossom Hill Road (via Roberts Road and through Vasona Lake County Park). Other access points to the trail in Downtown Los Gatos include Lundy Lane, Church Street, and Miles Avenue. Trail access points within or adjacent to Vasona County Park are on Roberts Road, Garden Hill Drive, Lark Avenue and

Figure 2.7: Types of Bikeways

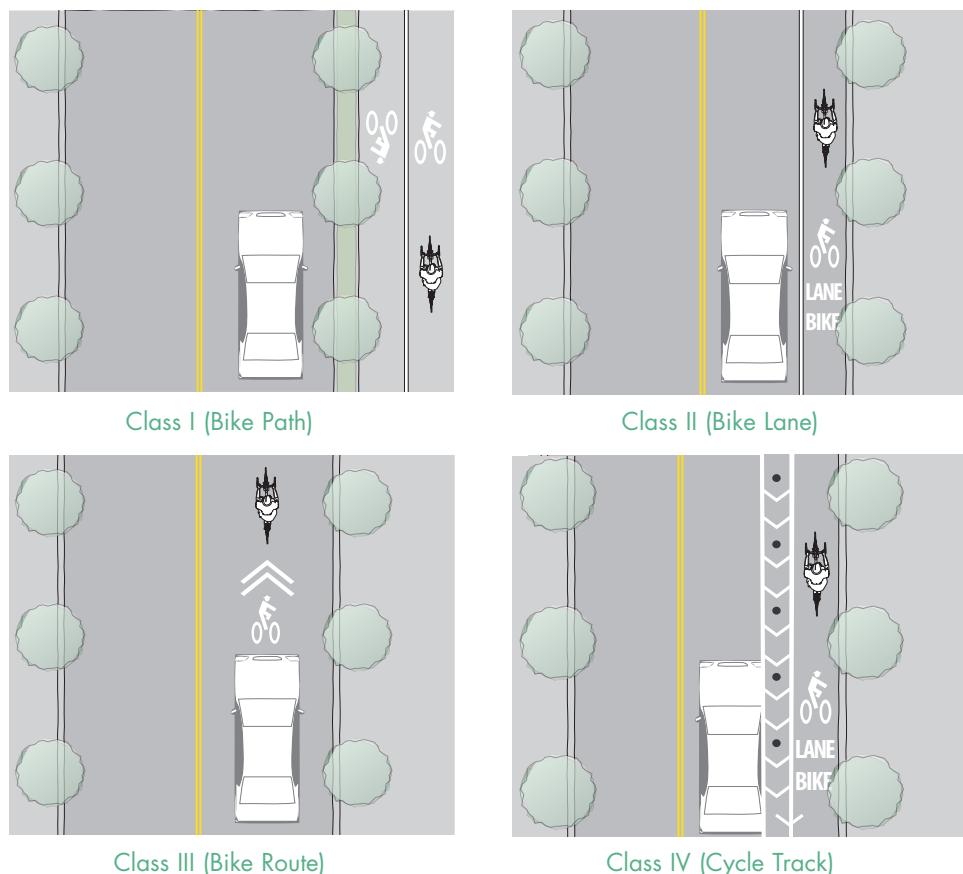
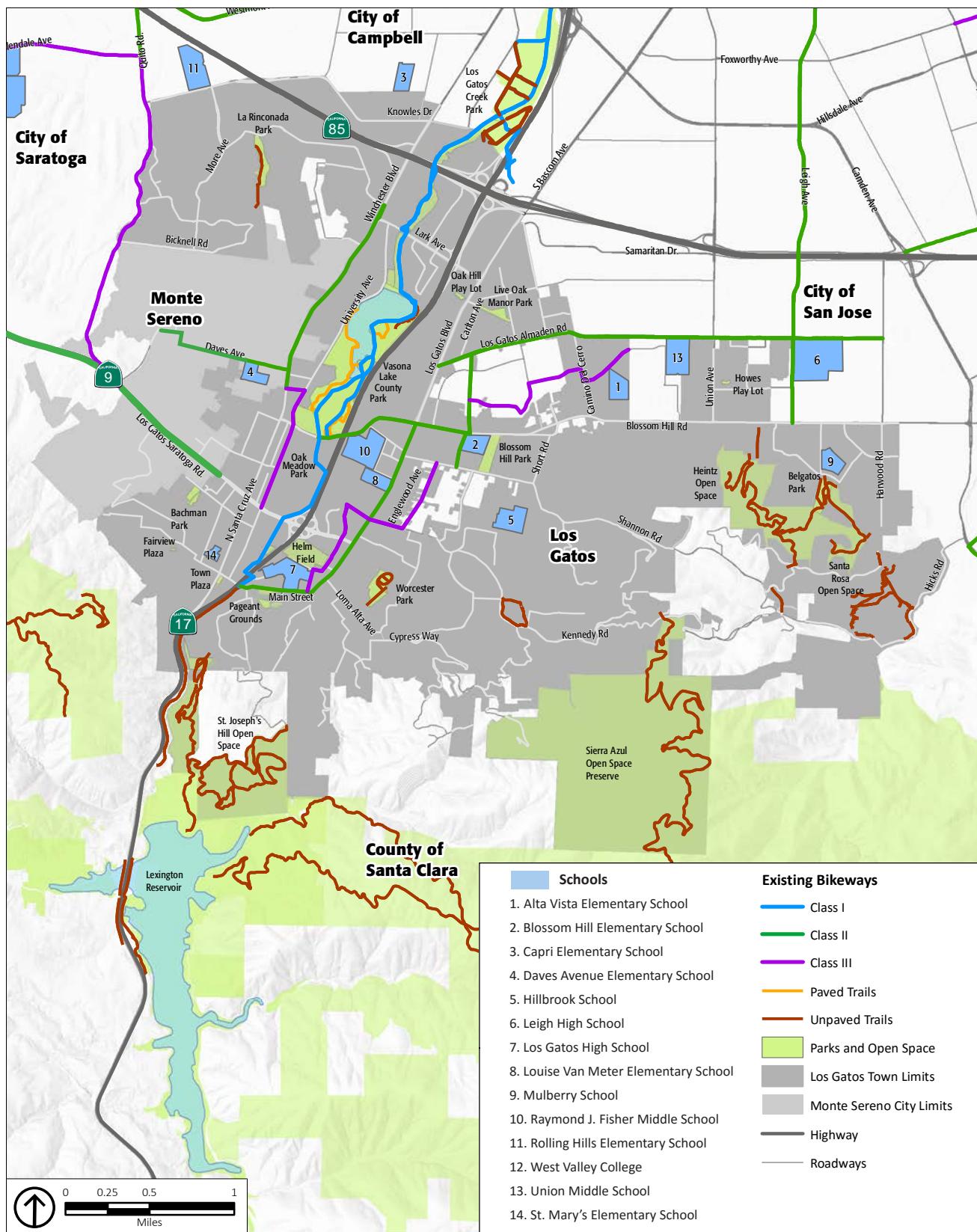


Figure 2.8: Existing Bikeways



Source: Town of Los Gatos, 2016; Santa Clara County, 2015; MTC, 2014; VTA, 2015; PlaceWorks, 2016; Esri, 2016

Charter Oaks Drive. Most trail access points contain little signage or none at all, with many access points containing steep, unpaved, narrow roadways with minimal line-of-sight to the main trail. Other concerns along the Los Gatos Creek Trail include the mixing of non-motorized modes between commute, recreational, and leisure cyclists with pedestrian traffic, and lack of formal direct access to large business campuses on the north side of town.

While the Los Gatos Creek Trail is a major resource that offers substantial recreational and commuting benefits to residents in Los Gatos and Monte Sereno, improvements to trail access, maintenance and pavement conditions (especially within Vasona County Park), and potential separation from bicyclists and pedestrians along the trail would greatly improve their safety, utilization and overall function for all non-motorized users.

**Class II bikeways (bike lanes)** are located primarily on roadways designated as major arterials in the Town's General Plan, including sections of Winchester Boulevard, Main Street, Los Gatos Boulevard, Blossom Hill Road, and Los Gatos-Almaden Road. However, the Class II bikeway network is disconnected due to route gaps on major arterials. In greater downtown Los Gatos, bike lanes in either direction



Bicycle lane on Blossom Hill Road with striping only on the left side

are missing along W. Main Street between Highway 17 and N Santa Cruz Boulevard; N. Santa Cruz Avenue between W. Main Street and Blossom Hill Road; and University Avenue between W. Main Street and Los Gatos-Saratoga Road (Highway 9). Other notable bicycle route gaps in Town exist along Los Gatos Boulevard north of Blossom Hill Road, Highway 9 east of University Avenue, and Blossom

Hill Road east of Camino Del Cerro. In summary, critical gaps exist for those hoping to travel east-west in Los Gatos, especially when traveling across Highway 17, as well as for those traveling north-south from the unpaved trails and residential neighborhoods in the southern end of town to commercial corridors and office parks in the north side of town.

While there are enhanced Class II Bikeways with green-striped bike lanes along Los Gatos Boulevard near Shannon Avenue and along Blossom Hill Road near Roberts Road as a result of a pilot project near Van Meter Elementary School and Fisher Middle School, the majority of bike lanes in Los Gatos and

Monte Sereno are located adjacent to parking lanes and are striped only on their left side. This condition requires parked cars and cyclists to share one lane. This kind of striping does not clearly identify the bicycle right-of-way and could contribute to bicyclists colliding with car doors being opened by drivers. A more favorable condition for Class II bike lanes is where a bike lane is striped on both the left- and right-hand side.

**Class III bikeways (bike routes)** are located mostly along roadways designated as collector roads and neighborhood collector roads in the Town's General Plan, such as University Avenue between Highway 9 and Blossom Hill Road. Most existing roadways that are designated as bicycle routes in town have limited bike route signage and do not have "sharrow" pavement markings. For example, bike route signage is missing along University Avenue between Highway 9 and Blossom Hill Road. To improve route utilization and safety, it is recommended that all Class III routes contain the installation of sharrows and consistent signage, which create a greater awareness to drivers traveling on roadways that the route is to be shared with cyclists. In addition to installing sharrows and appropriate signage on Class III routes,



Green Painted Bike Lane on Blossom Hill Road at Roberts Road East.



Steep, unpaved entrance to Los Gatos Creek Trail at Maple Place, just south of Main Street in Downtown Los Gatos.

designated routes should have low traffic speeds (25 mph or lower) and low vehicular travel volumes (under 10,000 vehicles daily). Roadways with a 35 mph speed limit or higher should have Class I, Class II, or Class IV designations due to the difference in average speed between vehicles and bicyclists. Recommended improvements to Class III facilities in Los Gatos will be discussed further in Chapter 4 (Network Recommendations and Prioritization of Projects).

In addition, Los Gatos contains miles of unpaved multi-use pathways that are within the Town's designated open spaces, including the Santa Rosa, Heintz, Shannon Valley, and St. Joseph's Hill Open Space Preserves. Many of these paths lead to abundant mountain bike and hiking trails beyond the Town's limits and Sphere of Influence. The southern portion of the Los Gatos Creek Trail is one of the Town's more popular unpaved trails, leading 1.8 miles from Downtown Los Gatos to the Lexington Reservoir and to other trails throughout the Santa Cruz Mountains.

## PROPOSED BICYCLE FACILITIES

In addition to 12.8 miles of existing bicycle facilities, Los Gatos has approximately 12.4 miles of proposed bikeways

identified in the Transportation Element of the Los Gatos 2020 General Plan (Figure 2.9 on page 2-12). This includes identification of 3.6 additional miles of Class I facilities, the conversion of the unpaved southern branch of the Los Gatos Creek Trail into a paved trail leading to Lexington Reservoir, as well as a paved trail near Shannon Road. An additional 4.4 miles of Class II facilities were also proposed, including facilities on the eastern portion of Blossom Hill Road, Lark Avenue, and northern sections of Winchester Boulevard and Los Gatos Boulevard. Another 4.4 miles of additional Class III facilities were proposed as well, including the installation of Class III facilities along Main Street west of Highway 17 and Loma Alta Avenue south of Los Gatos Boulevard.

Pages TRA-18 through TRA-20 in the Transportation Element of the General Plan also mention potential facilities on many more roadways throughout Town. However, the General Plan does not address the feasibility of specific bikeway improvements for these streets, and it mentions that additional analysis and site assessments would be required. As part of this Plan, existing and potential bikeways were evaluated to ensure that routes proposed are feasible for riding. Details on routes in Los Gatos and Monte Sereno selected for bikeways are discussed further in Chapter 4 (Network Recommendations and Prioritization of Projects).

## ADDITIONAL BICYCLE AMENITIES

### Bicycle Parking Facilities

While there were no bicycle lockers (Class I parking) observed in Los Gatos, there were locations throughout Town where short-term bicycle racks (Class II parking) have been installed, including at bus stops, schools, along Los Gatos Creek Trail, Downtown Los Gatos, and occasionally in retail centers. The type of bicycle rack varied depending on location, with the most widely utilized styles including inverted U and loop wave styles used throughout the public right-of-way. In addition, other rack styles would occasionally be present in commercial shopping centers. Most of the trail access points for Los Gatos Creek Trail had one or more inverted U-type or loop wave-type bike racks. At transit stops, bicycle parking facilities (when provided) were limited to one inverted U-type rack.

Bicycle parking was often missing near trailhead access points, including the Ridge Trail at Heintz Open Space, Fire Road Trail and Santa Rosa Trail at Santa Rosa Open Space Preserve, and Flume Trail at Novitiate Park. This may be primarily explained because the entrances to the trail routes are located uphill and have curvilinear roads, making it challenging to bike along the access road to these trails. Currently, bike parking, in the form of bike racks, is present at a trailhead near Belgatos Park.

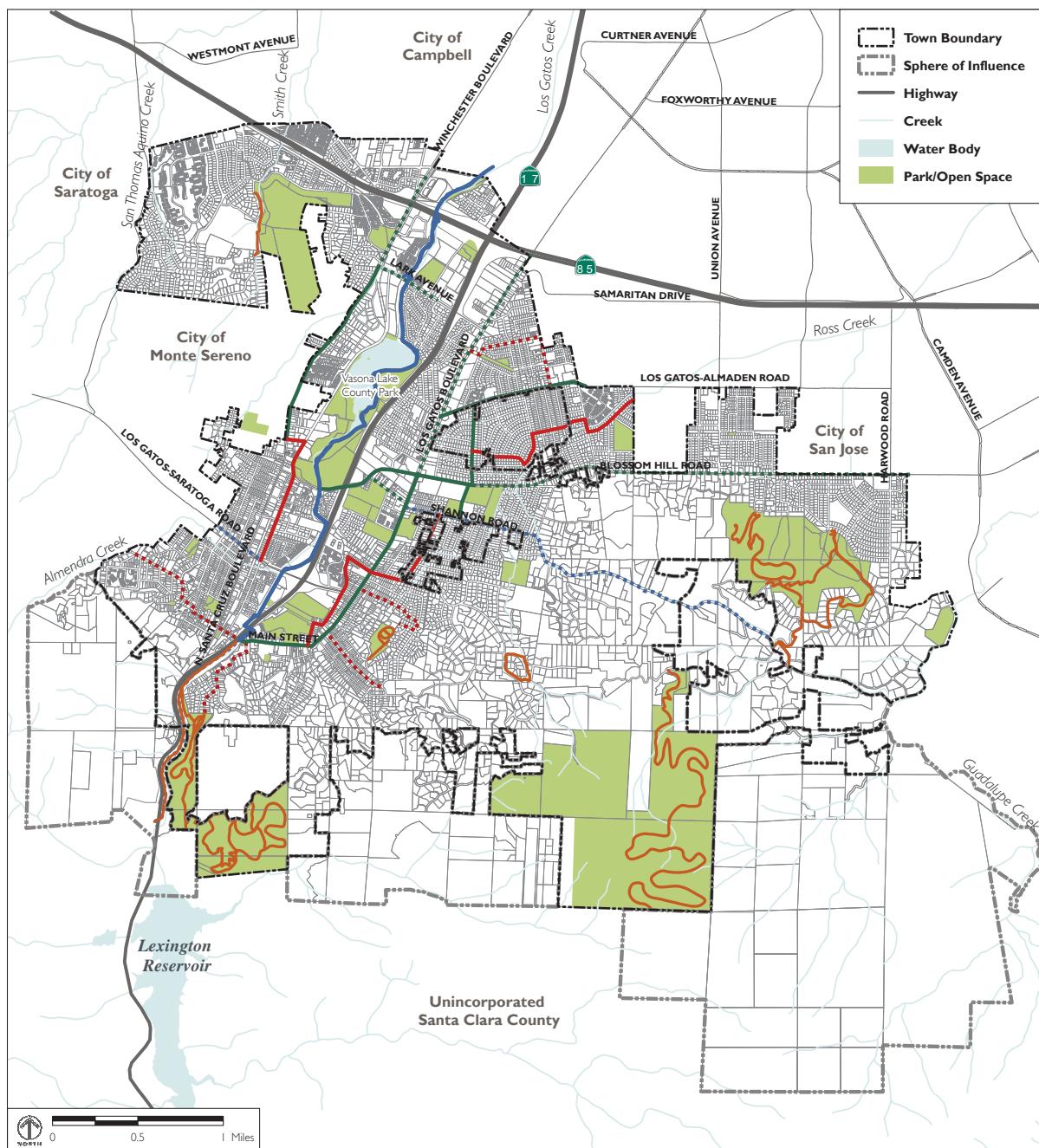


Bike lane on Los Gatos Boulevard with striping on both sides.



Roadways traveling east-west across Highway 17 are often challenging for bicyclists and pedestrians, including Los Gatos-Saratoga Road (Highway 9) just east of University Avenue.

Figure 2.9: Los Gatos 2020 General Plan Existing and Future Bikeways Map (Map TRA-2 in the Transportation Element)



Source: Town of Los Gatos, 2008; DC&E, 2007; Midpeninsula Regional Open Space District, 2008

Existing Bikeways	Proposed Bikeways	Unpaved Multi-Use Trails
Class I	Class I	
Class II	Class II	
Class III	Class III	

Along Los Gatos Creek Trail, bicycle parking is mostly located near trail access points or near points of interest. Within Vasona County Lake Park, bike racks are located next to a parking lot and Oak Meadow rail station. Inverted U-type bike racks are also installed on sidewalks near Los Gatos Creek Trail access at the West Main Street and Maple Place intersection. In addition, bicycle parking is currently available at most schools within the Town of Los Gatos and City of Monte Sereno.



Inverted U-Type Bicycle Rack on Main Street

While bicycle parking is available in many locations throughout Downtown Los Gatos, including the Town Plaza, Town of Los Gatos Civic Center, and occasionally at bus stops and retail centers, there was a noticeable number of bicycles chained to signposts, lampposts, and trees. This may reflect the need for better signage directing riders to parking locations, for additional parking at high-demand locations, and for more-convenient and better-dispersed placement of parking facilities.

The need for bicycle parking was even more pronounced in the Town's commercial centers along Los Gatos Boulevard, where bicycle parking was often nonexistent or hard to find, although it was not directly observed that bicycles were locked to non-conventional objects such as lampposts or newspaper racks.

### Bicycle Repair Facilities

As the result of an Eagle Scout project, bicycle repair facilities have recently been installed on Los Gatos Creek Trail just above Miles Avenue at the Balzer Field entrance, and at the

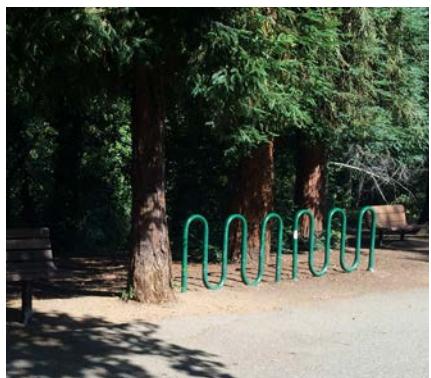
Jones Trail entrance at Novitiate Park. The two portable "Dero Fixit" stations allow for the opportunity for cyclists to fix a flat tire, as well as adjust brakes and gears.

### Bicycle Share or Station Facilities

At this current point in time, there are no bicycle station or bicycle share facilities within Los Gatos or Monte Sereno. The nearest bicycle share in current operation is through Bay Area Bike Share, which has locations in San Jose and San Francisco.

### Regional Bikeway Connections

One of the key components in the Los Gatos Bicycle and Pedestrian Master Plan is to propose a bikeway network that connects to infrastructure in nearby jurisdictions. An existing bicycle route with regional access includes Los Gatos-Saratoga Road (Highway 9). This roadway contains a Class II bicycle lane west of Monte Sereno and Los Gatos that transitions into Saratoga-Sunnyvale Road, continuing through the communities of Saratoga, Cupertino, and eventually into Downtown Sunnyvale as a Class II bikeway, as shown in VTA's Santa Clara Valley Bikeways Map (See Figure 2.10). However, the most significant existing connection in Los Gatos to the regional bikeway network is the Los Gatos Creek Trail, which connects to three VTA light rail stations (Winchester, Hamilton, and Bascom Stations), as well as to several Class II bicycle lanes in the cities of Campbell and San Jose. Future bikeways planned as part of City of San Jose's 2009 Bike Plan (Figure 2.11) will further improve connectivity of the Los Gatos Creek Trail to the surrounding region. The Willow Street bicycle lanes, which can be accessed in the northern end of the Los Gatos Creek Trail in San Jose, currently connect to the Class I Guadalupe River Trail. This bicycle path, which has been partially completed in various segments, is planned to run continuously from the San Francisco Bay to Almaden Lake Park in South San Jose. From there, additional Class I paths are proposed to connect



Wave Bicycle Rack at Vasona Park



Bicycle Rack at Blossom Hill Elementary School



Bicycle repair station along the Los Gatos Creek Trail



Bicycle parked to tree on North Santa Cruz Avenue

from Almaden Lake Park to the intersection of Leigh Avenue and Anne Way, proximate to the eastern boundary of Los Gatos. This can potentially enable opportunities for connections in the eastern section of Los Gatos through existing bicycle lanes, such as those on Los Gatos Almaden Road, to connect to this future regional pathway.

Additional planned bikeways in the San Jose Bike Plan include a Class II bike lane along Bascom Avenue to the southern border of San Jose, which turns into Los Gatos Boulevard once inside Los Gatos Town Limits. There is also a Class II bikeway planned for Samaritan Avenue, which directly intersects with Bascom Avenue just beyond the northern boundary of Los Gatos. The San Jose Bike Plan also references plans for a future Class II bicycle lane along Blossom Hill Road from Union Avenue at the eastern border of Los Gatos to Almaden Expressway in South San Jose. Potential connections to the regional network will be discussed in further detail in Chapter 4 (Network Recommendations and Prioritization of Projects).

## Next Steps in Prioritizing Bicycle Improvements

In moving forward with prioritizing bicycle infrastructure in Los Gatos, a focus on where to emphasize future enhancements is crucial. While there are many gaps in the network and demands to construct new infrastructure, there are also concerns to improve access to well-used existing facilities, specifically along the Los Gatos Creek Trail. An incremental approach to phasing improvements to existing bicycle infrastructure while taking advantage of cost-effective opportunities for new infrastructure to close critical gaps should be considered, while aiming to increase safety for all users in the process. Areas to consider for bicycle improvements include closing gaps on principal east-west and north-south routes such as Highway 9 and Los Gatos Boulevard, as well as improving access points, maintenance and signage for the Los Gatos Creek Trail. This approach would help to improve safety and accessibility, therefore encouraging bicycling in Los Gatos and Monte Sereno. A more detailed analysis of strategies to prioritize bicycle improvements will be discussed in Chapter 4 (Network Recommendations and Prioritization of Projects).

Figure 2.10: VTA Santa Clara Valley Bikeways Map

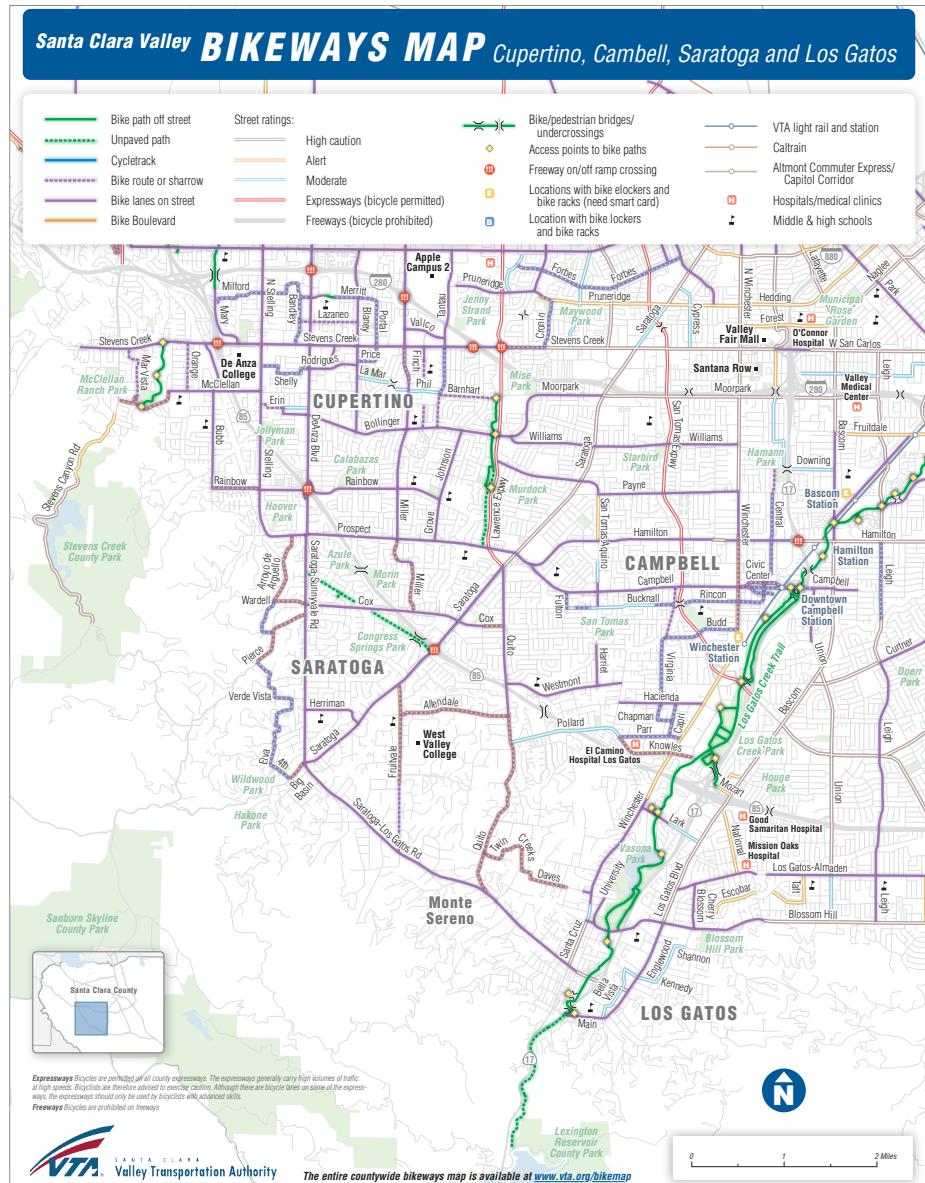


Figure 2.11: San Jose Proposed Bikeway System Map - Area Adjacent to Los Gatos and Monte Sereno (2009 Bike Plan)



The town's location at the base of the Santa Cruz Mountains offers an abundance of access to unpaved trails in the area's numerous open space preserves, including those adjacent to Lexington Reservoir.

## ASSESSMENT OF EXISTING TRAIL NETWORK AND FACILITIES

### EXISTING TRAIL NETWORK

Los Gatos has an extensive network of unpaved trails, most of which are located in the foothills of the Santa Cruz Mountains just to the south of the urbanized areas of Town. The majority of trails are within permanently dedicated open spaces, including El Sereno, St. Joseph's, and Sierra Azul Open Space Preserves, all of which are managed by the Mid-Peninsula Regional Open Space District. In addition, Los Gatos manages three preserves on the southeastern side of town, including the Heintz, Shannon Valley, and Santa Rosa Open Spaces. The vast majority of these trails are accessible to pedestrians, bicyclists, and equestrians, often with access to regional resources, such as the Bay Ridge Trail and Lexington Reservoir (See Figure 2.12 on page 2-17).

The principal connection to this network of hiking, biking and equestrian trails is through the paved Los Gatos Creek Trail, which runs 7.9 miles from the Willow Glen neighborhood in the City of San Jose south to Downtown Los Gatos, connecting through 151-acre Vasona County Park, Santa Clara County's most popular regional park and active recreation area. South of Main Street in Downtown Los Gatos, the trail runs an additional 1.8 miles as an unpaved trail to Lexington Reservoir, connecting directly to trails in the St. Joseph's Open Space Preserve and beyond. Overall, the Los Gatos Creek Trail is the community's most significant route for bicyclists and pedestrians, connecting to prime retail, educational, civic and recreational destinations.

### ASSESSMENT OF TRAIL FACILITIES AND ACCESS

As mentioned in the "Assessment of Bicycle Facilities" section of this Chapter, while the Los Gatos Creek Trail is a significant regional resource, connections to and from the trail should be enhanced to improve safety and further promote active transportation and non-motorized access to the region. Additional access points to the trail from local businesses and arterial roadways such as Highway 9 will further improve connectivity to key employment, educational, retail and recreational destinations in Los Gatos, reducing the need to travel to these destinations by car. In addition, enhancements such as wayfinding to trail access points will not only expand mobility for daily commuters to work and school, but also for those who use the Los Gatos Creek Trail to connect to the area's numerous open space preserves.



Existing trails surrounding Los Gatos and Monte Sereno are popular with pedestrians and bicyclists.



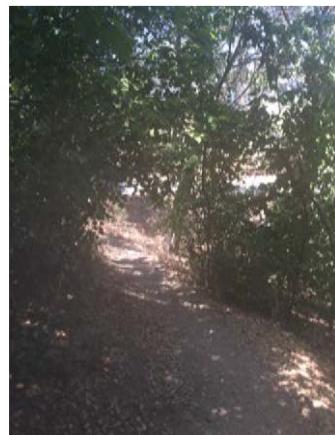
Improved access improvements to the Los Gatos Creek Trail from nearby businesses will help expand multi-modal mobility and reduce reliance on the automobile.



