

Los Gatos Safe Routes to School Phase 1



October 18, 2016 (FINAL – Town Council Acceptance Date)

Prepared by:
Traffic Patterns – Alta Planning + Design Team

TRAFFIC PATTERNS



October 18, 2016 (*FINAL - Town Council Acceptance Date*)

Matt Morley
Town of Los Gatos
41 Miles Avenue
Los Gatos, CA 95030

Subject: Los Gatos Safe Routes to School Phase 1
Project Report

The Los Gatos Safe Routes to School – Phase 1 project was developed and implemented during Spring/Summer 2016. The project includes several elements aimed at helping to promote and make bicycling and walking the preferred travel modes to school, including:

- **Walk & Roll Maps**
Walk & Roll Maps identify preferred walking and biking corridors to each of the Town's public schools and are an excellent **Encouragement** tool to promote those travel modes.
- **Concept Plan Line Drawings**
Concept improvement plans along several corridors in the town that serve schools were developed to help plan and prioritize future Capital Improvement Program (CIP) projects. Corridors studied for future **Engineering** improvements include: Los Gatos Boulevard-E Main Street, Blossom Hill Road, Shannon Avenue, Roberts Road, and Daves Avenue.
- **School Heat Maps**
To help **Evaluate** the demand on the Town's transportation infrastructure, Heat Maps were developed for each school within the town, including Hillbrook School. These maps show the distribution of students around the community and highlight those corridors which should be prioritized for CIP improvements.
- **Education Assessment**
An evaluation of the towns' and school districts' existing **Education** materials used within the classroom environment that help promote and encourage safe bicycle riding habits was conducted, and recommendations for program improvements are presented.
- **Enforcement Evaluation**
The operations assessment of locations identified by the Los Gatos Police Department was conducted to help improve **Enforcement** around school zones, including discussion on new Lower Speed Limit School Zones.

The study, as noted above, was built around the Five E's of Safe Routes to School programs with every program element targeted. Within the report there is overlap between sections highlighting how the Five E's built upon each other to provide a cohesive program for the Town.

To: Matt Morley
Subject: Los Gatos – Safe Routes to School Phase 1 Study
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The project itself included a coalition with various public and private sector partners within the Town of Los Gatos including:

- Town of Los Gatos
- Los Gatos Unified School District
- Los Gatos Saratoga Unified High School District
- Hillbrook School
- Los Gatos – Bicycle and Pedestrian Advisory Commission
- Los Gatos – Monte Sereno Safe Routes to School Coalition

Each of the coalition members participated in the development of this project and helped to review and refine the project and program recommendations included within this report.

The public participated in this project through an extensive Survey Monkey outreach campaign where the proposed Walk & Roll Maps and Concept Plan Line Drawings were made available for comments. Traditional public outreach methods were also provided including two evening community meetings held in May at Daves Elementary School and Van Meter Elementary School. In addition, tables at each public elementary school were set up during the “after school” period to provide parents with information regarding the program.

The remainder of the report discusses project recommendations by school site along with programmatic recommendations that are specific to the Town and School Districts.

The project and this report were prepared by the Traffic Patterns - Alta Planning + Design Project Team. Traffic Patterns prepared the Concept Plan Line and Operations recommendations within the report. Alta Planning + Design led the development of the Walk & Roll Maps and Education Evaluation.



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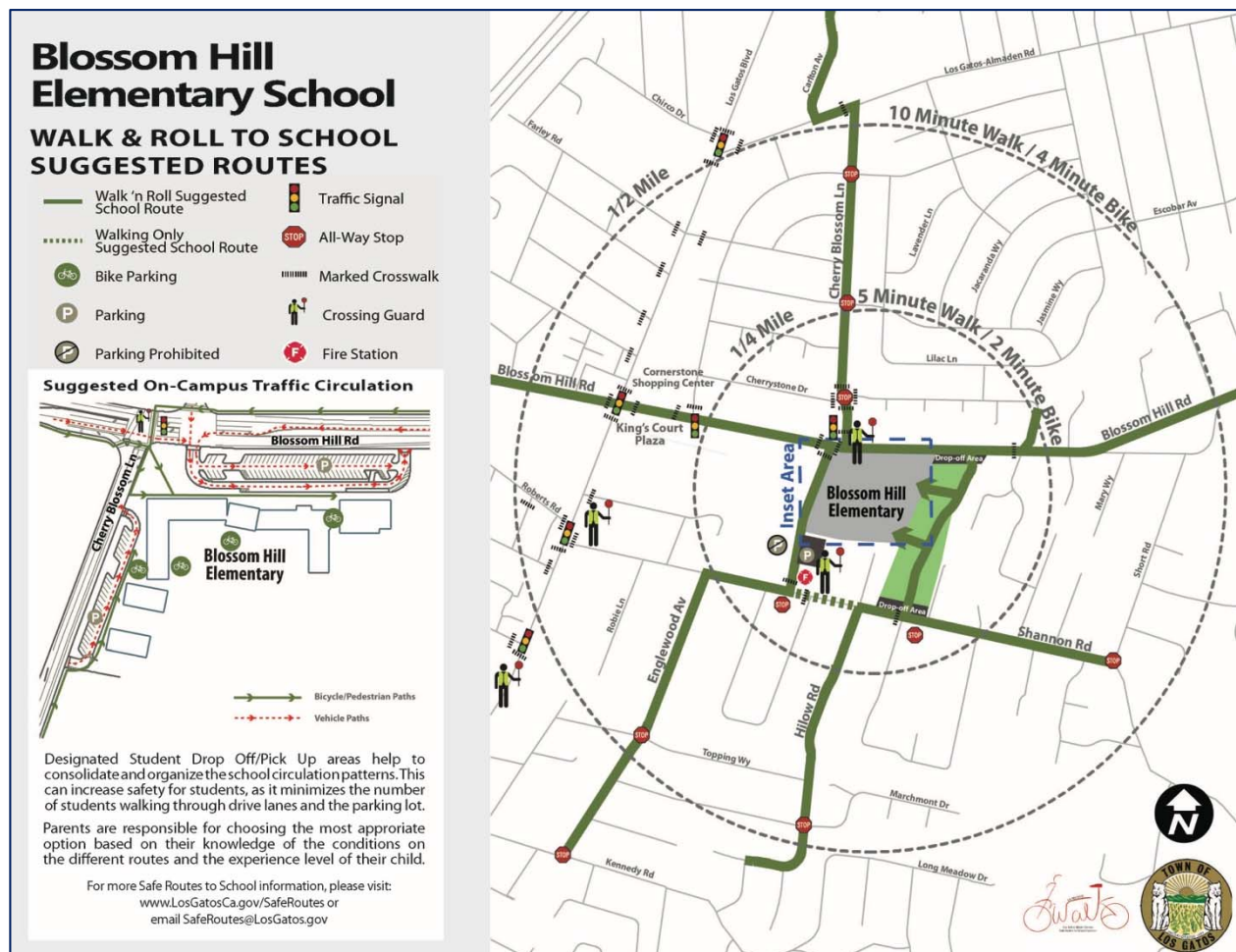
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Blossom Hill Elementary School

Blossom Hill Elementary serves the east-central portion of the Town of Los Gatos. The school is located on the southeast corner of Blossom Hill Road & Cherry Blossom Lane. Immediately adjacent to the school along its eastern periphery is Blossom Hill Park with trail linkages that provide access to Shannon Road. A traffic signal at the corner of Blossom Hill Road & Cherry Blossom Lane provides controlled pedestrian access and the intersection is staffed with adult crossing guards during the morning and afternoon school commute periods.

Like most schools within the Town of Los Gatos, Blossom Hill Elementary School has two dedicated drop off/pick up zones to help distribute traffic loads. The Blossom Hill Road drop off zone is staffed by the school during the school commute periods and it operates relatively efficiently with school staff constantly moving motorists through the drop off zones and discouraging dwelling and illegal parking by parents.

Blossom Hill Elementary was monitored twice during the study during both school commute periods to inform development of the following Walk & Roll Map:



Blossom Hill School – Roadway Operations Improvements

The Blossom Hill Elementary School Walk & Roll Map takes advantage of existing bicycle lanes and trails that lend themselves well for Suggested Route to School activities. Several roadway operations improvements are offered for the Town's consideration and are illustrated in the Concept Plan Line drawings provided in the Exhibits section:

- ***Blossom Hill Road Bicycle Lane Widening***

Cost Estimate: \$25,0000

Benefiting Mode: 

The existing bicycle lanes on Blossom Hill Road are currently 5 feet wide east of Los Gatos Boulevard, including along the Blossom Hill School frontage. The usable pavement space in the current configuration offers less than 3-feet of rideable pavement surface because of adjacent gutters and roadway markings. Widening the bicycle lanes to 6 feet allows for more comfortable bicycle lanes without impacting the adjacent vehicle travel lanes; the adjacent vehicle travel lane can be reduced from its current 11-foot width to 10 feet to allow for the bicycle lane widening.

- ***Blossom Hill Road & Cherry Blossom Lane Intersection Improvements***

Cost Estimate: \$650,000

Benefiting Mode:   

The Blossom Hill Road and Cherry Blossom Lane intersection is the primary entry point to Blossom Hill School for residents living north of Blossom Hill Road. The existing intersection can be reconfigured to improve pedestrian access by removing the existing pork chop island on the southwest corner and relocating the north-south crosswalk slightly to the east of its current position. The northwest corner return can be tightened to improve the realigned north-south crosswalk and allow for more pedestrian queuing space, which is congested with students in the morning commute periods.

Through the removal of the pork chop island on the southwest corner the eastbound right turn lane can be lengthened and pedestrians served through a controlled crosswalk from the existing traffic signal. A green bike lane with a dashed green conflict zone where vehicles traverse the bicycle lane to enter the eastbound right turn lane should be provided.

Unfortunately, the Blossom Hill Road bicycle lane between the two Cherry Blossom Lane intersection approaches cannot be introduced without additional intersection widening which would impact school pedestrian operations. Traffic Patterns recommends eliminating the westerly second north-south crosswalk to help simplify the intersection configuration.

- ***Blossom Hill Road & Los Gatos Boulevard Intersection Improvements***

Cost Estimate: \$500,000

Benefiting Mode:  

The Blossom Hill Road & Los Gatos Boulevard Intersection serves multiple schools including Blossom Hill School, Fisher Middle School, and Los Gatos High School. Traffic Patterns recommends immediately implementing green bicycle lanes in the westbound approach of the intersection along with a green bike box adjacent to the pork chop island at that corner. Several students on bicycles were observed during the school commute periods traveling through the intersection. Green bicycle facilities such as bike lanes and bike boxes highlight their space and make motorists aware of their presence.

On the southwest corner, removal of the pork chop island is recommended to extend bicycle lanes to the limit line of the intersection. This recommendation is discussed further in this report as part of the improvements for Fisher Middle School.

- *Cherry Blossom Lane (North) Bicycle Boulevard or Enhanced Bikeway*
Concept Plan Line Design Concepts

Cost Estimate: \$15,000

Benefiting Mode:



Cherry Blossom Lane north of Blossom Hill Road serves as a collector street for students walking or bicycling to Blossom Hill School and Fisher Middle School via Shannon Road. The street is already well traffic calmed with all-way STOP signs at Cherrystone Drive and two traffic circles at Oleander Avenue and Camellia Terrace.

The street has existing bicycle lanes, but the bicycle lanes are narrow to accommodate the adjacent on-street parking. As a result, bicyclists often ride in the vehicle travel lanes. Traffic Patterns recommends considering classifying Cherry Blossom Lane as a bicycle boulevard or enhanced bicycle facility as part of its current Bicycle and Pedestrian Master Plan study efforts. Improvements can include removal of the bicycle lanes with tighter parking lanes supplemented with greenback sharrow facilities to align with the existing positions bicyclists currently use on the roadway. Speed humps or speed tables can further reduce vehicle speeds between the existing intersection all-way STOPs near the intersections of Lilac Way, Apple Blossom Lane, and Farley Road. Typically, with bicycle boulevard designs, removal of all-way STOPs with side-street two-way STOP conversions are preferred to help bicyclists maintain their momentum on the roadway. The existing traffic circles can be easily modified to mini-roundabout facilities to reduce vehicle speeds (with the supplemental speed tables or speed humps) to achieve an optimal bicycle boulevard design.

Bicycle boulevard design concepts for Cherry Blossom Lane should be developed as part of the Bicycle and Pedestrian Master Plan (by others) to help implement improvements quickly with adoption of that Plan.

- *Cherry Blossom Lane (South) Bicycle Boulevard or Enhanced Bikeway*

Cost Estimate: \$25,000

Benefiting Mode:



Improvements on Cherry Blossom Lane south of Blossom Hill Road are listed separately in this discussion to help reinforce the concept that design improvements can be implemented in phases with smaller scopes and estimated costs, but implementing the following improvements concurrently with those discussed above is encouraged.

Traffic Patterns recommends reducing the vehicle travel lane widths through this portion of Cherry Blossom Lane from 11 feet to 10 feet. The additional one foot of roadway width can be reallocated to the bike lanes on Cherry Blossom Lane given the high volume of student bicycle riders. Along the east side of the street adjacent to the Blossom School and Los Gatos Fire Station frontages, time-of-day parking restrictions can be implemented to provide a wider and more useable bicycle facility during school commute periods.

- *Blossom Hill Road & Cherrystone Drive-Hillbrook Drive Flashing Beacon*

Cost Estimate: \$25,000

Benefiting Mode: 

Many residents expressed concerns regarding the operation of the crosswalk across Blossom Hill Road at Cherrystone Drive-Hillbrook Drive. The existing crosswalk has a pedestrian-activated flashing beacon system with single-section flashing beacons and single-section side-mounted flashing beacons facing each approach of Blossom Hill Road. Resident concerns included noting poor visibility of the beacons due to the large tree canopies. The flashing beacons operate on a standard one-second on one-second off flash patterns.

Traffic Patterns recommends modifying the crossing with an additional beacon in the existing median islands at the crosswalk. The new pole should include a three-section beacon system that includes a 12-inch yellow amber LED, LED-embedded crosswalk sign, and a Rectangular Rapid Flashing Beacon (RRFB). The pole would be placed in the center section of Blossom Hill Road that is not impeded by future vegetation growth. The existing beacons should be replaced with similar rapid-flashing beacons, but can be installed on the existing pole structures to help reduce cost.

- *Shannon Road & Shady View Lane Intersection Improvements*

Cost Estimate: \$15,000

Benefiting Mode: 

During field observations of the Shannon Road & Shady View Lane intersection it was consistently observed that motorists fail to yield to pedestrians at this intersection. The intersection operates as an all-way STOP with only one marked crosswalk across Shannon Road on the west leg of the intersection.

Traffic Patterns recommends replacing the existing STOP signs at the intersection with LED Enhanced STOP signs that operate on a time-of-day flash pattern to coincide with the school commute periods. The LED embedded STOP signs operate on solar-power to help reduce installation costs. Traffic Patterns also recommends using high-visibility yellow crosswalk markings with “continental” patterns on both the west and south leg, across Shady View Lane. In the future, a third marked crosswalk should be considered across the east leg, but this will require a new pathway or sidewalk connection along with an ADA-compliant pedestrian ramp.

- *Shannon Road Resurfacing and Pathway Improvements (Partially Complete)*

Cost Estimate: \$75,000

Benefiting Mode: 

Shannon Road is scheduled for pavement resurfacing as part of the Summer 2016 street maintenance program. Traffic Patterns prepared a Concept Striping Plan for the Town to help improve pedestrian and bicycle accessibility on the street that includes improvements such as pavement widening and high-visibility crosswalk improvements at Shannon Road at Cherry Blossom Lane. Colored multi-use pathways are recommended to help define bicycle-pedestrian space on the roadway as the street does not have consistent sidewalk facilities given the rural character of the neighborhood. The colored multi-use pathways are being considered for a future phase improvement project by the Town.

- *Shannon Road Speed Tables*

Cost Estimate: \$15,000

Benefiting Mode:  

The Town currently does not have a policy that allows for the installation of speed tables on residential collector streets such as Shannon Road. Traffic Patterns recommends that it update its Neighborhood Traffic Calming Policy to allow speed table installations. Shannon Road, with its rural character and inconsistent sidewalk facilities, would benefit from the use of speed tables to help reduce vehicle speeds given that the roadway space is currently shared with vehicles, bicyclists, and pedestrians at the same grade.

- *Shannon Road Speed Limit*

Cost Estimate: \$5,000

Benefiting Mode:  

Shannon Road has a posted speed limit of 30 MPH. Traffic Patterns notes that this speed may be too high for the street given its rural design and shared pavement space with vehicles, bicyclists, and pedestrians. With the recent street resurfacing improvements completed over this past summer, Traffic Patterns recommends that a new Engineering & Traffic Survey be conducted for the street to determine if the speed can be reduced to 25 MPH. Reduced 15 or 20 MPH school zone speed limits are also now available through state policy, and are discussed further in this report. Shannon Road may benefit from the reduced school zone speed limits given that the street is used by students from Blossom Hill School and Fisher Middle School.

- *Cherry Blossom Lane Sight Distance Improvements*

Cost Estimate: \$250

Benefiting Mode:  

Traffic Patterns recommends installing red curb along Cherry Blossom Lane immediately north of Blossom Hill Road to improve sight distance between vehicles on Blossom Hill Road to pedestrians and bicyclists on Cherry Blossom Lane. It is common for parents to park along Cherry Blossom Lane – north of Blossom Hill Road – and walk across Blossom Hill Road by the crossing guards to drop off students at school. The dense morning parking scenario chokes down the Cherry Blossom Lane approach at the intersection for drivers and impacts sight distance as a result. Removal of the first parking space on each side of Cherry Blossom Lane would improve sight distance.

Blossom Hill School – On Campus Traffic Improvements

- Blossom Hill Road Drop Off Zone Improvements***

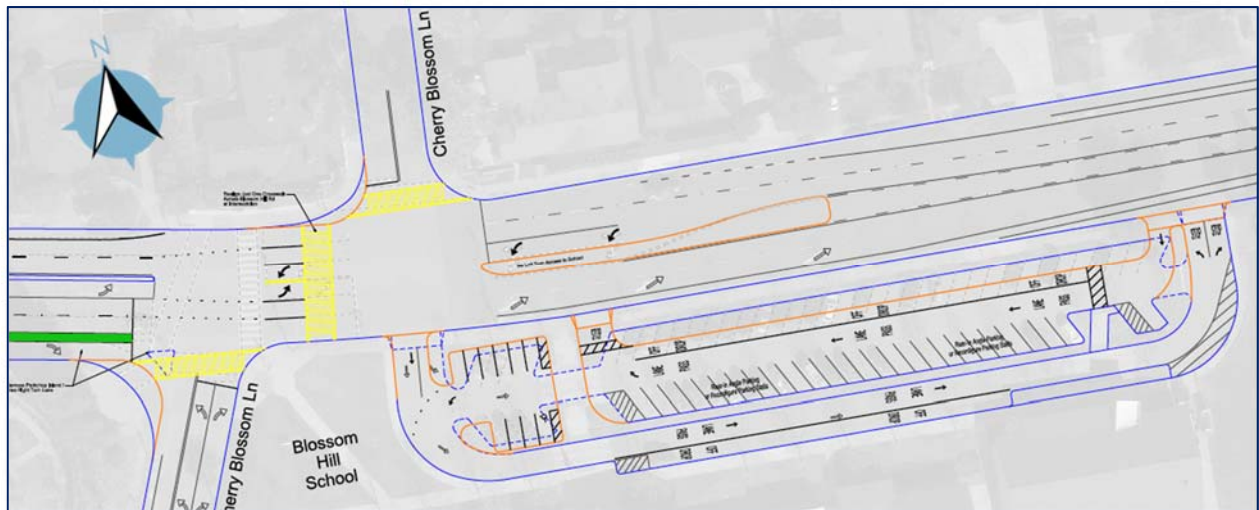
Cost Estimate: \$1.5M

Benefiting Mode: 

The Blossom Hill School frontage operates as one-way circulation with ingress access near the Cherry Blossom Lane intersection and egress access from the driveway closest to Blossom Hill Park. The ingress access was observed to become congested during the AM drop off as parents try to access the driveway from both Blossom Hill Road (right and left) and from Cherry Blossom Lane. There are consistent periods when the driveway becomes congested and backs up onto eastbound Blossom Hill Road. The school has tried to address this congestion by encouraging parents making a left from Blossom Hill Road to turn into the parking area of the parking lot, but parents do not always respect the suggested travel route. The Walk & Roll Maps prepared for Blossom Hill School include a suggested vehicle travel pathway, and the westbound left turn movement into the school into the parking lot area is highlighted to help encourage parents to better follow this practice.

Traffic Patterns prepared the following concept plan to reconfigure the parking lot to allow left turn access into a reconfigured parking lot near Blossom Hill Park. This would reduce vehicle movements at the Blossom Hill Road & Cherry Blossom Lane intersection by providing two entry points to the school. A new driveway near Cherry Blossom Lane would be a right turn only driveway to help further minimize conflicts at the intersection.

*Concept Driveway Reconfiguration
Blossom Hill School – Blossom Hill Road Frontage*



The proposed driveway reconfiguration does result in a significant loss of school parking but adds a second student drop off zone.

- *Cherry Blossom Lane Drop Off Zone Student Valet Operations*

Cost Estimate: Staffing Costs

Benefiting Mode:

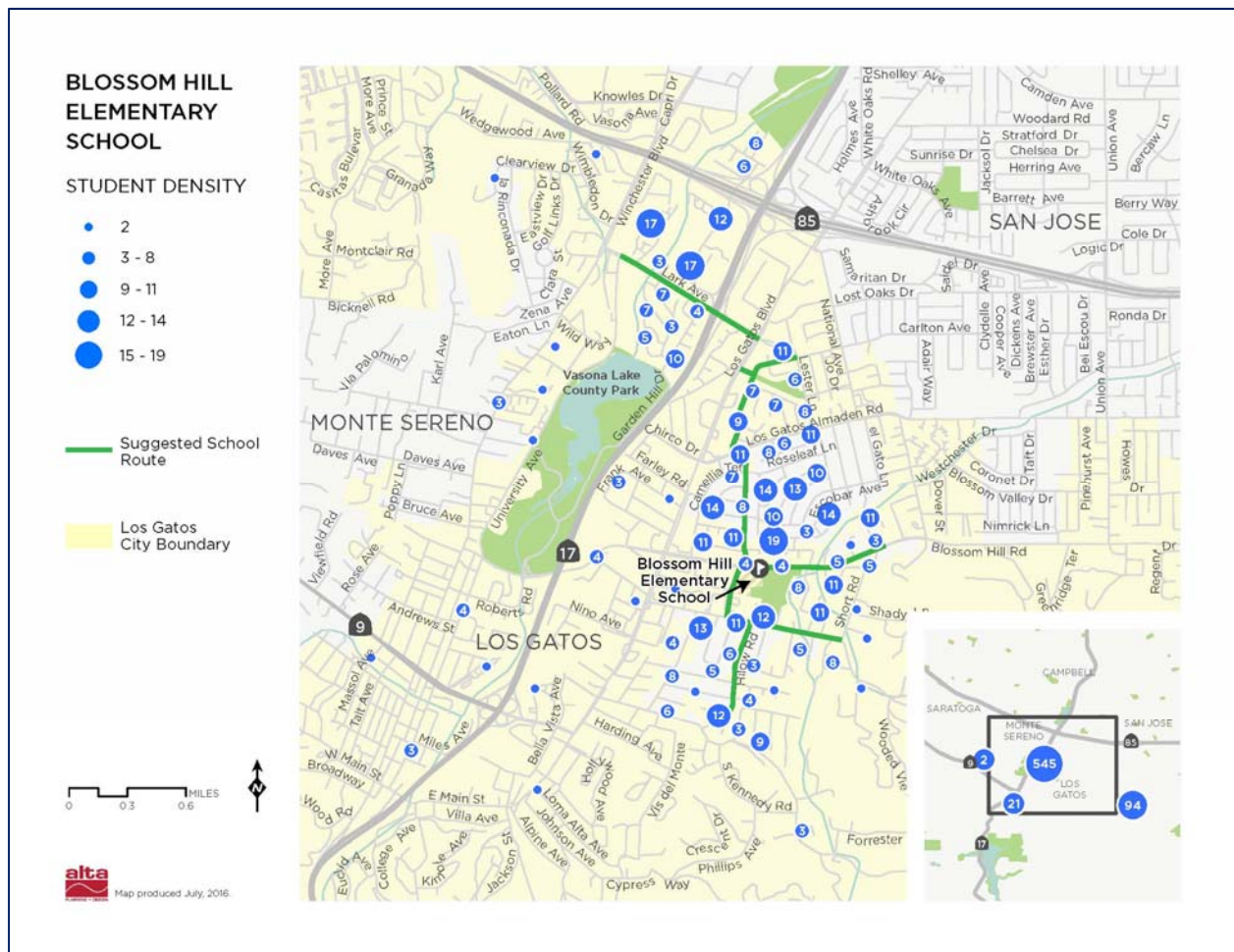


The Blossom Hill Road frontage student drop off zone operates extremely well with student valet operations supplemented with adult monitors. Traffic Patterns recommends that a similar student valet operation be implemented along the Cherry Blossom Lane drop off zone to help move vehicles forward and open doors for students to quickly exit vehicles.

Uniform signage for student drop off and valet areas are discussed later in this report within the Encouragement section of this report.

Blossom Hill School – Student Density Map

The following Student Density Map for Blossom Hill School shows the distribution of student population within the Los Gatos community. This and the other School Density Maps are also provided within the exhibits section.

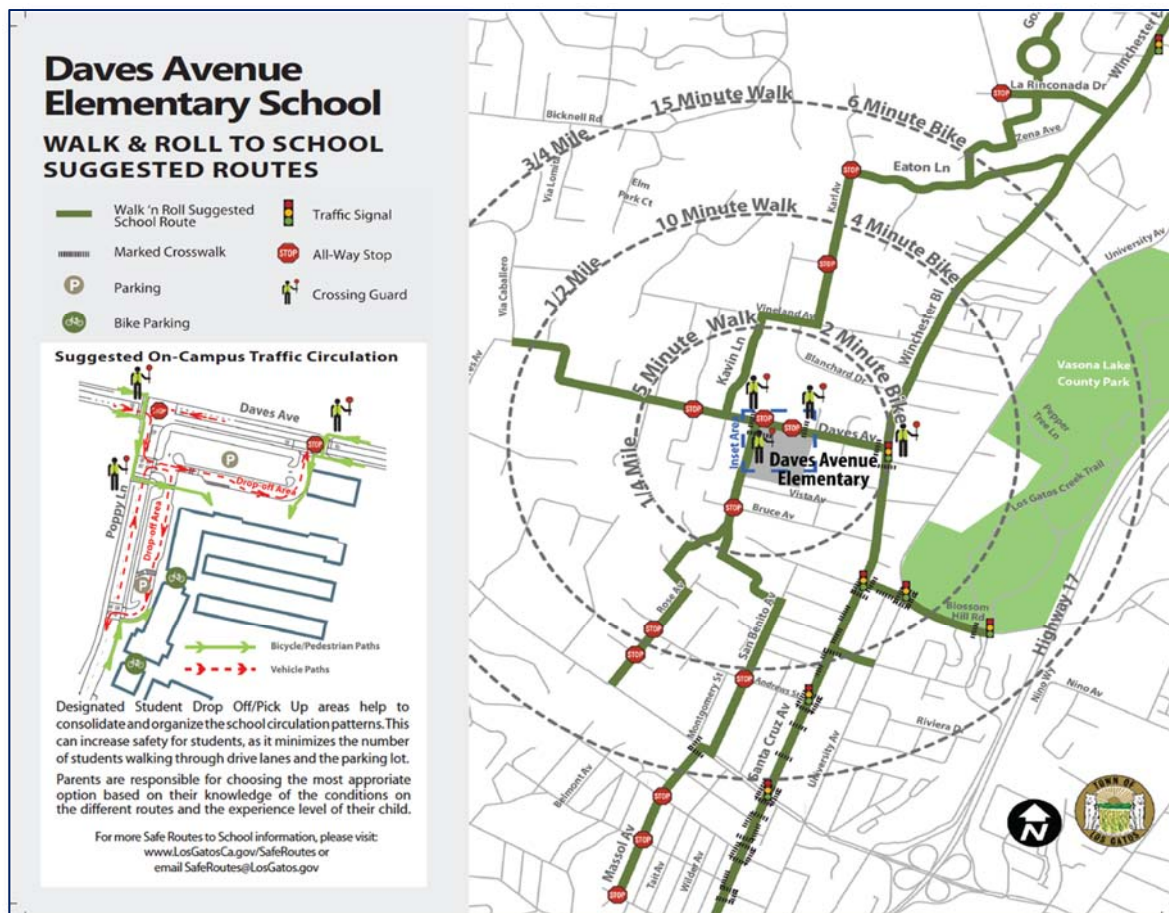
Blossom Hill School – Student Density Map

The Density Map highlights the importance of Cherry Blossom Lane as a route to Blossom Hill School. The recommended bicycle boulevard or enhanced bikeway study along Cherry Blossom Lane would greatly benefit the community by helping to improve the connection Blossom Hill School as Cherry Blossom Lane is the primary north-south corridor serving the school.

Daves Elementary School serves the west portion of the Los Gatos community and is located on the corner of Daves Avenue & Poppy Lane. The school serves students from both the Los Gatos and Monte Sereno communities. Although the school is operated by the Los Gatos Unified School District, the surrounding streets including Daves Avenue and Poppy Lane are operated and maintained by the City of Monte Sereno, limiting the ability of the Town of Los Gatos to immediately implement operations improvements around the school. The following discussions and recommendations were shared with the City of Monte Sereno staff for input.

Daves Elementary School has two student drop off zones: one along the Daves Avenue frontage and the other along the Poppy Lane frontage. Both drop off zones are accessed via Poppy Lane from one ingress driveway. During the school commute periods, parents from Daves Avenue enter the campus from the northern Poppy Lane driveway and are allowed to only proceed straight to the Daves Avenue frontage drop off. Parents who enter the campus from Poppy Lane driveway are forced to the Poppy Lane drop off zone. These forced movements help to distribute traffic on the campus. The new Daves School Walk & Roll Map highlights these vehicle travel routes for parents.

Daves School Walk & Roll Map



Daves School – Roadway Operations Improvements

Daves Avenue and Poppy Lane are the two main corridors serving the Daves School with all school traffic traveling along or crossing one of the two streets. Both streets are operated and maintained by the City of Monte Sereno. The following roadway operations improvements are recommended and have been shared with the City:

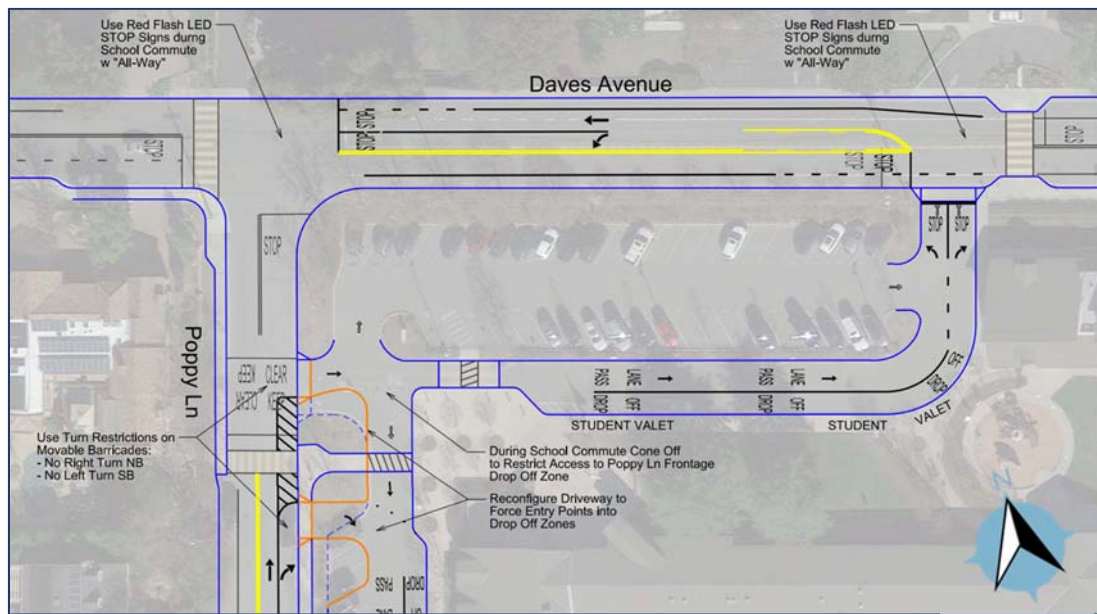
- ***Daves Avenue & Poppy Lane Left Turn Lane Installation***

Cost Estimate: \$10,000

Benefiting Mode: 

The Daves Avenue & Poppy Lane intersection operates as an all-way STOP. During the school commute periods motorists informally create a dedicated left turn lane on westbound Daves Avenue to access the Daves Avenue frontage student drop off zone. An edge stripe on Daves Avenue delineates a shoulder used by bicyclists.

Traffic Patterns recommends working with the City of Monte Sereno to restripe the intersection to provide a dedicated left turn lane. This can be accomplished by creating a bicycle lane on the north side of the street slightly narrower than the existing shoulder and striping 10-foot travel lanes between the Daves School driveway and Poppy Lane; there is no parking loss as part of this recommendation. The bicycle lanes in this roadway section align with the informal bicycle lanes west of Poppy Lane.



- *Daves Avenue Crosswalk Improvements*

Cost Estimate: \$50,000

Benefiting Mode:  

The crosswalk located immediately in front of the school on Daves Avenue operates as an all-way STOP with the school's egress driveway at this location. Crossing guards control the intersection during the school commute periods and the crosswalk is heavily utilized during those periods. To help improve the intersection, Traffic Patterns recommends the following improvement options:

- Retrofit the all-way STOP with LED Enhanced STOP signs to better highlight the control during periods when the crossing guards is not controlling traffic on their own.
- Stripe dedicated left turn and right turn lanes on the school driveway supplemented with a white limit line to define the stop location for motorists at the intersection and STOP legends to highlight the STOP control.
- Install a raised crosswalk at the intersection that also acts as a speed control measure for traffic that is not complying with the all-way STOP control.
- For evening, non-school period use, consider the installation of a pedestrian-scale light at the crossing to highlight the crosswalk and STOP controls.

- *Poppy Lane Driveway Reconfiguration*

Cost Estimate: \$500,000

Benefiting Mode:   

The northern Poppy Lane school driveway is adjacent to a crosswalk controlled by crossing guards during the school commute periods. Reconfiguring the driveway to provide two driveways, one north and one south of the crosswalk, would help to reduce vehicle cross traffic at the crosswalk and reinforce the school's existing vehicle traffic circulation routes. Although this is a Daves School on-campus improvement, it is also listed in the Roadway Operations Improvements section to highlight the required street improvements coordination with the City of Monte Sereno.

- *Daves Avenue & Kavin Lane Intersection Improvements*

Cost Estimate: \$10,000

Benefiting Mode:   

The Daves Avenue & Kavin Lane intersection operates as two-way STOP control intersection on the Kavin Lane approaches only and no marked crosswalks are currently provided for pedestrians across Daves Avenue. During the school commute periods the intersection and Kavin Lane approaches experience traffic increases as parents park near the intersection to pick up and drop off students. Traffic Patterns recommends installing an all-way STOP control at the intersection and providing at least one marked crosswalk across Daves Avenue on the east leg, as the northeast corner of the intersection is already retrofitted with pedestrian ramps.

The new Walk & Roll Maps for Daves School highlights Kavin Lane as a Suggested Walking and Bicycling route, so improving the intersection will further encourage use of the suggested route.

- *Poppy Lane Right Turn Lane Improvements*

Cost Estimate: \$10,000 + Staffing Costs

Benefiting Mode:   

The Poppy Lane student drop off zone is a popular facility used by parents accessing Daves School from south of Vista Avenue. Traffic queues to the drop off zone can extend beyond Vista Avenue, pushing northbound traffic on Poppy Lane onto opposing southbound traffic near the school driveway.

Traffic Patterns recommends creating a “time-of-day” dedicated right turn lane on northbound Poppy Lane to help serve the school. The time-of-day restriction during school hours would limit on-street parking loss for the neighborhood, as the right turn lane would be positioned in the existing parking lane. To further help reduce queuing on Poppy Lane, Traffic Patterns recommends that the school implement a student valet program with adult monitors at least on Poppy Lane to discourage parking in the drop off zone and to keep traffic moving by having students open and close doors for students to quickly enter and exit vehicles.

The Poppy Lane right turn lane configuration is shown in the Daves School Concept Plan in the exhibits section of this report.

- *Daves Avenue Enhanced Bikeway Concept Plan*

Cost Estimate: \$7,500

Benefiting Mode:  

There are no designated bicycle lanes on Daves Avenue. Bicyclists can use the shoulder parking aisle, but there are no parking restrictions so bicyclists are forced into the travel lane when parked cars are present.

Traffic Patterns recommends developing Concept Plan Line drawings for Daves Avenue as part of the active Bicycle and Pedestrian Master Plan to consider alternative roadway configurations. As the parking is critical to neighborhood operations, striping the parking lane with a standard 4-inch white line (versus a 6-inch bike lane white line) will reduce confusion regarding bicycle facility operations. Greenback sharrows can be provided on Daves Avenue to highlight the shared bicycle and vehicle roadway operation. Students will naturally travel back into the bicycle lanes if they are not comfortable within the travel lane. To further improve student bicycle safety, the addition of speed tables or speed humps on Daves Avenue would reduce vehicle speeds providing a more comfortable riding experience for student bicyclists. This type of facility would create the foundation of a bicycle boulevard or enhanced bikeway facility along Daves Avenue.

- *Poppy Lane Enhanced Bikeway*

Cost Estimate: \$250,000

Benefiting Mode:   

Student bicycle and pedestrian traffic on Poppy Lane has direct access to a dedicated widened sidewalk facility on the school campus near the Poppy Lane egress driveway. Student bicyclists approaching the driveway at times find themselves in conflict with the vehicle queues trying to access the Poppy Lane campus driveways.

Traffic Patterns recommends widening the sidewalk on Poppy Lane between the campus facility driveway and the egress campus driveway to provide students with a dedicated two-way multi-use facility to feed directly onto the school campus. Extending the two-way multi-use facility to Vista Avenue would be preferred if the City of Monte Sereno can partner with the private property residents on the northeast corner of Poppy Lane & Vista Avenue to secure right-of-way for the installation of the facility.

- *Winchester Boulevard – Enhanced Bikeway Concept*

Cost Estimate: \$10,000

Benefiting Mode:   

Bicycle lanes are provided on segments of Winchester Boulevard, but a continuous bicycle lane does not exist through the Town of Los Gatos. Few students were observed bicycling on Winchester Boulevard to Daves Avenue and parents noted concerns regarding allowing their students to ride on the street because of its major arterial feel. The number of travel lanes on Winchester Boulevard varies from one lane in each travel direction to two lanes in each travel direction depending on the roadway segment.

Traffic Patterns recommends developing Concept Plan Line drawings for Winchester Boulevard as part of the active Bicycle and Pedestrian Master Plan to inform future CIP projects. Buffered bicycle lanes or separated bikeways may fit the corridor well and provide increased comfort to encourage student bicycling. Multi-use pathways should also be considered, to provide space for pedestrians.

- *Highway 9 & Massol Enhanced Crosswalk Improvements*

Cost Estimate: \$30,000

Benefiting Mode:  

Students traveling to Daves School from the Almond Grove Neighborhood must cross Highway 9 at Massol Avenue, the only marked crosswalk facility west of Santa Cruz Avenue. The Town has implemented various improvements at the crossing in recent years, including the installation of pedestrian-activated flashing beacons, but parents continue to express concerns regarding this crossing.

Although the recent flashing beacon systems are a step in the right direction, Traffic Patterns recommends the use of three-section high-intensity beacon systems that can be easily modified to work with the existing poles to reduce implementation cost. Solar-powered three-section systems can include an LED embedded crosswalk sign, and a Rectangular Rapid Flashing Beacon (RRFB). The three elements together provide a continuous warning to motorists regarding pedestrian activity when the beacon is activated.

Daves School – On Campus Traffic Improvements

Daves School traffic circulation works well with its dedicated Poppy Lane and Daves Avenue drop off zones. The improvements discussed in the previous section may help to further improve traffic operations with the on-street improvements and driveway improvements on Poppy Lane. The following additional improvements are for the consideration of the Los Gatos Unified School District:

- ***Drop Off and Pass Line Delineation***

Cost Estimate: \$2,500

Benefiting Mode:   

The Daves Avenue Concept Plan Line drawings in the previous section show new pass lane and drop off delineation for each of the school's drop off zones. These improvements were prepared for each of the schools in the project study area and help to reinforce traffic operations on the campus.

- ***Bicycle Parking Expansion (Complete)***

Cost Estimate: \$5,000

Benefiting Mode: 

The Daves School administration and staff noted planned expansion of bicycle parking on the campus over summer 2016. These improvements are documented within this report to highlight the school's active bicycle parking program. The expanded bicycle parking is located adjacent to the Poppy Lane school entry.

- ***Daves Avenue Driveway Improvements***

Cost Estimate: \$50,000

Benefiting Mode:   

Improvements to the Daves Avenue egress driveway were discussed in the previous section and are highlighted here again as the improvements are on-campus. Traffic Patterns recommends striping the driveway with dedicated left and right turn lanes and supplementing the existing STOP sign with a second STOP sign on the left side of the driveway, adding white limit lines before the sidewalk, and STOP legends to reinforce the STOP.

- ***Poppy Lane – School Loading Dock Access Restrictions***

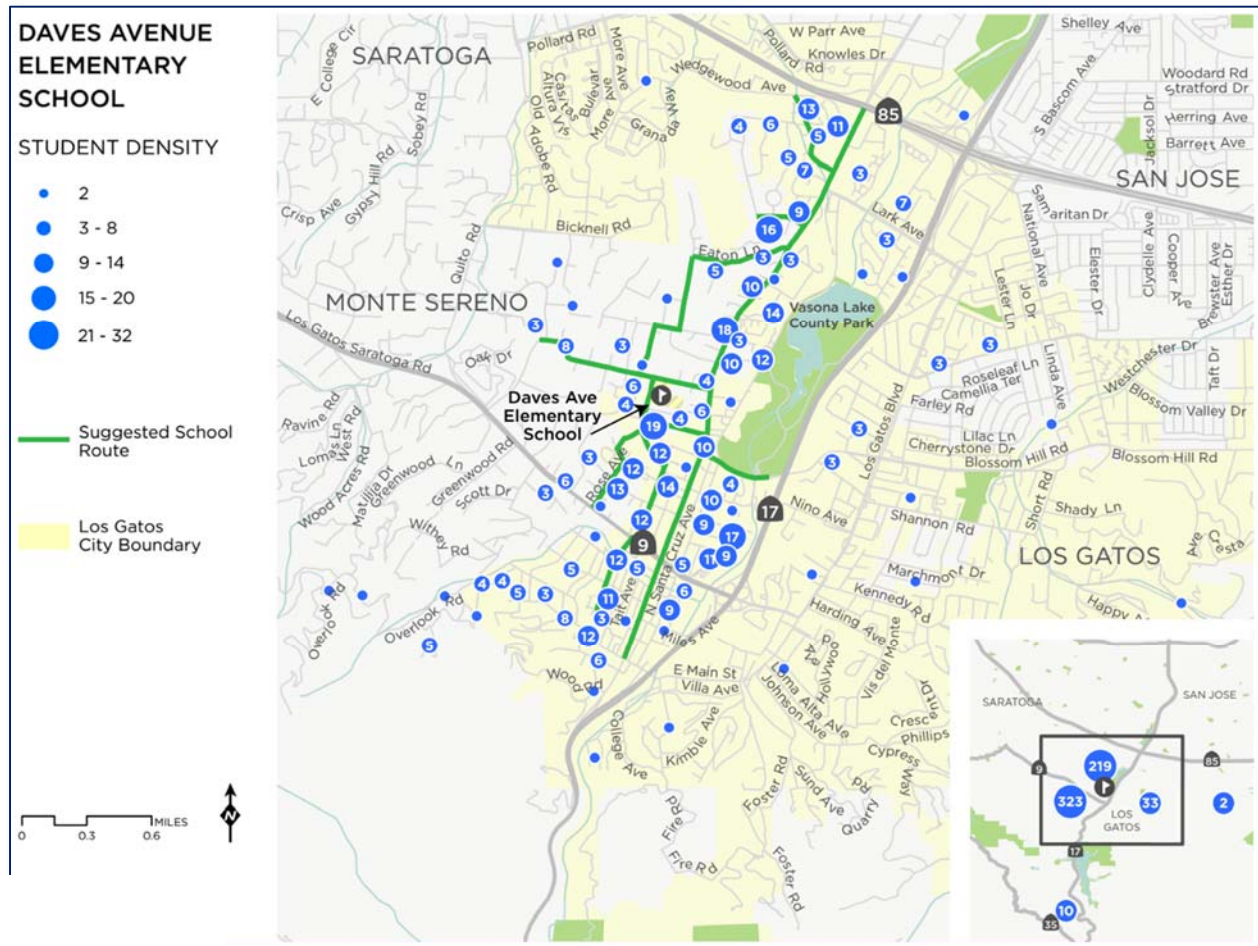
Cost Estimate: \$2,500

Benefiting Mode:  

Traffic Patterns observed and multiple parents noted concerns regarding parents using the schools loading dock driveway as an informal drop off zone. The additional vehicle movements can cause conflict with the high volume of pedestrian and bicycle traffic traveling along Poppy Lane in the narrow sidewalk. Traffic Patterns recommends chaining off the driveway each day during school hours to discourage use of the facility for passenger loading activities.

Daves School – Student Density Map

The following Student Density Map for Daves School shows the distribution of student population within the Los Gatos community.

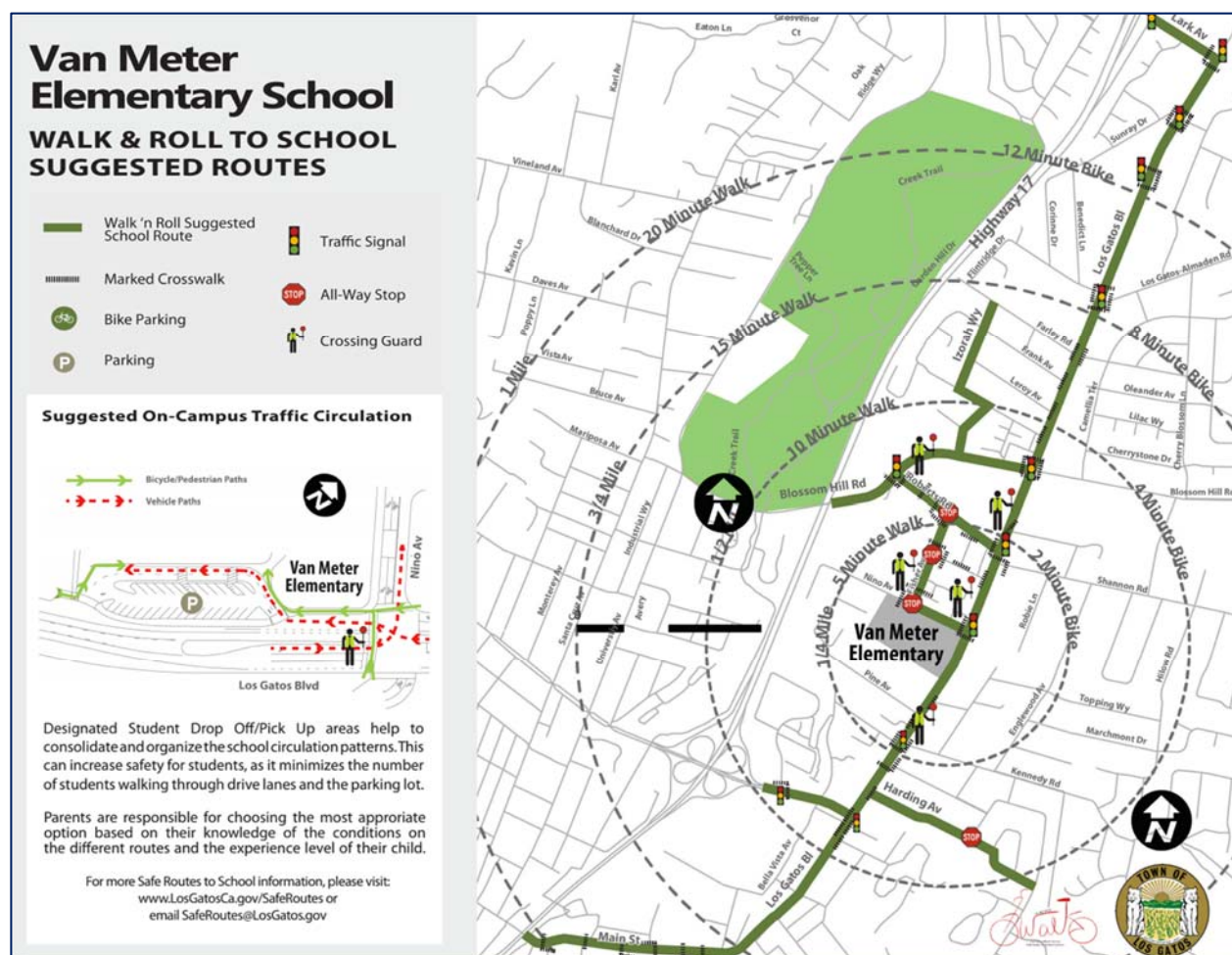


The Density Map highlights the need to further improve the crossing at Highway 9 and Massol Avenue, and to implement other recommended improvements along Poppy Lane as all pedestrian and bicycle traffic must travel along these streets to access the Daves School from the south. North of Daves Avenue, Kavin Avenue and Winchester Boulevard are the obvious corridors to travel to Daves School, but these routes currently lack continuous bicycle and pedestrian facilities. The recommended improvements in the prior section will help to encourage these travel modes.