Parking at trail access points is often limited, impacting surrounding neighborhoods. Pictured is Jones Road near the Jones Trail entrance at Novitiate Park, which connects to St. Joseph's Open Space.

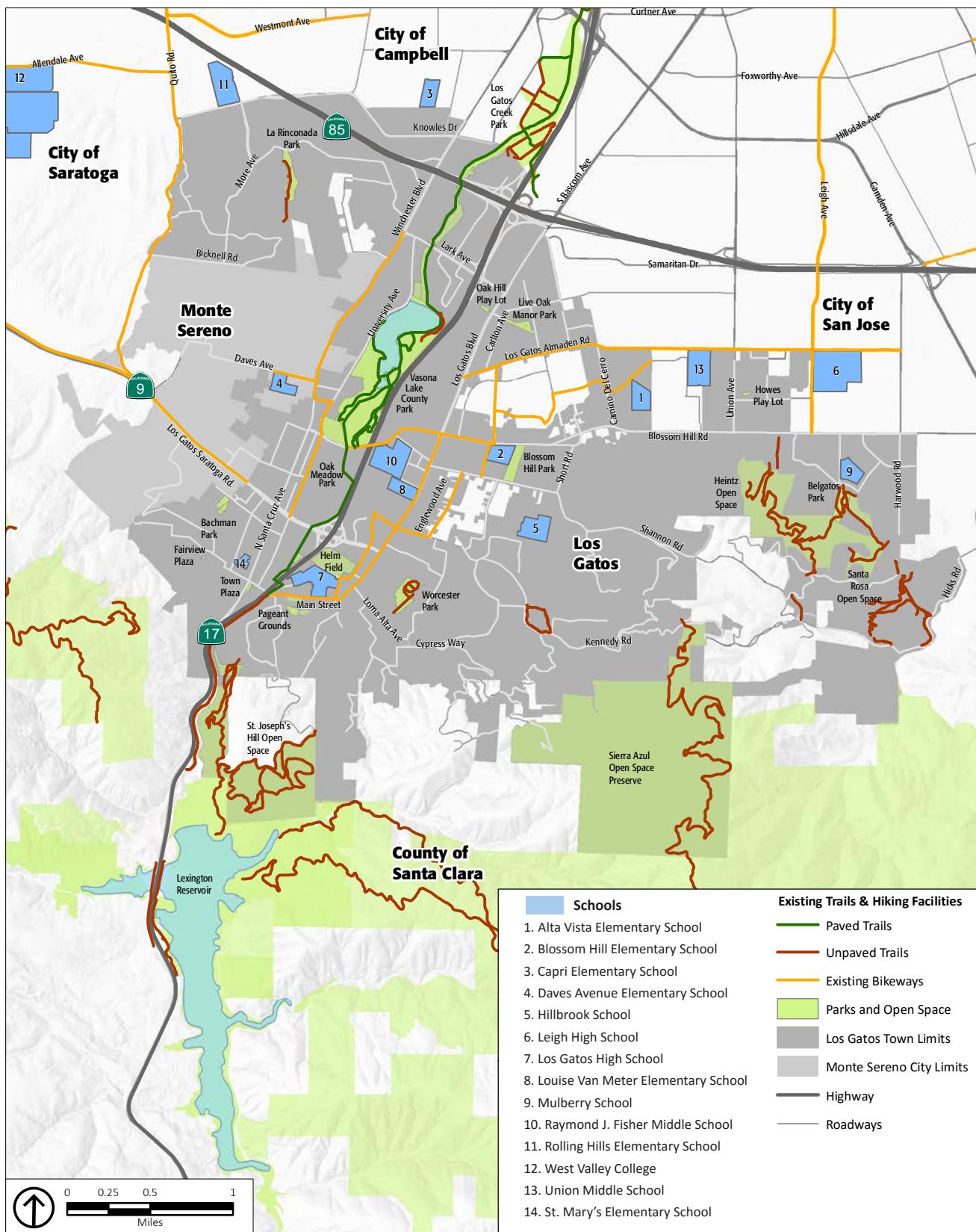
In addition to making improvements along the paved section of the Los Gatos Creek Trail, the unpaved section south of Main Street to Lexington Reservoir is heavily used on evenings and weekends as a gateway to the open space trails network in the Santa Cruz Mountains. Due to heavy usage, the trail can succumb to erosion and flooding, becoming problematic to use throughout the rainy season. Compacting the existing trail with materials that will restrict runoff will decrease impacts of landslides, flooding and erosion, ultimately improving the recreational experience for active modes of transportation and increasing the usability of the trail year-round.

In regards to trailheads leading to the Town's numerous open spaces, parking and wayfinding are lacking in these locations, resulting in visitors parking on nearby streets and impacting adjacent neighborhoods. Where possible, it is recommended that trailheads be enhanced with limited on-site parking to reduce parking impacts in the surrounding neighborhoods. However, additional strategies to improve trail access, including the addition of bike parking and portable fix-it stations, are also supported, which will reduce the need to drive a vehicle to the trailheads while supporting active recreation at the open space preserves.



New access points should be installed feeding into the Los Gatos Creek Trail to better connect the trail to significant destinations town-wide, including new entrances to the trail from Highway 9. Pictured is an existing makeshift trailhead from Highway 9 to the trail, cut by existing riders.

Figure 2.12: Existing Trails



Source: Town of Los Gatos, 2016; Santa Clara County, 2015; MTC, 2014; VTA, 2015; PlaceWorks, 2016; Esri, 2016

# ASSESSMENT OF EXISTING PEDESTRIAN NETWORK AND FACILITIES

This section describes the existing conditions of the pedestrian environment and facilities in Los Gatos and Monte Sereno, and identifies pedestrian improvement needs.

## WALKABILITY AND PEDESTRIAN FACILITIES

Walkability is a qualitative measure of the degree to which a pedestrian network encourages walking. Walkability is influenced by all aspects of the built environment, including availability of pedestrian facilities and amenities, such as benches, store frontage, and wayfinding signage. Pedestrian facilities

are critical elements to improve a safe and functional pedestrian environment. To achieve an enjoyable pedestrian environment, pedestrian facilities need to be designed with consideration of the surrounding context.

Pedestrian facilities include sidewalks and pathways, which form a connected network, as well as crosswalks, pedestrian crosswalk signals, lighting, street trees, and curb ramps.

Per current best practices in pedestrian mobility, sidewalks and pathways should be wide enough to comfortably accommodate the existing or expected pedestrian volume, and be safe and accessible to pedestrians of all abilities. Sidewalk surfaces should be kept smooth to accommodate wheelchairs and strollers. Ideally, all corners of intersections should have well-designed curb ramps. At signalized intersections, all crosswalks should be marked with highly visible painting and signage. Traffic signal phasing should allow adequate crossing time for pedestrians. The connected network should also provide access to destinations that attract pedestrian travel, such as schools, parks, and stores. Additionally, improvements to pedestrian facilities should be compliant with the Americans with Disabilities Act (ADA), by including features such as audible signals and curb ramps.



A ladder-type crosswalk with pedestrian crossing signs and flags is located at Main Street near Los Gatos High School.

## EXISTING PEDESTRIAN FACILITIES AND NETWORK

The state of the pedestrian network in Los Gatos and Monte Sereno varies greatly based on the location within the community, as it contains a diverse mix of land uses, topography, density, neighborhood character, and age of structures. At times, these variables can change within blocks of one another, and many areas of the community retain a semi-rural character. Availability of pedestrian infrastructure, including sidewalks, lighting, and crossing infrastructure, generally increases as one encounters arterial roadways and commercial/mixed-use corridors in the community, and generally disappears as one increases elevation along the foothills of the Santa Cruz Mountains.



There are no sidewalks on one side along Park Avenue, just south of Main Street in Downtown Los Gatos.



It is not uncommon in Los Gatos to have sidewalks on only one side of the road, as on Los Gatos Almaden Road.



Downtown Los Gatos consists of a mix of land uses with 1-3 story buildings.



Street furniture and curb extensions are located along N. Santa Cruz Avenue in Downtown Los Gatos, which has high levels of pedestrian activity.



Decorative post-top streetlights provide existing roadway and pedestrian lighting along Santa Cruz Avenue and other parts of Downtown Los Gatos.

## Facilities Within and Surrounding Downtown Los Gatos

Overall, Downtown Los Gatos has a walkable environment comprised of small blocks; providing pedestrian access to commercial and retail uses. Land uses in Downtown include a mix of residential, to retail and commercial uses. Main Street and N. Santa Cruz Avenue contain one to three story high buildings, with entrances oriented towards the street. Setbacks for retail and commercial uses create a variation in sidewalk width, which varies from four to eight feet or more. Sidewalk width increases along N. Santa Cruz Avenue heading north to Los Gatos-Saratoga Road (Highway 9); while sidewalks generally reduce in width along Main Street when traveling eastbound from Highway 17. In areas of Downtown Los Gatos where sidewalk width is greater, landscape elements often create a buffer between the pedestrian zone and furnishings zone.

Based on observations and survey responses received on the Existing Conditions Survey distributed through the Town's social media outlets, the area within and surrounding Downtown Los Gatos contains the highest volume of pedestrians in the Plan area. Overall, pedestrian amenities such as street trees, planter boxes, benches, and parks create an enjoyable environment for pedestrians throughout Downtown Los Gatos. In addition, marked crosswalks, mid-block crossings, pedestrian warning signs, and safety improvements such as pedestrian flags are observed along N. Santa Cruz Avenue and Main Street. However, the area has limited pedestrian-scaled lighting and signalized or lighted crosswalks, as well as audible signals with detectable warnings at crossings. While curb extensions are located along segments on N. Santa Cruz Avenue to provide safer pedestrian crosswalks, other downtown intersections do not have features such as pedestrian push buttons or pedestrian warning signs.

## IDENTIFYING GAPS IN THE TOWN'S EXISTING PEDESTRIAN NETWORK

When installed, transportation infrastructure in the Town of Los Gatos and the City of Monte Sereno is generally in excellent condition, with most sidewalks and roadways well-maintained and free of debris. However, there are noticeable gaps in lighting, sidewalks, and crossing infrastructure throughout Los Gatos and Monte Sereno. This includes stretches of Winchester Boulevard from north of Daves Avenue to Lark Avenue, Los Gatos Boulevard just east of Downtown Los Gatos (between Alpine Avenue to Loma Alta Avenue) and from just north of Lark Avenue to the Town's northern boundary, as well as on Blossom Hill Road from Linda Avenue to just before the Town's eastern border at Leigh Avenue. In other cases, sidewalks are only on one side of the roadway, as is the case along Highway 9 when crossing Highway 17 to Los Gatos Boulevard.



The intersection of Church Street and East Main Street could become more pedestrian friendly with additional crosswalks, striping and enhanced lighting.



Pork chop intersection at Shannon Road and Los Gatos Boulevard (looking south toward Los Gatos Boulevard). This intersection is heavily used by bicyclists and pedestrians, with many crossing Los Gatos Boulevard at Shannon Road to get to Van Meter Elementary School and Fisher Middle School.



Pork chop intersection at Blossom Hill Road and Los Gatos Boulevard (looking north from Los Gatos Boulevard).

Many major intersections in Los Gatos have free-right turns at major intersections (sometimes called “pork-chop” intersections), which allow drivers to make turns at high speeds. While the removal of free right turns at intersections may result in minor increases in vehicular delay, the additional space gained also provides opportunities for curb extensions, shortened crossings, and streetscape beautification opportunities.

## NEXT STEPS IN PRIORITIZING PEDESTRIAN IMPROVEMENTS

In moving forward with prioritizing pedestrian improvements in Los Gatos, a focus on where to emphasize enhancements to pedestrian infrastructure is important, as many areas in Town contain challenges in topography and limited population where sidewalks, lighting and crossing enhancements would have a limited impact on pedestrians. The Town may potentially focus on connecting roadways containing destinations that attract the highest number of existing users or future potential for pedestrians. This can include areas within and surrounding Downtown Los Gatos, popular school walking routes, as well as along commercial corridors to adjacent residential neighborhoods. This would most effectively improve safety, accessibility and encourage pedestrian mobility in the area. Recommendations for pedestrian improvements will be explored in greater detail in Chapter 4 (Network Recommendations and Prioritization of Projects).

# BICYCLE AND PEDESTRIAN SAFETY

The Los Gatos Bicycle and Pedestrian Master Plan utilizes community input about safety as well as collision data to make place-specific recommendations for safety improvement strategies such as enhanced pedestrian crossings, bicycle lanes and paths, and traffic calming measures. Collision data was retrieved from the Statewide Integrated Traffic Records System (SWITRS).

This section analyzes collision data for the Los Gatos and Monte Sereno communities, illustrating key locations that may benefit from safety-enhancing strategies such as infrastructure improvements and traffic enforcement. The presence of a high number of collisions at a particular location suggests a need for safety enhancements at that location.

It should be noted that collision data is often reflective of bicycle, pedestrian, and vehicle traffic volumes – that is, higher volumes often coincide with higher collision rates. In addition, data presented in this section represents only those incidents that were reported to the Los Gatos Monte Sereno Police Department. This data does not reflect safety-related incidents and collisions involving vehicles and people walking or bicycling that go *unreported*.

## BICYCLE COLLISIONS

According to SWITRS data, from 2011 through 2015 there were 93 reported collisions between vehicles and people bicycling in Los Gatos and Monte Sereno (Figure 2.13 on page 2-22). Of these, 6 involved severe injuries and one resulted in a fatality.

Approximately half of all reported collisions occurred on arterial streets such as Lark Avenue, Blossom Hill Road, Los Gatos-Saratoga Road (Highway 9), Los Gatos Boulevard and Main Street. As an example, Highway 9 poses safety challenges due to its relatively high traffic volumes, lack of buffered bicycle lanes, and lack of enhanced markings at crossings and intersections. Other arterial streets with relatively high collision rates include Los Gatos Boulevard and Main Street.

Approximately 20 bicycle-vehicle collisions occurred on streets in and around Downtown Los Gatos, with its narrower streets and higher bicycle, pedestrian, and vehicle volumes. Santa Cruz Avenue, for example, has one traffic lane in either direction, curbside vehicular parking, and no bicycle markings or signage; bicyclists travel within or directly



Safety concerns regarding the lack of bicycle lanes are reflected in sidewalk riding, as seen on E. Main Street near Los Gatos High School.

alongside vehicular traffic, and, they are at risk of “dooring” incidents from motorists opening their doors into the travel lane.

As expected, collisions are rarer on residential streets, with their lower traffic volumes and generally slower traffic speeds. Interestingly, several reported collisions in residential areas have occurred at or near trailheads.

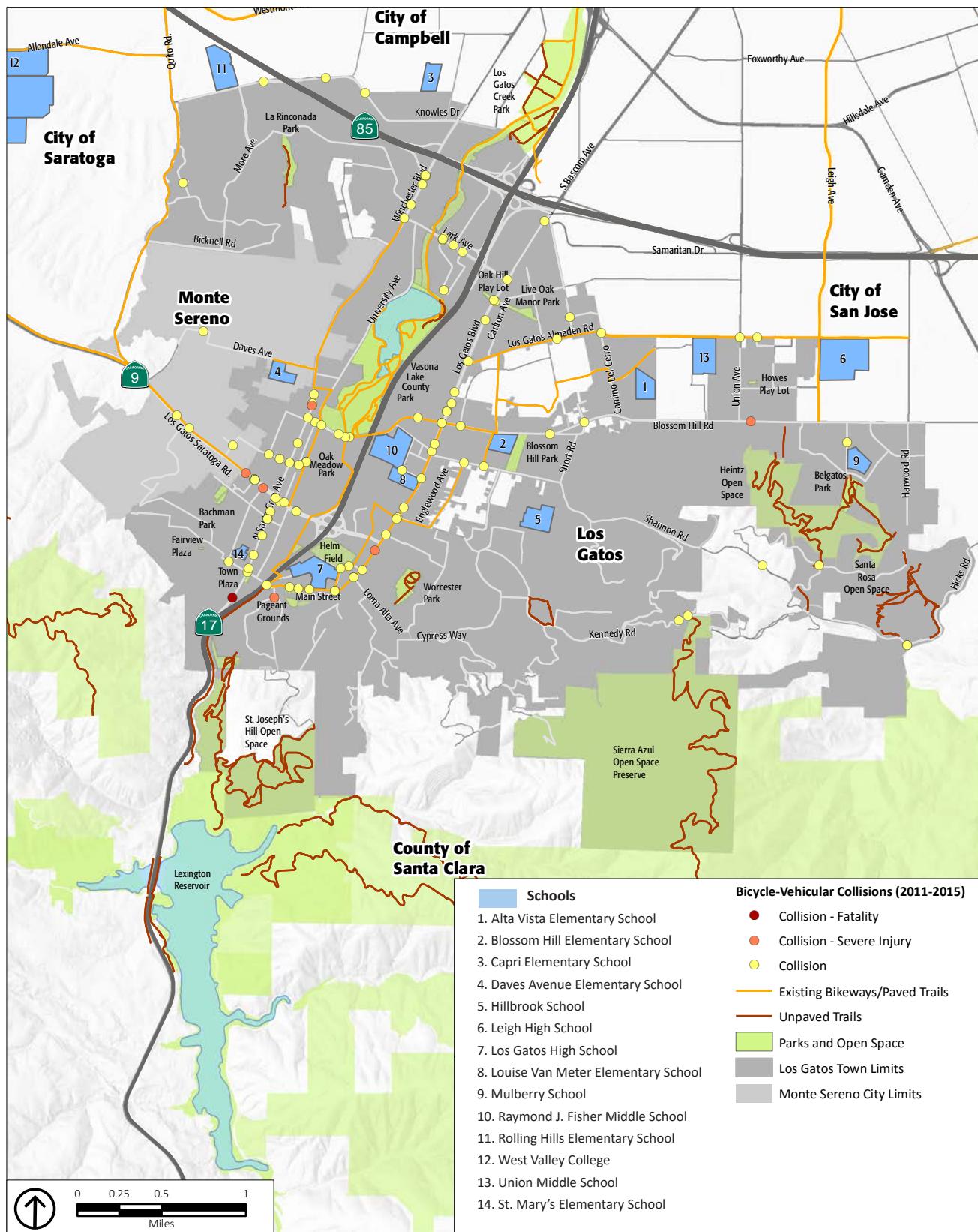
## PEDESTRIAN COLLISIONS

From 2011 through 2015, according to SWITRS data, there have been 32 reported pedestrian-vehicle collisions in Los Gatos and Monte Sereno (Figure 2.14 on page 2-23). Of these, only one resulted in a severe injury and there were no fatalities. The relatively low number of pedestrian-vehicle collisions is a positive result of several factors, including enhanced pedestrian infrastructure in Downtown Los Gatos, which, as a popular walkable destination, has the Town’s largest pedestrian volumes. Downtown’s narrow streets also benefit pedestrian safety by decreasing crossing distances and reducing vehicular traffic speeds, although the narrow streets do limit visibility at crossings.

Nevertheless, Downtown Los Gatos was the site of over half of the pedestrian-vehicle collisions. During community outreach efforts, many community members stated that the shortage of lighting on downtown streets lowered their sense of safety and reduced their visibility for motorists.

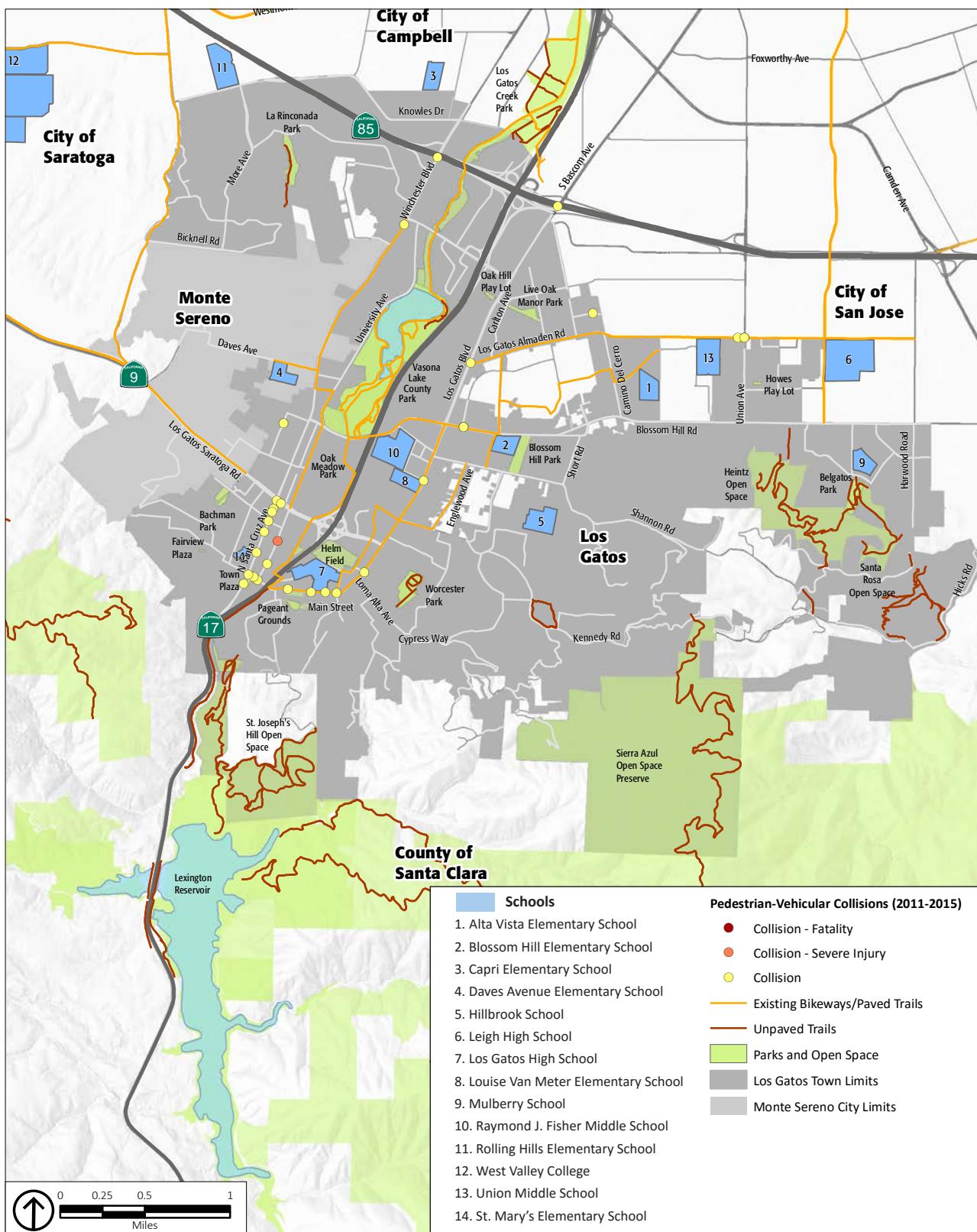
Other pedestrian-vehicle collisions occurred on arterial streets such as Los Gatos Boulevard and Blossom Hill Road, which are popular cross-town arterials that are missing sidewalks.

Figure 2.13: Reported Bicycle-Vehicle Collisions



Source: Town of Los Gatos, 2016; Santa Clara County, 2015; MTC, 2014; VTA, 2015; SWITRs 2011-2015; PlaceWorks, 2016; Esri, 2016

Figure 2.14: Reported Pedestrian-Vehicle Collisions



Source: Town of Los Gatos, 2016; Santa Clara County, 2015; MTC, 2014; VTA, 2015; SWITRs 2011-2015, PlaceWorks, 2016; Esri, 2016

## BICYCLE AND PEDESTRIAN COLLISION RATES

Both the bicycle-vehicle collision rate and number of bicycle collisions as a percentage of total collisions in Los Gatos are higher than the overall Santa Clara County rates. However, these rates and percentages are similar to communities in Santa Clara County with comparable recreational amenities and paved/unpaved trail systems, including Los Altos Hills, Cupertino, Campbell and Los Altos (Figures 2.15 and 2.16). The City of Monte Sereno, with its limited size and bicycle network, has the lowest bicycle-vehicle collision rate and percentage of bicycle collisions to total collisions out of the communities surveyed in this Plan. While the pedestrian-vehicle collision rate in Los Gatos is lower than the Countywide average (Figure 2.17), the percentage of pedestrian collisions to total collisions falls around the middle of the average in comparison to surrounding communities (Figure 2.18). These statistics may further reflect the higher amount of collisions in areas with high pedestrian activity versus lower density and rural/car-dependent settings. The City of Monte Sereno, while having some of the lowest pedestrian crash rates, has a higher than average percentage of pedestrian collisions. Overall, these crash statistics point to a need to improve safety in both bicycle and pedestrian infrastructure in Los Gatos and Monte Sereno. A full accounting of crash rates and number of collisions are presented in Appendix B.

Figure 2.15: 2011-2015 Bicycle-Vehicle Collision Rate Per 10,000 Residents

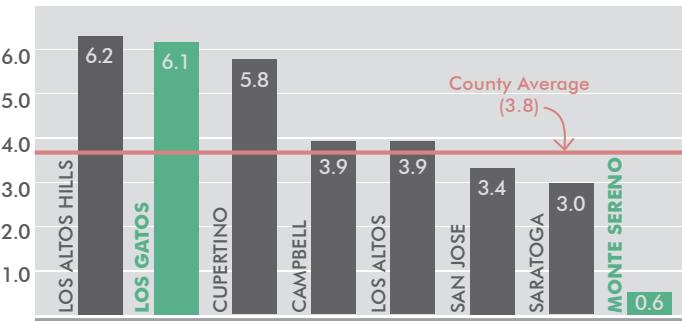
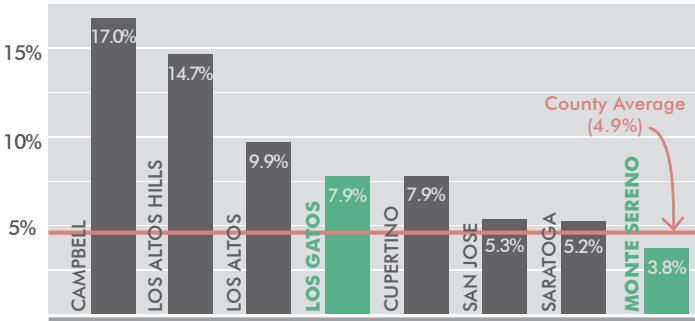


Figure 2.16: 2011-2015 Bicycle Collisions as a Percentage of Total Collisions



## CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS) COLLISION RANKINGS

As it is the agency's vision to reduce traffic deaths, injuries, and economic losses, OTS developed collision rankings so that individual jurisdictions could compare their traffic safety statistics to those with similar-sized populations. Collision rankings developed by OTS are based on the Empirical Bayesian (EB) Ranking Method. The EB Method uses population and daily vehicle miles traveled, crash records, crash trends and other weighing factors. Data for the rankings is taken from several agencies, including the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS), California Department of Transportation (Caltrans), California Department of Justice (DOJ) and the Department of Finance (DOF).

Collision ranking statistics for the Town of Los Gatos are currently available from 2009-2014, comparing Los Gatos and Monte Sereno against similar sized communities in the state. Overall, the results presented through OTS are similar to those conducted through the Plan's assessment of SWITRS data. For example, Table 2.4 below demonstrates that while the overall collision rates for Los Gatos are at or below average, bicycle collisions are higher than average in comparison to communities of similar size across the state. Overall, both the SWITRS and OTS collision analyses point to the need to improve bicycle infrastructure in the Plan area.

Figure 2.17: 2011-2015 Pedestrian-Vehicle Collision Rate Per 10,000 Residents

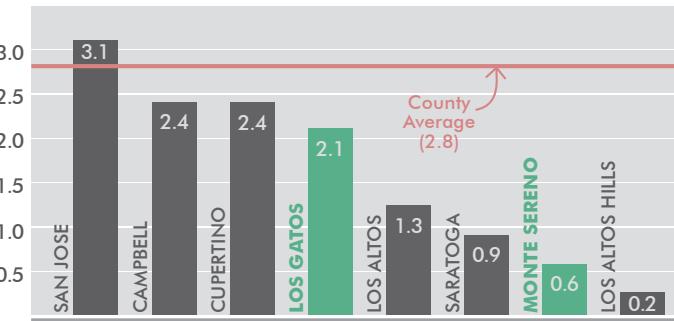
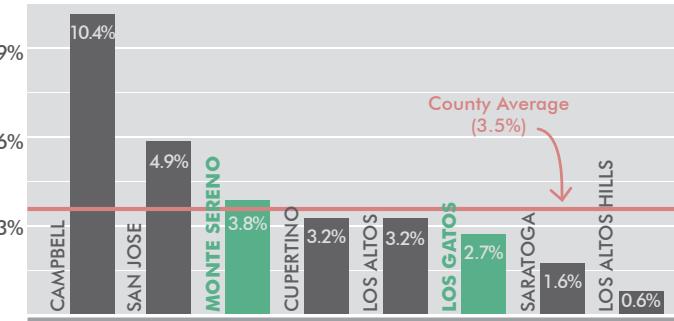


Figure 2.18: 2011-2015 Pedestrian Collisions as a Percentage of Total Collisions



**Table 2.4: OTS Bicycle and Composite Collision Rankings for Los Gatos (2009-2014)**

	2014	2013	2012	2011	2010	2009
BICYCLE	13/89	18/92	29/92	27/94	32/93	10/98
COMPOSITE*	60/89	38/92	56/92	75/94	69/93	74/98

**Table 2.5: OTS Bicycle and Composite Collision Rankings for Monte Sereno (2009-2014)**

	2014	2013	2012	2011	2010	2009
BICYCLE	23/65	24/63	61/75	10/75	19/78	53/75
COMPOSITE*	49/65	52/63	58/75	28/75	55/78	35/75

\* Composite refers to the combined rate of all collisions (e.g., vehicle-vehicle, single vehicle, pedestrian-vehicle, and bicycle-vehicle).

Collision rankings for Los Gatos, Monte Sereno, and other communities across California are available on the OTS website at [http://www.ots.ca.gov/Media\\_and\\_Research/Rankings/default.asp](http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp).