Van Meter Elementary School

Van Meter School is located in the central area of Los Gatos adjacent to Fisher Middle School. The school has access and drop off zones along the Los Gatos Boulevard and Shannon Road frontages. Bell schedules with Fisher Middle School are staggered to help minimize traffic congestion, but it is common to find student traffic from both schools interacting with one another during their commutes. Along Los Gatos Boulevard, the vehicle commute towards Van Meter School can be overwhelming for parents as school and regional commute traffic meet on Los Gatos Boulevard, emphasizing the importance of promoting active travel modes to Van Meter Elementary and Fisher Middle School. Many of the traffic operations improvements in the subsequent sections will benefit both schools given their proximity.

The following Van Meter School Walk & Roll Map highlights how important Los Gatos Boulevard is as a connector to the school. Additional Los Gatos Boulevard and East Main Street improvements are discussed later in this report as part of traffic operations improvements for Los Gatos High School, which will also support Van Meter School.



Van Meter School – Roadway Operations Improvements

Van Meter School benefits from existing bicycle lanes along Los Gatos Boulevard, but many younger students were observed riding on the sidewalk alongside their parents. Adult crossing guards are well positioned around the campus at Los Gatos Boulevard & Nino Avenue, and at Nino Avenue & Fisher Avenue.

Students benefit from well-positioned school access points along Los Gatos Boulevard and Nino Avenue frontages, and an almost even distribution of students at both entry points was observed. The Los Gatos Boulevard & Nino Avenue intersection operates with a pedestrian scramble phase for additional safety benefits for students although this does cause traffic congestion along Los Gatos Boulevard. Mitigation measures are discussed below.

- ***Los Gatos Boulevard Capacity Improvements***

Cost Estimate: \$30,000

Benefiting Mode: 

Los Gatos Boulevard north of Blossom Hill Road has three travel lanes in each direction. South of Blossom Hill Road, the street transitions to two travel lanes in each direction. Southbound, the street narrows to one lane immediately south of Mitchell Avenue while in the northbound direction the road widens to two travel lanes approaching Nino Avenue. The narrowing in the southbound direction approaching Van Meter School results in extensive queues during the morning school commute which can extend to Roberts Road-Shannon Road. The southbound narrowing is also noted to impact commuter traffic – specifically on summer weekends – causing delays being studied separately by the Town. Approaching Nino Avenue, Los Gatos Boulevard has excessive roadway space in the form of an oversized right turn lane to Nino Avenue with wider-than-normal parking aisles that are not well utilized today.

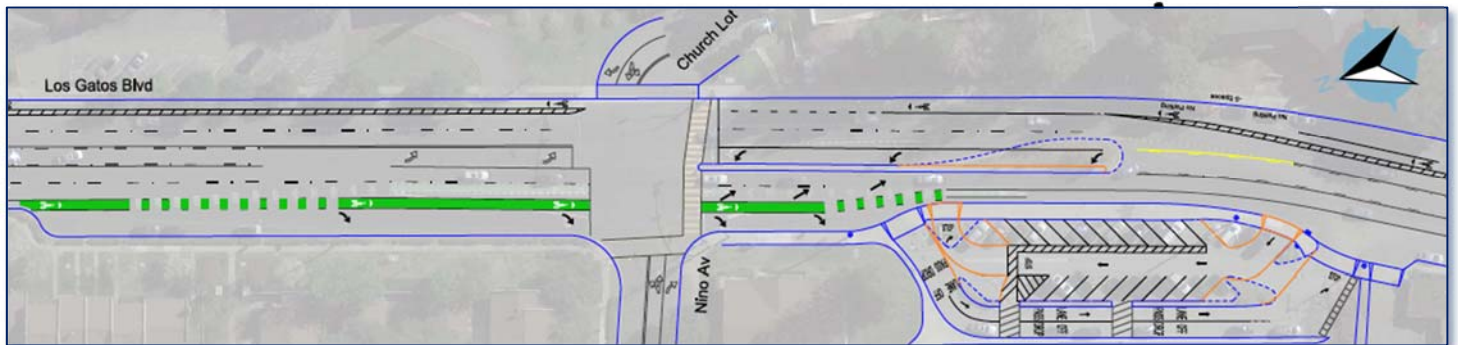
Traffic Patterns recommends increasing the roadway capacity on Los Gatos Boulevard by continuing the two southbound lanes past Nino Avenue. A dedicated right turn lane to Nino Avenue and all existing parking can be maintained as part of the capacity increase. The merge would be moved south of Nino Avenue, which in the morning moves at a slower pace because of the extended vehicle delays from the all-pedestrian traffic signal interval.

The southbound Los Gatos Boulevard capacity extension would also provide a better alignment of the green bicycle lane and introduce a dedicated right turn lane into the Van Meter School campus.

An additional capacity option includes the extension of the northbound left turn lane at Los Gatos Boulevard & Nino Avenue. The Town recently installed a new landscaped median in this area, but the needed storage for turning vehicles often extends beyond its storage length, impacting the northbound approach for through traffic.

These improvements are illustrated in the following diagram and also in the exhibits section of this report.

*Los Gatos Boulevard & Nino Avenue
Concept Capacity Improvements*



- Los Gatos Boulevard Frontage – Driveway Circulation*

Cost Estimate: \$500,000

Benefiting Mode: 

The Van Meter School frontage currently operates as a one-way, counter clockwise circulation with all traffic entering from the north and exiting on the south end of the campus. Parents driving students to school must make a U-turn at the Los Gatos Boulevard & Nino Avenue intersection to access the school's northern driveway. Motorists do experience longer queues and delays at times with the additional Roberts Middle School traffic and the pedestrian scramble phase at the traffic signal, but the pedestrian scramble phase provides a significant safety benefit for students and Traffic Patterns recommends retaining that feature for the community.

The above Los Gatos Boulevard & Nino Avenue diagram shows a concept of creating two new driveways on Los Gatos Boulevard for the school to allow parents driving from south of the school to enter the campus ahead of the Los Gatos Boulevard & Nino Avenue intersection. Los Gatos Boulevard retains its current one-lane configuration, making the left turn an easy movement for motorists. An additional student loading zone is shown on the campus that would require additional adult supervision. Parents that entered from the south in the new driveway would exit in a second new driveway with a "right turn only" movement, helping to reduce queues within the driveway. The pedestrian scramble phase supports this new driveway concept because it creates a gap in oncoming traffic, helping to reduce queuing in the exit driveway.

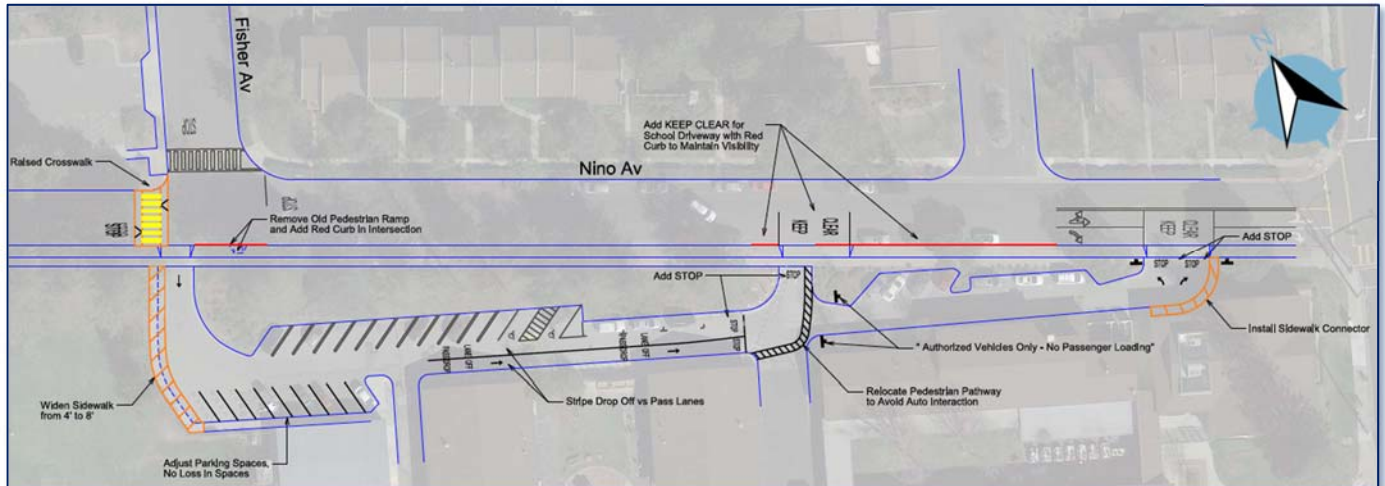
- Los Gatos Boulevard – Northbound Buffered Bicycle Lanes*

Cost Estimate: \$250,000

Benefiting Mode:   

Traffic Patterns recommends designating Los Gatos Boulevard as an enhanced bikeway facility as part of its Bicycle and Pedestrian Master Plan update so that additional safety-focused design concepts for Los Gatos Boulevard can be introduced. For example, buffered bicycle lanes would provide space between vehicles and bicyclists and improve bicyclist safety. The Los Gatos Boulevard Concept Plan Line drawings provided in the exhibit include operations recommendations from Blossom Hill Road to Los Gatos High School. An excerpt of the Los Gatos Boulevard Buffered Bicycle Lane concept is shown in the Los Gatos Boulevard & Nino Avenue diagram above. Green bicycle lanes approaching Van Meter School should be retained, but buffered elements cannot be provided without parking loss and therefore are not recommended for implementation at this time.

*Van Meter School
Nino Avenue Frontage Improvements*



- *Fisher Avenue & Nino Avenue Intersection Improvements*

Cost Estimate: See Cost Breakdown Below

The Fisher Avenue & Nino Avenue intersection is one of the busiest intersections throughout the entire Town of Los Gatos during the school commute periods, with students from both Van Meter Elementary and Fisher Middle School crossing paths at this location. The intersection also serves as the entry point to the Van Meter School – Nino Avenue frontage student drop-off zone. Traffic Patterns recommends several improvements at this intersection including:

- *Installation of a Raised Crosswalk*

Cost Estimate: \$50,000

Benefiting Mode:  

A raised crosswalk at this location allows pedestrians to cross the street at a continuous grade from sidewalk to sidewalk of the intersection. The raised crosswalk also serves to reduce vehicle speeds for vehicles traveling across the crosswalk on Nino Avenue.

- *LED Enhanced STOP Signs*

Cost Estimate: \$7,500

Benefiting Mode:   

Installation of LED Enhanced STOP signs that flash during the school commute periods will help to reinforce the all-way STOP controls of the intersections. Traffic Patterns observed multiple motorists failing to comply with the all-way STOP to turn onto Fisher Avenue towards Fisher Middle School.

- *Van Meter School Pathway Widening*

Cost Estimate: \$20,000

Benefiting Mode:  

A narrow sidewalk and pathway receives students from the adjacent Fisher Avenue & Nino Avenue intersection crossing, but the pathway cannot accommodate the volume of students entering Van Meter School. As a result, students were observed walking in the driveway adjacent to vehicles. Widening of the pathway to 10 feet is recommended.

- *Egress Nino Avenue Driveway – Sight Distance Improvements*

Cost Estimate: \$1,500

Benefiting Mode:



Vehicles parked along the Van Meter School Nino Avenue frontage created visibility challenges between motorists. Traffic Patterns recommends either permanent red curb restrictions between the driveway or time-of-day parking restrictions during school hours so that parking can be maintained for residents during evenings and weekends.

Van Meter School - On-Campus Traffic Improvements

Van Meter School was noted as having some of the busiest parking lots and sidewalk activity because of the Los Gatos Unified School District elementary schools. The off-campus traffic improvements would greatly benefit the school commute, but additional on-campus improvements were noted and documented within this section:

- *Egress Nino Avenue Driveway – Student Pathway Relocation*

Cost Estimate: \$2,500

Benefiting Mode:



Three driveways serve Van Meter School. The western driveway near Fisher Avenue is the single ingress driveway to teacher parking and student drop-off zones. The two additional driveways serve as egress driveways. The center driveway serves parents leaving the student drop-off zone. The third driveway serves teachers in the “teacher only” parking lot of the school.

The center driveway has a striped pedestrian pathway from the adjacent sidewalk that guides students onto the campus. The pathway currently guides pedestrians across traffic that is leaving the student drop off zone and causes parents and students to interact twice with vehicles: once crossing the driveway and again crossing the parking lot. Traffic Patterns recommends relocating the pathway to the east side of the driveway to eliminate any pedestrian-vehicle interaction.

- *Teacher Egress Nino Avenue Driveway – New Pedestrian Pathway*

Cost Estimate: \$20,000

Benefiting Mode:



The teacher-only egress driveway on Nino Avenue sees little vehicle traffic during the school commute. The driveway is adjacent to the Van Meter School Multi-Purpose Room (MPR) and multiple parents were observed cutting through the driveway and parking lot to an access gate to the school. Traffic Patterns recommends constructing a new pathway or sidewalk from the Nino Avenue sidewalk to the MPR access gate. This would further reduce pedestrian-vehicle interaction at the center egress driveway on Nino Avenue and provide more direct access onto the campus for students and parents.

- *Drop Off and Pass Line Delineation*

Cost Estimate: \$2,500

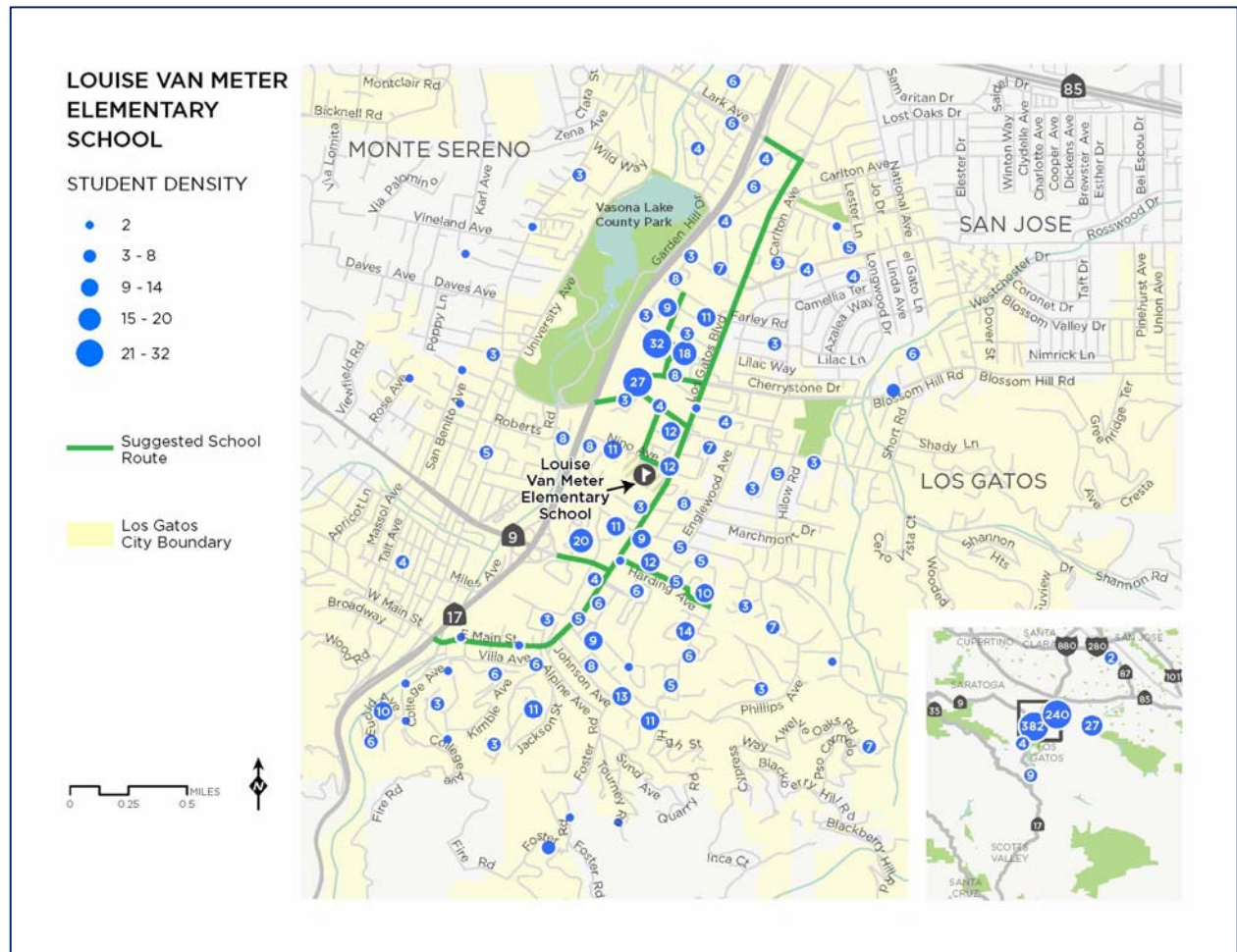
Benefiting Mode:



The Van Meter – Nino Avenue Concept Plan Line drawings in the previous section show new pass lane and drop off delineation for each of the school’s drop off zones. These improvements were prepared for each of the schools in the project study area and help to reinforce traffic operations on the campus.

Van Meter School – Student Density Map

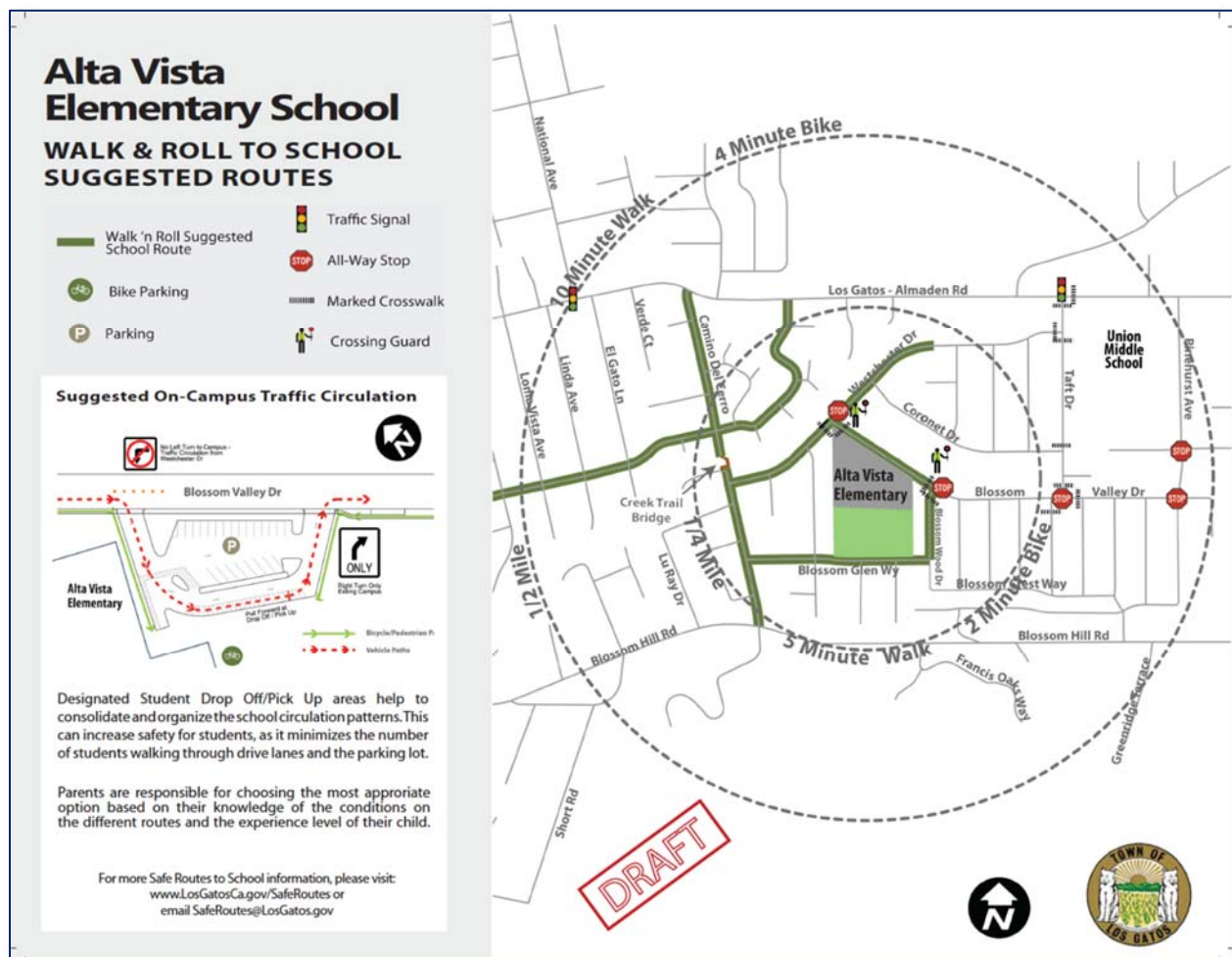
The following Student Density Map for Van Meter School shows the distribution of student population within the Los Gatos community.



The density map highlights the wide distribution of the student population at Van Meter School. From both north and south, many students access the school along Los Gatos Boulevard. The proposed capacity improvements in the southbound direction of Los Gatos Boulevard will help parents access the school and the proposed driveway circulation changes on the Los Gatos Boulevard frontage of the school will help to reduce congestion at the Los Gatos Boulevard & Nino Avenue intersection where all school traffic currently meet.

Alta Vista Elementary School

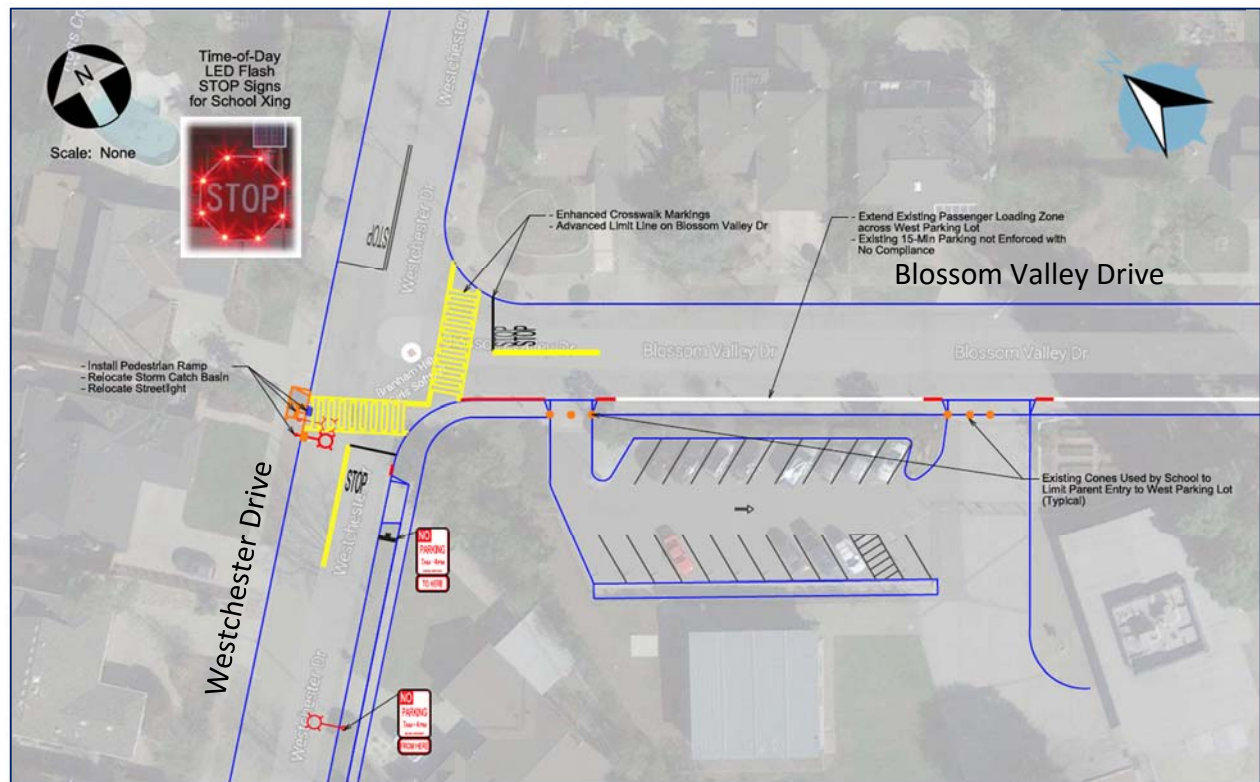
Alta Vista Elementary School is operated by the Union School District in San José but the school serves the northeast portion of the Los Gatos community. A focused Safe Routes to School assessment was conducted and a DRAFT Walk & Roll Map prepared and shared with the school administrators and City of San José – Department of Transportation staff. The City of San José requested that the Walk & Roll Map remain in draft form so that they could build upon the study in the future. No input was received to the Walk & Roll Map from the Alta Vista School administrators.



At the request of the City of San José, the Walk & Roll Map only highlights suggested routes within the public right-of-way of the Town of Los Gatos and immediate school frontage. The map highlights the critical link created by the Creek Trail Bridge at Camino Del Cerro. At Westchester Drive & Blossom Valley Road the majority of the Los Gatos community meet to access the school. Blossom Glen Way is an excellent alternative entry point to the school for Los Gatos residents, but it currently underutilized as an access point. Traffic operations improvements to help change that are discussed in the following section.

Alta Vista School – Traffic Operations Improvements

Only traffic operations improvements within the Town of Los Gatos right-of-way are discussed in this section. It should also be noted that Alta Vista School is the only school for which the Traffic Patterns team did not conduct parent outreach during the afternoon school pick-up. The following traffic operations recommendations were made available online through a Survey Monkey survey and some community input received through that outreach method. Traffic Patterns recommends that the Town of Los Gatos continue to coordinate with the City of San José and Alta Vista School administrators so that these and other traffic operations improvements can be identified and considered.



- **Westchester Drive & Blossom Valley Drive Intersection Improvements**

Cost Estimate: See Cost Breakdown Below

The Westchester Drive & Blossom Valley Drive intersection is located at the west end of the Alta Vista campus and is the primary intersection through which all Los Gatos residents access the school. The following traffic operations improvements are recommended:

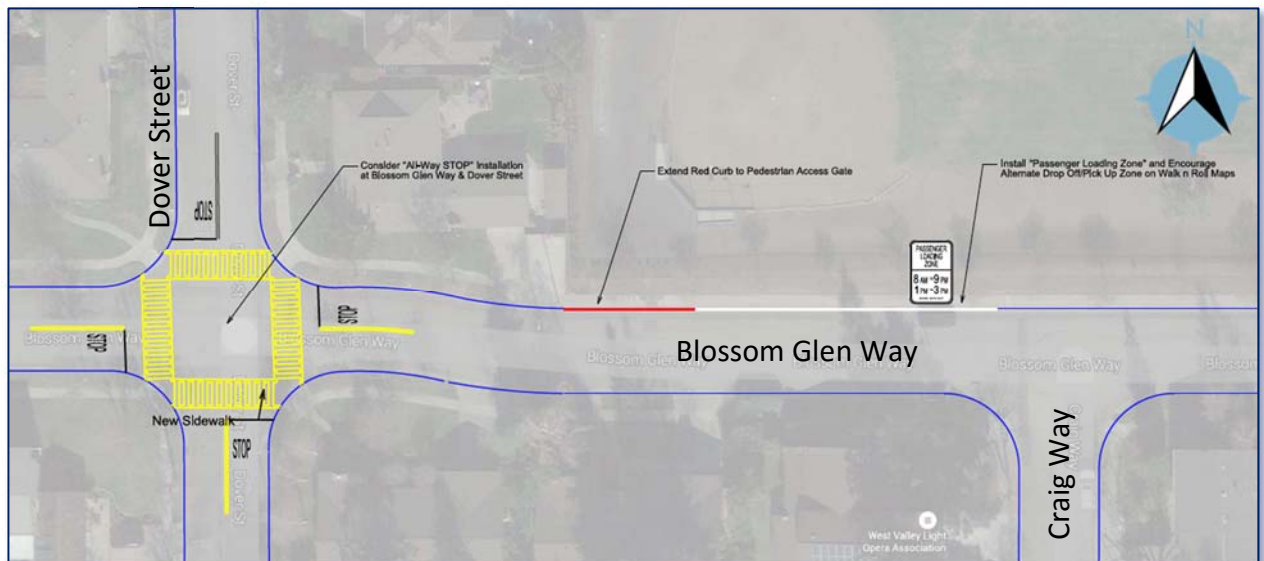
- *Pedestrian Ramp Installation and Catch Basin Relocation*
Cost Estimate: \$100,000 Benefiting Mode:  
One crosswalk across Westchester Drive is marked on the south leg of the intersection. An ADA accessible pedestrian ramp on the west side of the crosswalk is missing due to a conflict with an existing catch basin and streetlight. Traffic Patterns recommends relocating the catch basin and streetlight to accommodate a new ADA-accessible pedestrian ramp. The crossing is adjacent to a private residence driveway, but driveways should not be used as pedestrian ramps.
- *High-Visibility Crosswalk Markings*
Cost Estimate: \$5,000 Benefiting Mode:   
The existing standard transverse crosswalks at the intersection are faded and cracked due to poor pavement condition on the street. Traffic Patterns recommends installing high-visibility continental crosswalk markings to highlight the adult crossing guard-controlled intersection.
- *LED Enhanced STOP Sign*
Cost Estimate: \$7,500 Benefiting Mode:   
The intersection currently operates as an all-way STOP with adult crossing guard supervision during the school commute periods. As all motorists must currently traverse through the intersection to gain access to the school's frontage and student drop-off zone the use of time-of-day LED Enhanced STOP signs would highlight the STOP controls of the intersection and assist adult crossing guard operations.
- *Blossom Valley Drive Student Passenger Loading Zone*
Cost Estimate: \$5,000 Benefiting Mode: 
Blossom Valley Drive currently has inconsistent white curb and passenger loading zone signs along the school frontage. Since the west parking lot is closed to parents for "teacher only" parking, additional demand for on school frontage parking results. Traffic Patterns recommends striping consistent white curb and installing consistent "passenger loading zone" signage along the school frontage.
- *Bicycle Boulevard or Enhanced Bike Route Operations*
Cost Estimate: \$0 Benefiting Mode:  
Traffic Patterns recommends that as part of the active Bicycle and Pedestrian Master Plan that the following street segments be considered for Bicycle Boulevard or other enhancements to help Alta Vista School:
 - Camino Del Cerro
 - Westchester Drive
 - Blossom Glen Way

- **Blossom Glen Way Student Passenger Loading Zone**

Cost Estimate: \$7,500

Benefiting Mode: 

Blossom Glenn Way has two access gates located on each end of the school's fields that front the street. Informal loading zone activities occur mostly near the western gate adjacent to Craig Way. Formalizing and promoting the use of Blossom Glen Way as an alternative student drop-off zone would help alleviate traffic demand and congestion on Blossom Valley Drive. Traffic Patterns recommends continuing discussions with the Alta Vista School administrators to consider and implement a passenger loading zone.



The Blossom Glen Way & Dover Street intersection currently operates as two-way STOP on Dover Street. If the passenger loading zone recommendations for Blossom Glen Way were to be implemented, further safety improvements along Blossom Glen Way should be considered including the following:

- **All-Way STOP at Blossom Glen Way & Dover Street**

Cost Estimate: \$7,500

Benefiting Mode:   

Introduction of an all-way STOP at Blossom Glen Way & Dover Street would help to meter traffic to/from the Blossom Glen Way loading. Traffic Patterns staff spoke to the home owner living on the southwest corner of the intersection who said that the all-way STOP would be welcome improvement for her household.

- **High-Visibility Crosswalk Markings**

Cost Estimate: \$5,000

Benefiting Mode:   

High visibility crosswalk markings would highlight pedestrian activity at the intersection and guide pedestrians to the intersection to reduce mid-block crossings at the western school gate.

Alta Vista - On Campus Traffic Improvements

The Alta Vista staff implement various traffic control measures during the school commute periods, including the installation of traffic controls to restrict left turns into the campus and to force right turn movements out of the campus. These traffic control measures work well to enforce consistent traffic patterns around the school campus. The following on-campus improvements are recommended for consideration by the school:

- **Drop Off and Pass Lane Delineation**

Cost Estimate: \$2,500

Benefiting Mode:   

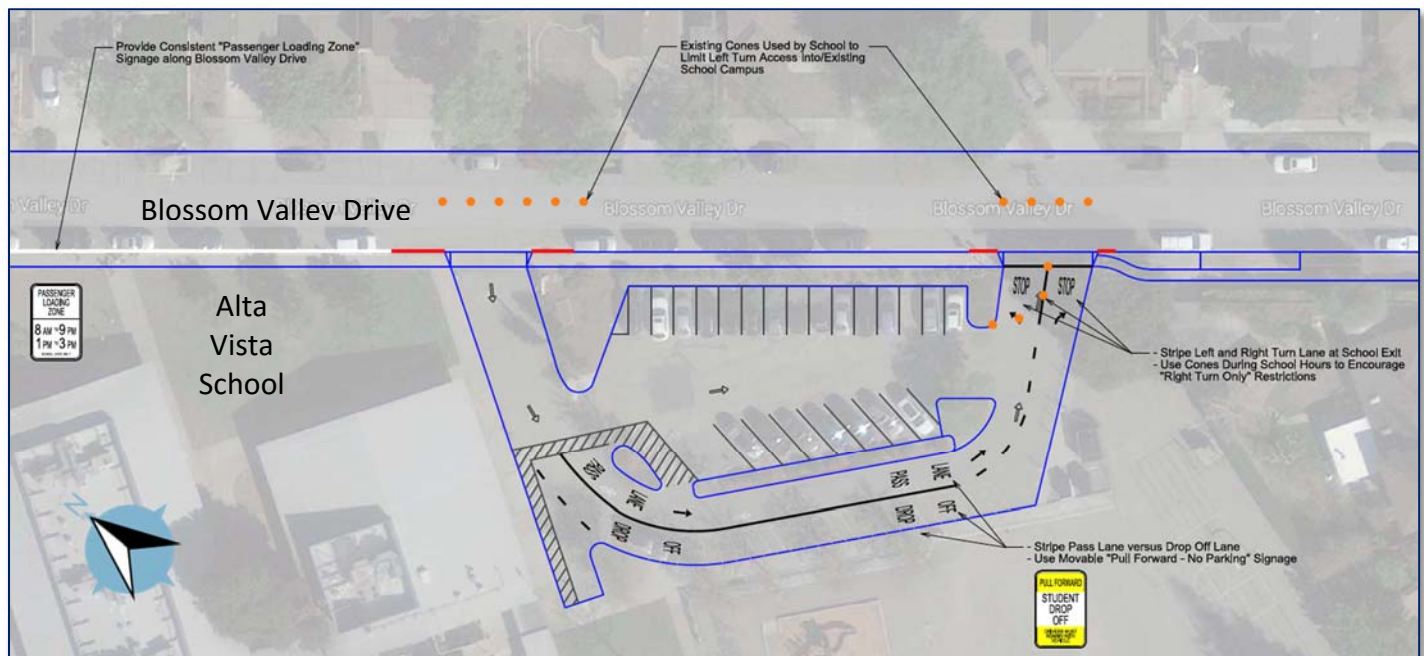
The Alta Vista Concept Plan Line drawings below shows suggested pass lane and drop off delineation at the school's primary student drop-off zone. Sample of the passenger loading zone and valet drop off signage are also shown.

- **Egress Driveway Turn Lane Delineation**

Cost Estimate: \$2,500

Benefiting Mode: 

The Alta Vista Concept Plan Line drawing below also suggests striping of turn lane and STOP delineation at the school driveway. When the turn restrictions on Blossom Valley Drive are in place, additional traffic cones can be used to narrow the driveway approach into a striped right turn only lane.



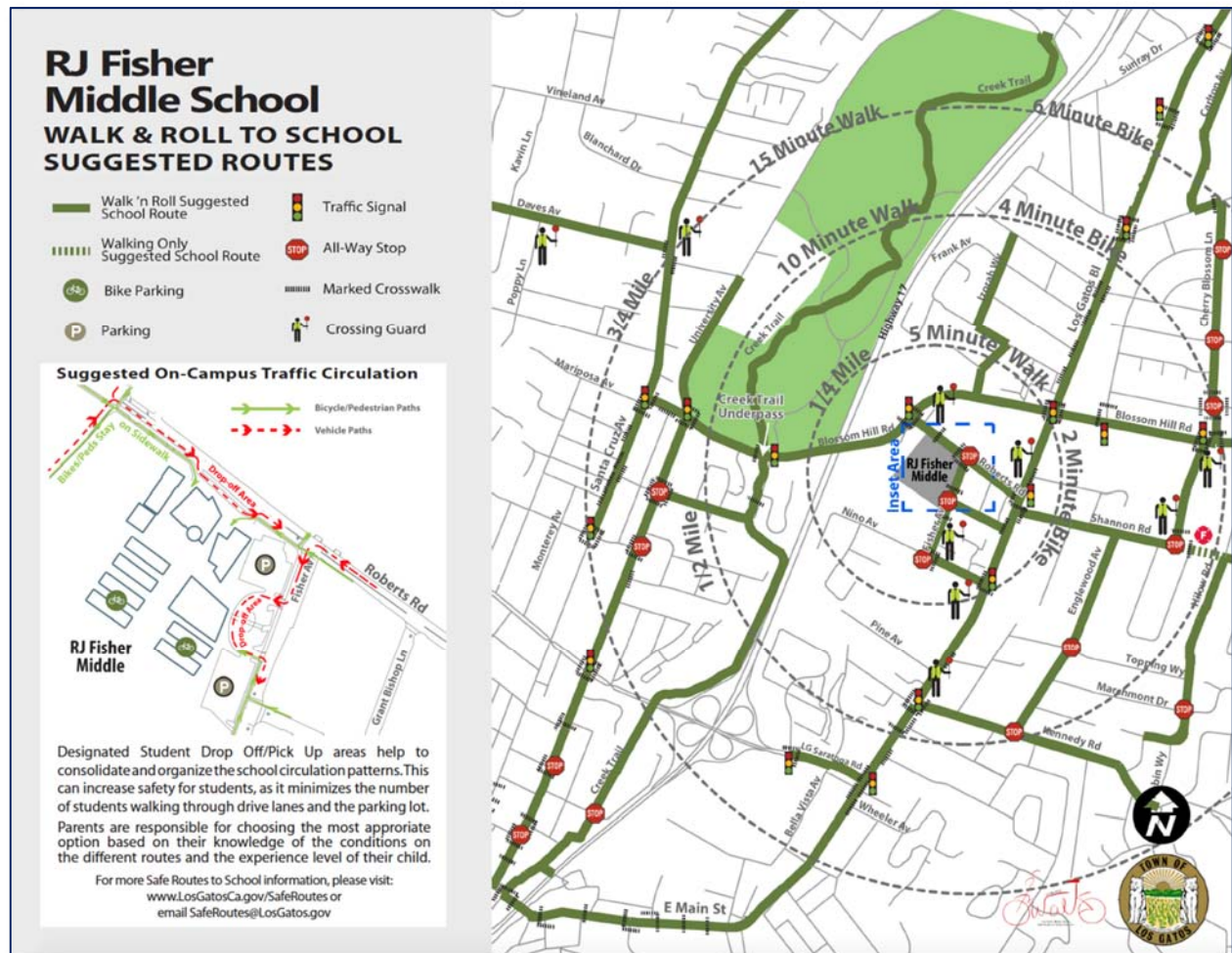
Alta Vista School – Student Density Map

Alta Vista School is operated and maintained by the Union School District in the City of San José, so no student population data was available to the Traffic Patterns team for development of a Student Density Map. As the Town of Los Gatos, Union School District, and City of San José staff move forward on the Safe Routes to School program for Alta Vista School, use of a Student Density Map may help to validate suggested traffic operations improvements for the school.

Fisher Middle School

Fisher Middle School is the only middle school within the Los Gatos Unified School District. The school is located centrally within the Town adjacent to Van Meter Elementary School. The immediate streets fronting the school include Roberts Road and Fisher Avenue, but the primary vehicle routes serving the school include Blossom Hill Road and Los Gatos Boulevard. Shannon Road shares a strong bond with Fisher Middle School as a preferred walking and bicycling route for students. The corridor received much need street resurfacing and widening improvements over summer 2016 that will benefit Fisher School students and families.

The following Fisher School Walk & Roll Map and subsequent recommended traffic operations improvements aim to improve traffic circulation around the campus. As Fisher School is the primary middle school for almost all of Los Gatos, striking a balance between vehicle and walking/biking demand is critical to reduce traffic around the school.



Fisher Middle School – Traffic Operations Improvements

As the only middle school in the district, routes serving Fisher School overlap with routes for adjacent elementary school including Blossom Hill School, Van Meter School, and Los Gatos High School. The following traffic operations improvements aim to better balance the existing roadways to serve multiple travel modes, specifically increasing the priority of bicycle and pedestrian facilities:

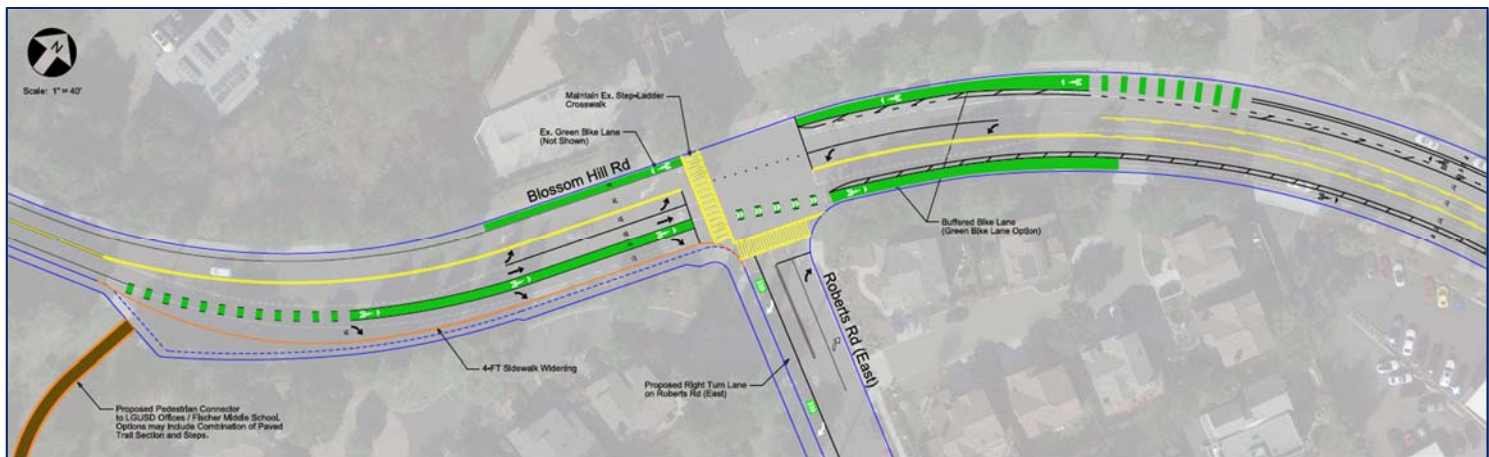
- ***Blossom Hill Road Enhanced Bikeway***

Cost Estimate: \$75,000

Benefiting Mode:   

Traffic Patterns recommends that, as part of the active Bicycle and Pedestrian Master Plan, Blossom Hill Road between Roberts Road and Los Gatos Boulevard be considered for enhanced bikeway treatments to better distribute the existing roadway space. The street is currently configured as a four-lane roadway with parking on the north side to serve the multi-family housing units on that side of the street. Bicycle lanes on Blossom Hill are narrow in this section and place bicyclists adjacent to vehicles.

The following concept plan line drawing proposes a lane reduction on Blossom Hill Road from 4-lanes to 3-lanes with a center two-way left turn lane that will benefit both residences on the north side of the street and commercial land uses on the south side of the street. The additional roadway space can be used to provide buffered bicycle lanes that buffer the bike lanes from both parking and vehicle travel lanes. The green bicycle lanes that currently exist at Roberts Road are further enhanced through widening and realignment across the Roberts Road intersection.



West of Roberts Road, installation of a new dedicated right turn lane to Roberts Road is recommended. Motorists already informally position themselves in the green bike lane to make the turn, which blocks access to the bike lane. Traffic Patterns notes that most student bicyclists were observed on the sidewalk already but that may be due to the fact that the bike lane is blocked rather than a preference. The drawing above proposes a widening of the sidewalk adjacent to the right turn lane to accommodate student bicycle use. A pedestrian connector on the hillside is also shown in the drawing and is discussed further in this section (not included in cost estimate).

- *Blossom Hill Road & Roberts Road Improvements*

Cost Estimate: See Cost Breakdown Below.

The Blossom Hill Road & Roberts Road intersection is signalized, and an adult crossing guard helps to manage the intersection during the school commute periods. Traffic Patterns recommends the following intersection modifications:

- *Minor Traffic Signal Modification to Accessible Pedestrian Signals*

Cost Estimate: \$20,000

Benefiting Mode:  

During multiple observations at the intersection, pedestrians waiting to cross from the north side of Blossom Hill towards Fisher School were noted to not push the pedestrian push button to request a WALK indication. Students were observed stranded for extended periods of time until a pedestrian did push the button. Although the intersection does have an adult crossing guard, the guard was not always present at the intersection.

The use of an Accessible Pedestrian Signal (APS) provides an audible queue to help bring awareness to the push button to receive demand. The use of APS signals is now a standard required by the Manual on Uniform Traffic Signal Controls Devices (MUTCD) as part of major modifications or new signal installations. An APS at this intersection may help to encourage use of the pedestrian push button. An alternative can be to add a second push button at the intersection located closer to the private driveway on the north leg where pedestrians typically queue while waiting for a WALK indication.

- *Enhanced Crosswalk Markings across Roberts Road*

Cost Estimate: \$2,500

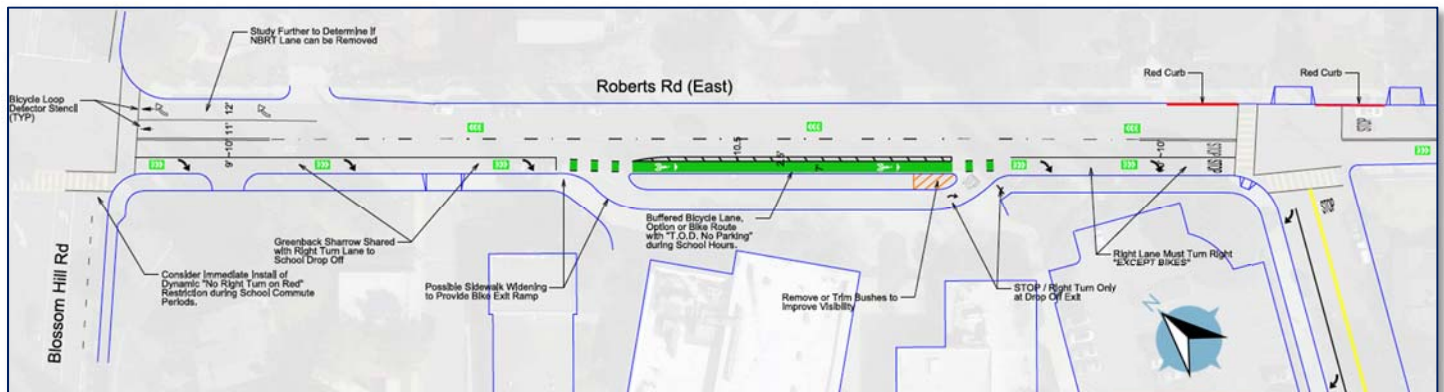
Benefiting Mode:   

The intersection already has high-visibility continental crosswalks across Blossom Hill Road, but the Roberts Road crosswalk has equal demand during the school commute. The high-visibility yellow crosswalk across Roberts Road should also include an advance yield line to push vehicles back about 5 feet to provide a buffer between vehicles, pedestrians, and the required school assembly signage.

- *Robert Road – Fisher School Frontage Improvements*

Cost Estimate: See Cost Breakdown Below

Roberts Road includes a student drop-off zone midblock between Blossom Hill Road and Fisher Avenue. This drop-off is popular with parents driving from Blossom Hill Road as students can enter immediately to the campus at this location. The student drop-off zone currently operates inefficiently and the following operations modifications are offered to help improve traffic flow on Roberts Road. Some of the suggestions have already been presented to and implemented by Town staff, but are still documented within this section for the benefit of the Town Council and community.



- *Dedicated Right Turn Lane to Roberts Road Drop-Off Zone*

Cost Estimate: \$15,000

Benefiting Mode: 

Because of the popularity of the Roberts Road Student drop off zone, it is common for queues to extend to Blossom Hill Road and eventually towards the Highway 17 overpass. When the queue builds between the drop off zone and Blossom Hill Road, motorists trying to continue on Roberts Road towards Fisher Avenue move into the opposing northbound lane creating a possible head-on collision scenario. The installation of a dedicated right turn lane with parking removal between Blossom Hill Road and the drop off zone would eliminate this condition. The right turn lane can be supplemented with sharrowes that can feed into an optional dedicated bike lane adjacent to the drop off zone.

- *Roberts Road Student Drop-Off Zone Sight Distance Improvements*

Cost Estimate: \$500

Benefiting Mode:  

When parents exit the student drop-off zone on Roberts Road they must turn right to avoid blockage of the intersection back towards Blossom Hill Road. The shrubs at the median between the drop-off zone and Roberts Road are overgrown and should be trimmed downward or removed for the first 20 feet to improve sight distance towards Blossom Hill Road. Removal of one parking space in the same area would further improve sight distance. Traffic Patterns also recommends formally STOP controlling and striping a right turn arrow at the drop off zone to reinforce the "right turn only" movement at all times.