The survey was marketed through the Town's social media outlets, including NextDoor and Facebook. In addition, various stakeholders were informed by email about the survey, including local community organizations, school district staff, regional agencies, bicycle clubs/coalitions, local businesses, and the Los Gatos Chamber of Commerce. Email notices were also sent to individuals who had expressed an interest in receiving information about Town bicycle and pedestrian issues. About 175 people initially responded to the survey from June 20, 2016 to June 29, 2016. Infographics displaying summaries of all survey responses received are provided in Appendix C, and detailed responses for all 23 questions are summarized in Appendix D.

An additional notification of the online survey was distributed to Town of Los Gatos staff on June 30, 2016, resulting in approximately 95 more survey responses.

The third round of notifications with survey distribution to the Town's ten largest employers and the Chamber of Commerce was released on July 22, 2016, with an additional 607 responses received by the close of the online survey on August 31, 2016. Overall, a total of 877 responses were received. While a diverse constituency of residents, bicycle/pedestrian advocates, town employees, local business owners and their employees responded to the survey, their responses to walking and bicycling in Los Gatos were overall similar, which is described in further detail in the "Key Takeaways" section of this Chapter.

## Key Takeaways

The online survey resulted in several key findings ("takeaways") about community goals, likes, and concerns regarding bicycling and walking in Los Gatos and Monte Sereno. A summary of the entire survey can be found in Appendix C.

Key "takeaways" include:

- Respondents expressed concern about bicycling in Los Gatos, with only about 47% feeling safe or somewhat safe and over 54% feeling neutral, unsafe, or very unsafe (Figures 2.19 and 2.21)
- Most respondents (79%) feel somewhat safe or very safe walking in Los Gatos, as a result of factors including the generally high quality of existing infrastructure, a strong sense of community, and low crime (Figures 2.20 and 2.22)
- Top concerns about walking are: lack of sidewalks, difficult crossings, and fast-moving traffic.
- Top concerns about bicycling include: lack of bicycle lanes, poorly designed existing bicycle lanes, high traffic volumes/speeds, inattentive drivers, and narrow streets.

## COMMUNITY ENGAGEMENT

The development of the Los Gatos Bicycle and Pedestrian Master Plan involved an outreach program designed to gather valuable input from community members, organizations, and other stakeholders from Los Gatos, Monte Sereno, and adjoining municipalities. By sharing their goals, likes, and concerns, local community members have helped shape the Master Plan's goals and recommendations. The outreach program involved a series of initiatives, described below.

### EXISTING CONDITIONS ONLINE SURVEY

The first outreach initiative utilized an online survey initially posted on the Town of Los Gatos website on June 20, 2016. The survey, included in Appendix A, gauged respondents' attitudes and ideas about existing conditions for walking, bicycling, and using other non-motorized modes of travel in Los Gatos and Monte Sereno. The survey included 23 questions – both multiple choice and free response – including:

- Places where respondents typically walk and bicycle
- Areas respondents avoid walking and/or bicycling
- Perceived levels of comfort and convenience for walking/bicycling
- Existing gaps in the bicycle network
- Locations where pedestrian and/or bicycle infrastructure should be improved

Figure 2.19: Sample Survey Response - Multiple Choice Question on Bicycling

In general, how safe do you feel it is to bike in Los Gatos?

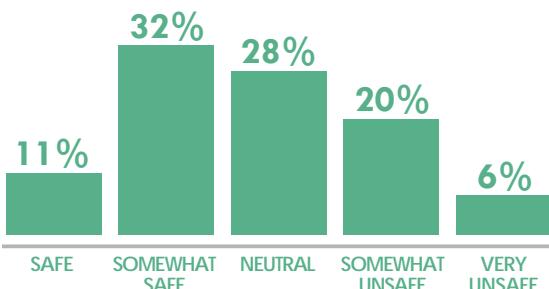


Figure 2.20: Sample Survey Response - Multiple Choice Question on Walking

In general, how safe do you feel it is to walk in Los Gatos?

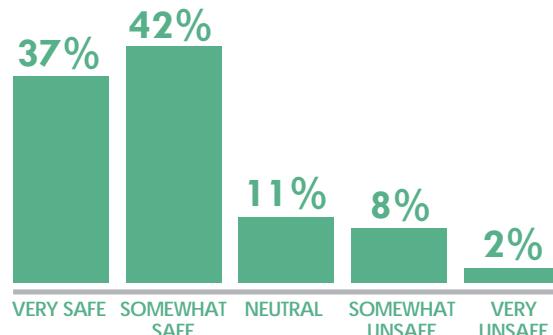
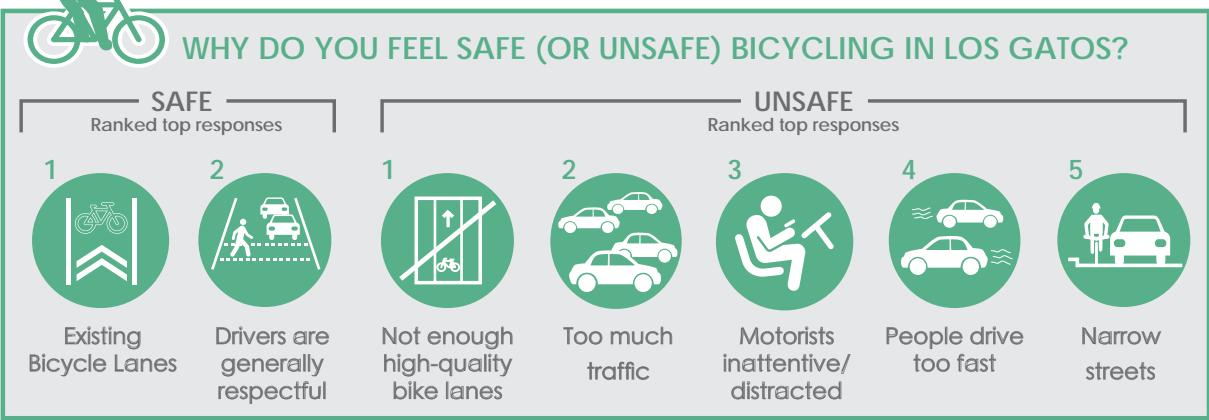


Figure 2.21: Sample Survey Response - Free Response Question on Bicycling



See Appendix B for full summary.



Figure 2.22: Sample Survey Response - Free Response Question on Walking



See Appendix B for full summary.

## BICYCLE PEDESTRIAN ADVISORY COMMITTEE COMMUNITY MEETINGS

As part of the outreach process for the Bicycle and Pedestrian Master Plan, the Town held Community Meetings at the Town Council Chambers throughout the development of the Plan. The purpose of the meetings were to present Plan components in the process of being developed to the Bicycle and Pedestrian Advisory Committee (BPAC) and local constituents for feedback.

The first community meeting was held on July 7, 2016, which presented preliminary results of the Bicycle and Pedestrian Master Plan Online Survey and Existing Conditions Assessment related to bicycling and walking. Information regarding existing conditions was conveyed through large-scale maps indicating major destinations, existing bicycle facilities, pedestrian and trail facilities, and bicycle and pedestrian collisions. Over 30 members of the public and members of the BPAC attended this meeting, providing input regarding the existing bicycle and pedestrian facilities in the Town and opportunities for improvement of these facilities.

On September 8, 2016, a second community meeting was held to present potential policy and project recommendations for the Bicycle and Pedestrian Master Plan, including (1) a framework of goals and policies for the Plan, (2) preliminary network recommendations for bicycle and pedestrian improvements, and (3) additional opportunities for community feedback, including an online engagement tool. After the presentation of these items concluded, feedback was received from the BPAC and community on goals, policies and network recommendations, with over 15 constituents attending.

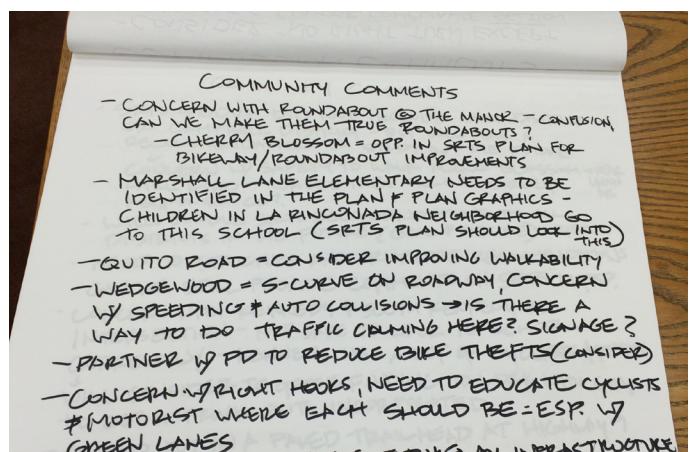
A final community meeting is scheduled to be held in February 2017. At this meeting, a complete Draft of the Bicycle and Pedestrian Master Plan will be presented. Feedback received from this meeting will be incorporated into the Final Plan prior to adoption by City Council.



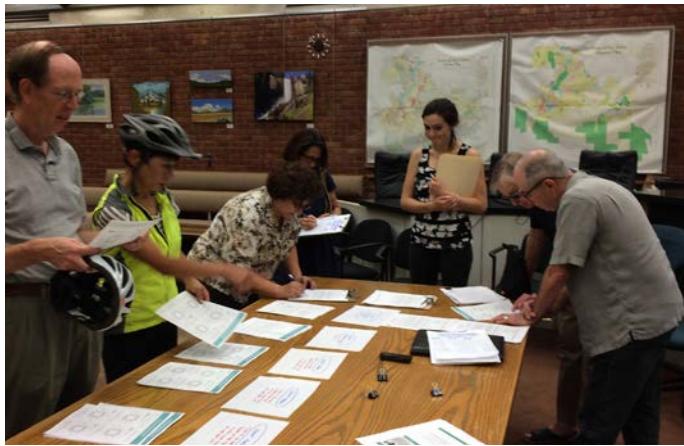
A presentation of existing walking and bicycling conditions in Los Gatos and Monte Sereno was given to the community in July 2016 through a series of maps and graphics.



In September 2016, input was received from the community and members of the BPAC on goals, policies and network recommendations for bicycling and walking in Los Gatos and Monte Sereno.

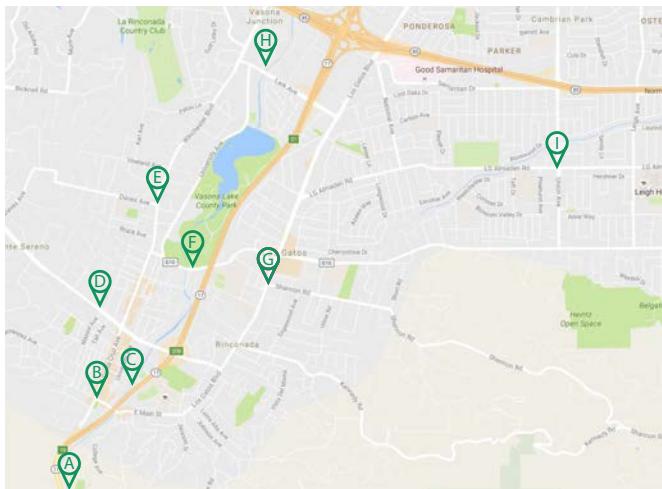


At the September 2016 meeting, community members shared comments about bicycling and walking in Los Gatos. Community input helped to shape the goals, policies and projects proposed in the Bicycle and Pedestrian Master Plan.



Prior to conducting counts, volunteers from the community attended count training sessions to learn about proper methods for counting bicyclists and pedestrians.

Figure 2.23: Bicycle and Pedestrian Count Locations

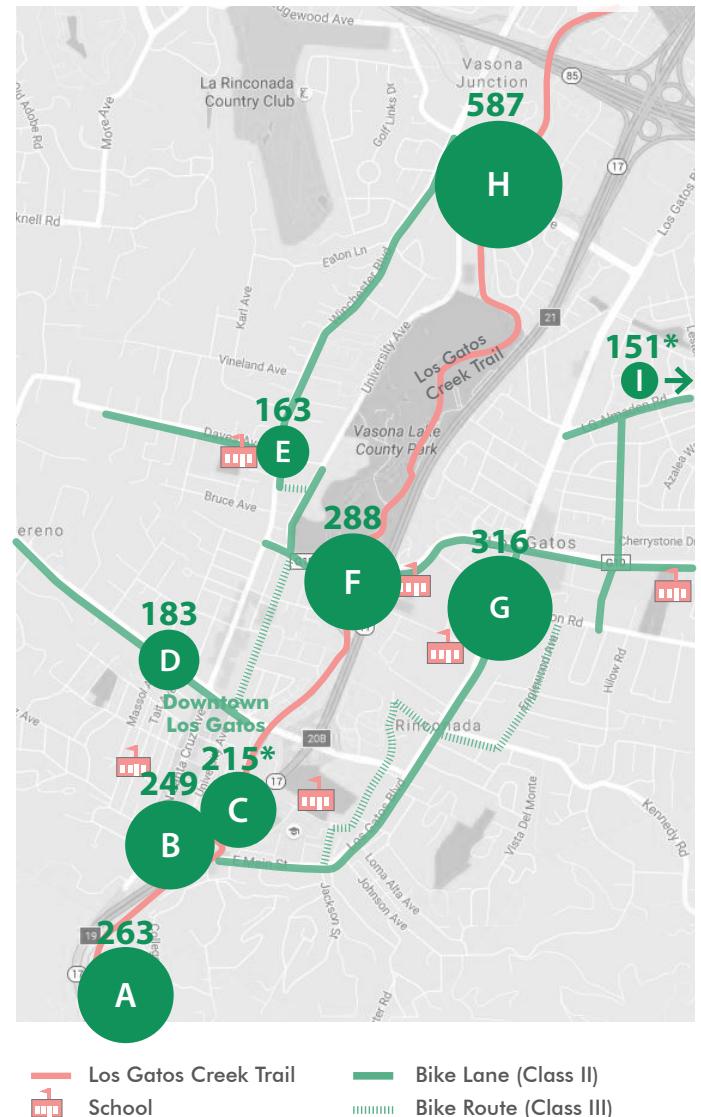


- A** Los Gatos Creek Trail - South of Main Street/Maple Place entrance (at bench and water fountain)
- B** Santa Cruz Avenue and Main Street
- C** Los Gatos Creek Trail (between the two ped/bike bridges at the end of Lundy Lane)
- D** Los Gatos-Saratoga Road (HWY 9) at Massol Avenue
- E** Daves Avenue 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

## BICYCLE AND PEDESTRIAN COUNTS

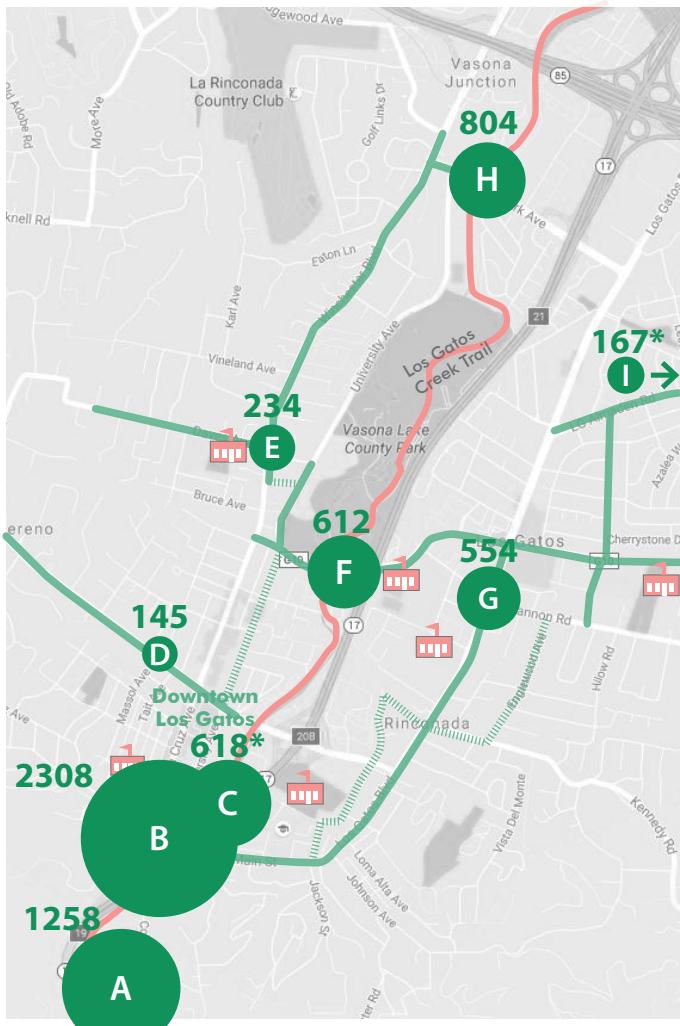
As part of constructing policies and proposed recommendations for the bicycle and pedestrian network, manual counts of bicyclists and pedestrians were conducted in nine locations on Wednesday, September 14, 2016 and Saturday, September 17, 2016 (See Figure 2.23 on page 2-28). Locations, times and counting methods were in accordance with best practices set by the National Bicycle and Pedestrian Documentation Project. As part of this process, interested constituents got directly involved to observe the behavior of bicyclists, pedestrians and motorists in Los Gatos and Monte Sereno, with over 30 volunteers (including several Council Members and Bicycle and Pedestrian Advisory Commissioners)

Figure 2.24: Total Bicycle Volumes - All Counts



participating in the counts. Prior to the count shifts occurring, volunteers attended pre-count training sessions held at the Town of Los Gatos Council Chambers on September 7 and 8, 2016. Sessions included the presentation of count forms and instructions, as well as assignment of count locations. On September 14th and 17th, 2016, volunteers tabulated bicycle and pedestrian count volumes and behavior at nine locations (Figure 2.23). Total counts for all locations and time periods were 2,451 bicyclists and 6,701 pedestrians. Key findings are shown in Figures 2.24 through 2.26, and a complete summary is provided in Appendix E. Spreadsheets of count data are provided in Appendix F.

Figure 2.25: Total Pedestrian Volumes - All Counts



\*Note: For location C (Los Gatos Creek Trail), counts were not conducted in the 10 am - noon weekend time period.

For 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.

Figure 2.26: Bicycle Counts by Time Period

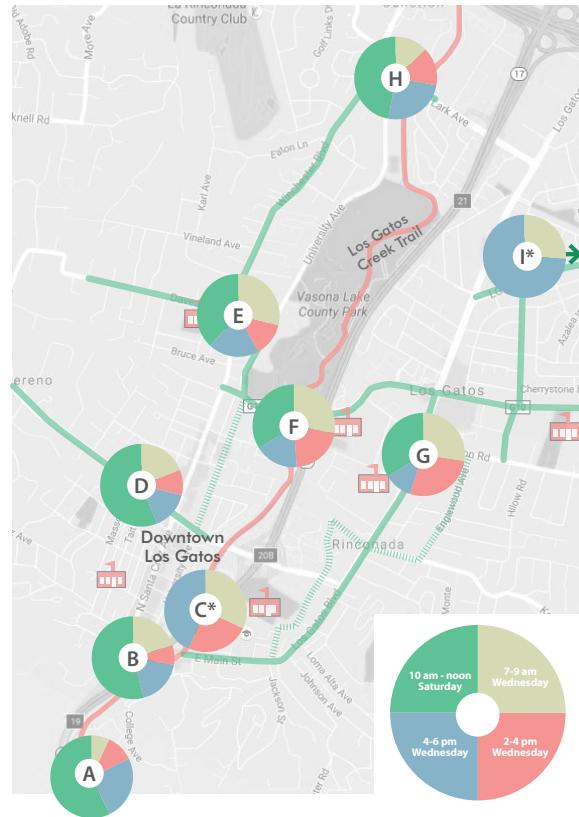
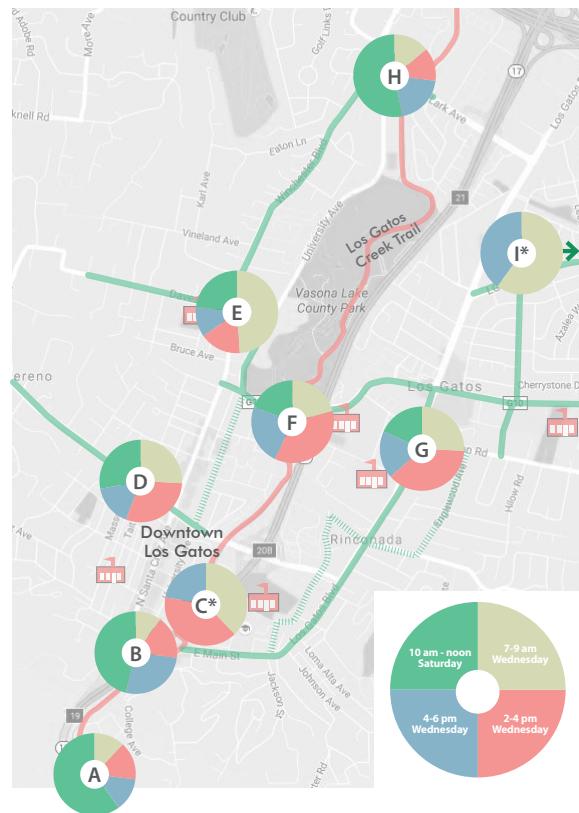


Figure 2.27: Pedestrian Counts by Time Period



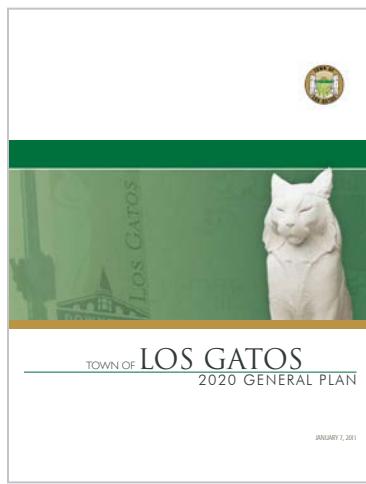
# RELEVANT PLANS, POLICIES AND PROGRAMS

This section provides a general overview of key plans, manuals, policies, and agencies that are relevant to the Los Gatos Bicycle and Pedestrian Master Plan.

Existing plans and policies provide an important framework for the Los Gatos Bicycle and Pedestrian Master Plan and for future planning efforts. These include plans and policies from Los Gatos, Monte Sereno, adjacent cities, Santa Clara County, and other regional, state and federal entities. The Master Plan seeks consistency with the policies and visions set forth in the following plans and policies.

## LOCAL PLANS AND POLICIES

### Town of Los Gatos 2020 General Plan (2010)



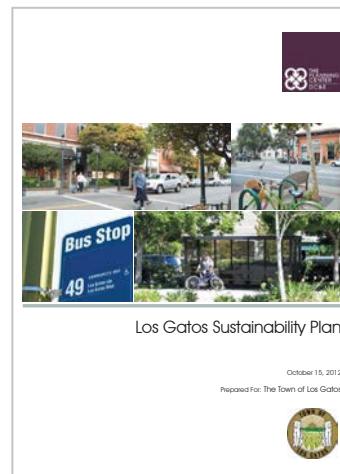
The Town's General Plan presents goals, policies, and actions to guide physical and infrastructural development to the year 2020. The Plan seeks to enhance the Town's unique small-town character through strategies organized into four categories: environment and sustainability, parks and recreation, youth needs, and senior needs. A key goal encompassing all four categories is to

decrease vehicular travel and promote alternative modes of transportation such as taking transit, walking, and bicycling. The Plan's Transportation Element provides policies and actions to encourage and enhance active transportation throughout the Town, including the trails system, and it suggests specific roadway segments as candidates for Class II and Class III bicycle facilities. The Los Gatos Bicycle and Pedestrian Master Plan builds on the substantial policy foundation set in the Town's General Plan.

### Monte Sereno General Plan (2008)

The Plan's goals, policies, and actions seek to improve road safety, reduce traffic congestion, minimize traffic on residential streets, promote public transportation, and "provide for safe pedestrian and bicycle routes in appropriate locations." In particular, the Plan seeks to promote safety around Daves Elementary School, and to reconfigure Highway 9 to safely accommodate people walking and bicycling.

### Los Gatos Sustainability Plan (2012)



The Sustainability Plan presents long-range strategies for implementing the General Plan's sustainability goals and meeting the Town's goals for reducing greenhouse gas emissions. To promote bicycling and walking as an attractive mobility choice and to reduce emissions from vehicles, the Plan specifies several strategies such as development requirements, new bicycle facilities, promotion of the Safe Routes to Schools program, and traffic calming.

### Los Gatos Safe Routes to School Study (2016)

This study provides recommendations for enhancing safety and convenience for people walking, bicycling, and rolling to/from Town schools, identifying specific infrastructure needs and recommendations for school areas. Primary goals include improving the flow of traffic around schools; easing congestion at school drop off/pick up areas; and providing encouragement and education programs to support walking and bicycling. The complete Safe Routes to School project recommendations are included in Appendix H of this plan. BPMP project recommendations (Chapter 4) also identify any overlap with Safe Routes project recommendations.

## REGIONAL PLANS AND POLICIES

### Santa Clara Countywide Bicycle Plan (Santa Clara Valley Transportation Authority (VTA), 2000, update in progress)

The Countywide Bicycle Plan identifies key bikeway projects to provide new regional connections, close network gaps, improve intermodal access, and provide new connectivity where there is an existing access barrier such as a freeway, railway, or natural element. The Plan also provides a policy and implementation framework for enhancing bicycling convenience and safety, and for promoting bicycling as a healthy, attractive choice.

In January 2016 VTA began work on an update of the Countywide Bicycle Plan. The current plan was adopted in 2008, and the County's intent is to publish a draft plan update in Summer 2017, with adoption by the VTA Board in Fall 2017. The plan focuses on Cross County Bicycle Corridors (CCBC) and Across Barrier Connections (ABC). Los Gatos staff has been coordinating with VTA on this update, which is expected to compliment the Town's BPMP.

## San Jose Bike Plan 2020 (2009)

This plan provides policies, programs and projects seeking to develop a bicycle-friendly community with a cohesive on-street and off-street bikeways network. The Plan presents many strategies such as enhanced on-street bicycle facilities, abundant parking, multimodal connections, and encouragement/education/enforcement programs. The Plan envisioned the doubling of the bikeways network from 250 miles in 2009 to 500 miles in 2020. Planned facilities and their relationship to Los Gatos and Monte Sereno are shown in Figure 1.11.

## Valley Transportation Plan 2040 (Valley Transportation Authority (VTA), 2014)

The Valley Transportation Plan 2040 (VTP 2040) is the countywide long-range transportation plan for Santa Clara County. As the Congestion Management Agency (CMA) for the county, the Santa Clara Valley Transportation Authority (VTA) periodically updates this 25-year plan. VTP 2040 identifies programs, projects, and policies VTA will pursue over the lifetime of the plan. It connects projects and programs with anticipated funds and provides a framework for the development and maintenance of transportation infrastructure in Santa Clara County. It considers all travel modes and addresses the links between transportation, land use, air quality, energy use, and community livability. VTA is responsible for preparing and updating the VTP on a four-year cycle coinciding with the update of the Bay Area's Regional Transportation Plan (RTP), called Plan Bay Area, produced by the Metropolitan Transportation Commission (MTC). The latest update to the VTA Valley Transportation Plan was adopted in March 2014. See Table 5.1 in this plan for a list of Los Gatos projects identified in the VTP.

While Plan Bay Area guides transportation funding and helps to inform planning throughout the nine-county Bay Area through the year 2040, the Valley Transportation Plan includes a fiscally constrained list of projects and programs, including bicycle infrastructure, that have a reasonable expectation of being funded during the life of the plan within Santa Clara County. County level projects seeking state or federal funding, completing environmental clearances, or desiring to enter in construction must be included in the fiscally constrained list. The Plan helps to inform the development of the State Transportation Improvement Program (STIP), which prioritizes the use of State transportation funds.

## Midpeninsula Open Space District Vision Plan (Midpeninsula Regional Open Space District, 2013)

The vision plan suggests key future improvements for open spaces in the San Francisco Peninsula and South Bay. Improvements include enhancing connections to regional

open spaces and integrating open space trails with the overall mobility network. For example, the plan suggests new/improved connections from El Sereno Open Space Preserve to other open spaces such as Lexington Reservoir.

## Plan Bay Area (2013)



Plan Bay Area is a comprehensive long-range plan addressing transportation, land use and housing in the nine-county San Francisco Bay region. The plan is a collaboration among the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), and County congestion management agencies (CMAs) including the Santa Clara Con-

gestion Management Agency. A key objective is to develop a sustainable, efficient transportation network. While its scope is very broad in geography and approach, the overarching objectives of Plan Bay Area provide a general framework for mobility planning in any Bay Area jurisdiction.

## STATE AND FEDERAL POLICIES

### State of California Complete Streets Act (2008)

In 2008, the California State Legislature adopted The Complete Streets Act (AB 1358), which requires that jurisdictions "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban or urban context."

### Americans with Disabilities Act (1990, updated 2010)

The Americans with Disabilities Act (ADA), first adopted in 1990, protects people with disabilities from discrimination in employment, public services, public accommodations, and telecommunications. Title II of the ADA requires that the services and programs of local and State governments be readily accessible to and usable by individuals with disabilities. It calls for removing physical barriers, such as stairs, and providing auxiliary aids to help persons with visual, hearing, or sensory impairments. In addition, Title II seeks to ensure that people with disabilities have access to existing public transportation services, including buses and

paratransit services. In 2010, the Department of Justice adopted revised regulations for Titles II and III of the ADA. Pursuant to the revised regulations, the 2010 ADA Standards for Accessible Design sets guidelines for accessibility to places of public accommodation and commercial facilities by individuals with disabilities.

## RELEVANT AGENCIES

Enhancing bicycling and walking in Los Gatos and Monte Sereno is a collaborative endeavor among many area agencies, organizations, and jurisdictions. The following public agencies are integral to mobility planning in Los Gatos and Monte Sereno.

### Santa Clara Valley Transportation Authority (VTA)

In addition to providing bus and light rail service to jurisdictions throughout Santa Clara County, VTA is responsible for countywide transportation planning, including multiple efforts that support active transportation. These include pedestrian and bicycle improvement projects, promotion of transit-oriented development, and assistance to local jurisdictions. VTA's Complete Streets Program seeks to implement incremental improvements to improving streets for all users including pedestrians, bicyclists, motorists, and transit users. The Bicycle Program (started in 1998) provides enhanced facilities that support bicycling, including secure bicycle parking, bus bike racks, and programs dedicated to make bicycling a safer and more practical mobility option. The VTA's Bicycle Expenditure Program (BEP) is the funding mechanism for countywide bicycle projects. The project list is updated every four years and incorporated into the Valley Transportation Plan. See Appendix E in this plan for a list of Los Gatos projects identified in the VTP.