- *Roberts Road & Fisher Avenue Intersection Improvements*

Cost Estimate: See Cost Breakdown Below

The Fisher School administration has done a wonderful job of enforcing specific pedestrian travel patterns to the campus at this intersection. Students typically walk along the west side of Roberts Road from Los Gatos Boulevard and continue straight past Fisher Avenue towards the Roberts Road school entry, the same entry point used by the Roberts Road student drop off area. This helps to reduce student-vehicle conflicts at the Fisher Avenue main school entry. The intersection is extremely busy with vehicle traffic, however. The following improvements are recommended to help improve intersection efficiency:

- *Southbound Roberts Road Right Turn Lane*

Cost Estimate: \$7,500

Benefiting Mode: 

Building on the right turn lane from Blossom Hill Road to the student drop-off zone, a right turn lane between the student drop-off zone and Fisher Avenue would require parking removal, but would improve the efficiency of the southbound Roberts Road approach. The parking removal can be by “time of day,” but would require extensive enforcement and vehicle towing, so permanent parking removal may be preferred.

- *Sight Distance Improvements*

Cost Estimate: \$1,000

Benefiting Mode:   

Although a majority of students access the school from the west side of Roberts Road, students still access the school from the east side and cross at the intersection. There is currently no formal adult crossing guard at this location and with vehicles parked immediately adjacent to the crosswalk, pedestrian visibility to motorists is limited. Traffic Patterns recommends removing one parking space north of the Roberts Road crosswalk and removing one parking space adjacent to the northbound Roberts Road STOP approach to improve pedestrian visibility.

- *Adult Crossing Guard Operations*

Cost Estimate: On-Going Operations Cost

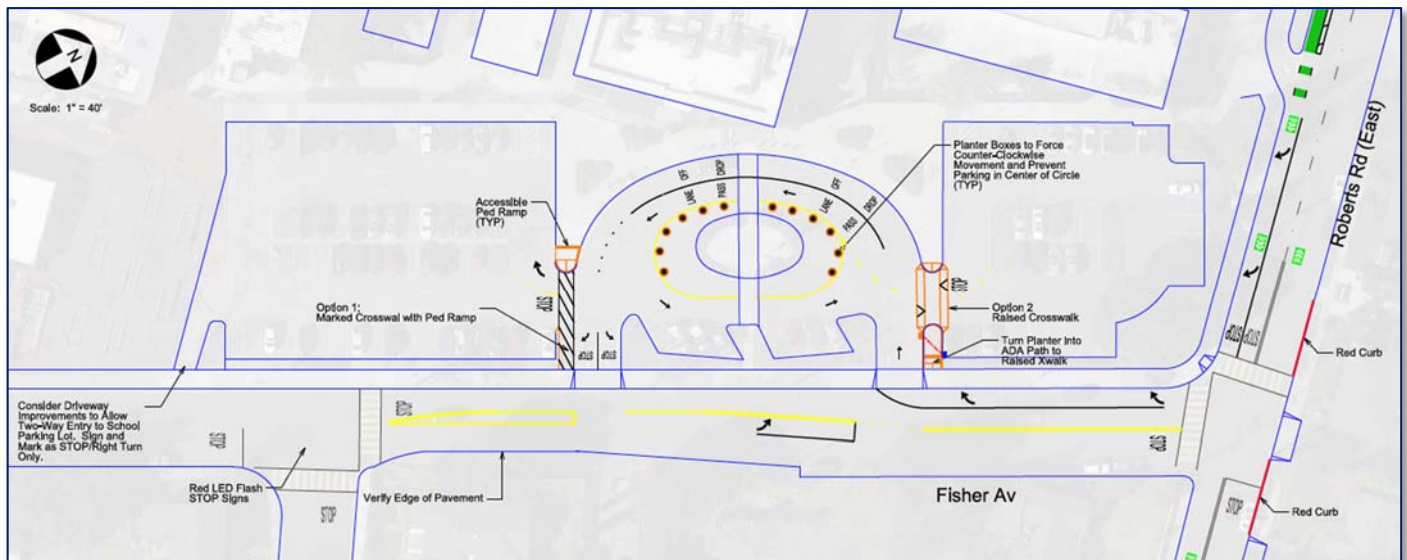
Benefiting Mode:   

The Town, Fisher School administrators, and Traffic Patterns implemented a trial during Spring 2016 to have a Town Flagger control the intersection like a “work zone” with the flagger taking over the all-way STOP operations and moving queues of vehicles and pedestrians through the intersection at a time. The flagger operated like a traffic signal assigning right-of-way movements. The test results were mixed with some parents verbally thanking the flagger for the improvement and others complaining that it was making the conditions worse. The use of flaggers at middle schools is not uncommon, and is usually a function taken on by the school administrators. Typical adult crossing guards are only trained to stop traffic when children are present. The Fisher School staff noted reluctance towards taking on that responsibility and the Town staff expressed concern regarding on-going operations cost if a certified traffic flagger were retained to handle that responsibility. Traffic Patterns recommends at a minimum providing an adult crossing guard to queue students and cross them in groups to help improve intersection efficiency.

- *Roberts Road Traffic Signal Operations in FREE Mode (Completed)*

At the start of this project the traffic signals at Los Gatos Boulevard & Roberts Road and Blossom Hill Road & Roberts Road operated in coordinated traffic signal modes with adjacent traffic signals. This resulted in limited green time for the Roberts Road movements and it was typical to see queues on each Roberts Road approach at these intersections. Traffic Patterns recommended the removal of the coordination mode to free mode during the school commute period to help provide longer green time for the Roberts Road movements. The Town implemented this change immediately quickly eliminated queues on Roberts Road without impacts to operations on either Los Gatos Boulevard or Blossom Hill Road.

In addition to the free mode operations, Traffic Patterns recommended increasing the gap time used by the traffic signal controllers for the Roberts Road approaches. The gap time determines the number of seconds between vehicle detection before the traffic signal moves onto the next programmed movement. When gap times are low (less than three seconds) it is common for the signal to not fully serve vehicle queues when a motorist is not paying attention to traffic in front of them and does not pull forward with the other vehicles. In this case, the gap times were increased to 5 seconds for the Roberts Road approaches at each intersection to compensate for drivers not paying attention to traffic ahead of them.



- *Fisher Avenue Intersection Improvements*

Cost Estimate: See Cost Breakdown Below

The Concept Plan Line drawing above highlights the following traffic operations recommended for Fisher Avenue including:

- *Dedicated Eastbound Left Turn Lane from Fisher Avenue to Fisher School*

Cost Estimate: \$7,500

Benefiting Mode: 

It is common for vehicles turning left into Fisher School to block traffic trying to get to Roberts Road. A dedicated left turn would help facilitate vehicle movements, but requires the removal of parking along the Fisher School driveways on Fisher Avenue.

- *Westbound Right Turn Lane from Fisher Avenue into Fisher School*

Cost Estimate: \$7,500

Benefiting Mode: 

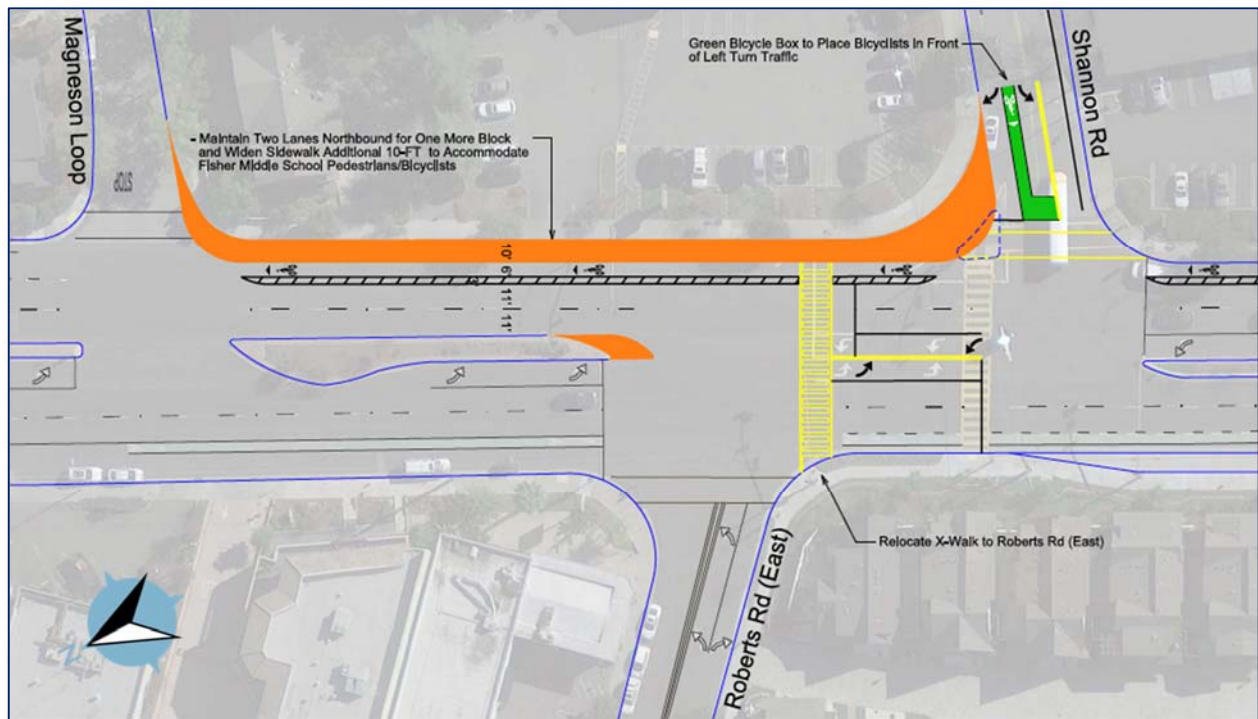
To complement the proposed dedicated left turn lane, a right turn lane to the school would reduce impacts to through vehicle movements on Fisher Avenue. Parking restrictions are required to implement the turn lanes.

- *Kennedy Road Concept Plan Line*

Cost Estimate: \$10,000

Benefiting Mode:   

During the Final Draft review period, Kennedy Road residents requested improvements along Kennedy Drive including posted speed limit changes (currently 30 MPH), crosswalk improvements, and inclusion of additional local streets that connect to Kennedy Drive on Walk & Roll Maps. Traffic Patterns recommends developing Concept Plan Line improvements for Kennedy Road from Los Gatos Boulevard to Olde Drive to help identify improvement options that can be implemented with future street resurfacing or stand-alone projects.



- *Los Gatos Boulevard & Shannon Road Intersection Improvements*

Cost Estimate: \$750,000

Benefiting Mode:  

The majority of students traveling by foot or bike to Fisher School travel down Shannon Road to Roberts Road. The Concept Plan Line drawing above illustrates significant recommended intersection improvements at Los Gatos Boulevard & Shannon Road. The primary improvement includes reduction of the northbound travel lanes on Los Gatos Boulevard between Shannon Road and Magneson Loop from three lanes to two. There are only two travel lanes south of Shannon Road and the third travel lane eventually becomes a right turn lane north of Magneson Loop, offering little operations benefits to Los Gatos Boulevard traffic. If the curb lane were eliminated to allow for widening of the sidewalk in this block, it would provide a better pedestrian experience for Fisher School students. The sidewalk widening can include the removal of the pork chop island at Shannon Road, which is too small to accommodate the number of students that cross at the intersection. This would also allow the implementation of a buffered bike lane segment. The crosswalk across Los Gatos Boulevard can be repositioned closer to Roberts Road to further encourage the use of Roberts Road as a walking and bicycling route to Fisher School.

On Shannon Road, a new green bike box is proposed in the Concept Plan Line drawing that would allow bicyclists turning left from Shannon Road onto Los Gatos Boulevard to queue ahead of adjacent left turn vehicle traffic.

- *Blossom Hill Trail Connector to LGUSD District Offices Feasibility Study*

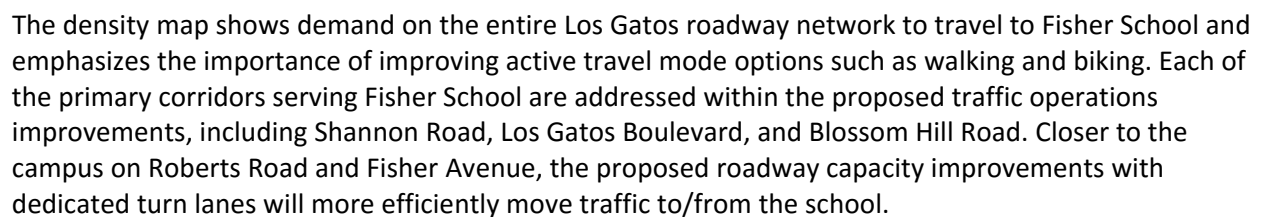
Cost Estimate: \$25,000

Benefiting Mode:



Earlier, in the Blossom Hill Road Traffic Improvement section, the concept of a new pedestrian connector along the hillside of Blossom Hill Road was introduced. Where eastbound Blossom Hill Road currently widens at the crest of the roadway, an undeveloped hillside extends to Los Gatos Unified School District offices. The hillside can be improved with staggered steps and wheelchair ramps to provide a new pedestrian trail connection to the back of the Fisher School-LGUSD offices. Traffic Patterns recommends further review of this option. An early planning phase study to gauge the feasibility and costs of such an improvement is also recommended as a priority study in the future CIP program. Additional LGUSD parking lot changes may be required to accommodate a pedestrian access landing to the back of Fisher School, so a joint partnership effort to fund and conduct the study is recommended.

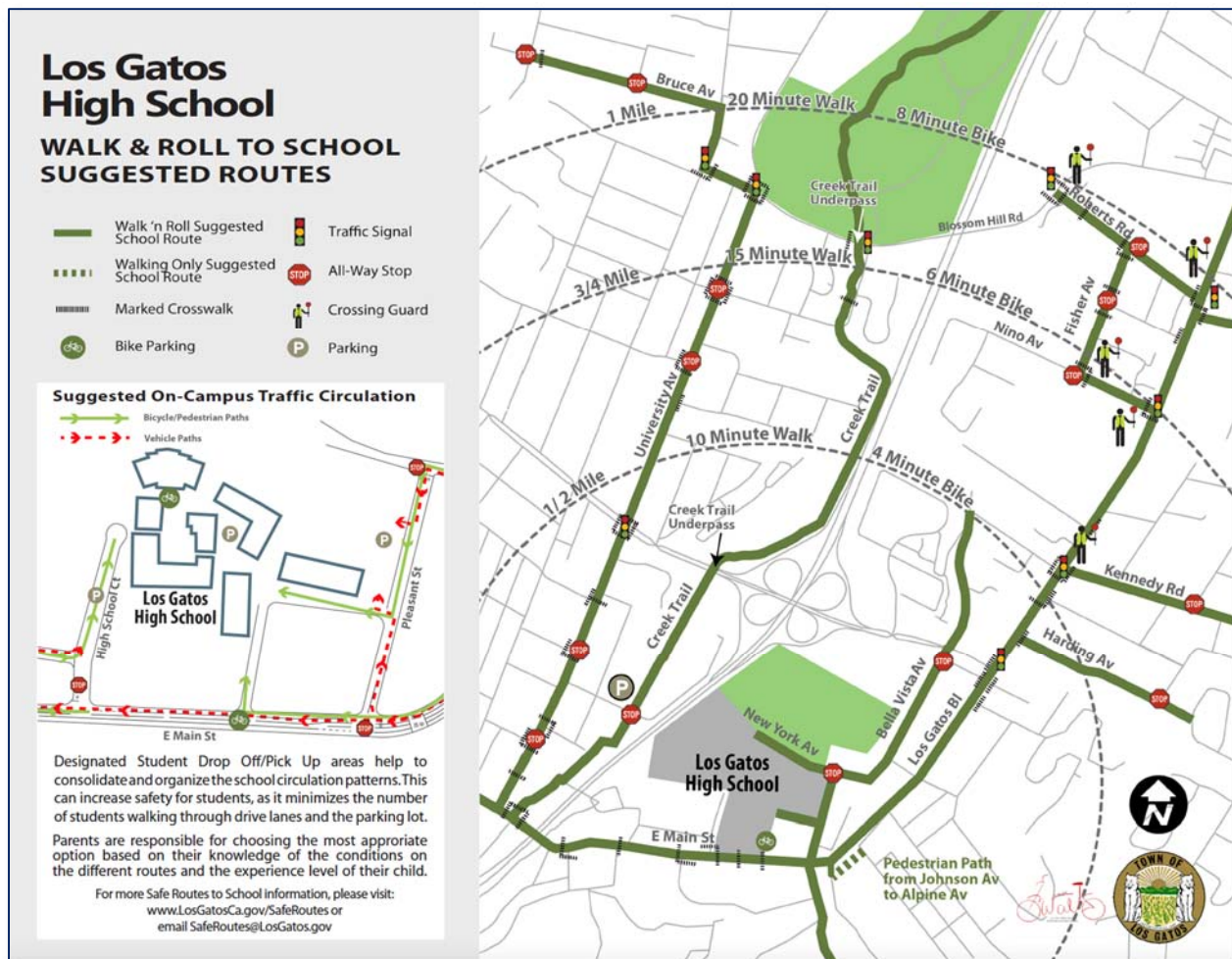
The following Student Density Map for Fisher School shows the distribution of student population within the Los Gatos community.



Los Gatos High School

Los Gatos High School is operated by the Los Gatos-Saratoga Union High School District. The school is a member of the Los Gatos-Monte Sereno Safe Routes to School Coalition that took a leadership role in organizing this Safe Routes to School – Phase 1 effort for the community.

The high school is located on E Main Street adjacent to Downtown Los Gatos and across from the Los Gatos Civic Center-Main Library. Similar to Fisher Middle School, it is the only high school in the community and it serves the majority of the Town's high school residents. The vehicle demand on the surrounding roadway network leading to the high school can at times exceeds, specifically along Los Gatos Boulevard north of Pleasant Street-Jackson Street. The subsequent sections include various recommendations for both on- and off-street to help improve the roadway efficiency. Additional planning studies are recommended in conjunction with the active Bicycle and Pedestrian Master Plan study.



Los Gatos High School – Traffic Circulation Improvements

The two main Town arterials serving Los Gatos High School are Los Gatos Boulevard along the east side and University Avenue on the west. The Los Gatos Creek Trail is located between these two corridors and offers an excellent pedestrian and bicycle route with limited vehicle conflict points for high school students and other community members. The following traffic operations improvements are recommended for Los Gatos High School:

- ***Town and LGUSD Policy Statements Supporting School Access from Los Gatos Lodge***
Cost Estimate: \$0 Benefiting Mode:   
In interviewing Town and school district staff, the recent loss of public access through the Los Gatos Lodge property to the back of Los Gatos High School is identified as significant loss of public benefit.

Traffic Patterns recommends that the Town Council and Los Gatos Unified School District board both adopt policy statements requiring the future development of the Los Gatos Lodge site include public access to Los Gatos Unified School district as a mandatory public benefit if the access cannot be provided ahead of any future development. The Town Council can adopt policy statements by formally adopting this report and future policy statements being developed through the active Bicycle and Pedestrian Master Plan update. Identifying in as many Town planning documents as possible that public access through the Los Gatos Lodge site to Los Gatos High School is a priority for the Town will place any future developer in the position of needing to be responsive to these policy statements.

- ***Los Gatos Boulevard Corridor Improvements***
Cost Estimate: See Individual Projects Benefiting Mode:   
A Concept Plan Line for improvements along the Los Gatos Boulevard-E Main Street corridor is provided in the exhibits section of this report. Portions of the corridor improvements have already been discussed within this report as excerpts related to improvements in front of specific schools, the southbound Los Gatos Boulevard Capacity Improvement at Nino Avenue in front of Van Meter School for example. Although each individual improvement can significantly impact specific school sites, it is the eventual implementation of a corridor improvement that will yield the largest positive community benefit.

Elements already discussed along Los Gatos Boulevard north of Nino Avenue include:

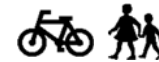
- Southbound capacity increase at Nino Avenue
- Sidewalk improvements at Shannon Road-Magneson Loop
- Buffered bicycle lanes on northbound Los Gatos Boulevard

The following additional improvements complement these improvements to transform the Los Gatos Boulevard-E Main Street corridor into a more balanced, multi-modal facility.

- *Los Gatos Boulevard & Highway 9 Intersection Improvement*

Cost Estimate: \$500,000

Benefiting Mode:



Traffic Patterns recommends removal of the two pork chop islands along the west side of the Los Gatos Boulevard & Highway 9 intersection. The pork chop islands place pedestrians, and younger student bicyclists who typically ride on the sidewalk, in a position to cross high speed right turn traffic without any controls in order to access pedestrian signal controls on the island. Removal of the pork chop islands can provide for wider pedestrian queuing areas at the intersection and better separate bicycle lanes and vehicular traffic.

In the concept below, the single marked crosswalk on Los Gatos Boulevard is repositioned from the south to the north side of the intersection to avoid conflicts with traffic trying to access East Main Street from Highway 9. The repositioning of the crosswalk also allows for a pedestrian signal phase that also serves the eastbound right turn movement from Highway 9 towards E Main St.

The concept also shows the southbound bicycle lane approaching Highway 9 at a more comfortable 6-foot width positioned to the left of right turn traffic. The right turn lane is lengthened and a transition zone introduced using green bicycle lane treatments. Minor striping width adjustments on Los Gatos Boulevard on the south side of Highway 9 allow for an 8-foot bicycle lane to receive bicycle traffic.



The drawing shows a lengthened northbound left turn pocket to turn onto Highway 9 towards Highway 17, but there is an alternative option to stripe a short two-way left turn lane north of Wheeler Avenue to accommodate turns into that street. The two-way left turn would accommodate additional stacking for the turn towards Highway 17 when needed, but otherwise can provide more comfortable left turn access to residents living on and off of Wheeler Avenue.

- *Los Gatos Boulevard Widening – South of Loma Alta Avenue*

Cost Estimate: \$250,000

Benefiting Mode:

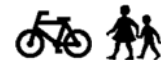


Traffic Patterns recommends a minor 4- to 5-foot widening of Los Gatos Boulevard south of Loma Alta Avenue. The widening would be approximately 175 feet long into an existing hillside and will not impact private property. The widening will allow for more comfortable 6-foot bike lanes on Los Gatos Boulevard. The existing bike lanes are 4 feet wide in this segment, but the usable bike lane space is less than 2 feet wide because of adjacent concrete gutters. The widening can utilize decorative rock retaining walls to maintain the Town's character.

- *E Main Street Speed Tables and/or Mid-Block Crosswalk Bulb-outs*

Cost Estimate: \$35,000 Each

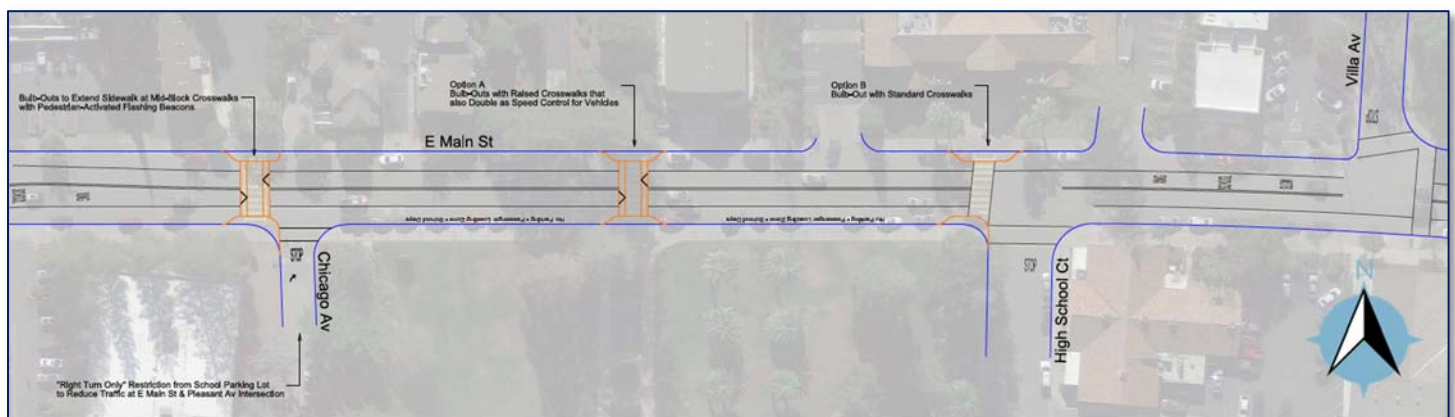
Benefiting Mode:



There are three mid-block crosswalks along E Main Street between Pleasant Street-Jackson Street and Villa Avenue that serve the high school. All of the crosswalks are well utilized during the school commute periods and motorists tend to expect pedestrian activity during those periods. Traffic Patterns has observed the E Main Street corridor during non-school commute periods and weekends and traffic during those periods do not expect pedestrian traffic and so yield compliance is lower and vehicle speeds can be faster.

Traffic Patterns recommends at a minimum the construction of bulb-outs at the crosswalk locations to help place pedestrians in a better line-of-sight with motorists on E Main Street. Bulb-outs typically extend to the width of adjacent parking aisles and can be supplemented with pedestrian-activated flashing beacons or Rectangular Rapid Flashing Beacons (RRFB's) to further advise pedestrian presence. Pedestrians activate the RRFB's through a standard pedestrian push button.

The Concept Plan Line drawing below illustrates the bulb-out concepts and demonstrates how speed tables, similar to those recommended on Shannon Road, can be introduced to reduce vehicle speeds on E Main Street. Vehicle traffic on E Main Street tends to be faster at Villa Avenue, so crossing at this location can feel unsafe. As an alternative, if an all-way STOP at Villa Avenue & E Main Street were introduced, it may eliminate the need for additional speed control measures such as speed tables on E Main Street.



- *E Main Street & Pleasant Street-Jackson Street Sight Distance Improvements*

Cost Estimate: \$1,500

Benefiting Mode:   

The Pleasant Street approach to E Main Street can become congested during the school commute periods as parents dropping students off via New York Avenue use Pleasant Street to access Los Gatos Boulevard. Traffic Patterns recommends restricting parking on Pleasant Street immediately north of E Main Street to improve intersection sight distances even though the intersection operates as an all-way STOP. The restrictions will also allow traffic to move through the Pleasant Street approach more comfortably compared to executing turns between moving and parked vehicles.

- *Chicago Avenue – Right Turn Only Restriction*

• Cost Estimate: \$500

Benefiting Mode:   

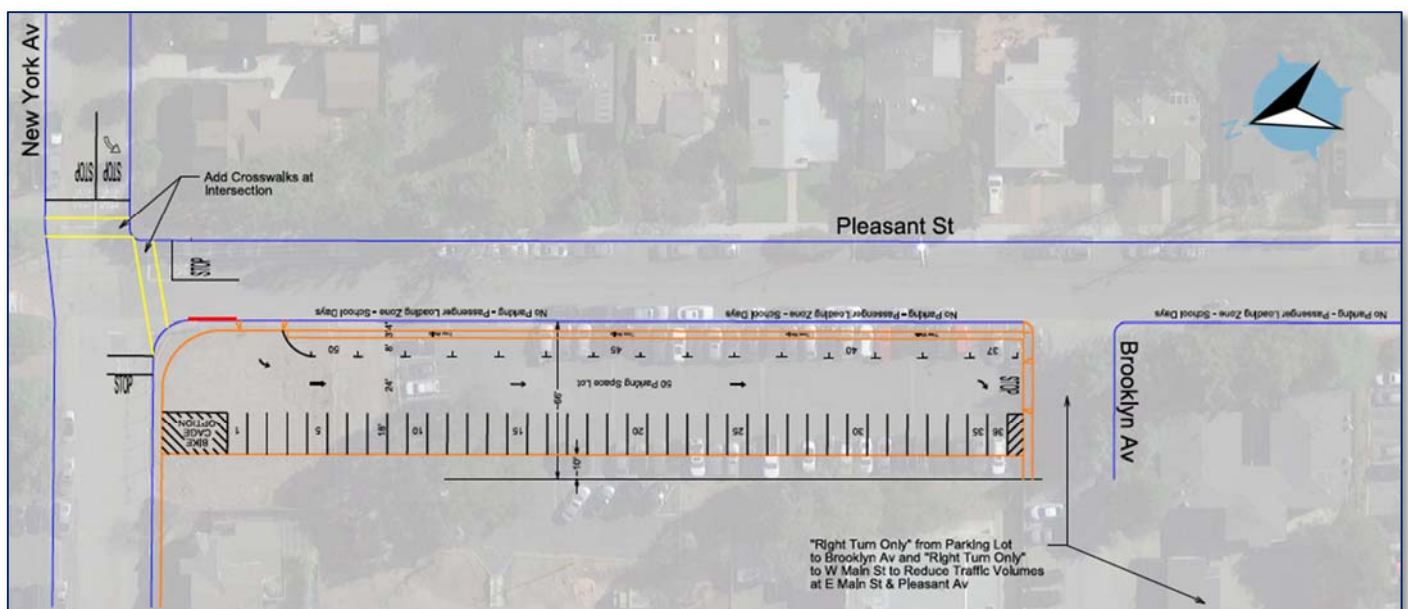
Brooklyn Avenue to Chicago Avenue are popular alternative routes to avoid the congested E Main Street & Pleasant Street-Jackson Street intersection. Left turn movements from Chicago Avenue towards Pleasant Street-Jackson Street further congest that intersection. Traffic Patterns recommends implementing a right turn only restriction on Chicago Avenue to reduce traffic on Pleasant Street. The restriction also has the added benefit of removing left turn conflicts with the adjacent crosswalk directly east of Chicago Avenue.

- *Pleasant Street Parking Lot Improvements*

• Cost Estimate: \$15,000 (change)

Benefiting Mode:   

Los Gatos High School is planning improvements at the Pleasant Street parking lot. The school proposal includes two angled parking aisled with a narrow vehicle lane. Traffic Patterns instead recommends a 90-degree parking aisle configuration with a wider 24-foot lane that can also accommodate a parallel parking aisle. This increases the lot capacity to 50 parking spaces. The proposed parking lot layout also accommodates sidewalk and tree planting aisles committed by the school to the Pleasant Street community. A right turn only restriction out of the parking lot could reduce congestion on Pleasant Street.



The proposed Pleasant Street parking lot improvements are illustrated in the above diagram, which includes a recommended passenger loading zone on Pleasant Street that would extend from New York Avenue to E Main Street. The diagram also highlights an optional bicycle cage adjacent to New York Avenue to accommodate student bicyclists.

- *New York Avenue & Pleasant Street Intersection Improvements*

Cost Estimate: \$2,500

Benefiting Mode:   

The closure of the access to Los Gatos High School at Los Gatos Lodge resulted in increased bicycle and pedestrian use of Bella Vista Avenue and New York Avenue. The New York Avenue & Pleasant Street intersection currently lacks marked crosswalks. Installation of crosswalk and better All-Way STOP control signage is recommended.

- *New York Avenue Street Resurfacing*

Cost Estimate: \$25,000

Benefiting Mode:   

New York Avenue is observed to have extremely poor pavement conditions. As the street is a popular bicycle route, Traffic Patterns recommends street resurfacing improvements to provide a more comfortable bicycling and skateboard/scooter facility for students and community members.

- *Bella Vista Avenue-New York Avenue Bicycle Boulevard*

Cost Estimate: \$0

Benefiting Mode:  

Given the popularity of this route for bicycle and pedestrian travel modes, the street is ideal for classification and improvements for a bicycle boulevard facility. Traffic Patterns recommends considering such a classification as part of the active Bicycle and Pedestrian Master Plan. Design treatments can include textured or colored asphalt treatments to delineate bicycle and pedestrian pathways, and access restrictions to promote bicycle-pedestrian only use during school commute periods. Additional traffic analysis would be required for the latter consideration to determine if the Los Gatos Boulevard corridor could accommodate the additional vehicle traffic demand, and to estimate any additional delays as a result.

- *Miles Avenue Priority Student Parking*

- Cost Estimate: \$0

Benefiting Mode:   

The Los Gatos High School Walk & Roll Map highlights the use of the Miles Avenue parking lot adjacent to the sports field as an alternative parking facility for high school students. Students that park at the Miles Avenue parking lot can access the high school via the existing Los Gatos Creek Trail and Church Street. This route is been informal and not publicly advertised, but with the inclusion in the Walk & Roll Map the Town may realize increased parking lot usage as a result. No additional public improvements are required to promote use of the lot, but it is called out specifically in this section to bring awareness of the planned use in the Walk & Roll Map.

- *E Main Street Passenger Loading Zone (complete)*
The on-street parking on E Main Street immediately in front of the high school is currently used by senior students with permits. Traffic Patterns recommends conversion of this parking aisle to a passenger loading zone to encourage parents traveling from Los Gatos Boulevard to stay on E Main Street to drop-off pick-up students versus turning onto Pleasant Street, which adds to congestion on that street.

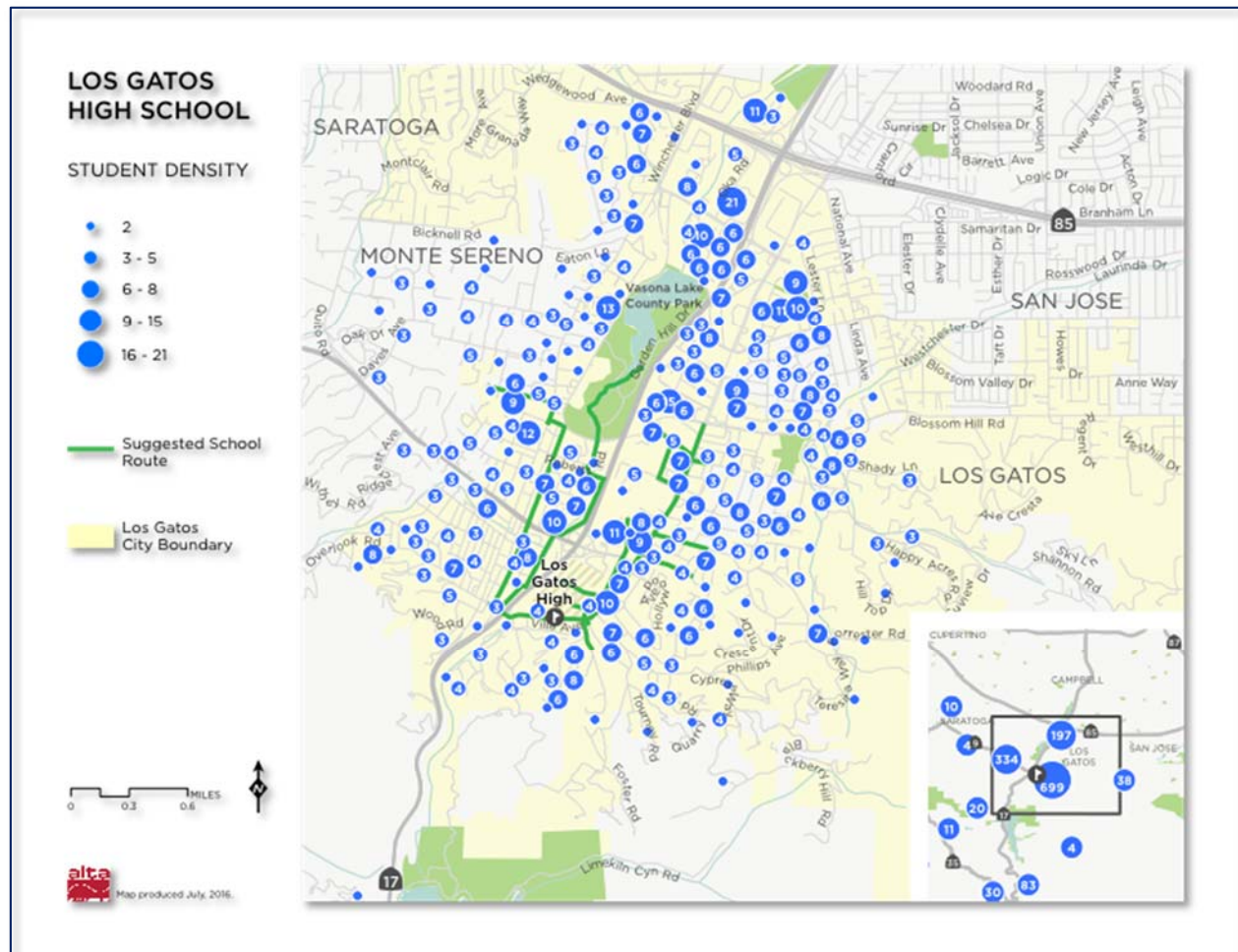
Los Gatos High School – On Campus Traffic Improvements

- *Chicago Avenue Pedestrian Connector*
Cost Estimate: \$15,000 Benefiting Mode: 
The school recently installed a new bicycle parking cage on Chicago Avenue, but there is no connecting sidewalk or pedestrian facility to access the bicycle cage. As this property is owned and maintained by the school, Traffic Patterns recommends construction of a pedestrian walkway between the E Main Street sidewalk and the bicycle cage.
- *Bicycle Parking on West Side of Campus*
Cost Estimate: \$10,000 Benefiting Mode: 
The west side of the high school was identified as lacking secured bicycle parking for students. With the potential increase in bicycle and foot traffic from the Miles Avenue parking lot, bicycle usage should be monitored in the coming school year to determine if additional secure bike parking on the west side of campus should be provided.

Los Gatos High School – Student Density Map

The following Student Density Map for Los Gatos High School shows the distribution of student population within the Los Gatos community.

Los Gatos High – Student Density Map

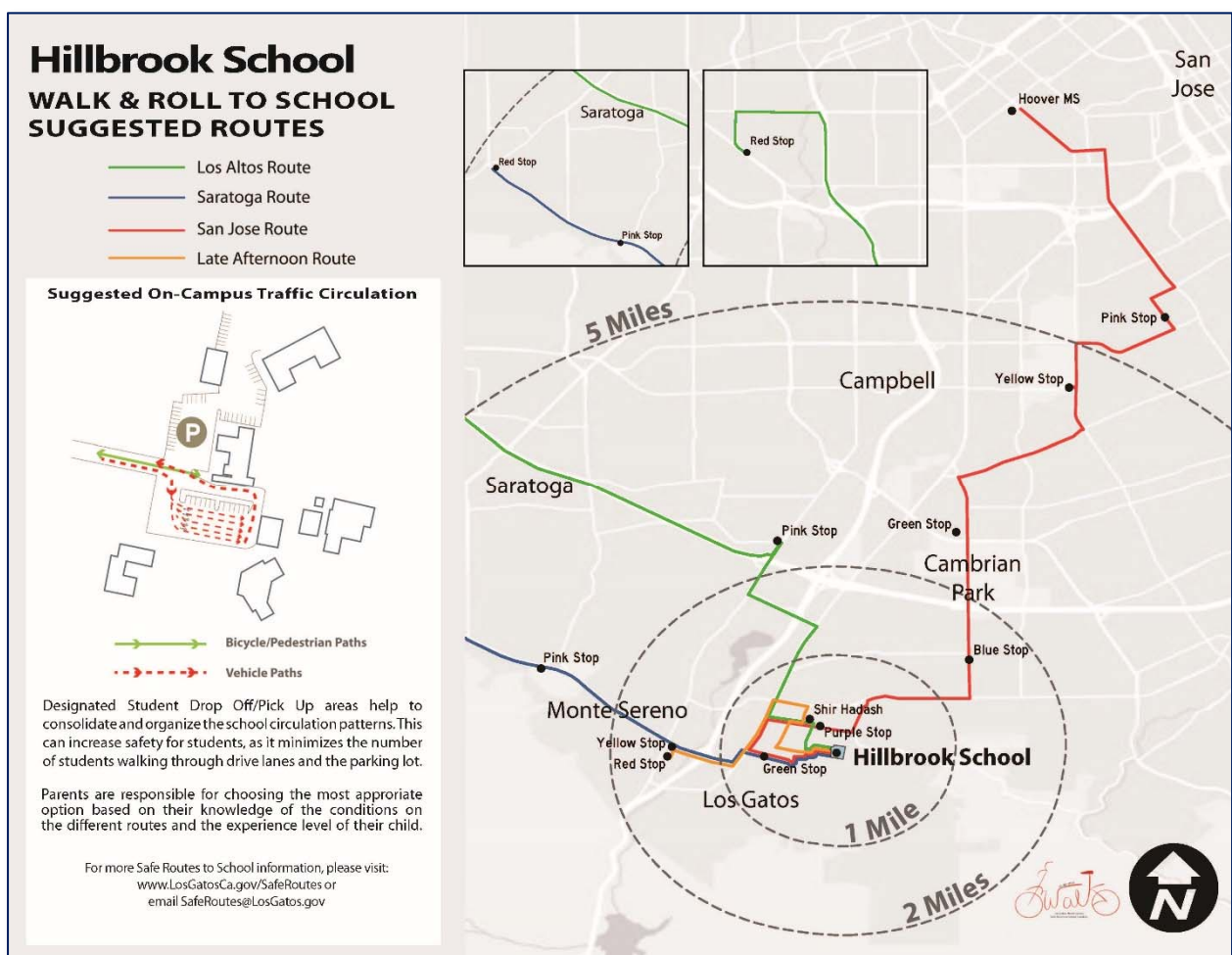


Similar to Fisher Middle School, Los Gatos High School has demand from all over Town, given it is the only high school. The largest density is east of Highway 17, making the Los Gatos Boulevard-E Main Street corridor a must-improve facility to accommodate not only vehicle demand but promote safer multi-modal operations. The Bella Vista Avenue-New York Avenue Bicycle Boulevard consideration would provide an alternative for students until the Los Gatos Lodge access can be restored.

Hillbrook School

Hillbrook School is a private Pre-Kindergarten through 8th grade school located off of Marchmont Drive in Los Gatos. The school has implemented a strong Transportation Demand Management (TDM) team and program that includes four (4) fixed shuttle routes operated by the school. Use of the shuttle is free to students and they are encouraged to take advantage of the program to reduce parent chauffeuring to school.

The map below highlights the current shuttle routes that extend into San Jose, Saratoga, Monte Sereno, and locally within the Town.



The map includes an inset that highlights the staging methods used by the school for student pick up and drop off activities. Although Hillbrook is a commuter school there are local students from the Town that bike or walk to school.

Hillbrook School – Traffic Circulation Improvements

Primary access to Hillbrook School is provided by Hilow Road and Marchmont Drive. Several traffic circulation improvement recommendations are provided to improve access or safety to the school.

- Hilow Road Improvements**

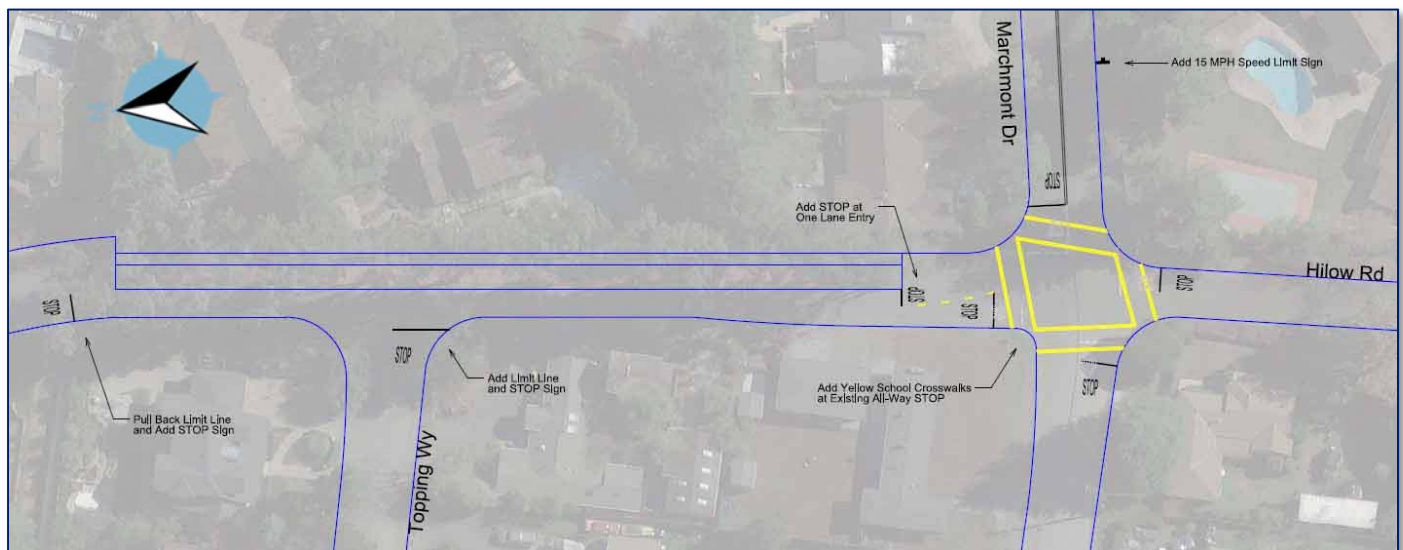
Cost Estimate: \$5,000

Benefiting Mode:



Hilow Road narrows to a one-lane section from north of Topping Way to Marchmont Drive. The one-lane section can be improved immediately through the introduction of a formal STOP on each end of the one-lane section. In addition, marked crosswalks at the Hilow Road & Marchmont Drive intersection will facilitate pedestrian movements for students that walk to school. Traffic Patterns also recommends the use of Red LED Flash STOP signs at the existing All-Way STOP at Hilow Road & Marchmont Drive. These improvements are illustrated in the drawing below.

*Hilow Road Improvements
Concept Plan Line Drawing*



- Marchmont Drive Speed Limit Signs**

Cost Estimate: \$500

Benefiting Mode:



Marchmont Drive is signed as a 15 MPH street coming down the hill from Hillbrook School towards Hilow Road but in the opposite direction it only has advisory speed placards as part of the curve warning sign installation. A formal speed limit sign in the eastbound direction heading towards Hillbrook School should be provided.

- *Hilow Road-Marchmont Drive Bicycle Routes*

Cost Estimate: \$0

Benefiting Mode:



The Town has an active Bicycle and Pedestrian Master Plan currently underway (by others). Traffic Patterns recommends considering both Hilow Road and Marchmont Drive as bicycle routes with sharrows markings. Both streets have similar designs with curb & gutter improvements but no sidewalk facilities. The sharrows markings would be helpful to provide driver awareness regarding the condition of “Sharing the Road” with bicyclists and they may provide ancillary benefits to pedestrians as the rural design environment of the neighborhood does not provide sidewalk facilities.

Walk & Roll maps, introduced in the prior section, are an excellent encouragement tool for the community to promote walking and biking to school along locally-preferred routes. The maps were developed using historical maps prepared by the Town and then updated as part of this project. To solicit public input, the Traffic Patterns and Alta Planning + Design team made the maps available at each of the elementary schools, after school, for parents and students to review. Two Town-wide community meetings were also held at the end of spring 2016 followed by a month-long online survey.

The Walk & Roll Maps, developed as a tri-fold document, include several key elements:

Front Page:

- **Rules of the Road**
To encourage safe bicycling habits including *helmet use*, to *be predictable* at intersection, positioning on the roadway, to *be alert* to for hazards such as the door zone area
- **Pedestrian and Skate Safety**
To advise students to be aware of their surroundings as they approach intersections, *encourage use of crosswalks*, and to be proactive with motorists by making *eye contact with motorists* before entering intersections
- **Share the Path Safely**
To encourage bicyclists to “call out” their positions to pedestrians ahead of them, to keep to the right of pathways, and to pass on the left
- **Safe Parent Driving Behavior**
Parents are encouraged to Slow down around schools, to Yield to Pedestrians, and to avoid unpredictable driving patterns such as u-turns near schools

Walk & Roll Map Page:

- **Walk & Roll Map**
Large map with bold streets that are the suggested walking and biking routes to each school
- **Crosswalk and Adult Crossing Guard Locations**
All marked crosswalks along the suggested routes are shown, along with the location of intersections with adult crossing guards
- **Intersection Controls**
The location of intersection controls such as All-Way STOPs or traffic signals are highlighted
- **Suggested On-Campus Vehicle Traffic Circulation Inset**
Each map includes an inset of the school campus that highlights vehicle routes to parents to use to access each school campus for drop off and pick up activities, along with suggested Bicycle/Pedestrian routes

Walk & Roll Maps also serve to help prioritize Capital Improvement Program (CIP) funding for both local and school district to support safe route activities. Los Gatos, for example, resurfaced Shannon Road upon initiation of this Safe Routes to School – Phase 1 project after identifying the street as a priority corridor serving both Fisher Middle School and Blossom Hill Elementary School. The Concept Plan Line work for Shannon Road, shaped through the projects public outreach efforts, provided the blueprint for new roadway markings implemented over summer 2016. The Los Gatos Unified School District also prioritized improvements at Fisher Middle School, including parking lot improvements to encourage counter-clockwise circulation patterns and pedestrian ramps at the school’s main entry on Fisher Avenue.

The Walk & Roll Maps provided in this section in their complete format are the highlight of this study effort. The school district and high school will be providing the maps in large format at each school at the start of the school year and providing a hard copy to each student as part of their Welcome Back to School packets.

Student Drop Off and Pick Up Zones

Each school within the Town uses different types of signage to help regulate the operation of their drop off and pick up zones. Each school also manages each zone differently, some with student and adult supervision such as Blossom Hill Elementary School while others have no supervision at all. The two primary unwritten rules of a drop off and pick up zone include:

- **Pull Forward**
Pull forward to the front of the drop off so that additional motorists can queue behind you and to avoid blockage of driveways that serve the zones.
- **No Parking in Student Drop Off and Pick Up Zones**
Motorists should always remain within their vehicle, specifically during Pick Up times. If the drop off and pick up zone is blocked with parked cars it becomes extremely inefficient and poses blind spot hazards between motorists and student aged pedestrians. Within the Town of Los Gatos parking in drop off zones was observed repeatedly with Kindergarten pick up activities as parents tend to park their vehicles within the zones to pick up their children. Enforcement of drop off zones is typically a school function as the activities are taking place on school property. The best solution to address this issue is participation by Parent Teach Association (PTA) volunteers. Parents whom fail to comply with drop off and pick up zone activities should be contacted by school administrators to comply.

Concept drop off and pick up zone roadway markings for each public schools analyzed as part of this project were prepared and included within the Exhibits section. The drawings designated “Drop Off” versus “Pass” lanes to help encourage safe parking lot operations. The following are example images of best practice drop off and pick up zone signage that can further supplement the parking lot markings. These signs are typically mounted on movable plastic barricades as part of the drop off and pick up zone setup by PTA volunteers.