### Metropolitan Transportation Commission (MTC)

The MTC is the federally-designated metropolitan planning organization for the nine-county San Francisco Bay Area, and it is the state-designated regional transportation planning agency. The agency embraces "complete streets" approaches to accommodate the needs of all road users including people walking and bicycling, having adopted this policy in 2006 prior to statewide adoption of the Complete Streets Act (AB 1358) in 2008. The MTC administers the One Bay Area Grant program (OBAG) supporting communities with funding for streetscape enhancements, bicycle and pedestrian improvements, Safe Routes to School projects, road maintenance, and other "complete street" projects.

### California Department of Transportation (Caltrans)

The California Department of Transportation (Caltrans) is responsible for the maintenance and operation of state routes and highways, and the agency is a major source of funding for bicycle and pedestrian projects. Funding resources include

the Caltrans Sustainable Communities Planning Grant, which seeks to provide a safe, sustainable, integrated and efficient transportation system, and the Active Transportation Program, which seeks to encourage increased use of active modes of transportation for safer, healthier communities.

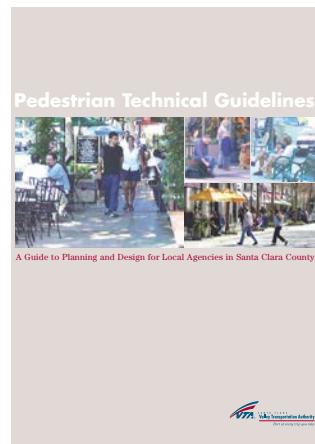
### County of Santa Clara Parks

The agency manages 28 regional parks encompassing nearly 48,000 acres of land. These include Vasona Lake County Park in Los Gatos and Lexington Reservoir just to the south of Town, which are both adjacent to the Los Gatos Creek Trail. Lexington Reservoir is also located along the Bay Area Ridge Trail, which is envisioned to provide a 550-mile continuous loop ringing San Francisco Bay. The agency's actions are guided by the Strategic Plan for the Santa Clara County Parks and Recreation System completed in 2003 and last updated in 2006.

## RELEVANT GUIDES AND MANUALS

While they are always site-specific, street infrastructure projects generally adhere to existing engineering standards and guidelines, many of which exist at the national and state levels. In addition to regulatory engineering manuals, several street and bikeway design manuals provide valuable guidance for active transportation projects.

### Pedestrian Technical Guidelines Manual (2003) Valley Transportation Authority (VTA)



This manual provides guidance for designing and implementing "pedestrian-supportive" infrastructure enhancements, with the objective of creating a safe, convenient, and enjoyable pedestrian environment. The manual presents guidelines for a wide variety of street and urban design components, such as crosswalk design, street furniture, signage, building orientation, and open space design. In addition, the manual provides resources and

guidance for implementing and funding pedestrian-supportive projects.

### Bicycle Technical Guidelines Manual (1999, revised 2012) Valley Transportation Authority (VTA)

This manual presents standards and guidelines for planning, designing, retrofitting, and maintaining roadways and bikeways. It provides a supplement to California and Federal highway manuals such as the Caltrans Highway Design Manual and the California MUTCD (described below). The

manual refers to existing standards/guidelines and augments them with additional “Best Practices” guidelines for bicycle facility design, pavement markings, signalization, etc. It is intended for use by VTA staff as well as member agencies and local jurisdictions.

### **Separated Bike Lane Planning and Design Guide - FHWA (2015)**



This guide recommends design strategies for bikeways that are physically separated from vehicular traffic by spatial and/or physical buffers (Class IV Bike Lanes). The guide discusses physical design strategies, locational considerations, and the interface of bicycle facilities with other transportation infrastructure.

### **Highway Design Manual - Caltrans (2006, latest revision 2015)**

Caltrans Division of Design provides guidance for State highways, including engineering elements such as geometry (e.g., roadway curvature), intersections, pavement types, soils, and hydrology. The Manual is the primary source for bikeway standards in California. The 2015 update enhances the manual’s multi-modal approach with new sections on enhanced pedestrian crossings, bike/ped overcrossings and undercrossings, separated bikeways, and more.

### **California Manual On Uniform Traffic Control Devices - California Department of Transportation (Caltrans) (2010)**

The CA MUTCD conforms with and builds upon (rather than replaces) the National MUTCD, and contains California-specific standards and guidance for traffic control devices including “signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by authority of a public agency having jurisdiction.”

### **Manual on Uniform Traffic Control Devices (MUTCD) - Federal Highway Administration (FHWA) (updated 2009)**

The MUTCD sets national standards for traffic signs, signals, and pavement markings, including those related to bikeways and pedestrian crossings. The manual seeks to improve safety and efficiency by ensuring general uniformity across the United States, while encouraging innovation and flexibility amongst state agencies.

### **Guide for the Development of Bicycle Facilities - American Association of State Highway and Transportation Officials (AASHTO) (1999)**

The AASHTO Guide for the Development of Bicycle Facilities contains planning and design guidance for planning bikeway networks and improvements, designing bikeways and facilities, and maintaining facilities.

### **National Association of City Transportation Officials (NACTO) Guides**

Founded in 1996, NACTO is a national coalition of transportation officials from over 40 cities that is “committed to raising the state of the practice for street design and transportation by building a common vision.” NACTO has produced three highly valuable guidebooks providing comprehensive guidance for designing streets for all road users including people walking, bicycling, and riding transit: Urban Street Design Guide (2011), Urban Bikeway Design Guide (2013), and Transit Street Design Guide (2015). Because these guides present leading-edge approaches to street design, some of their innovative strategies may not currently be in existing federal and/or state manuals but may be incorporated into them in the future.

## **BICYCLE AND PEDESTRIAN PROGRAMS**

Several local safety, educational, and advocacy programs seek to enhance the safety, convenience, and comfort of people walking and bicycling in Los Gatos and Monte Sereno.

### **Safe Routes to School**



Safe Routes to School (SRTS) programs across the country seek to make walking and bicycling attractive and safe ways to travel to school. SRTS efforts in Los Gatos and Monte Sereno include a collaboration of school district staff, the Santa Clara County Public Health Department, Los Gatos Monte Sereno

Police Department, and other members of the Traffic Safe Communities Network (TSCN). The Los Gatos School District has received commendations from the Santa Clara County Public Health Department for their SRTS efforts. The Town of Los Gatos' recently completed Safe Routes to Schools Study was a direct outgrowth of the collaborative School/Town efforts through the Safe Routes to School coalition. In addition, the Los Gatos Monte Sereno Police Department's School Resource Officer is a liaison to the schools and serves as a key component of safety education programs and provides traffic enforcement near schools.

### **Traffic Safe Communities Network (TSCN)**

The Traffic Safe Communities Network (organized by the Santa Clara County Public Health Department) is a collaboration of public agencies, community based organizations, pedestrian and bicycle advocates, and other interested community organizations. TSCN is a lead agency in the region's Safe Routes to Schools effort, and provides assistance to Los Gatos schools for Town SRTS programs. TSCN's objective is to "prevent and control traffic-related fatalities and injuries as well as save health care and property costs through research-based best practices approaches". The collaboration seeks ways to address bicycling and pedestrian safety issues, supports local community planning efforts, and to provide resources such as Safe Routes to Schools implementation materials.

### **Silicon Valley Bicycle Coalition**

The Bicycle Coalition, founded in 1970, seeks "to create a healthy community, environment, and economy through bicycling for people who live, work, or play in San Mateo and Santa Clara Counties." The advocacy group has a multi-pronged approach that includes school education/encouragement programs, bicycle workshops, and a bicycle friendly workplace program.

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# 3

# GOALS, POLICIES AND ACTIONS

This chapter presents a comprehensive set of goals, policies and actions to improve safety and accessibility in Los Gatos, providing a framework for implementing a townwide network of bicycle and pedestrian projects. The Goals, Policies and Actions in this Plan are organized based on the "Essential Elements of a Bicycle Friendly America" as supported by the League of American Bicyclists and the California Transportation Commission (CTC) for inclusion in Active Transportation Plans. These categories are education/encouragement, enforcement, accessibility/connectivity, engineering and development standards, and evaluation/implementation. Goals, Policies and Actions were developed based on feedback received from BPAC commissioners, communication with Town staff, comments received from participants at community meetings, online community survey comments, best practices in bicycle and pedestrian policy, and existing policies in the Los Gatos General Plan, the Monte Sereno General Plan and other adopted Town documents. Consistency between the BPMP and adopted Town of Los Gatos documents, including references to existing policies, are identified in this chapter.

## GOAL:

POSITIVE OUTCOME  
OF IMPLEMENTING  
THE BPMP

## POLICY:

METHOD TO  
ACHIEVE A GOAL

## ACTION:

PRACTICAL STEP TO  
IMPLEMENT A POLICY

## ESSENTIAL ELEMENTS OF A BICYCLE FRIENDLY AMERICA:

Education/Encouragement

Enforcement

Accessibility/Connectivity

Engineering and Development Standards

Evaluation/Implementation

## GOAL A. EDUCATION AND ENCOURAGEMENT

Encourage the Los Gatos and Monte Sereno communities to walk or ride a bike for recreation, transportation, and health, supporting safety education programs for all road users.

### **Policy A1. Support and help coordinate bicycle and pedestrian safety education classes and programs in order to improve safety for all road users.**

#### **Action A1a. Develop Pedestrian and Bike Safety Education Programs:**

Coordinate with local agencies and organizations to provide educational programs on safe bicycling and walking, including bicycle skills courses and general training on the “rules of the road.” *(Directly references Los Gatos General Plan Policy TRA-10.3)*

#### **Action A1b. Develop a Road Safety Campaign:**

Coordinate with local agencies, organizations and efforts to educate all road users on a regular basis – including motorists, bicyclists and pedestrians – on traffic codes related to people bicycling and walking. This can be accomplished in a variety of ways, including public outreach efforts, mailings, and internet postings.

#### **Action A1c. Support Existing and Future Safe Routes to School Efforts:**

Continue to actively participate as a member of the Safe Routes to Schools Coalition to ensure that youth are provided with regular bicycle and pedestrian safety and skills training. Encourage continued collaboration amongst schools and local agencies such as the Los Gatos Monte Sereno Police Department, and organizations such as the Traffic Safe Communities Network and Silicon Valley Bicycle Coalition.

#### **Action A1d. Develop a “Rules of the Road” Education Program:**

Develop a program to educate motorists about the “ins and outs” of sharing the road with bicyclists, crossing bicycle lanes when making right turns, blocking bicycle lanes, and other applicable “rules of the road.”

### **Policy A2. Encourage bicycling and walking by promoting them as healthy, enjoyable, convenient, and environmentally sustainable alternatives to automobile travel.**

#### **Action A2a. Support Educational Efforts to Discuss Bicycling and Walking Benefits:**

Ensure that bicycle- and pedestrian-related educational efforts include awareness of the health, environmental and economic benefits of bicycling and walking.

#### **Action A2b. Promote Non-Motorized Modes of Transportation:**

Develop ongoing public encouragement programs and outreach campaigns to promote bicycling and walking.

#### **Action A2c. Encourage Open Streets Events:**

Coordinate and encourage local Open Streets Events that encourage and promote walking and bicycling as an integral part of the public realm.

#### **CONSISTENCY:**

Policy A1 is consistent with the following existing Town policies:

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

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



#### **CONSISTENCY:**

Policy A2 is consistent with the following existing Town policy:

[Los Gatos General Plan Policy TRA-9.2:](#) Encourage bicycling and walking as energy conserving, non-polluting alternatives to automobile travel.

#### Action A2d. Develop a Bike-Friendly Business Program:

Consider the development of a Bike-Friendly Business Program through which businesses provide a welcoming atmosphere for bicycling employees, customers, and the community.

#### Action A2e. Create a Bike- and Pedestrian-Friendly Public Realm:

Encourage walking, bicycling and taking transit by enhancing the public realm through the installation of high-quality sidewalk amenities such as seating, landscaping, pedestrian-scale lighting, and public art.



**Action A2f. Encourage Events that Promote Walking and Biking to Schools:** 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. *(Directly references Los Gatos General Plan Policy HS-7.3)*

### Policy A3. Encourage local employers to provide amenities and incentives, encouraging their employees to bike and walk to work.

**Action A3a. Encourage Local Employers to Provide End-of-trip Amenities:** Work with local employers to provide secure bicycling parking (such as bicycle lockers or indoor parking) and showers for their employees.



**Action A3b. Encourage Local Employers to Provide Education Programs on Bicycling and Walking:**

Encourage local agencies and organizations to work with employers to provide their employees with classes and materials on bicycling and walking safety and skills.

**Action A3c. Encourage Local Employers to Provide Employee Incentives for those who Walk and Bike:**

Encourage local employers to develop employee bicycling and walking encouragement and incentive programs.

### Policy A4. Provide resources, incentives and amenities to encourage and support Town of Los Gatos/City of Monte Sereno staff to commute by bicycling or walking.

#### CONSISTENCY:

Policy A4 is consistent with the following existing Town measures:

Los Gatos Sustainability Plan Measure TR-2: Support Bicycle Commuting [by providing bicycle lockers and showers at Town offices, as well as education about bicycle commuting.]

Los Gatos Sustainability Plan Measure TR-3: Provide bicycles for short trips by Town Employees.

**Action A4a. Create Employee Bicycling and Walking Programs:**

Encourage civic employees to commute by bicycling and walking through sponsoring bicycle and pedestrian education and encouragement programs.

**Action A4b. Create End-of-trip Amenities:**

Provide secure bicycling parking (such as bicycle lockers or indoor parking) and showers at Town Offices.

**Action A4c. Provide a Bicycle Share Program:**

Increase Town employee use of existing bike share "pool bike" program.

## GOAL B. ENFORCEMENT

Promote safety for all road users through compliance with traffic codes for drivers, bicyclists and pedestrians.

### **Policy B1. Collaborate with the Los Gatos Monte Sereno Police Department to ensure recurring training efforts about vehicle, bicycle, and pedestrian traffic codes and code enforcement methods.**

#### **Action B1a. Support Targeted Enforcement:**

Support targeted patrols in areas where violations frequently occur. Enforcement will pay particular attention to vehicle code violations affecting pedestrians and bicyclists, such as speeding, failure to stop/yield to pedestrians, blocking bicycle lanes, rolling through stop signs, etc. In addition to motorist violations, targeted enforcement should also address violations by bicyclists and pedestrians, such as jaywalking, bicycling through red lights, children riding without a helmet, lack of proper bicycle lighting, etc.



#### **Action B1b. Encourage Alternatives to Curbside Placement of Waste/Recycling Containers:**

Work with the Town's garbage hauler, residents and businesses to identify bin collection locations that do not impede bicycle lanes.

#### **Action B1c. Continue to Prioritize Enforcement of Traffic Laws Around Schools:**

Continue to work with the Safe Routes to School program and the Los Gatos Monte Sereno Police Department to emphasize traffic enforcement around schools to support long-term compliance of traffic laws in high-traffic areas.

#### **Action B1d. Consider Expanding Existing Juvenile Ticket Diversion Program:**

The Town should consider expanding its existing diversion program to encompass persons that commit a Vehicle Code infraction not involving a motor vehicle (e.g., bicycle and pedestrian infractions).



## GOAL C. ACCESSIBILITY AND CONNECTIVITY

Develop a cohesive and “low-stress” bicycle and pedestrian network that ensures safe and convenient facilities for those bicycling and walking – connecting community members to employment, educational, cultural, civic, transit, recreational and shopping destinations.



### CONSISTENCY:

*Goal C is consistent with these existing Los Gatos and Monte Sereno goals and policies:*

[Los Gatos General Plan 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.

[Los Gatos General Plan Goal TRA-12:](#) To ensure a well-designed and well-maintained system of trails that connects the Town and open space areas.

[Los Gatos General Plan Policy TRA-10.6:](#) Develop a system of bicycle lanes and bicycle routes to foster bicycle use throughout the Town.

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

*(continued on next page)*

### **Policy C1. Upgrade and enhance existing bicycle and pedestrian facilities and add new facilities to close connectivity gaps, add new connections, and enhance existing connections.**

#### **Action C1a. Enhance General Bicycle and Pedestrian Access and Connectivity in Los Gatos and Monte Sereno:**

Upgrade existing bicycle and pedestrian facilities to strengthen existing network connections, and install new facilities to close identified network gaps and provide new community and regional connections. Specific actions include, but are not limited to:

- Enhancing cross-town connections for bicyclists and pedestrians, paying particular attention to improving east-west access across physical barriers such as Highway 17.
- Providing highly enhanced bicycle and pedestrian facilities (utilizing the latest best practices) to provide safe and convenient access to Downtown Los Gatos.
- Installing bikeways and pathways providing safe, convenient access to trails at local open spaces.
- Emphasizing accessibility and safe connections to local schools by supporting Safe Routes to Schools programs and related efforts.
- Adding high-visibility crosswalks at all intersections on arterial roadways as identified in the General Plan, as well as along identified school walking and bicycling routes.
- Adding sidewalks along all arterials, collectors, and community collector roads within Downtown Los Gatos.
- Enhancing multimodal connections by coordinating efforts with regional transit agencies (such as the VTA and Caltrain) to provide enhancements that support bicycling and walking.

#### **Action C1b. Enhance Connections to and from Los Gatos Creek Trail:**

Further enhance the Los Gatos Creek Trail to develop a high-quality, safe, and accessible pathway for people walking and bicycling, supporting its key role as a vehicle-free north-south connector.

- Improve/add trailheads to Los Gatos Creek Trail, particularly considering locations identified in this Plan such as Los Gatos-Saratoga Road (Highway 9).
- Consider widening the Los Gatos Creek trail and potentially adding separate bicycle and pedestrian travel ways, where feasible.
- Coordinate with Santa Clara County on trail improvements within Vasona County Park to ensure consistency in quality of trail maintenance and other bicycle and pedestrian facilities.
- Improve existing trailheads connecting to the Los Gatos Creek Trail, including repaving, re-grading, and widening, where feasible.
- Coordinate with local companies directly fronting the Los Gatos Creek Trail to provide direct access to their businesses.

## Policy C2. Ensure that pedestrian sidewalks, crossings, and trails are accessible for people with physical impairments.

### Action C2a. Improve ADA Accessibility of Sidewalks:

Seek to provide ADA-compliant smooth, unbroken pavement surfaces, level surfaces, and adequate sidewalk clearances.

### Action C2b. Improve ADA Accessibility of Crossings:

Upgrade pedestrian crossings to comply with current ADA standards.

### Action C2c. Improve ADA Accessibility to Trails:

Where possible, retrofit Los Gatos Creek Trail connections to provide smooth surfaces and ADA-compliant ramps.

## Policy C3. Enhance connection “endpoints” with high-quality bicycle amenities at publicly owned spaces at destinations.

### Action C3a. Provide Public Short-Term Bicycle Parking:

Increase the amount and quality of secure and convenient short-term bicycle parking provided by the Town on public property:

- Inventory, and add as necessary, bicycle parking in public lots.
- Install bicycle parking facilities in safe, convenient and high-demand locations throughout the Town, especially at destination areas such as schools, parks, retail locations, and trailheads (including Los Gatos Creek Trail).
- Work with local businesses to provide secure parking facilities at high-demand locations, and consider enhanced facilities such as bicycle corrals.
- Upgrade and maintain existing bicycle parking facilities Downtown in centralized, safe, and secure areas. (*Directly references Los Gatos Sustainability Plan Measure TR-4c*)
- Upgrade and maintain existing bicycle parking facilities in highly visible, convenient locations at all schools, civic buildings, and other public buildings.
- Ensure rider safety and deter bicycle theft by locating bicycle-parking facilities in well-lit areas visible from the street.
- Work with transit agencies to ensure safe, secure bicycle parking facilities at transit stops.
- Develop design standards that indicate the desired type(s) of bicycle racks for Town-wide installation (e.g., inverted U-Type racks or ring-and-post racks).

### Action C3b. Provide Fix-it Stations:

Expand the network of portable “fix-it” bicycle stations, including:

- Throughout the Los Gatos Creek Trail.
- At trailheads to major Open Space Preserves within the Town limits, including, but not limited to: Belgatos Park, St. Joseph’s Open Space Preserve, and Santa Rosa Open Space Preserve.

(continued from page 3-5)

Goal C is consistent with the following existing Los Gatos and Monte Sereno policies, actions and measures:

#### Los Gatos Sustainability Plan Measure

TR-1: Promote walking, bicycling, and transit through the following: Install new bicycle facilities throughout the existing Town street network to close bicycle network gaps, as identified in General Plan.

#### Los Gatos General Plan Action TRA-

10.1: Identify and improve sidewalks and crosswalks as needed to make continuous and safe pedestrian connections.

#### Monte Sereno General Plan Policy

C-5.1: Identify and improve sidewalks and crosswalks as needed to make continuous and safe pedestrian connections.

#### Monte Sereno General Plan Policy

C-5.2: Install bicycle lanes along roadway segments where needed to protect public safety and encourage bicycling.



#### CONSISTENCY:

Policy C4 is consistent with the following existing Town policies and actions:

[Los Gatos General Plan Action TRA-10.2](#): Study amending the Town Code to require bicycle parking in specific types of projects.

[Los Gatos General Plan Action TRA-14.5](#): Implement programs for pedestrian, bicycle, and transit-oriented systems to supplement parking in the Central Business District.

[Los Gatos General Plan 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 carpool parking areas, dedicated shuttle services, innovative bus shelter designs).



### **Policy C4. Encourage and/or require the provision of secure bicycle parking at commercial and multi-family residential properties.**

#### **Action C4a. Encourage End-of-trip Facilities:**

Encourage schools, parks, and shopping areas to provide bicycling amenities, such as parking facilities and lockers. (*Directly references Los Gatos General Plan Policy TRA-10.2*)

#### **Action C4b. Consider Parking Guidelines:**

Develop or implement existing bicycle parking requirements and guidelines for major nonresidential development and redevelopment projects, including other end-of-trip amenities such as showers and changing rooms. (*Directly references Los Gatos Sustainability Plan Measure TR-4b*)

#### **Action C4c. Consider Amending the Town Code:**

Consider amending the Town Code to require end-of-trip amenities at employment centers (e.g., bicycle parking, showers, and secure bicycle parking). (*Directly references Los Gatos General Plan Action TRA-10.3*)

### **Policy C5. Provide high-quality, user-friendly and attractive pedestrian-scale signage, directing people walking and bicycling to destinations and guiding them through the bicycle/pedestrian network.**

#### **Action C5a. Develop a Wayfinding Plan:**

Support the development of a Townwide Wayfinding Plan, which would inventory existing signs, identify specific locations for new or replacement signs, and develop consistent sign design standards.

#### **Action C5b. Install Consistent Informational Signage:**

Install information signs and kiosks at key destinations, including trailheads, parks, schools, Downtown Los Gatos, retail destinations, and Civic Buildings. The information signs and kiosks could provide a map of the city and directions on navigating to other key locations.

#### **Action C5c. Install Bikeway and Pedestrian Route Signage:**

Install pedestrian-scale wayfinding signage at key locations along bicycle and pedestrian routes, directing travelers to key destinations and other bicycle/pedestrian routes.

#### **Action C5d. Provide Bicycle and Pedestrian Network Maps:**

Regularly update the existing user map of the Town's trails and bikeways system. (*Directly references Los Gatos General Plan Action TRA-11.3*)

## GOAL D. ENGINEERING/DEVELOPMENT STANDARDS

Provide high-quality and highly effective bicycle and pedestrian facilities to enhance the safety, comfort and convenience of people walking and bicycling.

### **Policy D1. Design roadways to safely accommodate all road users, including bicyclists, pedestrians, motorists, and transit riders.**

#### **Action D1a. Consider Lane Reductions or Road Diets:**

Evaluate lane reductions or creation of road diets where feasible, including Los Gatos Boulevard and Winchester Boulevard.

#### **Action D1b. Expand the Network of Dedicated Bicycle Facilities:**

Support the addition of dedicated bike lanes or green bike lanes where applicable and feasible. (See Policy D2 on page 3-9)

#### **Action D1c. Expand the Network of Pedestrian Facilities:**

Support highly enhanced pedestrian facilities such as signalized midblock crossings and high visibility crosswalk markings where applicable and feasible. (See Policy D2 on page 3-9)

#### **Action D1d. Consider Removal of On-Street Vehicular Parking:**

Consider the removal of on-street parking where existing right-of-ways do not accommodate enhanced bicycle facilities, and to improve visibility at intersections and crosswalks. Ensure that community and stakeholder outreach and input is an integral part of parking removal studies, and that project evaluation includes whether there will be a “spillover” effect on nearby streets or if off-street parking is sufficient to accommodate demand.

#### **Action D1e. Consolidate Loading and Waiting Zones:**

Locate commercial vehicle loading zones in areas minimizing conflicts with people riding bicycles.

#### **Action D1f. Minimize Driveway Cuts:**

New development shall minimize the number of driveway openings and curb cuts. (*Directly references Los Gatos General Plan Policy TRA-2.4*)

#### **Action D1g. Limit Roadway Widening:**

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. (*Directly references Los Gatos General Plan Policy TRA-5.3*)

#### **Action D1h. Identify Locations for New Midblock Crossings:**

There may be some locations where the construction of an enhanced or signalized midblock crossing is warranted due to the distance between existing safe crossings (e.g., Winchester between Daves and Lark Avenues). These locations should be evaluated for future projects.

Goal D is consistent with the following existing Los Gatos and Monte Sereno policies:

#### [Los Gatos General Plan Policy](#)

TRA-2.1: Vehicular, bicyclist, and pedestrian safety should be an important factor in the design of roadways.

#### [Los Gatos General Plan Policy](#)

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

#### [Los Gatos General Plan Policy](#)

TRA-3.6: Pedestrian and bicycle safety shall not be compromised to improve or maintain the level of service of an intersection.

#### [Los Gatos General Plan 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.

#### [Los Gatos General Plan Policy TRA-](#)

10.1: Design, construct, and maintain safe bicycle paths, lanes, and route connections.

#### [Los Gatos General Plan Policy TRA-](#)

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

#### [Los Gatos General Plan Policy TRA-](#)

11.2: Roads shall not be designated or signed as bike routes until they are upgraded to safely handle both bicycle and automobile traffic.

#### [Monte Sereno General Plan Policy](#)

C-5.6: Consider bicycle and pedestrian safety when reviewing all development project applications.

**Policy D2. Utilize best practices for roadway design and engineering to ensure safe and effective bicycle and pedestrian infrastructure.**

**Action D2a. Incorporate Best Practices into Facility Design:**

Incorporate, where appropriate, the latest best practices in bicycle and pedestrian facility design, including those presented in design manuals such as the NACTO Urban Street Design Guide, NACTO Bikeway Design Guide, and FHWA Separated Bike Lane Planning and Design Guide.



**Action D2b. Inventory and Assess Locations for Pedestrian Lighting:**

Support the development of a Townwide Lighting Plan. This Plan would inventory existing lighting, identify specific locations for additional vehicular street lighting, as well as identify specific locations to install pedestrian-scaled lighting.

**Action D2c. Update Right on Red Policies:**

Explore “No Right Turn on Red” at intersections with heavy pedestrian volumes.

**Action D2d. Install Diagonal Crossings at Key Intersections:**

Consider installing diagonal crossings (“pedestrian scrambles”) at intersections with high pedestrian volumes where intersection level of service impacts are determined to be acceptable.



**Action D2e. Upgrade Pedestrian Signalization at Key Intersections:**

Consider updating signal timing in pedestrian-oriented areas to provide leading pedestrian intervals, which afford pedestrians a “head start” to enter crosswalks before drivers get a green light.

**Action D2f. Upgrade Bicycle Facilities at Intersections with Designated Bikeways:**

In applicable projects, incorporate bicycle facility best practices for intersection treatments, including markings through intersections, green paint, bike boxes, turn queues, etc.



**Action D2g. Consider Bicycle Signalization at Key Intersections:**

Consider bike-only signals at key intersections with high levels of bicycle and vehicular traffic. Install bicycle detection devices at traffic signals, and “wait here” stencils at all signalized intersections on highly traveled key bikeways in Town.

**Action D2h. Consider Consolidating Existing Crossings:**

Consider consolidating existing crossings at locations with multiple crosswalks within short distances of one another. Consolidation can be considered where intersection level of service impacts are determined to be acceptable.

**Policy D3. Support roadway safety by installing traffic calming features on Town streets, especially on local streets in residential neighborhoods and near schools, as part of Town CIP projects or as identified through the Town's Neighborhood Traffic Calming Program.**

**Action D3a. Continue to Incorporate Best Practices in Traffic Calming:**

Consider instituting traffic calming best practices such as lane narrowing, widening medians, stop signs, and traffic circles to discourage cut-through traffic on residential streets, and continue the implementation of the Town's Neighborhood Traffic Calming Program.

**Action D3b. Consider School Zone Speed Limit Reduction:**

Consider adopting a policy reducing speeds from 25 miles per hour to 15 miles per hour in school zones.

**Action D3c. Consider the Reduction, Modification or Elimination of Free-right Turns:**

Consider developing a policy and approach regarding intersections with free right turns/pork chops, and utilize recommended network improvements presented in this Plan as a guide for implementation.



*Policy D3 is consistent with the following existing Town policies, actions and measures:*

[Los Gatos Sustainability Plan Measure TR-1d](#): Design and implement affordable traffic-calming measures on specific streets to dissuade Highway 17 cut-through traffic and attract pedestrian and bicycle traffic.

[Los Gatos General Plan Policy TRA-5.6](#): Consider traffic calming devices such as lane narrowing, widening medians, or heavy landscaping to discourage cross-town commute and short-cut traffic.

[Los Gatos General Plan Policy TRA-5](#): Consider the use of alternative street surfacing materials, traffic diverters, special designs, and stop signs to prevent through traffic on residential streets.

[Los Gatos General Plan 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.

[Los Gatos General Plan 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.

[Los Gatos General Plan Action TRA-5.2](#): Publicize the Town's Neighborhood Traffic Calming (NTC) Program and implement the program in those neighborhoods that request it.

[Los Gatos General Plan Action TRA-5.4](#): Install traffic-calming devices that encourage slower, safer through traffic.

[Los Gatos General Plan Policy TRA-10.7](#): Provide median refuges, bike-friendly signals, and signs at key minor street crossings.



## GOAL E. EVALUATION AND IMPLEMENTATION STRATEGIES

Ensure successful implementation of the Bicycle and Pedestrian Master Plan by developing effective implementation programs and funding strategies, and establishing clear roles and responsibilities for all relevant Town departments.



### **Policy E1. Evaluate the progress and effectiveness of the Bicycle and Pedestrian Master Plan.**

#### **Action E1a. Conduct Annual Progress Assessments for Implementation of the BPMP:**

Periodically assess implementation of BPMP policies, programs and projects and present a report to the BPAC and Town Council.

#### **Action E1b. Assess Collision Data Concurrently with Implementation of the BPMP:**

Assess changes in safety conditions by regularly monitoring and evaluating collisions involving bicyclists and pedestrians, and include this evaluation in progress assessments (Action E1a) made to the BPAC and Town Council.

#### **Action E1c. Regularly Update the Bicycle and Pedestrian Master Plan:**

The BPMP should be updated every 5-7 years, with policy being revised incrementally during this process.

### **Policy E2. Ensure regular inspection, maintenance and repair of bicycle and pedestrian facilities.**

#### **Action E2a. Encourage routine inspection of bikeways and pedestrian paths:**

Develop procedures for routine inspection and maintenance of bicycle and pedestrian facilities.

#### **Action E2b. Maintain Clean Pavement Surfaces along Roadways:**

Sweep and clear debris along roadways and pathways on a regular basis.

#### **Action E2c. Conduct Regular Maintenance and Repair on Roadways:**

Develop a repaving/spot fix program and clear vegetation to maintain a clear path of travel along pedestrian facilities and bicycle facilities.

#### **Action E2d. Encourage Sidewalk Safety:**

Encourage the installation/addition of safe sidewalks within residential neighborhoods by working with property owners to improve sidewalks in front of their property.

#### **Action E2e. Maintain Quality of Painting/Striping on Bicycle and Pedestrian Facilities:**

Consider developing a mechanism for maintaining the effectiveness of bicycle and pedestrian facilities through regular repainting and upkeep of surface treatments such as thermoplastic markings.

#### **Action E2f. Encourage the Completion of a Townwide Sidewalk Inventory:**

Completion of this program, currently underway, will inventory existing sidewalks, repair existing sidewalks in poor condition, upgrade curb ramps to be ADA compliant and identify specific locations to install sidewalks.

## **Policy E3. Evaluate current demands/needs for bicycle and pedestrian facilities.**

### **Action E3a. Conduct Bicycle and Pedestrian Counts:**

Conduct regular counts of pedestrian and bicycle traffic, including evaluation of counts against prior count years.

### **Action E3b. Monitor and Evaluate Use of Bicycle Parking Facilities:**

Through this evaluation, gauge effectiveness, demand, and facility condition.

### **Action E3c. Continue to Implement and Update the Town's Neighborhood Traffic Calming Program:**

Periodically review the Town's Neighborhood Traffic Calming (NTC) Program.  
*(Directly references Los Gatos General Plan Action TRA-5.3)*



## **Policy E4. Implement the Bicycle and Pedestrian Master Plan incrementally.**

### **Action E4a. Develop a Phased Bicycle and Pedestrian Facility Implementation Plan:**

Develop a phased implementation process for bicycle facilities.

## **Policy E5. Regularly seek funding for the design and implementation of active transportation projects, including state, federal, and regional sources.**

### **Action E5a. Fund Bikeway and Pedestrian Improvements in the Capital Improvements Program:**

Ensure bike/ped projects are components of the CIP and incorporate improvements as part of routine accommodation of street improvement projects.

### **Action E5b. Encourage Inter-Agency Collaboration on Bicycle and Pedestrian Projects:**

Coordinate with federal, state, regional, county and local agencies to fund and implement bicycle and pedestrian projects in cooperation with other nearby jurisdictions.

## **Policy E6. Collaborate with adjacent jurisdictions as well as regional and state agencies (such as the Santa Clara Valley Transportation Authority (VTA) and Caltrans) to pool resources and tie local bicycle and pedestrian projects into regional networks.**

### **Action E6a. Collaborate with Caltrans:**

Where applicable, collaborate with Caltrans to install pedestrian facilities. This includes pedestrian lighting, sidewalks, high visibility crosswalks, and signalization improvements at on-ramps and off-ramps.

### **Action E6b. Collaborate with VTA:**

Coordinate with VTA to designate key north-south and east-west bicycle routes in Los Gatos as "Cross County Corridors" in the Santa Clara County Bike Plan and linking projects to key transportation funding lists, including "Envision Silicon Valley" and VTP 2040.



## **Policy E7. Incorporate bicycling and walking into Town/City Transportation Demand Management (TDM) policies and strategies.**

### **Action E7a. Update Design/Development Standards with TDM Requirements.**

Incorporate policies that support establishing TDM requirements for incoming developments and businesses.



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Union



# 4

# NETWORK RECOMMENDATIONS AND PROJECT PRIORITIZATION

This chapter recommends a list of projects and programs that will enhance walking and bicycling environments to improve safety and accessibility throughout Los Gatos and Monte Sereno. These recommendations have been categorized into four groups: Bicycle Projects, Pedestrian Improvement Projects, Townwide Improvement Projects, and Townwide Programs. Maps have been provided in this chapter to note the location of proposed bicycle and pedestrian projects, with a number selected for each project to reference tables that list each project in detail. In addition, recommended education, encouragement, enforcement and maintenance programs listed in this chapter directly reference policies and actions established in Chapter 3.

To most effectively utilize available resources for implementation of Plan recommendations, criteria prioritizing projects and programs have been selected to phase projects into three categories: Phase 1 (short-term projects), Phase 2 (medium-term projects), and Phase 3 (longer-term projects). Recommendations have been prioritized based on whether they satisfy criteria such as, but not limited to, improving safety, expanding access, and closing network gaps. Approximate project costs and the amount of collaboration required with local, regional and state agencies were also factors in determining phasing of projects. Following the criteria and phasing standards set as part of this Plan, the Bicycle and Pedestrian Advisory Commission (BPAC) identified a short list of top-priority projects and programs that exemplify Plan criteria and are of highest value to improving the Town's bicycle and pedestrian network. These recommendations are presented at the end of this chapter.

# ESTABLISHING CRITERIA AND PRIORITIZATION FOR INFRASTRUCTURE IMPROVEMENTS

## CRITERIA FOR PROJECT IMPROVEMENTS

In order to prioritize the extensive list of projects and programs recommended in this Plan, a list of criteria was developed based on input received on bicycle and pedestrian priorities throughout the development of BPMP, as summarized through the Plan's Vision Statement in Chapter 1. This feedback included incorporating comments from the Existing Conditions Online Survey (which received approximately 900 responses), Bicycle Pedestrian Advisory Commission Community Meetings held at the Town Council Chambers, as well as comments submitted from constituents to Town Staff. From feedback received, the following categories of Project Criteria have been developed below for Class I-IV Bicycle Projects (Tables 4.1-4.4), Pedestrian Improvement Projects (Table 4.5) and Townwide Improvement Projects (Table 4.6). In addition, maps in this chapter reference where bicycle improvements (Figures 4.1-4.4) and pedestrian improvements (Figures 4.5 and 4.6) are to be located. A brief description of what is included in each criterion is described below:

- *Enhances Safety:* Infrastructure improvements improving the safety of the bicyclist, pedestrian or other roadway user versus existing conditions are identified in this category.
- *Direct Access to Key Destinations/Trails:* This includes key civic, retail, recreational, educational, and employment destinations in Los Gatos and Monte Sereno.
- *Identified as a Cross County Connector (Bicycle Project Improvements Only):* VTA's Countywide Bicycle Plan has produced recommendations on preferred routes for bicycle infrastructure improvements as part of their updated Plan. Bikeways that are along these preferred routes are identified in this criterion.
- *Closes Existing Network Gaps (Bicycle Project Improvements Only):* As existing east-west and north-south gaps in the bicycle network are a key concern that has been raised by the community, cross-town routes proposing dedicated and separated bicycle infrastructure that make significant progress in closing these gaps (such as bicycle and pedestrian infrastructure crossing Highway 17) have been accounted for in this category.
- *Improves Access for the Mobility Impaired (Pedestrian and Townwide Project Improvements Only):* Enhanced access to roadways for the mobility impaired is included

in this category, which mainly focuses on physical infrastructure improvements for pedestrians of all abilities.

- *Improves Existing Safe Routes to School Access:* Infrastructure improvements identified in the "Los Gatos Safe Routes to School Phase 1" report are discussed in this category, as well as bicycle and pedestrian improvements that directly connect to designated School Walking Routes as discussed in that report.
- *Improves Existing Infrastructure:* Enhancements to existing sidewalks, crosswalks, and bikeways are identified.
- *Existing High-Activity Area:* This category gives priority to implementation of projects that are within areas of town that contain high bicycle and pedestrian volumes, high amounts of bicycle-vehicle and pedestrian-vehicle collisions, or both. Improvements selected in this category are based on information collected in September 2016 as part of the Town's first bicycle and pedestrian count, as well as data researched through the SWITRS database on bicycle-vehicle and pedestrian-vehicle collisions from 2011-2015.
- *Increases Bicycle/Pedestrian Activity:* These consist of physical improvements that encourage bicycle and pedestrian activity by increasing comfort for all users. Examples of improvements include installing protected bicycle lanes on a roadway that did not have a dedicated bike facility, or providing high visibility crosswalks with flashing beacons where there was previously an unmarked crosswalk are identified in this category.

## PREPARATION OF PRELIMINARY COST ESTIMATES FOR PHYSICAL PROJECTS

As part of the formation of project criteria and the prioritization of physical projects, order-of-magnitude cost estimates for each physical project have been provided to assist in the allocation of funds for project implementation. These estimates should be used for planning purposes only, as more detailed project-level cost estimates will be prepared once funding is secured for an individual project.

## CONSISTENCY WITH SAFE ROUTES TO SCHOOL RECOMMENDATIONS

In addition to listing recommended town-wide bicycle and pedestrian projects and programs, project recommendations from the "Los Gatos Safe Routes to School Phase 1" report adopted by Town Council on October 2016 have been integrated into Plan recommendations. This includes input on phasing projects based on criteria provided in this chapter, with Safe Routes to School recommendations presented in detail in Appendix I.

# PROJECT PRIORITIZATION

An assessment of project prioritization was prepared based on project criteria developed and organized into three phases of implementation. Project phasing is identified on the right-hand column of tables produced for Bicycle Projects (Tables 4.1-4.4), Pedestrian Projects (Table 4.5), Townwide Projects (Table 4.6), and Townwide Programs (Table 4.7). In addition, maps are provided to illustrate the prioritization of the Town's proposed bicycle network (Figures 4.2-4.4) and pedestrian network (Figures 4.6-4.7). Descriptions of the type of projects that will be included in each phase are described below:

## PHASE 1 (SHORT-TERM)

These recommendations are the highest priority and/or easily implementable, based on estimated budget, amount of regional collaboration required, and complexity of construction. The majority of projects are items that the Town of Los Gatos can implement through budget allocations in the Capital Improvement Program (CIP), identified as an improvement as part of the Traffic Mitigation Improvements Project List (TIMF) displayed in Table 5.2 in Chapter 5, or they are strategically positioned to obtain outside grant funding. In addition, projects listed in this phasing designation satisfy a significant amount of criteria (75% or more) as identified in Tables 4.1-4.6. The goal is to try to implement these recommendations in the next 1-5 years.

### IMPLEMENTATION PHASES

**1 1-5 YEARS**

**2 5-10 YEARS**

**3 10-20 YEARS**

## PHASE 3 (LONGER-TERM)

While these recommendations have a less urgent priority, as they may satisfy less than 33-50% of designated project criteria, they are still important elements in completion of the Town's bicycle and pedestrian network. These recommendations are costly to implement, such as the construction of two pedestrian/bicycle bridges over Highway 17 (Projects #3 and #5, Table 4.1). In addition, they will also likely require extensive coordination with third parties such as property owners, businesses, multiple Town departments, and regional agencies, as is the case with the proposed bicycle path along the existing PG & E easement between Blossom Hill Road and Los Gatos Almaden Road. The goal is to implement these recommendations within the next 10-20 years.

## PHASE 2 (MEDIUM-TERM)

These recommendations are a high priority and satisfy at least a majority of project criteria (50-75%), but may not be as easily implemented or as high of a priority as Phase 1 recommendations. Phase 2 projects will likely require more capital to complete than those listed in Phase 1, and will rely on outside funding to complete. Projects such as the Los Gatos Boulevard protected bicycle lanes are placed into Phase 2 (Projects #35 and #39, Table 4.4) because they demand significant collaboration with local businesses and residents to build support for project implementation, even if they satisfy more than 75% of project criteria. The goal is to try to implement these recommendations within the next 5-10 years.

Figure 4.1: Existing and Proposed Bicycle Network

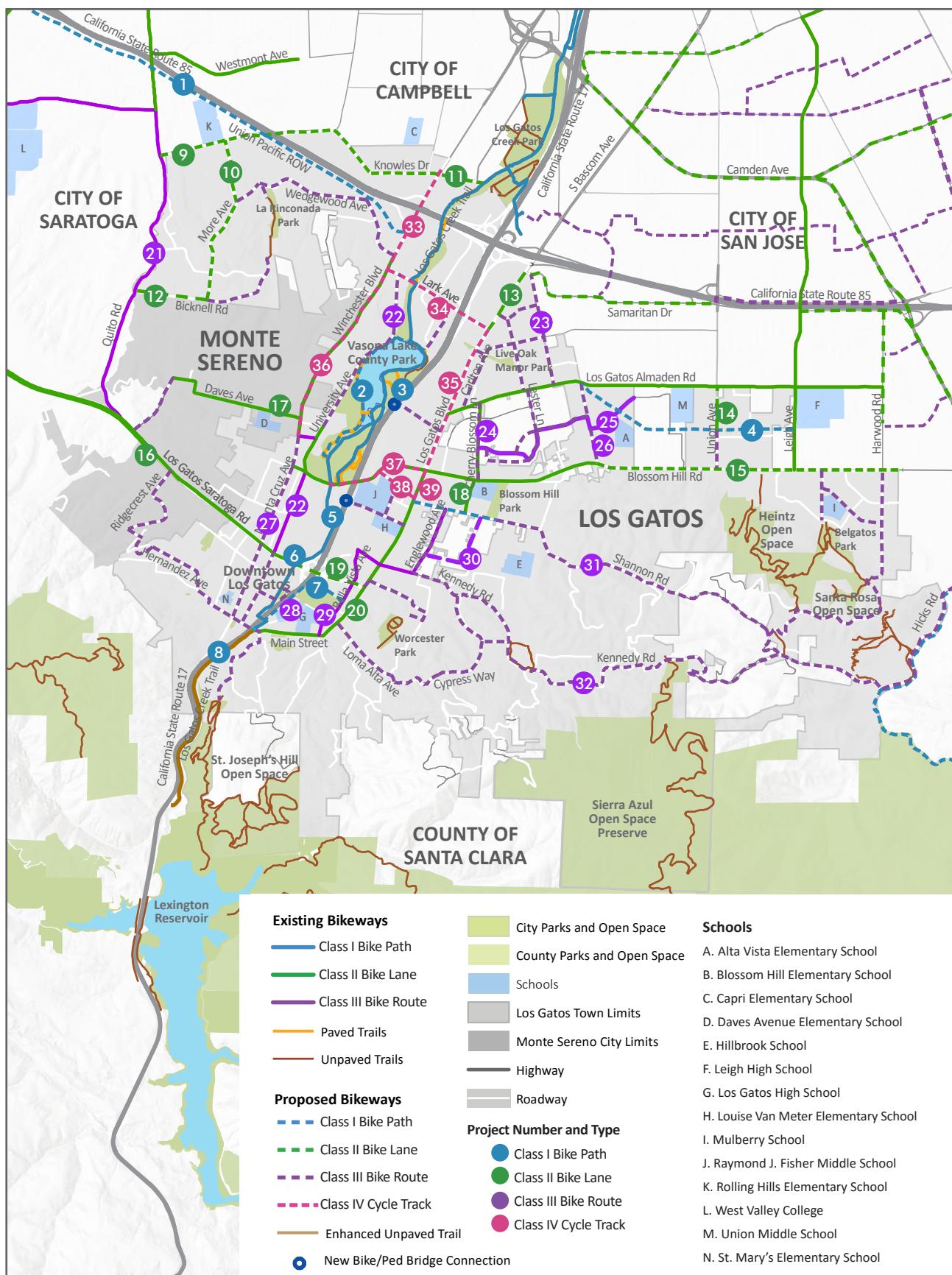


Figure 4.2: Phase 1 (1-5 years) Bicycle Project Implementation

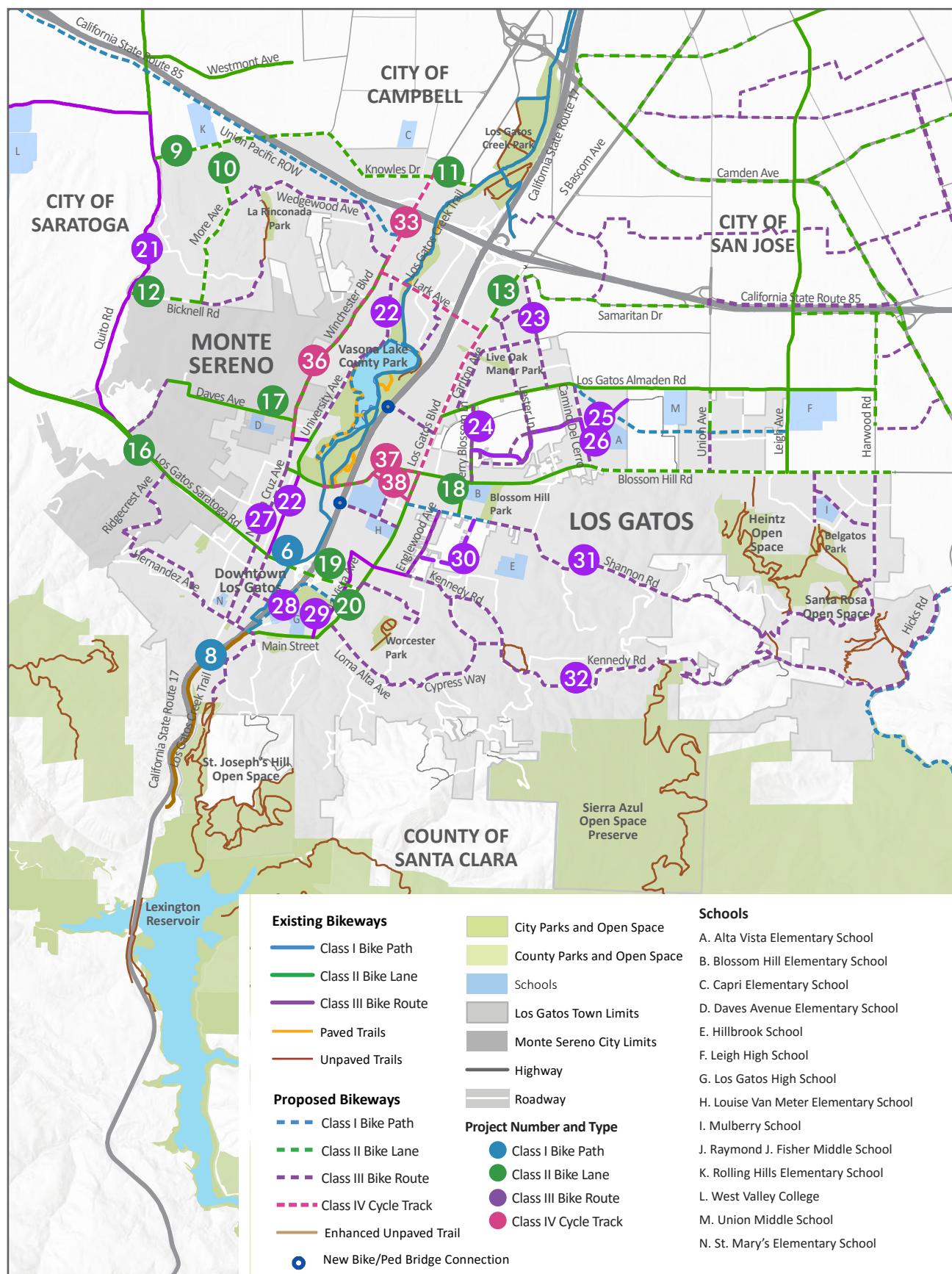


Figure 4.3: Phase 2 (5-10 years) Bicycle Project Implementation

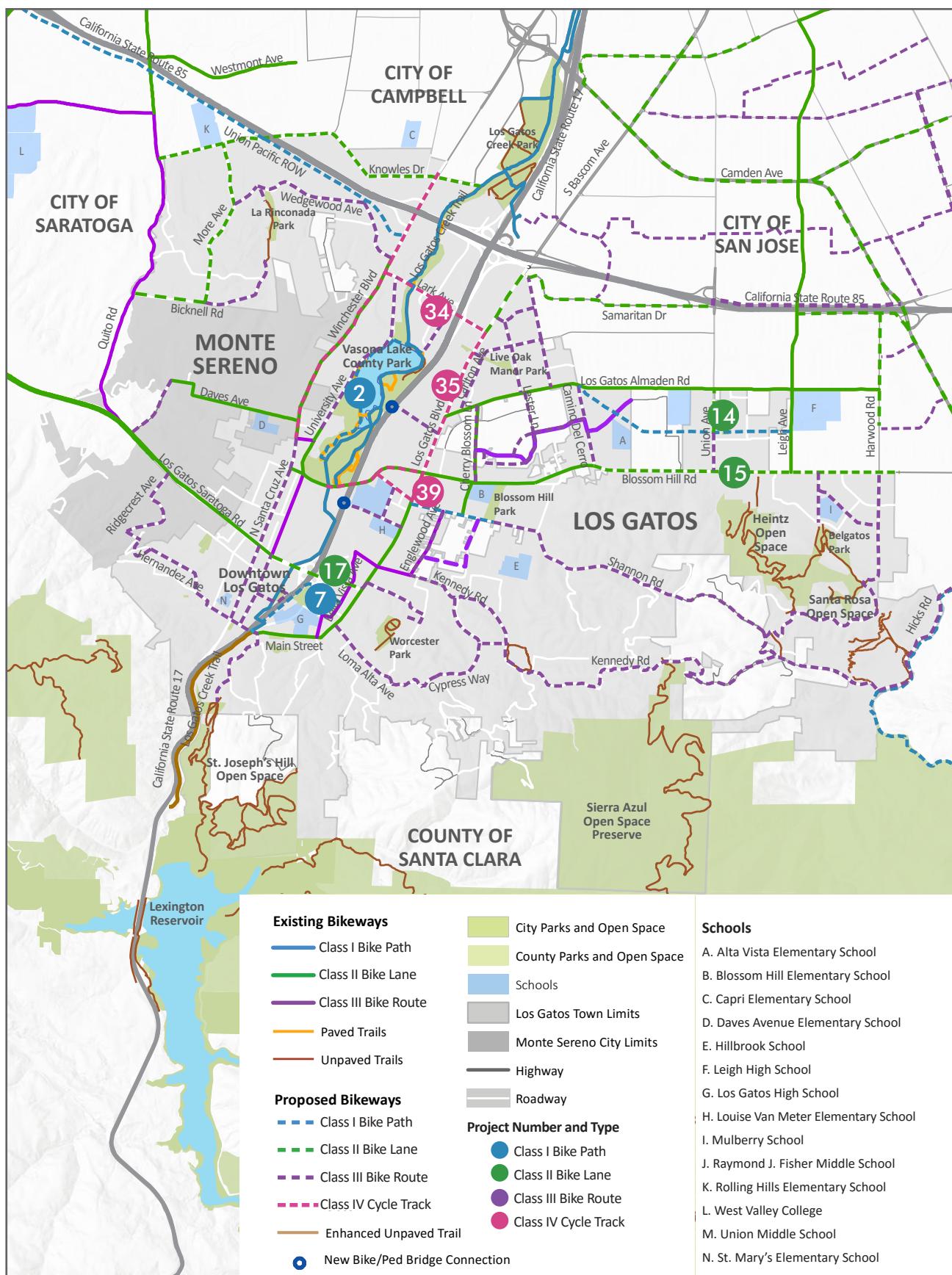


Figure 4.4: Phase 3 (10-20 Years) Bicycle Project Implementation

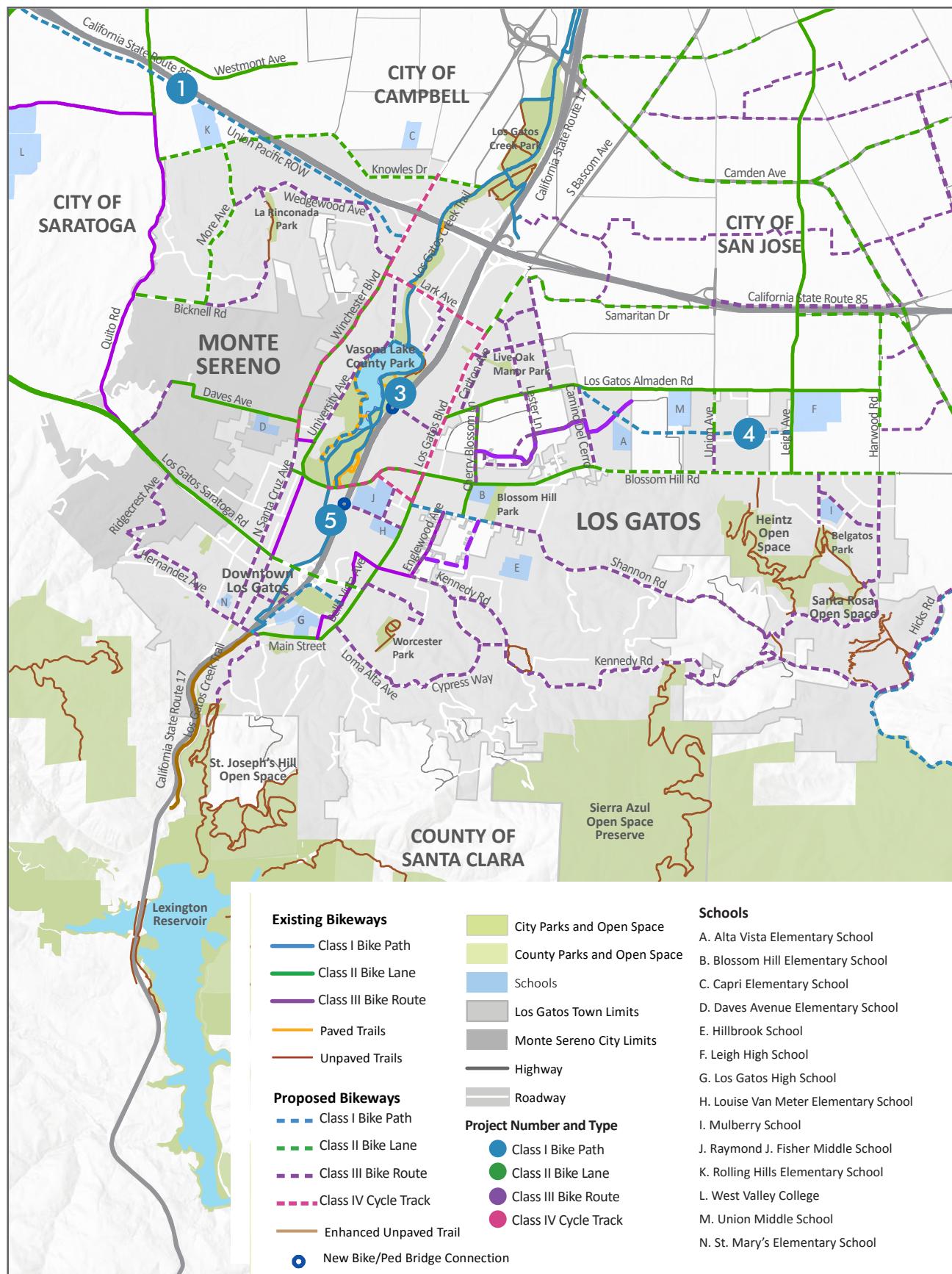


Table 4.1: Class I Bike Paths

PROJECT NUMBER AND DESCRIPTION	ENHANCES SAFETY	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IDENTIFIED AS A CROSS COUNTY CORRIDOR	CLOSES EXISTING NETWORK GAPS	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES BIKE ACTIVITY
1 Union Pacific Railroad right of way from Winchester Blvd (just south of 85 Freeway) to western town limits	X	X						X
2 Northern trail and western edge enhancements along Vasona Reservoir	X	X				X	X	X
3 Bicycle/Pedestrian Bridge connecting Los Gatos Creek Trail to Farley Road	X	X		X				X
4 PG&E Corridor from Los Gatos Almaden Road and Camino Del Cerro to Eastern Town Limits	X	X			X			X
5 Bicycle/Pedestrian Bridge connecting Los Gatos Creek Trail to Nino Avenue	X	X		X	X		X	X
6 Trailhead connection from Los Gatos Creek Trail to Los Gatos Saratoga Road (Highway 9)	X	X		X		X	X	X
7 Connection from Los Gatos Creek Trail alongside east side of Highway 17 (just north of Main Street) to north side of Helm Field to Bella Vista Ave	X	X		X	X*		X	X
8 Improve existing Los Gatos Creek Trail from Main Street to Lexington Reservoir with an enhanced unpaved surface	X	X		X		X	X	X

\* Identified in Safe Routes to School Study and project is along a designated School Walking Route