Student Valet programs are also deployed around the country and within the Town of Los Gatos the Blossom Hill School student valet program is a positive example of such a program. The students open and close doors for students to enter and exit the vehicle allowing the motorists to quickly pull forward to their spot in the zone and move out after boarding and debording activities.



Sample Sign on Sign Post or on movable plastic barricade.



Typical plastic barricade spaced regularly along curb at Drop Off and Pick Up Zone.



School Entry Signage to Drop Off and Pick Up Zone.

This section details additional encouragement efforts that, although not targeted for implementation as part of this phase 1 study efforts, may help to serve as target outcomes of future phases of the Los Gatos Safe Routes to School program. The current encouragement activities implemented in Los Gatos are primarily held in the fall and spring, with a few activities occurring throughout the school year to keep momentum going and increasing mode shift. The following recommendations are focused on activities that can be held in the middle of the school year or on an ongoing basis in order to encourage active and shared transportation habits.

- ***Walking and Rolling School Bus Programs***

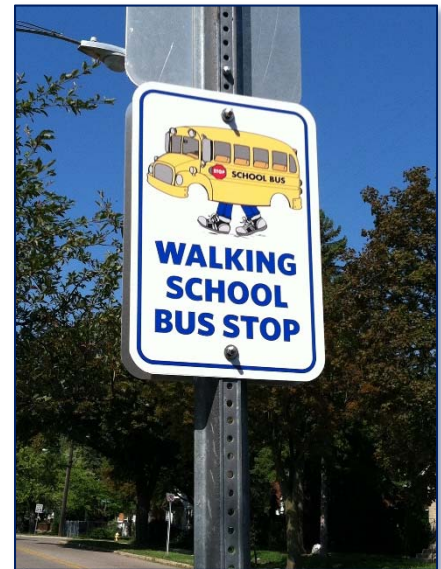
With suggested Walk & Roll routes for all schools now identified, implementation of a Walking School Bus program for each school should be considered. Walking School Bus programs are typically implemented through Parent-Teacher Association (PTA) volunteers. With help from local agency staff, pick-up locations are identified and signed/marked. Parents walking with PTA organizes pick up students waiting at pick up locations similar to a school bus picking up passengers. Students and their parents may also join the Walking School Bus as it passes their location, collecting a critical mass of students en route to school.

Walking School Buses are popular during Walk and Bike to School Day, Bike to Work Day, or other special events but they can be implemented daily or weekly to reduce local traffic congestion. The most difficult part of organizing a Walking School Bus program is identifying routes and volunteers but the Town's new Walk & Roll Maps prioritize programs such as this for implementation to capitalize on the Town's current efforts.

Walking School Buses can be made fun for students by providing yellow safety jackets or other elements such as safety flags to students to hold and wave on their walk. Rolling School Buses or Bike Trains include students riding together on the way to school. Green bike lane legends and other innovative pavement treatments can be used to highlight Rolling School Bus stop locations.

There are many resources available to help get started:

- The National Center for Safe Routes to School has a Walking School Bus website at <http://www.walkingschoolbus.org/> and resources to get started here <http://www.walkbiketoschool.org/get-set/event-ideas/walking-school-buses-and-bicycle-trains>.
- The Alameda County SR2S program has helpful Walking School Bus and Bike Train videos: <http://alamedacountysr2s.org/programs/walking-school-bus-bike-train/>
- Spare the Air Youth has a collection of Walking School Bus and Bike Train materials: <http://www.sparetheairyouth.org/walking-school-buses-bike-trains>



- ***Mileage Clubs and Contests***

Mileage clubs and contests encourage children either to begin walking and bicycling to school and track their participation and distance. Rewards are typically provided at key milestone marks such as “100 Mile” marks or other points. Rewards vary from donations from local shops to major incentives such as a new bike or scooter. PTA’s play a major part in Mileage Clubs through volunteer parents tracking student participation.

The Los Gatos Safe Routes to School coalition implemented a “Where Can Your Feet Take You” campaign with the first day of school as part of the 2016-17 school year. This program is a nice iteration of Mileage Clubs and Contests. The new program provides pedometers to each student and challenges the community to walk enough miles to cover the distance from Los Gatos to Washington DC by election day.



Mileage Club Prizes in Marin County, CA

- **Park and Walk**

Park and Walk is a great method to help communities alleviate traffic immediately within a school area. For students who live too far away to walk or bike to school and must be chauffeured to school or carpool with others, identifying Park and Ride Lots away from the school will limit traffic congestion and encourage short distance walking for exercise.

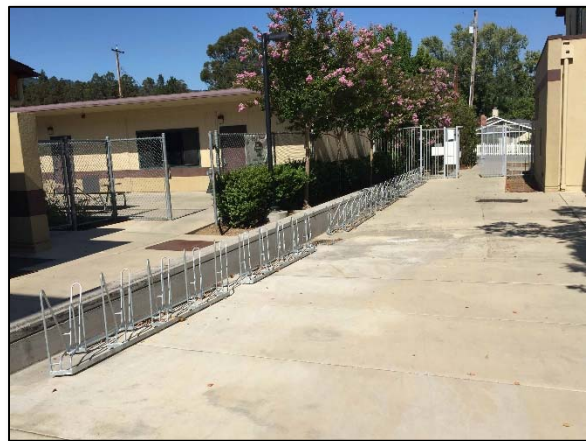


Miles Avenue with Los Gatos Creek Trail Access to LGHS

At Blossom Hill School, the Blossom Hill Park parking lot on Shannon Road is an excellent Park & Walk facility with multi-use pathways connecting to the school; this parking lot is also identified on the new Walk & Roll Map as an alternate parking location. At Fisher Middle School, the Blossom Hill Pavilion shopping plaza at Blossom Hill Road & Los Gatos Boulevard (Starbucks) provides a great park and ride lot for the school and can help to encourage local business. At Los Gatos High School, the Miles Avenue parking lot is promoted on the new Walk & Roll Maps as an alternate off-site parking lot for driving students to park and walk to school using the Los Gatos Creek Trail connections.

- **Bicycle Parking**

Providing on-campus bicycle parking is a great encouragement tool for students and a necessity as bicycle ridership at a school increases. Parking can come in many shapes and sizes from short-term racks to bicycle cages that are locked by school administrators at the start of school. Bicycle parking was identified as lacking on the Los Gatos High School campus, and the one site available on Chicago Avenue has no walkable surfaces for students to access the facility. This report identifies an alternative bike cage location at the Pleasant Avenue parking lot.



*Expanded Bike Rack Parking
Daves School*

Daves Elementary School and other elementary schools in the district expanded its on-site bicycle parking over summer 2016 as part of their Safe Routes to School program efforts.

- ***City-School Commuter Shuttle Program***

Traditional school bus services, like many communities throughout California have, are not offered within the Town of Los Gatos. City-School Commuter Shuttle Programs are an excellent Transportation Demand Management strategy to introduce modern school bus programs back to the community. The San Ramon Valley TRAFFIX program, for example, is funded through local county sales tax measures for transportation programs and offers discounted annual passes to students from elementary to high school. The fee-based program can help create transit bridges that do not exist within the community, and schedules can be staggered or expanded to support after-school activities.



*TRAFFIX Bus in San Ramon, CA
for Walt Disney School*

The Santa Clara – Valley Transportation Authority (VTA) is currently exploring a new Transportation Sales Tax for the county, exploring funds for such a program in Los Gatos should be explored. To encourage use at the higher grade levels, executive style buses similar to those used by Google or Facebook can be used to provide a fun and more relaxing commute alternative to high school students.

- ***Electric Bike Share for High School Students***

If funding through the proposed Santa Clara VTA tax measures can be secured for TDM strategies within the Los Gatos community, an electric bike share program for high school students may be a unique option that provides students with a guaranteed method to get home quickly when parent chauffeuring or carpooling are not an option. Students can take the bikes home and ride them back the next day.

Electric bike share provides a pedal-assist element to help reduce the stress on students who may already be too tired from a long day at school.



*Pedego Electric Bikes in Partnership with
eShare.bike will be introducing a new Closed-
Campus Electric Bike Share Program to the SF
Bay Area in 2017*

As the town expands its bicycle transportation network through the active Bicycle and Pedestrian Master Plan (by others), unique offerings such as electric bike share will shape the landscape of Safe Routes to School programs across the country.

- ***On-Campus Bicycle Rodeos***

Bicycle Rodeos implemented as part of a Safe Routes to School Program In-Class exercise are a great way to help students, typically starting at the 3rd grade level, to properly learn bicycle handling skills and the rules of the road in a fun outdoor curriculum. The City of Palo Alto Safe Routes to School Partnership program includes in-class curriculum with bicycle rodeos credited for the city's higher-than-normal active student commute percentages. Students learn how to look over their shoulders to watch for cars before executing turns, etc.

An assessment of the town's school education program is provided within this report.



*Bicycle Rodeo
Palo Alto, CA*

- ***Town Carpool Program***

New online tools are available to help parents within the same neighborhoods find carpool partners to common schools. Traffic Patterns recommends that the Town and School District evaluate and consider implementing programs for the town. Programs currently available also include options for Uber-like services:

- Carpooltoschool.com
- Hop Skip Drive

- ***Cocoa for Carpools (November/December)***

Cocoa for Carpools is similar to encouragement events such as Bike to School Day, but is focused on encouraging families to carpool and rewarding them warm cocoa during the winter months. Event organizers can help families find others to carpool with or they can let neighbors organize their own carpools. Volunteers should be stationed at each vehicle entrance to provide tickets to carpooling students that can be redeemed for cocoa at local coffee shops or restaurants.

- ***Golden Sneaker (February/March)***

The Golden Sneaker Contest is a challenge between classrooms who compete for the most active and shared trips to school during a one or two week period. Students receive points for walking, biking, skating/scooter, carpooling or taking the bus/transit. At the end of the contest, points are tallied and a Golden Sneaker Trophy is awarded to the classroom with the greenest trips to school. This contest can be adapted a variety of ways and schools can even compete against each other. A Golden Sneaker Guide can be downloaded here:

<http://www.saferoutestoschools.org/SR2Simages/GoldenSneaker-Guide-2010.pdf>

An instructional video about the Golden Sneaker Contest can be viewed here:

<http://alamedacountysr2s.org/events/golden-sneaker-contest-two/>

Existing Curriculum

The Los Gatos Union School District conducts in-class education activities covering bicycle and pedestrian safety to students in Kindergarten and 2nd, 3rd, 4th, and 5th grades. This curriculum varies by grade level. The following is a description of the curriculum currently in use.

- **Kindergarten Classroom Training**
The Kindergarten training is a 20-minute lesson focused on pedestrian safety. It covers signs and signals, looking before crossing, how to cross the street, and how to get out of a car at school. The lesson is interactive, beginning with a game about how the students arrived at school.
- **Pedestrian and Bicycle Safety for 2nd Grade Students**
This lesson involves signs, crosswalks, flashcards, and showing students the Asimo video. It begins by asking students how they traveled to school and follows up with basic pedestrian and street crossing vocabulary. After students watch the Asimo video, they review concepts and then practice by doing a simulated street crossing activity. At the end of the lesson, a few bicycle safety tips are discussed.
- **Bike Rodeo for 3rd Grade Students**
Bike rodeos are taught by League Certified Instructors, with help from the police department and parent groups. Four stations are set up on the blacktop: right turn and stop control, scanning and moving, driveways, and intersections. The lesson includes station set up, day-of checklist, and an informational letter to teachers.
- **Helmet Fitting Lesson for 3rd, 4th, and 5th Grade Students**
The helmet fitting lesson is taught to 3rd, 4th, and 5th grade students by trained middle school students. The older students are trained to use a worksheet, new and old sport and bike helmets, a Jell-O brain and melons to conduct demonstrations and teach others about the importance of wearing a helmet.
- **Bicycle and Pedestrian Safety for 5th Grade Students**
The Bicycle and Pedestrian Safety lesson for 5th grade students includes a PowerPoint presentation that begins with lessons on walking safely, crossing, and rules pertaining to skateboards and scooters, but the majority of the time is spent on bicycle safety. The curriculum covers general bike safety, rules of the road, and more specific turning movements. The lesson is done in the classroom rather than on bikes.

The lesson also includes a Bicycle and Pedestrian Safety Jeopardy Game, which takes about 40 minutes. The game splits classes into teams and covers topics taught during the 5th grade lesson. At the end, the winning team receives a prize.

- **Additional Materials**

The Los Gatos Union School District also uses these materials to engage families in the Safe Routes to School program and promote active and shared commutes to school:

- Newsletters
- Parent Driver Contract
- Bicyclist Contract
- Calendar of activities
- Back to School letters
- Honeybee Barcode form (Blossom Hill Elementary)
- Kinder Parent Orientation Presentation

Recommendations for Existing Curriculum

LGUSD provided existing Safe Routes to School curriculum materials including pamphlets, slide shows, games, and lesson plans used by instructors. Alta Planning + Design reviewed the materials and put together a series of recommendations to improve the curriculum. Due to the large amount of materials given, they will not be included in this report. This section of the report can be used separately by LGUSD to compare to existing curriculum. The following is a set of recommendations to expand the existing curriculum in use by LGUSD, listed above.

Lesson	Time/Format	Recommendations
Kindergarten Classroom Training	20 minute in-class lesson	1. Lesson Part 3: Stop, look left/right/left, listen. Add “Make eye contact with drivers” as the fourth step before crossing. Gesture eye contact and explain why it is important to make sure drivers see you before you cross. 2. Lesson Part 4: Crossing the street. Add “Make eye contact with drivers” as the fourth step before crossing in this demonstration and have students practice (nod or wave them across as they go through the simulated intersection). 3. Add a short lesson on crossing driveways while walking on the sidewalk. Driveways should be treated as an intersection. 4. Update flashcards to include pedestrian countdown signals and to teach students not to begin crossing if the red hand is already blinking.
Pedestrian & Bicycle Training for 2 nd Grade Students	In-class lesson	1. Lesson Part 5: Stop, Look and Listen. Add “Make eye contact with drivers” as the fourth step before crossing. Gesture eye contact and explain why it is important to make sure drivers see you before you cross.

Lesson	Time/Format	Recommendations
Bike Rodeo for 3 rd Grade Students	Outside on blacktop for 1 hour 15 minutes	1. Continue to have League Certified Instructors lead the bike rodeos. 2. Consider obtaining a small bike fleet for students without bicycles or those that cannot bring theirs to school. 3. Discuss distracted driving when teaching students to scan for cars and move left.
Bicycle and Pedestrian Safety for 5 th Grade Students	In-class lesson	1. Slide 2: Remove reference to back up cameras on cars as it can lead to a false sense of security among students and not all cars have them yet. 2. Slide 3: a. Show one photo of a marked crosswalk and one of an intersection without a marked crosswalk. Draw a line showing to cross corner to corner rather than diagonally. b. Edit the notes section to indicate that not all marked crosswalks will have a crossing guard (safety guard). c. Add making eye contact with drivers as part of the process before crossing the street. 3. Slide 4: The lesson indicates that skaters, skateboarders and scooter riders follow the same rules as pedestrians. Clarify riding on the sidewalk – these users should slow down and yield to others. 4. Slide 8: Discuss traffic signals as well, including what to do at a yellow light. 5. Slide 9: Along with riding in a straight line to be predictable, discuss the door zone and where to ride. 6. Slide 13: Edit the graphic to show marked crosswalks and/or bike lanes to make sure students understand where they should be as a cyclist when using a box turn to turn left. 7. Slide 14: Use photos related to traffic safety to show eye contact. The lesson could also use volunteers to demonstrate making eye contact by having one act as the driver and one as the pedestrian trying to cross. 8. Slide 15: Use this slide to discuss how to choose a route, rather than what is currently in the notes.

Lesson	Time/Format	Recommendations
Bicycle and Pedestrian Safety Jeopardy Game	40 minute game played during class with an expert instructor leading	1. Slide 5: Remove reference to back up cameras on cars as it can lead to a false sense of security among students. 2. Slide 27: Along with riding in a straight line to be predictable, discuss the door zone and where to ride. 3. Slide 42: Use photos related to traffic safety to show eye contact.

Recommendations for Additional Education Activities

Recommendations for additional education courses and materials are outlined below. Most are available for free download and have been developed by other Bay Area Safe Routes to School programs.

- On-Bike Education for Middle and High School Students**
 On-bike education significantly improves biking skills as it allows students to practice in a safe environment. Several courses have been designed for middle and high school students, including Drive Your Bike in Alameda County, YBike a program of the YMCA, and Marin County. In Santa Clara County, the Silicon Valley Bicycle Coalition or other local groups may be able to provide on-bike education classes for middle and high school age students.
- Alameda County Safe Routes to Schools K-5 Educator Guide**
 The Alameda County SR2S program has developed a K-5 Educator Guide with lessons that meet Common Core standards. The Guide provides information on how to implement each lesson and activity, as well as information on how each age group understands and processes the transportation environment. The Education Guide can be downloaded for free here: <http://alamedacountysr2s.org/programs/educators-guide/>
- Alameda County Safe Routes to Schools K-5 Educator Guide**
 The Alameda County SR2S program has developed a K-5 Educator Guide with lessons that meet Common Core standards. The Guide provides information on how to implement each lesson and activity, as well as information on how each age group understands and processes the transportation environment. The Education Guide can be downloaded for free here: <http://alamedacountysr2s.org/programs/educators-guide/>
- California Pedestrian & Bicycle Safety Curriculum for Grades 4 & 5**
 The Active Transportation Resource Center (ATRC), formerly the CA Safe Routes to School Resource Center, recently published pedestrian and bicycle curriculum for 4th and 5th grades. These lessons align with Common Core Standards and California Department of Public Health standards. Many of these lessons could be used to supplement the existing curriculum being used in Los Gatos. Lessons can be found here: <http://www.californiahealthykids.org/product/9718>

- **Marin County Safe Routes to School Curriculum**

Marin County has lesson plans that are age-specific and indicate objectives, required materials, lesson length, and step-by-step instructions. The curriculum can be downloaded as units here: <http://www.saferoutestoschools.org/curriculum.html>

- **Spare the Air Youth Lesson Plans Resource Page**

Spare the Air Youth (STAY) is a regional program that aims to educate, inspire and empower youth and families in the San Francisco Bay Area to walk, bicycle, carpool, and take transit. STAY provides resources that have been developed throughout the Bay Area that can be used for other local programs. A resource list of existing curriculum can be found here: <http://www.sparetheairyouth.org/lesson-plans>

The Los Gatos Police Department provides focused enforcement at the start of each school year to help encourage safe driving patterns by motorists and safe walking/biking habits by students. Sporadic enforcement is provided throughout the year and focused enforcement is identified and provided quickly through the department's active involvement in the Town's Safe Routes to School Partnership.

Adult Crossing Guards

The Los Gatos Police Department also provides oversight of the Town's adult crossing guard program. Crossing guard locations are identified on all the new Walk & Roll Maps provided as part of this project and are summarized in the table below.

Town of Los Gatos Adult Crossing Guard Locations

- Union Avenue & Thomas Drive
- Blossom Hill Road & Cherry Blossom Lane
- Winchester Avenue & Daves Avenue
- Blossom Hill Road & Roberts Road
- Los Gatos Boulevard & Nino Avenue
- Nino Avenue & Fisher Avenue
- Daves Avenue & Poppy Lane (3 Total)
- Los Gatos Boulevard & Shannon Road
- Kennedy Road & Los Gatos Boulevard
- Shannon Avenue & Cherry Blossom Lane

Adult Crossing Guards are used to create gaps in traffic at school crossings or to provide additional warning at controlled crossings to help guide pedestrians. Guards are typically uniformed and are stationed at school crossings up to 30 minutes before school begins and for another 30 minutes after school lets out. They use a STOP paddle and sometimes a whistle to get motorists attention. In the Town of Los Gatos the adult crossing guards are private-sector operated but managed by the police department.

Adult crossing guards are typically deployed at school crossing under one of three methods:

- 1) Engineering or Planning Study
A study, such as Safe Routes to School Program where Walk & Roll Maps are being developed, can identify crossing locations and recommend their placement. Adult crossing guard placement under this approach is typically based on engineering judgement after repeated observations and data collection/analysis.
- 2) Establishment Criteria
The California MUTCD provides recommended establishment criteria for adult crossing guard placement. Communities that have multiple requests for crossing guard locations use this criterion to meet minimum legal requirements and to minimize operations impacts. The 2014 California MUTCD establishment criteria from Section 7D.02 includes:

- At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and
 - In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or
 - In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school.
 - Where the critical (85th percentile) approach speed exceeds 40 mph, the guidelines for rural areas should be applied.
- At stop sign-controlled crossings:
Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.
- At traffic signal-controlled crossings:
 - Where the number of turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or
 - Where justified through analysis of the operations of the intersection.

It is also common for agencies to develop their own establishment criteria and apply it within their own community after policy approval of the criteria.

3) Policy Appointment

Local agencies may identify school crossing for deployment of adult crossing guards as part of policy direction.

Establishment criteria for adult crossing guard deployment in the Town of Los Gatos were not analyzed as part of this study. This may be a project element for future phases of the Town's Safe Routes to School program. The adult crossing guard locations identified in the new Walk & Roll maps are existing locations.

Community Requested Adult Crossing Guard Locations

Locations where adult crossing guards were requested by the community but not evaluated as part of this study include:

- Highway 9 & Massol Avenue
- Fisher Avenue & Roberts Road
- Fisher Avenue & Mitchell Road
- Blossom Hill Road & Cherrystone Drive-Hillbrook Drive

School Zones

School Zones are helpful in defining boundaries in which motorists should pay special attention to school-aged pedestrians. School Zones are typically applied within 500-1,000 feet of a school while children are outside or crossing the street. The speed limit on a street in the School Zone can be reduced from its posted speed limit to either 25, 20, or 15 MPH based on an engineering or planning study for the School Zone establishment.

The Town of Los Gatos currently has established School Zones on arterial streets such as Blossom Hill Road and uses reduced 25 MPH speed limits in those areas supplemented by vehicle speed feedback signs. Traffic Patterns recommends analyzing the following streets by school in future phases of the Safe Routes to School program. The list also includes streets that support Hillbrook School.

Recommended School Zone 15- to 20-MPH Streets “When Children Are Present”

School	Suggested Lower Speed School Zones
Blossom Hill Elementary School	Shannon Road Cherry Blossom Avenue Hilow Road
Daves Elementary School	Daves Avenue Poppy Lane Kavin Lane Vista Avenue
Van Meter Elementary School	Los Gatos Boulevard Nino Avenue
Fisher Middle School	Blossom Hill Road Roberts Road Fisher Avenue Mitchell Avenue Shannon Road Kennedy Drive
Los Gatos High School	E Main Street Bella Vista Avenue New York Avenue
Alta Vista Elementary School (Union School District)	Camino Del Cerro Blossom Glen Way Blossom Valley Drive Blossom Wood Drive
Hillbrook School (Private School)	Hilow Road Marchmont Drive

Enhanced Crosswalk Facilities

Los Gatos has deployed several crosswalk enhancements around Town over the past several years including pedestrian-activated flashing beacons at select school crossing and flag paddles around the downtown.

The pedestrian-activated flashing beacons at Blossom Hill Road & Cherrystone Drive-Hillbrook Drive and Highway 9 & Massol Avenue were locations identified by parents as crossing that could benefit from additional improvement and enforcement. Specific recommendations for improvements are discussed within the Engineering Analysis section of this report and include the use of 3-Section Rapid-Flash Pedestrian-Activated Flashing Beacons instead of the traditional “one second on-one second off” flash patterns currently in use and using three 3-section beacons in each direction.

Traffic Patterns recommended adding these locations to a regular enforcement program that can include non-uniformed officers crossing the street during school commute periods to cite motorists that fail to yield to pedestrians in the crosswalks.

New pedestrian-activated flashing beacons are also recommended along the frontage of Los Gatos High School at the three E Main Street crossings depending on additional improvements such as bulb-outs and/or speed tables, and at Los Gatos Almaden Rd & Cherry Blossom Lane to support Blossom Hill School.



*3-Section Pedestrian-Activated
Flashing Beacon Solar Powered*

Red LED Flashing STOP Signs

Red LED Flashing STOP signs are recommended at various locations within the Engineering Analysis section of this report. The signs are solar-powered and include a programmable timer so that the red LEDs Flash by time-of-day to coincide with school commutes and the presence of adult crossing guards. Red LED Flashing STOP signs are recommended at the following locations to help supplement STOP sign compliance and enforcement efforts.