Table 4.2: Class II Bike Lanes

PROJECT NUMBER AND DESCRIPTION	ENHANCES SAFETY	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IDENTIFIED AS A CROSS COUNTY CORRIDOR	CLOSES EXISTING NETWORK GAPS	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES BIKE ACTIVITY
9 Pollard Road from Knowles Drive to Quito Road	X	X	X	X	X			X
10 More Avenue from Pollard Road to Bicknell Road	X	X		X	X			X
11 Knowles Drive from Pollard Road to the Los Gatos Creek Trail	X	X	X	X	X			X
12 Bicknell Road from Quito Road to More Avenue	X			X	X			X
13 Los Gatos Boulevard from Lark Avenue to the Northern Town Limits (Hwy 85)	X	X		X				X
14 Union Avenue from Thomas Drive to Los Gatos Almaden Road	X							X
15 Blossom Hill Road from Camino Del Cerro to the Eastern Town Limits**	X		X	X				X
16 Enhance existing Class II bike lanes on Los Gatos Saratoga Road (Highway 9) from western city limits of Monte Sereno to University Avenue**	X	X	X			X	X	X
17 Enhance existing Class II bike lanes on Daves Avenue between Winchester Blvd and Poppy Lane	X	X			X*	X		X
18 Enhance existing Class II bike lanes on Cherry Blossom Lane between Blossom Hill Road and Shannon Road	X	X			X*	X		X
19 Los Gatos Saratoga Road (Highway 9) from University Ave to Los Gatos Blvd	X	X	X	X			X	X
20 Enhance existing Class II bike lanes on Los Gatos Boulevard from Los Gatos Saratoga Road (Highway 9) to Pleasant Street/Jackson Street**	X	X			X*	X	X	X

\* Identified in Safe Routes to School Study and project is along a designated School Walking Route

\*\* Includes roadway widening in key spots in order to accommodate full-size bike lanes on either side of roadway

PROJECT NUMBER	LENGTH (MILES)	PRELIMINARY COST ESTIMATE	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
1	0.8	\$900,000	Complex	<ul style="list-style-type: none"> <li>• West Valley cities</li> <li>• Union Pacific Railroad</li> <li>• VTA</li> </ul>	3
2	1.0	\$1,500,000	Moderate	<ul style="list-style-type: none"> <li>• County of Santa Clara</li> <li>• Santa Clara Valley Water District</li> </ul>	2
3	0.1	\$6,000,000	Complex	<ul style="list-style-type: none"> <li>• Caltrans</li> <li>• Santa Clara Valley Water District</li> <li>• Properties on Farley Road</li> </ul>	3
4	1.5	\$1,700,000	Complex	<ul style="list-style-type: none"> <li>• PG&amp;E</li> <li>• City of San Jose</li> <li>• County of Santa Clara</li> </ul>	3
5	0.1	\$6,000,000	Complex	<ul style="list-style-type: none"> <li>• Caltrans</li> <li>• Santa Clara Valley Water District</li> <li>• Fisher Middle School</li> <li>• Properties on Nino Avenue</li> </ul>	3
6	200 ft	\$1,200,000	Moderate	<ul style="list-style-type: none"> <li>• Caltrans</li> <li>• Santa Clara Valley Water District</li> </ul>	1
7	0.5	\$380,000	Moderate	<ul style="list-style-type: none"> <li>• Santa Clara Valley Water District</li> <li>• San Jose Water Company</li> <li>• Los Gatos Lodge</li> <li>• Properties on Bella Vista Avenue</li> </ul>	2
8	1.8	\$216,000	Moderate	<ul style="list-style-type: none"> <li>• Midpeninsula Open Space District</li> <li>• County of Santa Clara</li> <li>• Santa Clara Valley Water District</li> <li>• San Jose Water Company</li> </ul>	1



PROJECT NUMBER	LENGTH (MILES)	PRELIMINARY COST ESTIMATE	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
9	1.4	\$84,000	Easy	<ul style="list-style-type: none"> <li>• City of Campbell</li> </ul>	1
10	1.1	\$66,000	Easy	None required	1
11	0.7	\$42,000	Easy	<ul style="list-style-type: none"> <li>• City of Campbell</li> </ul>	1
12	0.4	\$24,000	Easy	<ul style="list-style-type: none"> <li>• City of Saratoga</li> </ul>	1
13	0.4	\$24,000	Easy	<ul style="list-style-type: none"> <li>• City of San Jose</li> <li>• Caltrans</li> </ul>	1
14	0.7	\$42,000	Easy	<ul style="list-style-type: none"> <li>• City of San Jose</li> </ul>	2
15	1.8	\$108,000	Moderate	<ul style="list-style-type: none"> <li>• Santa Clara County</li> <li>• Adjacent properties</li> </ul>	2
16	1.6	\$148,000	Moderate	<ul style="list-style-type: none"> <li>• Caltrans</li> <li>• Adjacent properties</li> </ul>	1
17	0.3	\$7,500	Easy	None required	1
18	0.2	\$25,000	Easy	<ul style="list-style-type: none"> <li>• City of Monte Sereno</li> <li>• Adjacent properties</li> </ul>	1
19	0.6	\$36,000	Easy	<ul style="list-style-type: none"> <li>• Caltrans</li> </ul>	1
20	0.4	\$250,000	Moderate	<ul style="list-style-type: none"> <li>• Adjacent properties</li> </ul>	1

Table 4.3: Class III Bike Routes

PROJECT NUMBER AND DESCRIPTION	ENHANCES SAFETY	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IDENTIFIED AS A CROSS COUNTY CORRIDOR	CLOSES EXISTING NETWORK GAPS	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES BIKE ACTIVITY
21 "Share the Road" signs on Quito Road between Pollard Road and Highway 9	X					X		X
22 Sharrows on University Avenue between Main Street and Lark Avenue (including existing facilities between Highway 9 and Shelburne Way)	X	X		X			X	X
23 Sharrows on National Avenue between Samaritan Drive and Los Gatos Almaden Road	X	X	X	X				X
24 Sharrows on Cherry Blossom Lane between Los Gatos Almaden Road and Blossom Hill Road	X	X			X*	X		X
25 Enhance existing route to incorporate sharrows on Westchester Drive between Camino Del Cerro and Blossom Valley Drive	X	X		X	X*			X
26 Sharrows on Camino Del Cerro between Los Gatos Almaden Road and Blossom Hill Road	X			X	X*			X
27 Sharrows on Santa Cruz Avenue between Main Street and Shelburne Way	X	X		X			X	X
28 Sharrows on Miles Avenue between University Avenue and Balzer Field entrance to Los Gatos Creek Trail	X	X				X	X	X
29 Enhance existing route to incorporate sharrows on Pleasant Street, New York Avenue, and Bella Vista Avenue	X	X			X*	X		X
30 Sharrows on Marchmont Drive and Hilow Road between Englewood Avenue and Shannon Road	X				X*			X
31 Install "Share the Road" signs on Shannon Road between Los Gatos Boulevard and Hicks Road	X	X			X	X		X
32 Install "Share the Road" signs on Kennedy Road between Los Gatos Boulevard Shannon Road	X	X			X	X		X

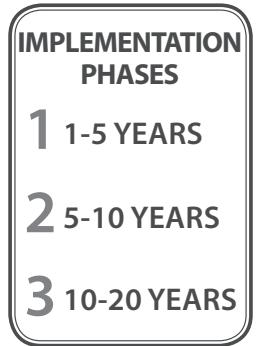
\* Identified in Safe Routes to School Study and project is along a designated School Walking Route

Table 4.4: Class IV Cycle Tracks / Protected Bike Lanes

PROJECT NUMBER AND DESCRIPTION	ENHANCES SAFETY	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IDENTIFIED AS A CROSS COUNTY CORRIDOR	CLOSES EXISTING NETWORK GAPS	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES BIKE ACTIVITY
33 Winchester Boulevard from Albright Way to the Northern Town Limits	X	X	X	X				X
34 Lark Avenue from Winchester Boulevard to Los Gatos Boulevard	X							X
35 Los Gatos Boulevard from Lark Avenue to Blossom Hill Road	X	X		X				X
36 Enhance Winchester Boulevard from Class II Bike Lanes to Class IV Cycle Tracks between Shelburne Way and Albright Way	X	X	X		X*	X		X
37 Enhance Blossom Hill Road from Class II Bike Lanes to Class IV Cycle Tracks Roberts Road West to Los Gatos Boulevard	X	X			X*	X	X	X
38 Roberts Road East from Blossom Hill Road to Los Gatos Boulevard	X	X			X		X	X
39 Enhance Los Gatos Boulevard from Class II Bike Lanes to Class IV Cycle Tracks between Blossom Hill Road and Shannon Road	X	X		X	X*	X	X	X

\* Identified in Safe Routes to School Study and project is along a designated School Walking Route

PROJECT NUMBER	LENGTH (MILES)	PRELIMINARY COST ESTIMATE	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
21	1.7	\$5,390	Easy	• City of Saratoga	1
22	2.4	\$67,200	Moderate	None required	1
23	0.7	\$19,600	Moderate	• City of San Jose	1
24	0.5	\$15,000	Moderate	• County of Santa Clara	1
25	0.2	\$5,600	Easy	None required	1
26	0.5	\$14,000	Easy	• County of Santa Clara	1
27	1.2	\$36,600	Moderate	None required	1
28	0.2	\$5,600	Easy	None required	1
29	0.4	\$11,200	Easy	None required	1
30	0.6	\$16,800	Easy	• County of Santa Clara	1
31	3.3	\$10,450	Easy	• County of Santa Clara	1
32	3.3	\$10,450	Easy	• County of Santa Clara	1



PROJECT NUMBER	LENGTH (MILES)	PRELIMINARY COST ESTIMATE	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
33	0.5	\$100,000	Moderate	• Caltrans • City of Campbell • Properties along Winchester Boulevard	1
34	0.7	\$140,000	Moderate	• Caltrans • Properties along Lark Avenue	2
35	1.0	\$200,000	Moderate	• Properties along Los Gatos Boulevard	2
36	1.4	\$240,000	Moderate	• Properties along Winchester Boulevard	1
37	0.6	\$120,000	Moderate	• Properties along Blossom Hill Road	1
38	0.3	\$60,000	Moderate	• Properties along Roberts Rd • Van Meter Elementary School	1
39	0.2	\$40,000	Moderate	• Properties along Los Gatos Boulevard	2

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Figure 4.5: Pedestrian Improvements - Intersections and Crossings

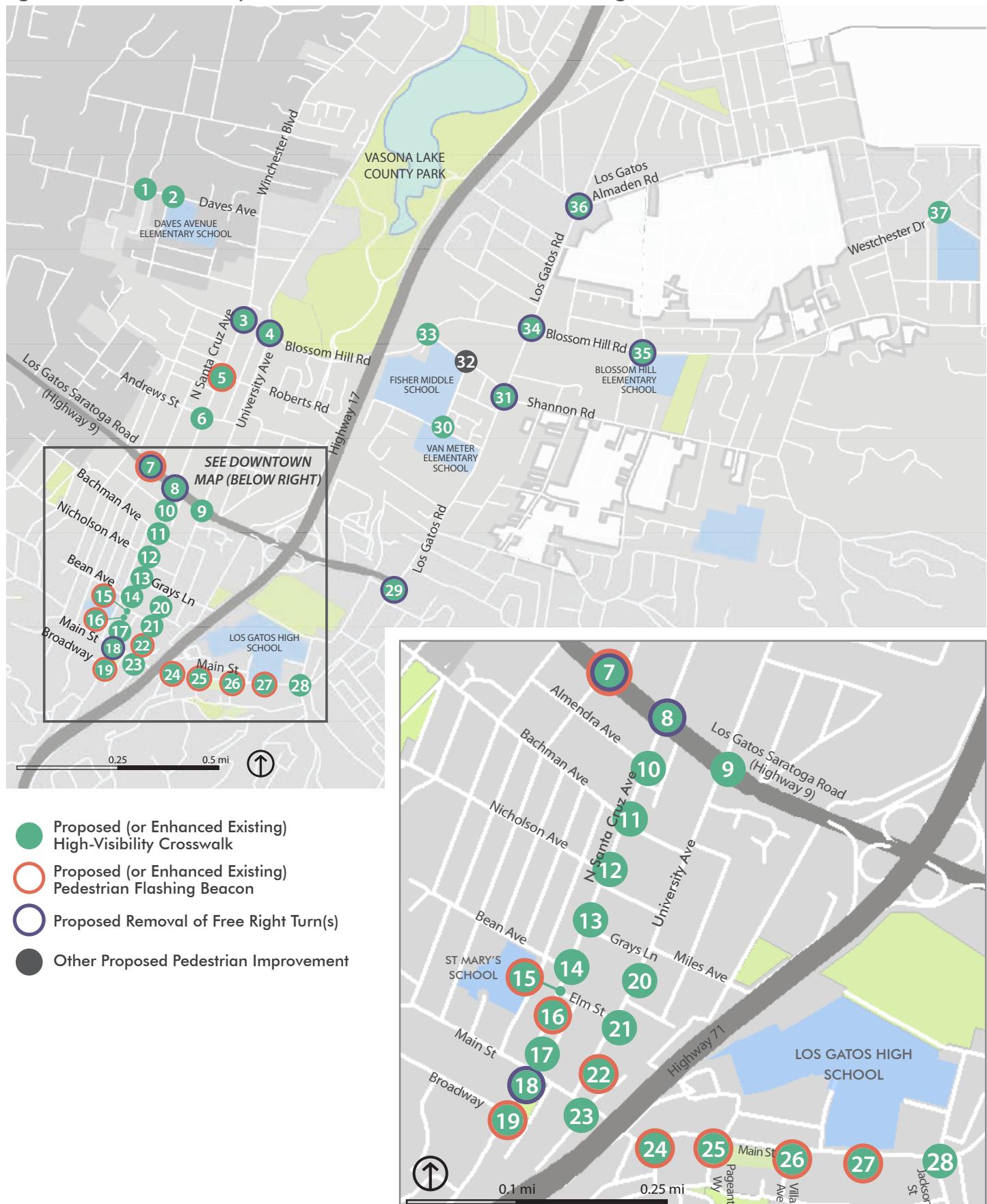


Figure 4.6: Phase 1 (1-5 Years) Pedestrian Improvements - Intersections and Crossings



- Proposed (or Enhanced Existing) High-Visibility Crosswalk
- Proposed (or Enhanced Existing) Pedestrian Flashing Beacon
- Proposed Removal of Free Right Turn(s)
- Other Proposed Pedestrian Improvement

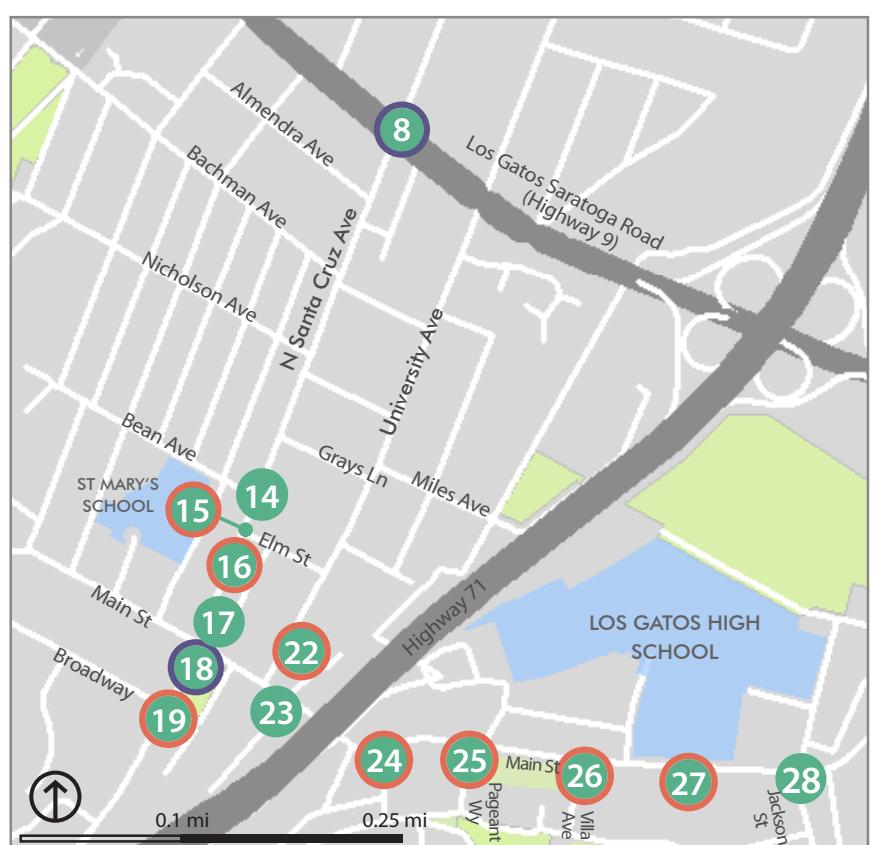


Figure 4.7: Phase 2 (5-10 Years) Pedestrian Improvements - Intersections and Crossings

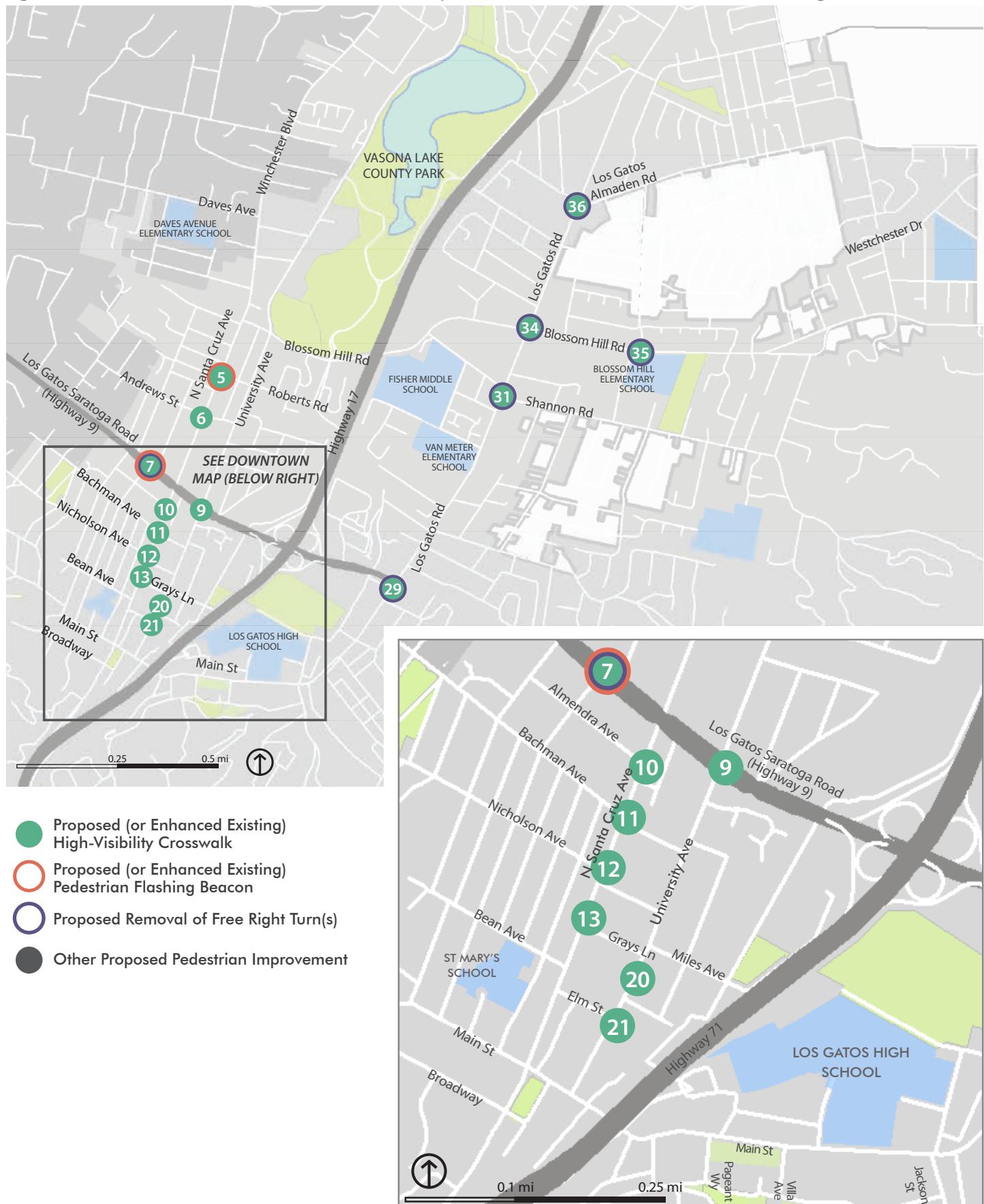


Table 4.5: Pedestrian Improvements - Intersections and Crossings

PROJECT NUMBER AND LOCATION		HIGH-VISIBILITY CROSSWALK(S)	PEDESTRIAN FLASHING BEACONS	REMOVE FREE RIGHT TURN(S) (# REMOVED)	ENHANCES SAFETY	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS
1	Daves Avenue at Kavin Lane <sup>2</sup>	X			X	X <sup>1</sup>	X
2	Daves Avenue at Daves Elementary School Entrance (just west of Poppy Lane) <sup>2</sup>	X			X	X <sup>1</sup>	X
3	Santa Cruz Avenue at Blossom Hill Road	X		X	X	X	X
4	University Avenue at Blossom Hill Road	X		X	X	X	X
5	Santa Cruz Avenue at Roberts Road West	X	X		X	X	X
6	Santa Cruz Avenue at Andrews Street	X			X	X	X
7	Los Gatos Saratoga Road (Highway 9) at Massol Avenue <sup>2</sup>	X	X	X	X	X <sup>1</sup>	X
8	Santa Cruz Avenue at Los Gatos-Saratoga Road (Highway 9)	X		X	X	X	X
9	University Avenue at Los Gatos Saratoga Road (Highway 9)	X			X	X	X
10	Santa Cruz Avenue at Almendra Avenue/Petticoat Lane	X			X	X	X
11	Santa Cruz Avenue at Bachman Avenue	X			X	X	X
12	Santa Cruz Avenue at Royce Street/Nicholson Avenue	X			X	X	X
13	Santa Cruz Avenue at Grays Lane	X			X		X
14	Santa Cruz Avenue at Bean Avenue	X			X		X
15	Santa Cruz Avenue at Elm Street	X	X		X		X
16	Santa Cruz Avenue just south of Elm Street (midblock)	X	X		X		X
17	Santa Cruz Avenue just north of Main Street (midblock)	X			X		X
18	Santa Cruz Avenue at Main Street	X		X	X		X
19	Santa Cruz Avenue at Broadway	X	X		X		X
20	University Avenue at Mullen Avenue	X			X	X	X
21	University Avenue at Elm Street	X			X	X	X
22	University Avenue between Main Street and Elm Street (midblock)	X	X		X	X	X
23	University Avenue at Main Street (includes new crosswalks with curb bulbouts)	X			X	X	X
24	Main Street at College Avenue	X	X		X	X	X
25	Main Street at Pageant Way/Church Street	X	X		X	X	X
26	Main Street at Villa Avenue	X	X		X	X	X

<sup>1</sup> Identified in Safe Routes to School Study and project is along a designated School Walking Route

<sup>2</sup> Incorporates other modifications as discussed in the Safe Routes to School Study and in Appendix X

PROJECT NUMBER	IMPROVES ACCESS FOR MOBILITY IMPAIRED	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES PEDESTRIAN ACTIVITY	PRELIMINARY COST ESTIMATE <sup>3</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
1	X	X	X	X	\$10,000	Easy	None required	1
2	X	X	X	X	\$50,000	Easy	• Los Gatos Union School District	1
3	X	X		X	\$31,000	Moderate	None required	1
4	X	X		X	\$37,000	Moderate	None required	1
5	X	X		X	\$15,000	Easy	None required	2
6		X			\$12,000	Easy	None required	2
7	X	X		X	\$62,000	Moderate	• Caltrans	2
8	X	X	X	X	\$120,000	Moderate	• Caltrans	1
9		X	X		\$18,000	Easy	• Caltrans	2
10		X	X		\$12,000	Easy	None required	2
11		X	X		\$12,000	Easy	None required	2
12		X	X		\$12,000	Easy	None required	2
13		X	X		\$6,000	Easy	None required	2
14		X	X		\$21,000	Easy	None required	1
15	X	X	X	X	\$6,000	Easy	None required	1
16	X	X	X	X	\$18,000	Easy	None required	1
17		X	X		\$3,000	Easy	None required	1
18	X	X	X	X	\$68,500	Moderate	None required	1
19	X	X	X	X	\$21,000	Easy	None required	1
20		X	X		\$6,000	Easy	None required	2
21		X	X		\$6,000	Easy	None required	2
22	X	X	X	X	\$18,000	Easy	None required	1
23		X	X		\$59,000	Moderate	None required	1
24	X	X	X	X	\$21,000	Easy	None required	1
25	X	X	X	X	\$24,000	Easy	None required	1
26	X	X	X	X	\$18,000	Easy	None required	1

This table continues on page 4-16

<sup>3</sup> Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes and do not include right of way acquisition, major environmental impacts, major changes to curb and gutter, utilities, and landscaping or other project amenities. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

Table 4.5: Pedestrian Improvements - Intersections and Crossings (continued)

PROJECT NUMBER AND LOCATION		HIGH-VISIBILITY CROSSWALK(S)	PEDESTRIAN FLASHING BEACONS	REMOVE FREE RIGHT TURN(S) (# REMOVED)	ENHANCES SAFETY	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS
27	Main Street between High School Court and Chicago Avenue	X	X		X	X	X
28	Main Street at Pleasant Street/Jackson Street <sup>2</sup>	X			X	X <sup>1</sup>	X
29	Los Gatos Boulevard at Highway 9 <sup>2</sup>	X		X	X	X*	X
30	Nino Avenue at Fisher Avenue <sup>2</sup>	X			X	X <sup>1</sup>	X
31	Los Gatos Boulevard at Shannon Road/Roberts Road East	X		X	X	X <sup>1</sup>	X
32	Roberts Road East at Fisher Avenue <sup>2</sup>			X <sup>5</sup>	X	X <sup>1</sup>	X
33	Blossom Hill Road at Roberts Road East <sup>3</sup>	X			X	X*	X
34	Los Gatos Boulevard at Blossom Hill Road <sup>2</sup>	X		X	X	X <sup>1</sup>	X
35	Blossom Hill Road at Cherry Blossom Lane <sup>2</sup>	X		X	X	X <sup>1</sup>	X
36	Los Gatos Boulevard at Los Gatos Almaden Road	X		X	X		X
37	Westchester Drive and Blossom Valley Drive (near Alta Vista Elementary School) <sup>2</sup>	X			X	X <sup>1</sup>	X

<sup>1</sup> Identified in Safe Routes to School Study and project is along a designated School Walking Route

<sup>2</sup> Incorporates other modifications as discussed in the Safe Routes to School Study and in Appendix H

<sup>5</sup> Roberts Road East at Fisher Avenue improvements involve adjustments to turning movements to increase sight distance

PROJECT NUMBER	IMPROVES ACCESS FOR MOBILITY IMPAIRED	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES PEDESTRIAN ACTIVITY	PRELIMINARY COST ESTIMATE <sup>3</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
27	X	X	X	X	\$15,000	Easy	• Los Gatos-Saratoga Union High School District	1
28	X	X	X	X	\$16,500	Easy	None required	1
29	X	X	X	X	\$500,000	Complex	None required	2
30	X	X	X	X	\$77,500	Easy	• Los Gatos Union School District	1
31	X	X		X	\$750,000 <sup>4</sup>	Moderate	None required	2
32	X	X	X	X	\$8,500	Easy	• Los Gatos Union School District	1
33	X	X	X	X	\$23,000 <sup>4</sup>	Easy	None required	1
34	X	X		X	\$500,000 <sup>4</sup>	Moderate	• Los Gatos Union School District	2
35	X	X	X	X	\$650,000 <sup>4</sup>	Moderate	None required	2
36	X	X		X	\$120,000	Moderate	None required	2
37	X	X	X	X	\$112,500 <sup>4</sup>	Easy	• Union Elementary School District	1

<sup>3</sup> Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes and do not include right of way acquisition, major environmental impacts, major changes to curb and gutter, utilities, and landscaping or other project amenities. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

<sup>4</sup> Estimate includes improvements proposed in the Safe Routes to School Study

Table 4.6: Townwide Improvements

IMPROVEMENT NUMBER AND DESCRIPTION	ENHANCES SAFETY	ALONG IDENTIFIED SCHOOL WALKING ROUTE	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IMPROVES ACCESS FOR MOBILITY IMPAIRED
<b>CROSSINGS</b>				
1 Install high-visibility crosswalks at all signalized intersections within Los Gatos and Monte Sereno, where feasible.	X	Depends on location	Depends on location	X
<b>SIDEWALKS AND CURB RAMPS</b>				
2 Complete a Townwide Sidewalk Inventory.	X	N/A	N/A	N/A
3 Add missing sidewalks along arterial roadways in Town. <sup>1</sup>	X	Depends on location	Depends on location	X
4 Add missing sidewalks along identified school walking routes, with routes identified in the adopted "Los Gatos Safe Routes to School Phase 1" report.	X	X	Depends on location	X
5 Add missing sidewalks along all arterials, collectors, and community collector roads within Downtown Los Gatos. <sup>1</sup>	X	Depends on location	Depends on location	X
<b>LIGHTING</b>				
6 Develop a Townwide Lighting Plan. This Plan would inventory existing lighting, identify specific locations for additional vehicular street lighting, as well as identify specific locations to install pedestrian-scaled lighting.	X	N/A	N/A	N/A
7 Add lighting along arterial, collector, and community collector roadways in Downtown Los Gatos. <sup>2</sup>	X	X	X	X
<b>WAYFINDING</b>				
8 Develop a Townwide Wayfinding Plan. This Plan would inventory existing signs, identify specific locations for new or additional signs, as well as recommend consistent sign design standards and potential replacement of existing signs.	X	N/A	N/A	N/A
9 Install information signs and kiosks at key destinations in Los Gatos. This includes identifying entrances to the Los Gatos Creek Trail, significant trailheads at Open Space Preserves, parks, schools, hospitals, Downtown Los Gatos and other significant retail corridors, Town Hall and other civic facilities (post offices, libraries, etc.). The information signs and kiosks would provide a map of the city and directions on how to get to other key locations.	X	Depends on location	Depends on location	N/A
<b>BICYCLE AMENITIES</b>				
10 Install short-term bicycle parking in front of businesses or activity centers in Downtown Los Gatos or along Los Gatos Boulevard, at every park and school, and adjacent to trailheads along Los Gatos Creek Trail and at entrances to Open Space Preserves.	X	Depends on location	Depends on location	N/A
11 Consider expanding the network of portable "fix-it" bicycle stations, including throughout the Los Gatos Creek Trail and at trailheads to major Open Space Preserves within the Town limits, including but not limited to Belgatos Park, St. Joseph's Open Space Preserve, and Santa Rosa Open Space Preserve.	X	Depends on location	Depends on location	N/A
12 Install bicycle detection at all signalized intersections on designated bikeways. <sup>3</sup>	X	Depends on location	Depends on location	N/A
13 Install bicycle crossing warning signs at all unsignalized intersections on Class I designated bikeways. <sup>3</sup>	X	Depends on location	Depends on location	N/A
14 Where feasible, widen existing Los Gatos Creek Trail and improve existing entrances to the trail.	X		X	X
15 Enhance existing Class II bike lanes by providing standard Caltrans "Bike Lane" signage as well as striping on both sides of bike lanes where there is on-street parking.	X	Depends on location	Depends on location	N/A
16 Designate recommended routes in the general plan, providing standard Caltrans "Bike Route" signage on all Class III routes shown on the Existing and Proposed Bikeways Network Map (Figure 2).	X	Depends on location	Depends on location	N/A
17 Enhance existing Class III routes, providing standard Caltrans "Bike Route" signage on all Class III routes shown on the Existing and Proposed Bikeways Network Map (Figure 2).	X	Depends on location	Depends on location	N/A

<sup>1</sup> Upon completion of a Townwide Sidewalk Inventory Report

<sup>2</sup> Roadways identified in Figure TRA-1 in the 2020 Los Gatos General Plan

<sup>3</sup> As identified in the Existing and Proposed Bikeways Map

IMPROVEMENT NUMBER	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES BIKE/PEDESTRIAN ACTIVITY	PRELIMINARY COST ESTIMATE <sup>4</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/REGIONAL COLLABORATION	IMPLEMENTATION PHASE(S)
1	Depends on location	X	Depends on location	X	\$3,000 per crossing	Easy	Depends on location	2
2	N/A	X	N/A	X	In progress	Moderate	None required	1
3	Depends on location	X	Depends on location	X	Depends on Location	Moderate	Depends on location	2
4	X	X	Depends on location	X	Depends on Location	Moderate	Depends on location	2
5	Depends on location	X	Depends on location	X	Depends on Location	Moderate	Depends on location	2
6	N/A	X	N/A	X	Depends on scope of project	Easy	None required	1
7	X	X	Depends on location	X	\$5,000-\$10,000 per pedestrian streetlight	Moderate	None required	2
8	N/A	N/A	N/A	X	\$75,000	Easy	None required	1
9	Depends on location	X	Depends on location	X	Depends on Scope of Project	Easy	None required	2
10	Depends on location	X	Depends on location	X	\$600 per rack \$2100 per locker	Easy	<ul style="list-style-type: none"> <li>Local businesses and school districts</li> <li>County of Santa Clara (Vasona County Park)</li> </ul>	1-3
11	Depends on location	X	Depends on location	X	\$1,100 per station	Easy	<ul style="list-style-type: none"> <li>Mid-Peninsula Open Space District (at trailheads to open space preserves)</li> </ul>	1
12	Depends on location	X	Depends on location	X	\$2,000 per loop detector	Moderate	Depends on location	2
13	Depends on location	X	Depends on location	X	\$100 per sign	Easy	None required	2
14		X	X	X	Depends on Improvement	Complex	<ul style="list-style-type: none"> <li>County of Santa Clara</li> <li>Santa Clara Valley Water District</li> </ul>	1-3
15	Depends on location	X	Depends on location	X	\$30,000 per mile	Easy	None required	2
16	Depends on location	X	Depends on location	X	\$300 per sign	Easy	<ul style="list-style-type: none"> <li>County of Santa Clara</li> <li>City of San Jose</li> <li>City of Saratoga</li> <li>City of Campbell</li> </ul>	1-3
17	Depends on location	X	Depends on location	X	\$300 per sign	Easy	None required	2

<sup>4</sup> Preliminary cost estimates are to help determine order-of-magnitude for planning-level purposes.

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## ESTABLISHING CRITERIA AND PRIORITIZATION FOR TOWNWIDE PROGRAMS

In addition to developing criteria and creating a phased list of bicycle and pedestrian projects, the Bicycle and Pedestrian Master Plan also contains a phased list of programs, which are described in greater detail in Table 4.7. Criteria developed in the phasing of BPMP programs are based on four organizing principles developed by the BPAC in December 2016, which directly reflect and implement components of the “Essential Elements of a Bicycle Friendly America” as supported by the League of American Bicyclists and the California Transportation Commission. These criteria include:

- Supporting the Reduction/Elimination of Fatalities
- Encouraging Students to Walk and Bike
- Increasing Connectivity of the Bike/Ped Network
- Supporting Shovel-Ready Projects

From these criteria, programs were phased into short-term, medium-term and long-term priorities. It is worth noting that the program list developed in Table 4.7 directly correlates with the policies and actions described in Chapter 3 of this Plan. Actions listed in Table 4.7 are those that specifically focus on programs that can be individually implemented, while Policies listed in the table are those that are best executed through the concurrent implementation of all individual actions listed under that policy. Policies and Actions that are covered in Chapter 3 but not in Table 4.7 are project-based, and are described in greater detail in the bicycle, pedestrian, and townwide project tables (Tables 4.1-4.6) in this chapter.

Table 4.7: Townwide Programs

AFFILIATED POLICY/ACTION NUMBER AND PROGRAM DESCRIPTION		SUPPORTS THE REDUCTION/ELIMINATION OF FATALITIES	ENCOURAGES STUDENTS TO WALK AND BIKE	INCREASES CONNECTIVITY OF BIKE/PED NETWORK	SUPPORTS SHOVEL-READY PROJECTS	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/REGIONAL COLLABORATION	IMPLEMENTATION PHASE(S)
<b>EDUCATION AND ENCOURAGEMENT</b>								
<b>A1a</b>	Develop pedestrian and bicycle safety education programs.	X	X			Easy	• Local school districts	1
<b>A1b</b>	Develop a road safety campaign.	X				Moderate	• Police Department	2
<b>A1c</b>	Support existing and future Safe Routes to School efforts.	X	X			Easy	• Local school districts	1-3
<b>A1d</b>	Develop a “rules of the road” education program.	X	X			Moderate	None required	1
<b>A2a</b>	Support educational efforts to discuss bicycling and walking benefits.	X	X			Easy	• Local school districts	1-3
<b>A2b</b>	Promote non-motorized modes of transportation.	X	X			Easy	• Local employers • Local school districts	1-3
<b>A2c</b>	Encourage open streets events.	X	X			Moderate	• Local businesses • Police department	1-3
<b>A2d</b>	Develop a Bike-Friendly Business program.			X		Moderate	• Local businesses	2
<b>A2e</b>	Create a bike and pedestrian friendly public realm.	X	X	X		Depends on project	• Local employers	1-3
<b>A2f</b>	Encourage events that promote walking and bicycling, including “Walking School Buses” and “Bicycle Trains”.		X	X		Easy	• Local school districts	1-3
<b>A3</b>	Encourage local employers to provide amenities and incentives, encouraging their employees to bike and walk to work.			X		Moderate	• Local employers	2
<b>A4a</b>	Create employee bicycling/walking programs for Town employees.			X		Easy	None required	1
<b>A4b</b>	Create end-of-trip amenities at Town offices.		X	X		Easy	None required	1
<b>A4c</b>	Provide a bike share program for Town employees.			X		Easy	None required	1
<b>ENFORCEMENT</b>								
<b>B1a</b>	Support targeted enforcement of vehicle code violations that inhibit walking/bicycling.	X	X			Easy	• Police Department	1
<b>B1b</b>	Encourage alternatives to curbside placement of waste and recycling containers.	X	X			Complex	• Waste Management Services • Police Department	3
<b>B1c</b>	Continue to prioritize enforcement of traffic laws around schools.	X	X			Easy	• Police Department	1
<b>B1d</b>	Consider expanding existing juvenile ticket diversion program.	X	X			Moderate	• Santa Clara County • Police department	2
<b>ACCESSIBILITY/CONNECTIVITY</b>								
<b>C4b</b>	Consider bicycle parking requirements and guidelines for incoming non-residential development and redevelopment projects.		X	X		Easy	None required	1
<b>C4c</b>	Consider amending the Town code to require end-of-trip amenities at employment centers.			X		Moderate	• Local employers	2

Table 4.7: Townwide Programs (continued)

AFFILIATED POLICY/ACTION NUMBER AND PROGRAM DESCRIPTION		SUPPORTS THE REDUCTION/ELIMINATION OF FATALITIES	ENCOURAGES STUDENTS TO WALK AND BIKE	INCREASES CONNECTIVITY OF BIKE/PED NETWORK	SUPPORTS SHOVEL-READY PROJECTS	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/REGIONAL COLLABORATION	IMPLEMENTATION PHASE(S)
<b>ENGINEERING/DEVELOPMENT STANDARDS</b>								
<b>D1d</b>	Consider removal of on-street vehicular parking.	X				Moderate	• Local businesses	2
<b>D1e</b>	Consolidate loading and waiting zones.	X		X		Easy	• Local businesses • Local property owners	1
<b>D1f</b>	Minimize driveway cuts.	X		X		Moderate	• Local businesses • Local property owners	1-3
<b>D1g</b>	Limit roadway widening.	X	X			Easy	None required	1-3
<b>D1h</b>	Identify locations for new mid-block crossings.	X		X		Easy	None required	1-3
<b>D2a</b>	Incorporate best practices into facility design.	X		X		Easy	None required	1-3
<b>D2c</b>	Update “Right on Red” policies.	X	X	X		Easy	None required	1
<b>D2d</b>	Install diagonal crossings at key intersections.	X		X		Easy	None required	1-3
<b>D2e</b>	Upgrade pedestrian signalization at key intersections.	X	X	X		Easy	None required	1-3
<b>D2f</b>	Upgrade bicycle facilities at intersections with designated bikeways.	X	X	X		Easy	None required	1-3
<b>D2g</b>	Consider bicycle signalization at key intersections.	X	X	X		Easy	None required	1-3
<b>D2h</b>	Consider consolidating existing crossings.	X		X		Easy	None required	1-3
<b>D3a</b>	Continue to incorporate best practices in traffic calming.	X	X	X		Easy	None required	1-3
<b>D3b</b>	Consider school zone speed limit reduction.	X	X	X		Easy	• Local school districts • Adjacent jurisdictions	1
<b>D3c</b>	Consider the reduction, modification, or elimination of free-right turns.	X		X		Moderate	None required	2
<b>EVALUATION/IMPLEMENTATION STRATEGIES</b>								
<b>E1a</b>	Conduct annual progress assessments for implementation of the BPMP.	X		X	X	Easy	• BPAC or similar advisory committee	1
<b>E1b</b>	Assess collision data concurrently with implementation of the BPMP.	X		X	X	Easy	None required	1
<b>E1c</b>	Regularly update the BPMP.	X		X	X	Moderate	None required	2
<b>E2</b>	Ensure regular inspection, maintenance and repair of bicycle and pedestrian facilities.	X		X		Easy	None required	1
<b>E3</b>	Evaluate current demands/needs for bicycle and pedestrian facilities, including conducting numerical counts and use of parking facilities.	X		X	X	Easy	None required	1
<b>E4</b>	Develop a phased implementation strategy for the Bicycle and Pedestrian Master Plan	X		X	X	Easy	None required	1-3
<b>E5</b>	Regularly seek funding to design and implement active transportation projects.	X	X	X	X	Easy	None required	1-3
<b>E6</b>	Collaborate with adjacent jurisdictions and regional/state agencies to pool resources and tie local bicycle and pedestrian projects into regional networks.	X	X	X	X	Easy	• Caltrans • VTA • Adjacent jurisdictions • Local school districts • Other relevant agencies	1-3
<b>E7</b>	Incorporate bicycling and walking into Town/City Transportation Demand Management (TDM) policies and strategies.	X		X		Moderate	• Local employers	2-3

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# BICYCLE AND PEDESTRIAN ADVISORY COMMISSION (BPAC) PRIORITY PROJECTS AND PROGRAMS

From the lists of recommended projects and programs, the BPAC has identified a short list of top-priority projects, which mirror and exemplify the categories of criteria selected for Plan implementation. Priority Bicycle Projects are listed in Table 4.8, while Pedestrian Projects are listed in Table 4.9, with Townwide Projects listed in Table 4.10 and Townwide Programs listed in Table 4.11. Recommendations that focused on prioritized Safe Routes to School Projects are provided in Appendix J. While some of these projects are not listed as short-term (Phase 1) implementation priorities, these projects may receive first priority in terms of available funding set by the Town Council, or prioritized coordination between the Town of Los Gatos and local, regional and state agencies to start project implementation.

Table 4.8: Prioritized Bicycle Projects - Bicycle and Pedestrian Advisory Commission

PROJECT NUMBER AND DESCRIPTION	FACILITY TYPE	ENHANCES SAFETY	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IDENTIFIED AS A CROSS COUNTY CORRIDOR	CLOSES EXISTING NETWORK GAPS	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA
<b>TOP 4 PRIORITY PROJECTS</b>								
6 Trailhead connection from Los Gatos Creek Trail to Los Gatos Saratoga Road (Highway 9)	Class I	X	X		X		X	X
22 Sharrows on University Avenue between Main Street and Lark Avenue	Class III	X	X		X			X
35 Los Gatos Boulevard from Lark Avenue to Blossom Hill Road	Class IV	X	X		X			
37 Enhance Blossom Hill Road from Class II Bike Lanes to Class IV Cycle Tracks Roberts Road West to Los Gatos Boulevard	Class IV	X	X			X <sup>1</sup>	X	X
<b>OTHER PRIORITY PROJECTS</b>								
3 Bicycle/Pedestrian Bridge connecting Los Gatos Creek Trail to Farley Road	Class I	X	X		X			
7 Connection from Los Gatos Creek Trail alongside east side of Highway 17 (just north of Main Street) to north side of Helm Field to Bella Vista Ave	Class I	X	X		X	X <sup>1</sup>		X
8 Improve existing Los Gatos Creek Trail from Main Street to Lexington Reservoir with an enhanced unpaved surface	Class I	X	X		X		X	X
20 Enhance existing Class II bike lanes on Los Gatos Boulevard from Los Gatos Saratoga Road (Highway 9) to Pleasant Street/Jackson Street <sup>2</sup>	Class II	X	X			X <sup>1</sup>	X	X
34 Lark Avenue from Winchester Boulevard to Los Gatos Boulevard	Class IV	X						
36 Enhance Winchester Boulevard from Class II Bike Lanes to Class IV Cycle Tracks between Shelburne Way and Albright Way	Class IV	X	X	X		X <sup>1</sup>	X	

<sup>1</sup> Identified in Safe Routes to School Study and project is along a designated School Walking Route.

<sup>2</sup> Includes roadway widening in key spots in order to accommodate full-size bike lanes on either side of roadway.

PROJECT NUMBER	INCREASES BIKE ACTIVITY	LENGTH (MILES)	PRELIMINARY COST ESTIMATE <sup>3</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/REGIONAL COLLABORATION	IMPLEMENTATION PHASE
6	X	200 ft	\$1,200,000	Moderate	<ul style="list-style-type: none"> <li>Caltrans</li> <li>Santa Clara Valley Water District</li> </ul>	1
22	X	2.4	\$67,200	Moderate	None required	1
35	X	1.0	\$200,000	Moderate	<ul style="list-style-type: none"> <li>Properties along Los Gatos Boulevard</li> </ul>	2
37	X	0.6	\$120,000	Moderate	<ul style="list-style-type: none"> <li>Properties along Blossom Hill Road</li> </ul>	1
3	X	0.1	\$6,000,000	Complex	<ul style="list-style-type: none"> <li>California Department of Transportation (Caltrans)</li> <li>Santa Clara Valley Water District</li> <li>Properties on Farley Road</li> </ul>	3
7	X	0.5	\$380,000	Moderate	<ul style="list-style-type: none"> <li>Santa Clara Valley Water District</li> <li>San Jose Water Company</li> <li>Los Gatos Lodge</li> <li>Properties on Bella Vista Avenue</li> </ul>	2
8	X	1.8	\$216,000	Moderate	<ul style="list-style-type: none"> <li>Midpeninsula Open Space District</li> <li>County of Santa Clara</li> <li>Santa Clara Valley Water District</li> <li>San Jose Water Company</li> </ul>	1
20	X	0.4	\$250,000	Moderate	<ul style="list-style-type: none"> <li>Adjacent properties</li> </ul>	1
34	X	0.7	\$140,000	Moderate	<ul style="list-style-type: none"> <li>Caltrans</li> <li>Properties along Lark Avenue</li> </ul>	2
36	X	1.4	\$240,000	Moderate	<ul style="list-style-type: none"> <li>Properties along Winchester Boulevard</li> </ul>	1

<sup>3</sup> Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes and do not include right of way acquisition, major environmental impacts, major changes to curb and gutter, utilities, and landscaping or other project amenities. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

Table 4.9: Prioritized Pedestrian Projects - Bicycle and Pedestrian Advisory Commission

PROJECT NUMBER AND LOCATION	HIGH-VISIBILITY CROSSWALK(S)	PEDESTRIAN FLASHING BEACONS	REMOVE FREE RIGHT TURN(S) (# REMOVED)	ENHANCES SAFETY	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS
<b>TOP 4 PRIORITY PROJECTS</b>						
8 Santa Cruz Avenue at Los Gatos-Saratoga Road (Highway 9)	X		X	X	X	X
9 University Avenue at Los Gatos Saratoga Road (Highway 9)	X			X	X	X
18 Santa Cruz Avenue at Main Street	X		X	X		X
26 Main Street at Villa Avenue; Main Street between High School Court and Chicago Avenue; Main Street at Pleasant Street/Jackson Street <sup>2</sup>	X	X		X	X <sup>1</sup>	X
<b>OTHER PRIORITY PROJECTS</b>						
3 Santa Cruz Avenue at Blossom Hill Road	X		X	X	X	X
5 Santa Cruz Avenue at Roberts Road	X	X		X	X	X
7 Los Gatos Saratoga Road (Highway 9) at Massol Avenue <sup>2</sup>	X	X	X	X	X <sup>1</sup>	X
19 Santa Cruz Avenue at Broadway	X	X		X		X
23 University Avenue at Main Street (includes new crosswalks with curb bulbouts)	X			X	X	X
31 Los Gatos Boulevard at Shannon Road/Roberts Road	X		X	X	X <sup>1</sup>	X
32 Roberts Road East at Fisher Avenue <sup>2</sup>			X <sup>5</sup>	X	X <sup>1</sup>	X
34 Los Gatos Boulevard at Blossom Hill Road <sup>2</sup>	X		X	X	X <sup>1</sup>	X
35 Blossom Hill Road at Cherry Blossom Lane <sup>2</sup>	X		X	X	X <sup>1</sup>	X

<sup>1</sup> Identified in Safe Routes to School Study and project is along a designated School Walking Route.

<sup>2</sup> Incorporates other modifications as discussed in the Safe Routes to School Study and in Appendix H.

<sup>5</sup> Roberts Road East at Fisher Avenue improvements involve adjustments to turning movements to increase sight distance

PROJECT NUMBER	IMPROVES ACCESS FOR MOBILITY IMPAIRED	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES PEDESTRIAN ACTIVITY	PRELIMINARY COST ESTIMATE <sup>3</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/REGIONAL COLLABORATION	IMPLEMENTATION PHASE
8	X	X	X	X	\$120,000	Moderate	• Caltrans	1
9		X	X		\$18,000	Easy	• Caltrans	2
18	X	X	X	X	\$68,500	Moderate	None required	1
26 27 28	X	X	X	X	\$49,500	Easy	• Los Gatos-Saratoga Union High School District	1
3	X	X		X	\$31,000	Moderate	None required	1
5	X	X		X	\$15,000	Easy	None required	2
7	X	X		X	\$62,000	Moderate	• Caltrans	2
19	X	X	X	X	\$21,000	Easy	None required	1
23		X	X		\$59,000	Moderate	None required	1
31	X	X		X	\$750,000 <sup>4</sup>	Moderate	None required	2
32	X	X	X	X	\$8,500	Easy	• Los Gatos Union School District	1
34	X	X		X	\$500,000 <sup>4</sup>	Moderate	• Los Gatos Union School District	2
35	X	X	X	X	\$650,000 <sup>4</sup>	Moderate	None required	2

<sup>3</sup> Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes and do not include right of way acquisition, major environmental impacts, major changes to curb and gutter, utilities, and landscaping or other project amenities. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

<sup>4</sup> Estimate includes improvements proposed in the Safe Routes to School Study

Table 4.10: Prioritized Town-Wide Improvements - Bicycle and Pedestrian Advisory Commission

IMPROVEMENT NUMBER AND DESCRIPTION		ENHANCES SAFETY	ALONG IDENTIFIED SCHOOL WALKING ROUTE	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IMPROVES ACCESS FOR MOBILITY IMPAIRED
<b>TOP 4 PRIORITY IMPROVEMENTS</b>					
4	Add missing sidewalks along identified school walking routes, with routes identified in the adopted "Los Gatos Safe Routes to School Phase 1" report.	X	X	Depends on location	X
10	Install short-term bicycle parking in front of businesses or activity centers in Downtown Los Gatos or along Los Gatos Boulevard, at every park and school, and adjacent to trailheads along Los Gatos Creek Trail and at entrances to Open Space Preserves.	X	Depends on location	Depends on location	N/A
15	Enhance existing Class II bike lanes by providing standard Caltrans "Bike Lane" signage as well as striping on both sides of bike lanes where there is on-street parking.	X	Depends on location	Depends on location	N/A
16	Designate recommended routes in the general plan, providing standard Caltrans "Bike Route" signage on all Class III routes shown on the Existing and Proposed Bikeways Network Map (Figure 2).	X	Depends on location	Depends on location	N/A
<b>OTHER PRIORITY IMPROVEMENTS</b>					
1	Install high-visibility crosswalks at all signalized intersections within Los Gatos and Monte Sereno, where feasible.	X	Depends on location	Depends on location	X
5	Add missing sidewalks along all arterials, collectors, and community collector roads within Downtown Los Gatos. <sup>1</sup>	X	Depends on location	Depends on location	X
6	Develop a Townwide Lighting Plan. This Plan would inventory existing lighting, identify specific locations for additional vehicular street lighting, as well as identify specific locations to install pedestrian-scaled lighting.	X	N/A	N/A	N/A
8	Develop a Townwide Wayfinding Plan. This Plan would inventory existing signs, identify specific locations for new or additional signs, as well as recommend consistent sign design standards and potential replacement of existing signs.	X	N/A	N/A	N/A
12	Install bicycle detection at all signalized intersections on designated bikeways. <sup>2</sup>	X	Depends on location	Depends on location	N/A
13	Install bicycle crossing warning signs at all unsignalized intersections on Class I designated bikeways. <sup>2</sup>	X	Depends on location	Depends on location	N/A
14	Where feasible, widen existing Los Gatos Creek Trail and improve existing entrances to the trail.	X		X	X

<sup>1</sup> Upon completion of a Townwide Sidewalk Inventory Report

<sup>2</sup> As identified in the Existing and Proposed Bikeways Map

IMPROVEMENT NUMBER	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRASTRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES BIKE/PEDESTRIAN ACTIVITY	PRELIMINARY COST ESTIMATE <sup>3</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/REGIONAL COLLABORATION	IMPLEMENTATION PHASE(S)
4	X	X	Depends on location	X	Depends on Location	Moderate	Depends on location	2
10	Depends on location	X	Depends on location	X	\$600 per rack \$2100 per locker	Easy	<ul style="list-style-type: none"> <li>Local businesses and school districts</li> <li>County of Santa Clara (Vasona County Park)</li> </ul>	1-3
15	Depends on location	X	Depends on location	X	\$30,000 per mile	Easy	None required	2
16	Depends on location	X	Depends on location	X	\$300 per sign	Easy	<ul style="list-style-type: none"> <li>County of Santa Clara</li> <li>City of San Jose</li> <li>City of Saratoga</li> <li>City of Campbell</li> </ul>	1-3
1	Depends on location	X	Depends on location	X	\$3,000 per crossing	Easy	Depends on location	2
5	Depends on location	X	Depends on location	X	Depends on Location	Moderate	Depends on location	2
6	N/A	X	N/A	X	Depends on scope of project	Easy	None required	1
8	N/A	N/A	N/A	X	\$75,000	Easy	None required	1
12	Depends on location	X	Depends on location	X	\$2,000 per loop detector	Moderate	Depends on location	2
13	Depends on location	X	Depends on location	X	\$100 per sign	Easy	None required	2
14		X	X	X	Depends on Improvement	Complex	<ul style="list-style-type: none"> <li>County of Santa Clara</li> <li>Santa Clara Valley Water District</li> </ul>	1-3

<sup>3</sup> Preliminary cost estimates are to help determine order-of-magnitude for planning-level purposes.

Table 4.11: Prioritized Town-Wide Programs - Bicycle and Pedestrian Advisory Commission

AFFILIATED POLICY/ACTION NUMBER AND PROGRAM DESCRIPTION		SUPPORTS THE REDUCTION/ELIMINATION OF FATALITIES	ENCOURAGES STUDENTS TO WALK AND BIKE	INCREASES CONNECTIVITY OF BIKE/PED NETWORK	SUPPORTS SHOVEL-READY PROJECTS	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/REGIONAL COLLABORATION	IMPLEMENTATION PHASE(S)
<b>TOP 4 PRIORITY PROGRAMS</b>								
<b>A2c</b>	Encourage open streets events.	X	X			Moderate	<ul style="list-style-type: none"> <li>Local businesses</li> <li>Police department</li> </ul>	1-3
<b>B1a</b>	Support targeted enforcement of vehicle code violations that inhibit walking/bicycling.	X	X			Easy	<ul style="list-style-type: none"> <li>Police Department</li> </ul>	1
<b>D1d</b>	Consider removal of on-street vehicular parking.	X				Moderate	<ul style="list-style-type: none"> <li>Local businesses</li> </ul>	2
<b>D2a</b>	Incorporate best practices into facility design.	X		X		Easy	None required	1-3
<b>OTHER PRIORITY PROGRAMS</b>								
<b>A1a</b>	Develop pedestrian and bicycle safety education programs.	X	X			Easy	<ul style="list-style-type: none"> <li>Local school districts</li> </ul>	1
<b>A1b</b>	Develop a road safety campaign.	X				Moderate	<ul style="list-style-type: none"> <li>Police Department</li> </ul>	2
<b>A1d</b>	Develop a "rules of the road" education program.	X	X			Moderate	None required	1
<b>B1b</b>	Encourage alternatives to curbside placement of waste and recycling containers.	X	X			Complex	<ul style="list-style-type: none"> <li>Waste Management Services</li> <li>Police Department</li> </ul>	3
<b>B1c</b>	Continue to prioritize enforcement of traffic laws around schools.	X	X			Easy	<ul style="list-style-type: none"> <li>Police Department</li> </ul>	1
<b>C4c</b>	Consider amending the Town code to require end-of-trip amenities at employment centers.			X		Moderate	<ul style="list-style-type: none"> <li>Local employers</li> </ul>	2
<b>D2c</b>	Update "Right on Red" policies.	X	X	X		Easy	None required	1
<b>D3b</b>	Consider school zone speed limit reduction.	X	X	X		Easy	<ul style="list-style-type: none"> <li>Local school districts</li> <li>Adjacent jurisdictions</li> </ul>	1
<b>D3c</b>	Consider the reduction, modification, or elimination of free-right turns.	X		X		Moderate	None required	2

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← Roberts

LEFT TURN  
YIELD  
ON  
GREEN SIGNAL



# 5

# IMPLEMENTATION AND FUNDING

The purpose of this chapter is to identify funding opportunities that might help fund the implementation of projects and programs in the Los Gatos Bicycle and Pedestrian Master Plan, as well as aid the City in prioritizing which improvements or programs are eligible or best suited for each type of grant funding. The federal, state, regional and local funding opportunities listed include funding for further planning, construction, and implementation.

# FUNDING

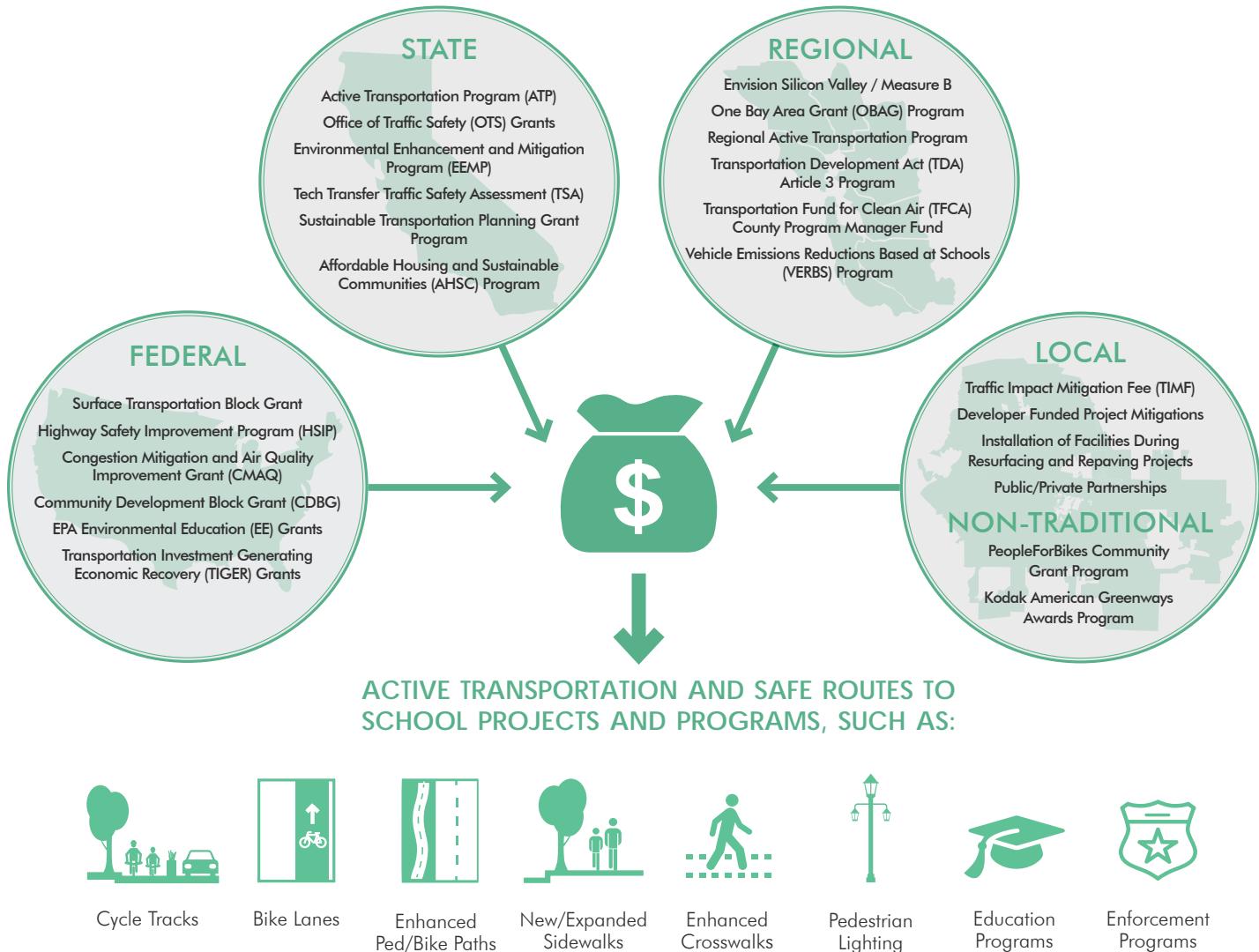
Available funding is affected by the legislative and economic climate, and as a result this list is subject to change. The Town of Los Gatos should pursue applications for the majority of grant funding opportunities.

There are a variety of potential funding sources, including federal, state, regional, local, and non-traditional programs that can be used to construct active transportation improvements. The Town should also take advantage of private contributions in implementing pedestrian and bicycle improvements. This could include a variety of resources, such as monetary donations towards specific improvements. Funding sources considered appropriate for Los Gatos are shown in Figure 5.1 and discussed in detail below.

## FEDERAL FUNDING SOURCES

The primary sources of federal funding for bicycle and pedestrian facilities are from the US Department of Transportation (USDOT) and the US Department of Housing and Urban Development (HUD). Federal funding sources provide large sums of money to fund projects and programs, but are very competitive, have stringent guidelines, and require robust Town resources for the initial application process and subsequent reporting. The Town of Los Gatos should consider designating Town staff member(s) to monitor these grant programs and managing projects that receive funding. BPMP projects that are most suitable for federal funding include those that meet the program's requirements, have a high price tag of \$1 million dollars or more, and those in which the Town can contribute a percentage (usually 10 to 20 percent) as a local matching fund.

Figure 5.1: Potential Funding Sources for Active Transportation Improvements



## Surface Transportation Block Grant

In 2015, President Obama signed into law the Fixing America's Surface Transportation Act (FAST Act). The FAST Act replaces the previous two-year transportation authorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), and provides long-term funding certainty for surface transportation. The FAST Act includes a set-aside Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA), which were previously a part of MAP-21's Transportation Alternatives Program (TAP). Eligible projects for STBG TA funding include smaller-scale transportation projects, including pedestrian and bicycle facilities, recreational trails, and Safe Routes to School projects. TA funding is sub-allocated based on population through a competitive process. MTC distributes STBG funds through its OneBayAreaGrant (OBAG) Program. Detailed information about this regional program can be found in the Regional funding section.

→ <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm>

## Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is also a part of the FAST Act and helps fund projects that reduce fatalities and serious injuries on all public roads. Eligible projects include projects on any public road, bicycle or pedestrian pathway, or trail. The program is data-driven and requires data such as crash experience (data that has already been collected to identify intersections with potential for improved safety), crash potential (further refined data to identify locations with high-risk roadway characteristics), crash rate, etc. HSIP funds are managed and distributed by Caltrans. The minimum funding amount is \$100,000.

→ <http://dot.ca.gov/hq/LocalPrograms/hsip.html>

## Congestion Mitigation and Air Quality Improvement Grant (CMAQ)

Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federal program supporting a range of projects that reduce transportation-related air emissions in air quality nonattainment areas. Los Gatos is within a nonattainment county (Santa Clara County). Bicycle and pedestrian facilities programs are one of the eligible activities.

CMAQ funds are managed and distributed on a competitive basis by Metropolitan Transportation Commission (MTC) and Valley Transportation Authority (VTA). The CMAQ program authorizes approximately \$2.2 billion per year. Based on population, from FY2013/14 to FY 2015/16, VTA had \$5.38 million in CMAQ funds available for Santa Clara County. MTC distributes CMAQ funds through its

OneBayAreaGrant Program and VTA distributes CMAQ funds through its Vehicle Emissions Reductions Based at Schools (VERBS) program. Detailed information about these two regional programs can be found in the Regional & Local funding section.

→ <http://www.fhwa.dot.gov/map21/cmaq.cfm>

## Community Development Block Grant (CDBG)

Since 1974, the US Department of Housing and Urban Development has administered CDBG funds. The goal of the CDBG program is the development of viable urban communities by providing decent housing, suitable living environments, and by expanding economic opportunities, principally for persons of low and moderate income. For Los Gatos, the County of Santa Clara administers CDBG funds. Under CDBG's General Allocation, funding is available for a number of different types of projects, including housing rehabilitation, new housing construction, community facilities, public services, and public works projects. Although the CDBG program's emphasis is housing, other eligible projects include new sidewalks, sidewalk improvements, curb ramps, and access ramps.

→ [https://www.sccgov.org/sites/oah/HCD/Community%20Development%20Block%20Grant%20Program%20\(CDBG\)/Pages/Community-Development-Block-Grant-Program-\(CDBG\).aspx](https://www.sccgov.org/sites/oah/HCD/Community%20Development%20Block%20Grant%20Program%20(CDBG)/Pages/Community-Development-Block-Grant-Program-(CDBG).aspx)

## EPA Environmental Education (EE) Grants

EPA Environmental Education (EE) Grants fund environmental education projects that promote environmental awareness and stewardship in an effort to protect the environment. Construction projects or outreach programs that do not include any educational component are not eligible. The EE Grant program requires non-federal matching funds of at least 25 percent of the total cost of the project and each grant is approximately no more than \$91,000. Educational programs recommended in the BPMP, such as safe routes to school educational programs that encourage walking and biking, would be best suited for this grant.

→ <http://www2.epa.gov/education/environmental-education-ee-grants>

## Transportation Investment Generating Economic Recovery (TIGER) Grants

The TIGER grant is funded by the U.S. Department of Transportation (USDOT) and provides funding for the construction of large-scale transportation infrastructure projects, including higher-priced bicycle and pedestrian infrastructure. Projects in this Plan eligible for TIGER funding may include the proposed bicycle and pedestrian bridges over Highway 17. The grant program is highly competitive and

supports projects that are considered innovative, including multi-modal and multi-jurisdictional projects. A minimum of 20 percent of the funds are designated for projects in rural areas.

→ <https://www.transportation.gov/tiger>

## STATE FUNDING SOURCES

The following discussion describes State funds that could be used for transportation solutions that were identified in this Plan. Each of the fund sources requires a competitive grant application process. Funds for transportation-related projects are available from the Transportation Development Act (TDA) and from various State programs and agencies, including the California Department of Transportation (Caltrans) and the California Office of Traffic Safety (OTS).

### Active Transportation Program (ATP)

In September 2013, the State created the Active Transportation Program (ATP), consolidating existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), the Bicycle Transportation Account (BTA), and the Federal and State Safe Routes to School (SRTS). The ATP is intended to promote the use of active modes of transportation, such as walking and biking. The program budget is allocated by the California Transportation Commission (CTC) and varies per year. The ATP program is administered by Caltrans. The most recent Cycle 3 Call-for-Projects includes 19/20 and 20/21 state funding years totaling about \$240 million. Fifty percent of ATP funds are distributed on a competitive statewide basis, forty percent is provided to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000 for the large urbanized area competitive program, and the final ten percent goes to small urban and rural areas with populations of less than 200,000. More details on the large urbanized area competitive program are provided in the Regional funding section.

Eligible projects include infrastructure projects, non-infrastructure projects (i.e., education, encouragement, and enforcement programs), and infrastructure projects with non-infrastructure components that increase biking and walking trips, increase mobility and safety for active transportation modes, enhance public health, and achieve greenhouse gas reduction goals. The ATP also prioritizes Safe Routes to School projects and Recreational Trails projects. Safe Routes to School projects are defined by those that directly impact the safety and convenience for school children to walk/bike to school. The project must be located within two miles of a public school or within the vicinity of a public school bus stop. Recreational Trails projects include the construction of trails for non-motorized recreational use and must comply with national Recreational

Trails Program (RTP) standards. It should be noted that the ATP has an emphasis on projects benefiting disadvantaged communities.

The next solicitation for ATP funding (Cycle 4) is expected to occur in 2018. The Town should consider submitting high cost, high priority projects and/or programs. These projects could be consolidated so that the requested funding amount is high. Non-SRTS projects have a minimum funding request of \$250,000 whereas SRTS projects have no minimum funding amount requirement.

→ <http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html> and <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s.htm>

### Office of Traffic Safety (OTS) Grants

The Office of Traffic Safety (OTS) administers federal traffic safety grant funds that are apportioned to California under the National Highway Safety Act. The OTS has several priority areas for grant funding, including Pedestrian and Bicycle Safety. The OTS supports a wide variety of traffic safety programs, including pedestrian and bicycle safety programs for children, child passenger safety outreach, and support for increased law enforcement services and resources, such as safety helmet distribution, and court diversion programs for safety helmet violators. Grants are awarded on a competitive basis annually.

→ [http://www.ots.ca.gov/Grants/Pedestrian\\_and\\_Bicycle\\_Safety.asp](http://www.ots.ca.gov/Grants/Pedestrian_and_Bicycle_Safety.asp)

### Environmental Enhancement and Mitigation Program (EEMP)

The EEMP is a State fund established by the Legislature to fund beautification improvements to roadsides to mitigate the effects of transportation projects. It offers a total of \$10 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Eligible projects must be directly or indirectly related to the environmental impact of the modification of an existing transportation facility or construction of a new transportation facility. Typical grants range from \$200,000 to \$250,000. Up to 25 percent local matching is usually required. Grants are awarded in the categories of highway landscaping and urban forestry, resource lands, roadside recreation, and mitigation projects beyond the scope of the lead agency. Grants are awarded on a competitive basis. Potential projects in the BPMP that could be eligible for EEMP funding include improvements to portions of State Highways 9 and 17 that run through Los Gatos.

→ [http://resources.ca.gov/bonds\\_and\\_grants/eemp/](http://resources.ca.gov/bonds_and_grants/eemp/)

## Tech Transfer Traffic Safety Assessment (TSA)

The University of California, Berkeley Institute of Transportation Studies' Technology Transfer Program provides no-cost Traffic Safety Assessments for various transportation safety issues. This program is funded by the California Office of Traffic Safety (OTS), through the National Highway Traffic Safety Administration. If awarded this grant, the jurisdiction is designated a small team of traffic safety experts to provide planning services to assess the jurisdiction's specific transportation safety issues. At the end of the assessment, a report with findings and suggestions is provided. Safety issues include traffic calming, road diets, and enforcement capabilities and improvements.

→ <http://www.techtransfer.berkeley.edu/services/traffic-safety-assessments>

## Sustainable Transportation Planning Grant Program

The Sustainable Transportation Planning Grant Program is funded by federal sources and distributed by Caltrans. The program consists of two types of grants: the Strategic Partnerships grant program and the Sustainable Communities grant program. The Strategic Partnerships grant program is funded by the Federal Highway Administration and encourages partnerships between Caltrans and regional agencies to collaborate on projects in the state highway system. In Los Gatos, this grant program is especially relevant because this Plan proposes active transportation improvements on Highways 9 and 17. Therefore, project planning and implementation on these facilities would require careful planning collaboration with Caltrans.

The Sustainable Communities grant is funded by the Federal Transit Administration and State Highway Account. This grant provides funding to projects that encourage multimodal transportation planning and studies. In Los Gatos, this grant could be used to help fund more focused planning for the implementation of recommended projects that require traffic calming plans and feasibility studies.

→ <http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html>

## Affordable Housing and Sustainable Communities (AHSC) Program

The Strategic Growth Council's AHSC Program is funded by the Greenhouse Gas Reduction Fund and supports compact transit-oriented development and related projects/programs through grants and affordable housing loans. Awarded projects and programs should help reduce greenhouse gas emissions and provide better accessibility to key destinations (e.g., housing and employment centers)

so that more people choose to walk, bike, and ride transit as a form of transportation instead of driving.

→ <http://www.sgc.ca.gov/Grant-Programs/AHSC-Program.html>

## REGIONAL FUNDING SOURCES

### Envision Silicon Valley / Measure B

Envision Silicon Valley is an effort spearheaded by Valley Transportation Authority (VTA), Santa Clara County's Congestion Management Agency (CMA), to create a vision for current and future transportation needs; and prioritize projects and their funding needs in Santa Clara County. Measure B, a countywide half-cent 30-year sales tax measure approved on the November 2016 ballot, is a critical element of Envision Silicon Valley as it is the primary funding mechanism for Envision Silicon Valley's transportation priority projects and programs. This sales tax is anticipated to generate a total of \$6 billion to \$6.5 billion in 2017 dollars and is separated into various categories and funding amounts. The VTA is currently working on criteria for allocating funds in the various categories, which may include local match requirements, competitive grant criteria, geographic equity, and/or non-competitive allocations based on population, road miles, vehicle registrations or other criteria. The following program categories are most relevant to the implementation of the Town of Los Gatos Bicycle and Pedestrian Master Plan:

- **Bicycle/Pedestrian Program (\$250 Million in 2017 Dollars)**

This program will fund improvements that provide safe access to schools, benefit transit and employment centers, improve mobility, increase connectivity in bicycle and pedestrian networks, and make active transportation modes of travel safer. Eligible projects may be limited to those included in VTP 2040 that were also listed in the full Measure B ballot measure language, including bicycle and pedestrian educational programs such as Safe Routes to School. The Los Gatos Creek Trail connector to Highway 9 and gap closures to the Los Gatos Creek Trail are included as one of the candidate projects listed in the full ballot measure text. To obtain this program funding, jurisdictions will most likely be required to apply through a competitive grant program and comply with Complete Streets requirements.

- **Local Streets and Roads (\$1.2 Billion in 2017 Dollars)**

The amount of funding allocated to jurisdictions for this category is based on a formula basis, which takes into account the jurisdiction's total population and expressway line mileage. Although these funds

will be used to primarily repair streets (i.e., repaving), the program requires adherence to Complete Streets requirements so that the repair of the street includes bicycle and pedestrian improvements. For example, if a street is to be repaved, it would include consideration of bicycle and pedestrian facilities such as wider sidewalks and/or a bikeway.

- **County Highway Interchanges (\$750 Million in 2017 Dollars)**

The approved Measure B Highway Program Candidate List includes the following language which may provide an opportunity for Los Gatos to compete successfully for a portion of the highway program funds: “*Upgrade Highway 17/9 interchange to improve pedestrian and bicycle safety, mobility, and roadway operations; deploy advanced transportation technology to reduce freeway cut through traffic in Los Gatos, including traffic signal control system upgrades in Los Gatos.*”

While Measure B is the funding element of Envision Silicon Valley, the Valley Transportation Plan 2040 (VTP 2040) is the planning and policy element. VTP 2040 is an update to VTA’s long range transportation plan and includes a list of transportation projects that will be pursued during the plan’s 25-year lifespan and funded by Measure B. Beforehand, VTA’s Bicycle Expenditure Plan (BEP), the bicycle element of the previous Valley Transportation Plan, served as the funding mechanism for countywide bicycle projects. VTP 2040 also feeds into the Bay Area’s Regional Transportation Plan (RTP) called Plan Bay Area, prepared by the Metropolitan Transportation Commission (MTC).

In 2015, VTA issued a Call for Projects to evaluate and determine projects to be included in VTP 2040/Envision Silicon Valley, which coincide with bicycle and pedestrian improvements in this Plan. A list of all VTP improvements is provided in the Appendix of this Plan. Table 5.1 presents bicycle- and-pedestrian-relevant Los Gatos projects that are listed in the VTP 2040/Envision Silicon Valley preliminary project list, approved by the VTA Board of Directors.

### One Bay Area Grant (OBAG) Program

The One Bay Area Grant (OBAG) program was established in 2012 and is administered by MTC. Plan Bay Area 2040, prepared by MTC and Association of Bay Area Governments (ABAG), acts as a guiding document on how to spend anticipated federal, state, and local funds. OBAG includes two separate programs: a Regional Program managed by MTC and a County Program managed by the County CMA (VTA for Los Gatos). The Regional Program is used for projects that have a priority regional significance, such as improvements and additional connections to the Los Gatos Creek Trail. OBAG funds are made up of the 2018-2022

Surface Transportation Block Grant Program (STBGP) and Congestion Mitigation and Air Quality (CMAQ) funds, and are used to plan for and implement transportation, land use, and housing projects.

Eligible projects include local street and road maintenance; streetscape enhancements; bicycle and pedestrian improvements; transportation planning; and Safe Routes to School projects. The program has an emphasis and prioritization of funds for projects located within a Priority Development Area (PDA). The Town of Los Gatos has not adopted a PDA locally. Although not having a PDA does not preclude the Town from getting a bicycle/pedestrian project funded through OBAG in the future, the Town may be less competitive than a project located in or near a PDA.

So far, there has only been one round of OBAG funding. The next round of funding (OBAG 2) has commenced and a call for projects is anticipated in summer 2017. OBAG 2 is projected to total approximately \$916 million to fund projects from 2017-18 through 2021-22 (five years). The Regional Program will consist of \$530 million and the Santa Clara County program will consist of \$386 million.

→ <http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

### Regional Active Transportation Program

As mentioned in the State ATP section, forty percent of ATP funds are allocated to MPOs in urban areas with populations greater than 200,000 for the large urbanized area competitive program. MTC distributes this regional portion of ATP funding to Bay Area counties. Previously, if a project was not awarded in the statewide ATP, it was automatically considered for the regional program. However, applicants must now apply separately for the regional ATP. Required application materials include the statewide ATP application, a regional supplemental application, and supporting materials.

→ <http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation>

### Transportation Development Act (TDA) Article 3 Program

TDA Article 3 funds are collected through a 1/4-cent of the State’s general sales tax. Article 3 of the TDA allocates a portion of these funds for bicycle and pedestrian projects. MTC programs TDA Article 3 funds and VTA manages the funding priorities for projects in Santa Clara County. VTA then adopts the projects and MTC gives final approval. TDA Article 3 funds are distributed on an annual basis and approved projects are required to be completed within two years. TDA Article 3 funds can also be accumulated for

Table 5.1: Los Gatos Projects in the Valley Transportation Plan 2040 (VTP 2040)

PROGRAM CATEGORY	PROJECT DESCRIPTION	COST (\$M)*
BICYCLE & PEDESTRIAN	Blossom Hill Road north-side widening (Union Avenue to Westhill Drive)	\$2.0
	Trailhead connection from Los Gatos Creek Trail to Los Gatos-Saratoga Road (Highway 9)	\$3.0
	Highway 9 Complete Streets (Highway 17 to Los Gatos Boulevard)	\$10.0
	Knowles Drive Complete Streets (Pollard Road to Winchester Boulevard)	\$2.0
	Los Gatos Boulevard bike lane project (Camino Del Sol to Blossom Hill Road)	\$3.0
LOCAL STREETS	Blossom Hill Road south side (Union Avenue to Regent Drive)	\$2.0
	Los Gatos-Saratoga Road (Highway 9) at North Santa Cruz Avenue	\$2.0
	Lark Avenue improvements (Highway 17 to Los Gatos Boulevard)	\$4.0
	Blossom Hill Road widening at Highway 17	\$10.0
	Lark Avenue widening (Winchester Boulevard to Highway 17)	\$3.0
	Los Gatos-Almaden Road improvements from Los Gatos Boulevard to National Avenue	\$4.0
	Los Gatos Boulevard improvements (Lark Avenue to Samaritan Drive)	\$4.0
	Los Gatos Boulevard and Lark Avenue intersection improvements	\$1.2
	Los Gatos Boulevard and Samaritan Drive intersection improvements	\$1.0
	Pollard Road improvements (York Avenue to Knowles Drive)	\$2.0
	Union Avenue improvements (Blossom Hill Road to Los Gatos-Almaden Road)	\$3.0
	Wedgewood Avenue improvements (Granada Way to Wimbledon Drive)	\$3.0
	Winchester Boulevard improvements (Daves Ave to Lark Avenue)	\$4.0
	Blossom Hill Road improvements (Blossom Hill Park to Union Avenue)	\$0.03

Source: Santa Clara Valley Transportation Authority, Valley Transportation Plan 2040 (VTP 2040)

\* 2017 Dollars

up to two years plus one year to program funds, which helps total a larger funding amount to fund more expensive projects. Santa Clara County projects eligible for TDA Article 3 funding are typically identified on VTA's long range transportation plan (VTP).

#### Transportation Fund for Clean Air (TFCA) County Program Manager Fund

TFCA monies are funded by a four-dollar surcharge on motor vehicles registered in the Bay Area. TFCA funds are administered by Bay Area Air Quality Management District (BAAQMD) and forty percent of these funds are allocated to each County in the district. For Santa Clara County, the VTA Board of Directors allocates the funds to projects throughout the county, subject to BAAQMD approval. The

distribution of TFCA funds usually occurs on an annual basis, with the most recent call for projects in December 2015 for approximately \$2.2 million available in funds. Call for projects typically occur annually in December for the use of monies in the upcoming two fiscal years. Relevant eligible projects include bicycle and vehicle trip-reduction projects that reduce vehicle emissions. Projects should refer to the "County Program Manager Fund Expenditure Plan Guidance" requirements for eligibility. Bicycle projects must be completed within a two-year time limit (new requirement by BAAQMD), but VTA may grant a two-year extension for a total of four years to implement projects.

→ <http://www.vta.org/projects-and-programs/programs/call-for-projects-tfca-program-documents>

Figure 5.2: Potential Partners



### Vehicle Emissions Reductions Based at Schools (VERBS) Program

The VERBS program acts as Santa Clara County's locally programmed portion of MTC's Climate Initiative Safe Routes to School program. The program focuses on projects that reduce greenhouse gas emissions through encouraging walking, biking, riding transit, and carpooling to school. The VERBS program consists of federal CMAQ funds based on total local school enrollment, distributed by VTA. As of now, the next call-for-projects is unknown.

→ <http://www.vta.org/projects-and-programs/programs/call-for-projects-verbs-program-documents>

## LOCAL FUNDING SOURCES

### Developer Funded Project Mitigations

As a condition of approval for new development, and as determined through the environmental review process, the Town may condition a new development to fund or install improvements identified in the BPMP, such as sidewalk installation, bicycle lanes, intersection modifications, or other facilities.

### Traffic Impact Mitigation Fee (TIMF)

The Town of Los Gatos collects a Traffic Impact Mitigation Fee (TIMF) on new development and changes in use to existing developments to capture the cumulative traffic impact of these projects on the Town's transportation system beyond the immediate vicinity of the specific project. The TIMF amount is calculated by the Town Traffic Engineer based on applicable trip generation rates and existing and proposed uses. Fees collected are deposited into a designated TIMF Fund, and upon budgetary authorization, can be used for a range of town-wide transportation improvement projects, including bicycle and pedestrian projects, which serve to reduce vehicle trips by facilitating alternate modes of transportation. As shown in the Town of Los Gatos Traffic Mitigation Improvements Project List (Table 5.2), a wide range of projects identified in the BPMP would be eligible for funding from TIMFs. It should be noted that the project list shows estimated project costs in 2014 dollars and references the previous version of the VTP. These funds can be used to directly cover the cost of projects (as approved by the Town Council), or as a local match to leverage a range of potential grant funds.

### Installation of Facilities During Resurfacing and Repaving Projects

The Town of Los Gatos should take advantage of opportunities to add pedestrian and bicycle facilities through routine accommodation, as street resurfacing

**Table 5.2: Town of Los Gatos Traffic Mitigation Improvements Project List**

Note: Most projects listed below are also proposed in the Los Gatos Bicycle and Pedestrian Master Plan. Projects marked with an asterisk (\*) are not incorporated into the BPMP.

Source	Project Description	Estimated Cost <sup>4</sup>	Growth-Related Cost	Mitigation Impact Fee Eligible Cost
TOWN GP / VTP 2035 <sup>1</sup>	Blossom Hill Road and Union Avenue intersection improvements	\$1,200,000	90%	\$1,080,000
	Los Gatos Almaden Road improvements	\$3,000,000	50%	\$1,500,000
	Los Gatos Boulevard widening from Samaritan Drive to Camino Del Sol – Roadway widening, new sidewalks, bike lanes	\$4,000,000	50%	\$2,000,000
	Union Avenue widening and sidewalks – Complete pedestrian and bicycle routes	\$3,000,000	50%	\$1,500,000
	Wood Road Gateway on Santa Cruz Avenue – Roundabout*	\$1,200,000	50%	\$600,000
	Central Traffic Signal Control System*	\$750,000	9.68%	\$72,600
	Los Gatos-Saratoga Road (Highway 9)/Los Gatos Creek Trail Connection – New path and bridge	\$1,000,000	50%	\$500,000
TOWN CIP <sup>2</sup>	Los Gatos-Saratoga Road (Highway 9)/North Santa Cruz Avenue intersection improvements	\$1,400,000	90%	\$1,260,000
	Roberts Road improvements from Highway 17 bridge to University Avenue	\$0.6	50%	\$0.3
	Pollard Road widening from Knowles Drive to York Avenue	\$2.5	50%	\$1.25
	Sidewalk infill – Van Meter, Fisher, and Blossom Hill Schools	\$1.0	50%	\$0.5
	Winchester Boulevard/Lark Avenue intersection improvements*	\$0.85	90%	\$0.765
	Westbound Lark Avenue to Highway 17 northbound ramps	\$3.75	90%	\$3.375
TOWN GP <sup>3</sup>	Unfunded deferred street maintenance (Annual PMS Survey)*	\$10.5	9.68%	\$1.02
	Lark Avenue / Los Gatos Boulevard intersection improvements – Add third left turn lanes*	\$1,200,000	90.00%	\$1,080,000
	Complete Street improvements – Lark Avenue from Garden Hill Drive to Los Gatos Boulevard	\$2,100,000	50.00%	\$1,050,000
	Complete Street improvements – Highway 9 from University Avenue to Los Gatos Boulevard	\$650,000	50.00%	\$325,000
	Complete Street improvements – Blossom Hill Road from Old Blossom Hill Road to Regent Drive	\$3,000,000	50.00%	\$1,500,000
	Complete Street improvements – Knowles Drive from Pollard Road to Winchester Boulevard	\$2,000,000	50.00%	\$1,000,000
	Complete Street improvements – Winchester Boulevard from Blossom Hill Road to Lark Avenue	\$1,500,000	50.00%	\$750,000
	Blossom Hill road widening over Highway 17	\$2,000,000	50.00%	\$1,000,000
	Local bikeway improvements	\$750,000	50.00%	\$375,000
	<b>TOTAL: \$47,950,000</b>			<b>\$22,799,000</b>

Source: Town of Los Gatos (More information: <http://www.town.los-gatos.ca.us/faq.aspx?TID=27>)

<sup>4</sup> 2014 Dollars

<sup>1</sup> **Town GP:** Town of Los Gatos General Plan

<sup>2</sup> **VTP:** Valley Transportation Plan, 2035 (Santa Clara Valley Transportation Authority (VTA))

<sup>3</sup> **Town CIP:** Town of Los Gatos Capital Improvement Program and pending construction project

and pavement projects occur on a consistent basis. The State's 2008 Complete Streets Act and Caltrans Deputy Directive 64 both require the consideration and inclusion of accommodating the needs of street, roadway, and highway users of all ages and abilities. These mandates are to ensure the creation of a multimodal transportation network during the planning, construction, and maintenance of street projects. The construction, maintenance, or repair of other town infrastructure such as utilities can also provide other coordination opportunities to install new pedestrian and bicycle facilities.

### Public/Private Partnerships

The Town is encouraged to explore public/private partnerships with community based businesses, health-care providers, and other organizations. Figure 5.2 provides a list of potential partners, categorized by organization type. Public/Private partnerships are a logical step for local businesses because bicyclists and pedestrians are potential customers with money to spend. Pedestrians and cyclists are more likely to stop and browse in local shops than motor vehicle drivers are because their mode of transportation places them closer to store fronts and moves at a slower pace.

## NON-TRADITIONAL FUNDING SOURCES

### PeopleForBikes Community Grant Program

The PeopleForBikes grant program provides grant funds to non-profit organizations and public agencies located in cities throughout the United States. Eligible infrastructure projects for funding include bike paths, lanes, trails, and bridges, as well as end-of-trip facilities (e.g., bike racks, lockers, and storage). The grant also provides funding for programs that advocate bicycling such as Ciclovía, Open Streets events, and other programs that encourage bicycling and bike projects. Grants are provided for amounts of up to \$10,000, but the requested amount cannot be 50% or more than the project budget – this means that an eligible project requires a budget of more than \$20,000. There are one to two open grant cycles annually through an online application system.

→ More information at <http://www.peopleforbikes.org/pages/grant-guidelines>

### Kodak American Greenways Awards Program

The Kodak American Greenways Awards Program is a partnership project between the Eastman Kodak Company, the Conservation Fund, and the National Geographic Society. The program provides small grants up to \$2,500

to help stimulate greenway planning and design in communities statewide. Eligible projects include the planning of bike paths, developing brochures (e.g., educational and encouragement programs), and interpretive displays (e.g., wayfinding). It should be noted that although public agencies can apply to this program, preference will be given to community organizations.

→ More information at <http://www.rlch.org/funding/kodak-american-greenways-grants>