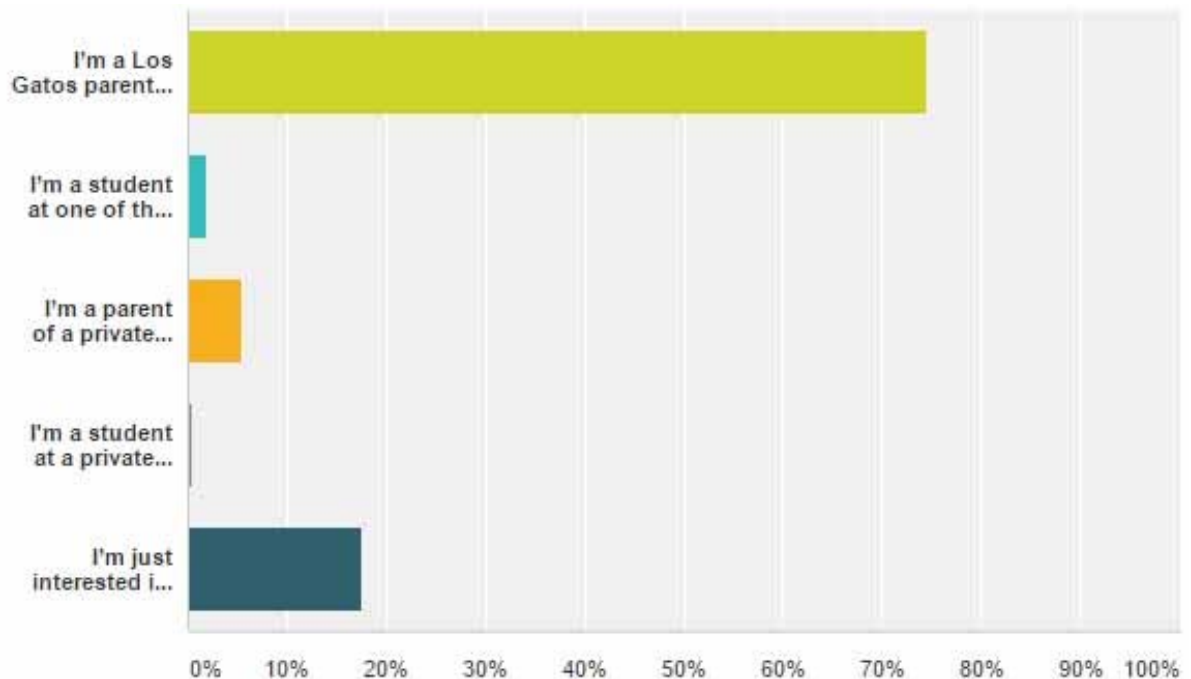


Recommended Red LED Flashing STOP Sign Locations

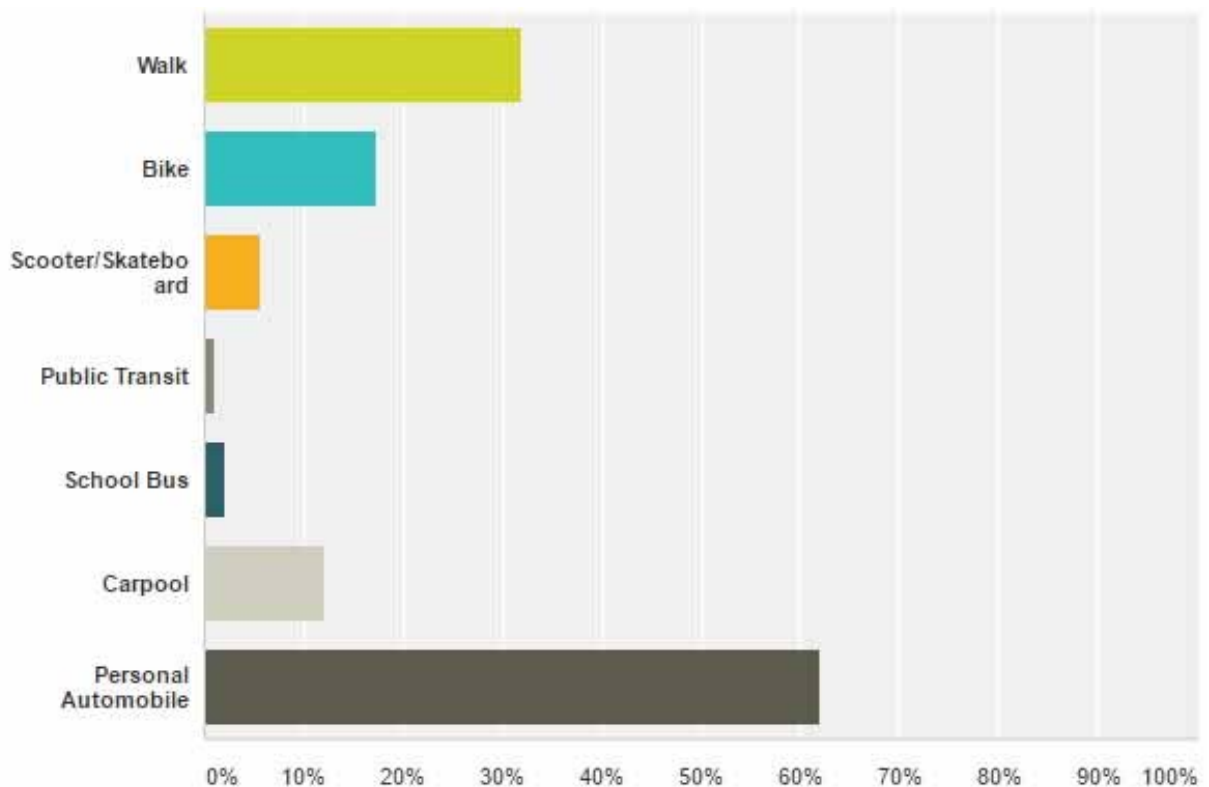
School	Suggested Lower Speed School Zones
Blossom Hill Elementary School	Shannon Rd & Cherry Blossom Ln Shannon Rd & Shady View Ln Cherry Blossom Ln & Cherrystone Dr
Daves Elementary School	Daves Ave & Kavin Ln (All-Way STOP Study Required) Daves Ave & Poppy Ln Daves Ave & Daves School Egress Dwy Poppy Ln & Bruce Ave
Van Meter Elementary School	Fisher Ave & Nino Ave
Fisher Middle School	Fisher Ave & Roberts Rd Fisher Ave & Mitchell Ave Fisher Ave & Nino Ave
Los Gatos High School	E Main St & Villa Ave (All-Way STOP Study Required) E Main St & Pleasant St Los Gatos Blvd & Loma Alta Ave Pleasant St & New York Av
Alta Vista Elementary School (Union School District)	Blossom Valley Dr & Westchester Dr Blossom Valley Dr & Blossom Wood Dr
Hillbrook School (Private School)	Hilow Rd & Marchmont Dr Shannon Rd & Shady View Ln

This project included an online survey for the community that was available for approximately one month during the last month of school in spring 2016. A total of 458 responses were provided. The survey was developed by the Traffic Patterns-Alta Planning + Design team in partnership with the Los Gatos Safe Routes to School Partnership. Below are results from portions of the survey.

1) Please tell us a little about yourself before we get started.

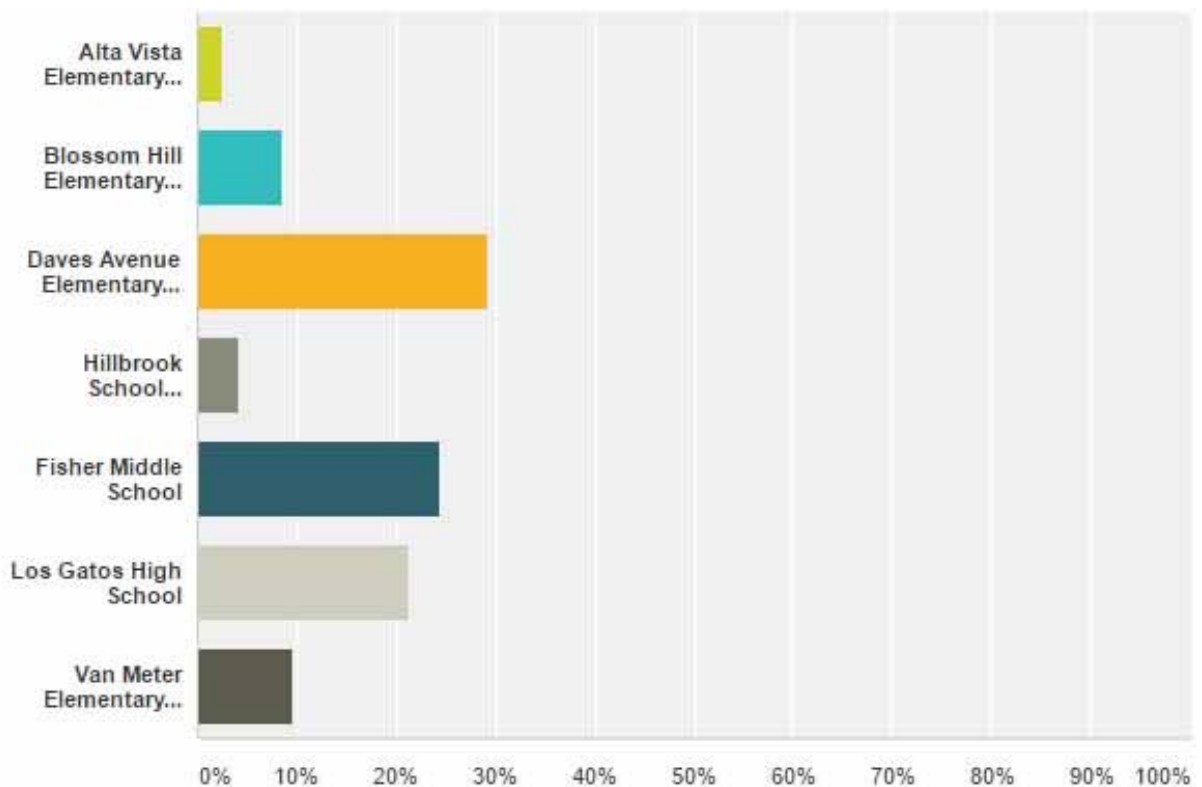


Answer Choices	Responses	
I'm a Los Gatos parent with children in the public school system	74.56%	340
I'm a student at one of the public schools	1.97%	9
I'm a parent of a private school student (e.g., Hillbrook School)	5.48%	25
I'm a student at a private school (e.g., Hillbrook School)	0.44%	2
I'm just interested in the project	17.54%	80
Total		456

2) On a typical day, how do your kids primarily get to/from school?

Answer Choices	Responses
Walk	31.88% 132
Bike	17.39% 72
Scooter/Skateboard	5.56% 23
Public Transit	0.97% 4
School Bus	2.17% 9
Carpool	12.08% 50
Personal Automobile	62.08% 257
Total Respondents: 414	

- 3) Select one of the schools below on which to provide feedback. If you are interested in more than one school, please choose only one now and you will have an option to return to this page and complete the survey for another school.



Answer Choices	Responses
Alta Vista Elementary School (Union School District)	2.40% 10
Blossom Hill Elementary School	8.65% 36
Daves Avenue Elementary School	29.33% 122
Hillbrook School (Private)	4.09% 17
Fisher Middle School	24.52% 102
Los Gatos High School	21.39% 89
Van Meter Elementary School	9.62% 40
Total	416

Many survey respondents also requested the option to provide input for schools outside of the survey scope including Stratford School, St. Mary's School, Lexington School, Union Middle School, and Rolling Hills Middle School in Campbell, CA.

The remainder of the survey allowed respondents to provide input on Draft copies of the Walk & Roll Maps and Concept Plan Line drawings for each school. Many of the comments were incorporated into the final Walk & Roll maps and Concept Plan Line drawings presented in this report. Below is a summary of comments by school for other items that may be of interest to the Town and School District. An unabridged copy of all the survey responses is provided in the Exhibits section of this report.

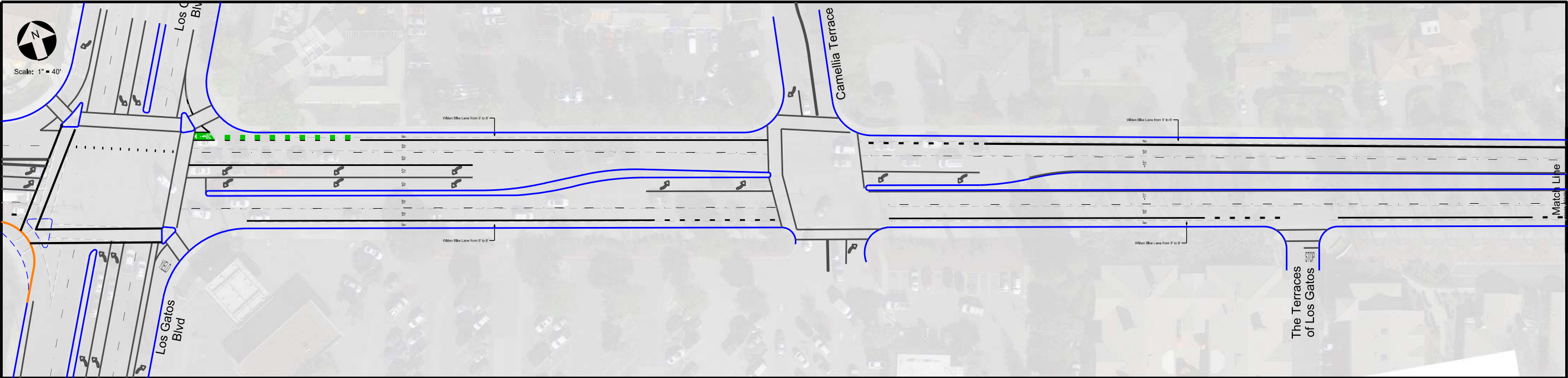
School	Comment	Response
Blossom Hill School	• Districted drivers at Cherry Blossom Ln & Cherrystone Dr cause a safety concern.	• Red LED Flash STOP Signs recommended.
	• Shannon Rd needs better ped-bike facilities.	• Town resurfaced Shannon Rd over Summer and made improvements.
	• Add flashing beacons at LG Almaden & Cherry Blossom Ln	• Rapid-Flash Ped Activated Flashing Beacons recommended.
	• Shannon Rd vehicle speeding concerns	• New speed survey recommended to determine if 30 MPH speed limit can be reduced and School Zone 20-MPH speed limit recommended pending future study.
Daves School	• Daves Av & Kavin Ln All-Way STOP request.	• All-Way STOP recommended and should be supplemented with Red LED Flash STOP signs.
	• Daves Av & Palos Verdes All-Way STOP request.	• Documented request and passed along to Town of Monte Sereno
	• Highway 9 & Massol Ave Crosswalk needs improvement or New Traffic Signal	• 3-Section Rapid Flash Pedestrian activated flashing beacons recommended.
	• Winchester Blvd Pedestrian Facilities Needed including sidewalks and crosswalks, specifically at Blossom Hill Road intersection (north leg)	• Concept Plan Line drawings for Winchester Blvd-Santa Cruz Av corridor recommended
	• Crossing guard request at Hwy 9 & Massol Av	• Request passed along to Town
	• Strong support for Daves Av Concept Plan Line Drawings including Left Turn Lane to School	• Requests passed along to City of Monte Sereno staff

School	Comment	Response
Van Meter School	• Adult crossing guards requested at Fisher Av & Roberts Rd and Fisher Av & Mitchell Av. • Motorists speeding during and running red lights at Los Gatos Blvd & Kennedy Drive. • Support for Los Gatos Blvd Concept Plan Line improvements, specifically left turn lane extension on Los Gatos Blvd & Nino Ave. • Provide education in-class for student Rules of the Road.	• Request passed along to the Town. • Request for enforcement passed along to Town along with request to evaluate traffic signal timing changes. • Request passed along to the Town. • Education curriculum evaluated as part of this study.
Fisher Middle School	• Highway 9 & Massol Ave Crosswalk needs improvement of new Traffic Signal. • Blossom Hill Rd improvements needed, strong support for changes and trail connection to back of LGUSD Offices. More green bike lanes. • Monitor the drop off zones to keep them moving. • Town wide carpool program.	• 3-Section Rapid Flash Pedestrian activated flashing beacons recommended. • Request passed along to the Town. • Request passed along to LGUSD. • Suggestions for town carpool program included.

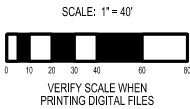
School	Comment	Response
Los Gatos High School	General concerns about expecting students to walk/bike long distances to school.	Active Bike/Ped Transportation Plan (by others) and recommendations for Electric Bike Share Program at school.
	Need better VTA Transit Service.	Request passed along to the Town for coordination with VTA. Report includes recommendations for a Town-sponsored student commuter bus program.
	Strong support for Pleasant St Concept Plan Line drawing recommendations.	Request passed along to the Town.
	Consider better bike facilities along Los Gatos Blvd including grade-separated bike facilities.	Concept Plan Line drawings provided for improvements in current right-of-way.
	Consider Bella Vista-New York Avenue Bicycle Only improvement.	Recommendation passed along to Bike/Ped Transportation Plan consultant and Town.
	Need lockers on campus to help students leave items to be able to bike to school.	Request passed along to LGUSD.
	Provide Los Gatos Lodge Access to LGHS.	Recommendations for policy statements included in report.
	Need more parking and drop off/pick up areas.	Concept Plan Line drawings included recommendations for expanded parking and drop off/pick up areas.
	Main St Crosswalks need improvement	Concept Plan Line drawings include recommendations for enhanced crosswalk facilities and All-Way STOP at E Main St & Villa Ave/

Alta Vista School (Union School District)	• Concerns regarding traffic congestion and student drop off in the street.	• All comments passed along to the Town and City of San Jose.
	• Camino del Cerro & Westchester intersection improvements.	• Request passed along to Town.
	• Blossom Valley Rd & Taft intersection improvements.	• Request passed along to the City of San Jose.
Hillbrook School (Private School)	• Strong support for on-going bus program	• Agree.
	• Hilow Rd One-Lane Rd needs improvement including better sidewalks and bicycle facilities.	• Study recommends STOP addition at north end of one-way section and Red LED Flash STOP signs at Marchmont Dr. Request also passed along to Bike/Ped Transportation Plan consultant.

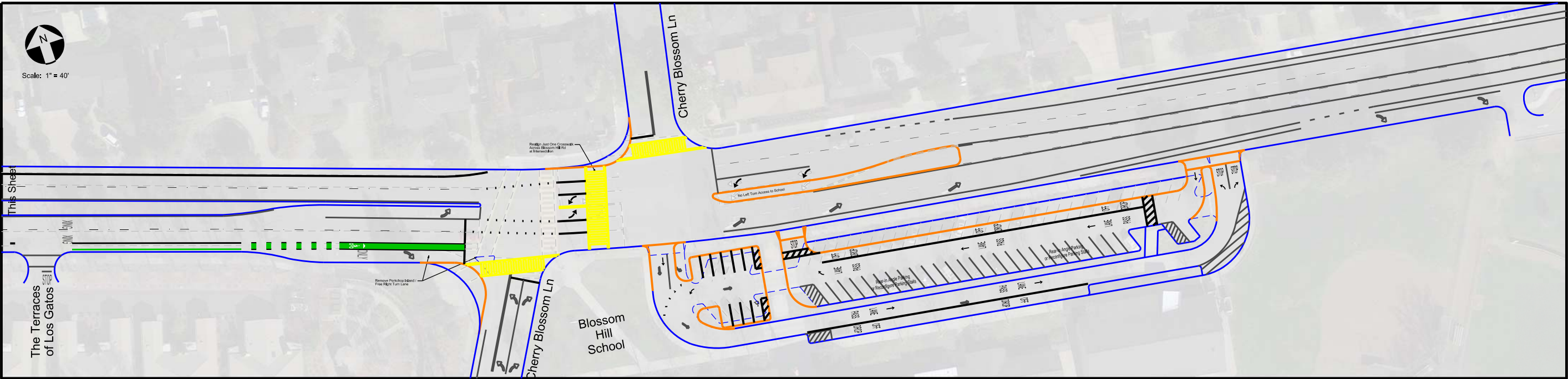
Blossom Hill Road - Los Gatos Blvd to The Terrace of Los Gatos



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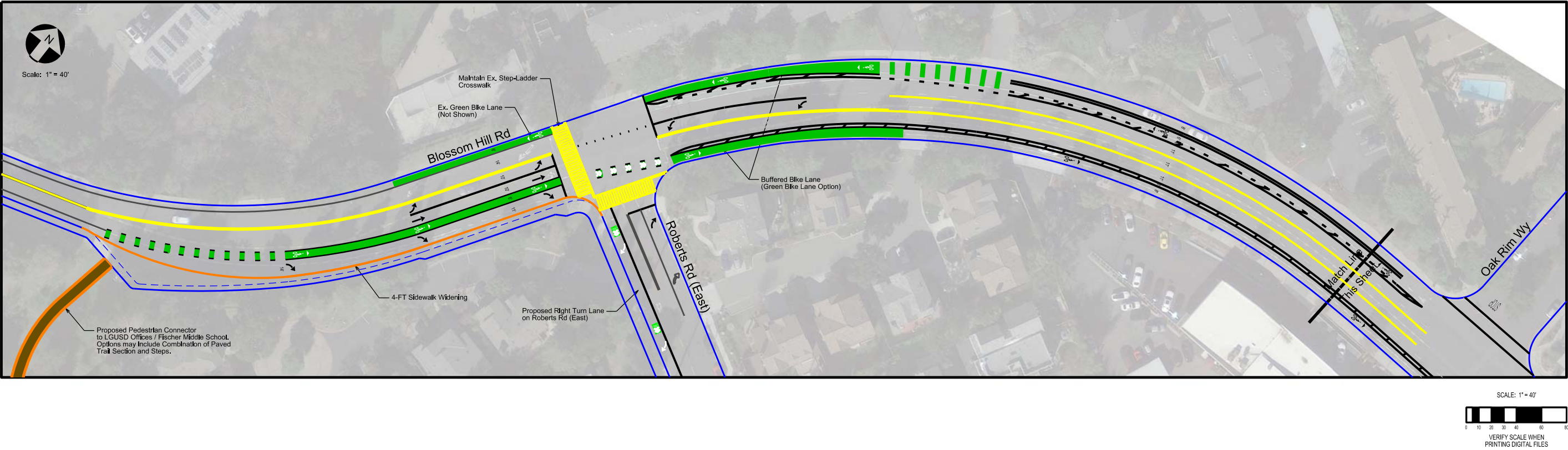


Blossom Hill Road - The Terrace of Los Gatos to Blossom Hill School

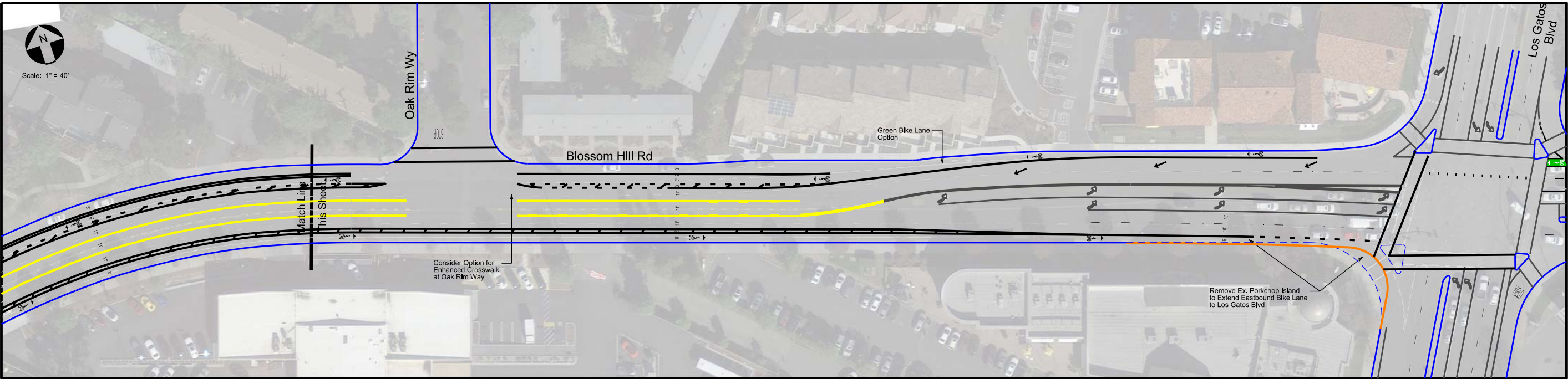


 Traffic Patterns P.O. Box 25 Danville, CA 94526 O: (408) 916-8141 www.trafficpatterns.net info@trafficpatterns.net	Engineer's Stamp	Record Drawings	Submittal Log	Revisions	Town of Los Gatos Safe Routes to School - Phase 1 Concept Plan Line Blossom Hill Road Los Gatos Blvd to Blossom Hill School	RECOMMENDED FOR BIDDING BY:	PROJECT NO.	
	Project Engineer: _____ Date: _____	Designer: _____ Date: _____	Public Works Inspector: _____ Date: _____	Public Improvements Initially Accepted by the City Council on: _____		NO. _____ DESCRIPTION _____ DATE _____	DATE: _____	DRAWING NO. _____
	NO. _____ DESCRIPTION _____ DATE _____	NO. _____ DESCRIPTION _____ DATE _____	NO. _____ DESCRIPTION _____ DATE _____	NO. _____ DESCRIPTION _____ DATE _____		E.P. NO. _____		
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						APPROVED FOR BIDDING BY:	Page 82	

Blossom Hill Road - Highway 17 Underpass to Oak Rim Way



Blossom Hill Road - Oak Rim Way to Los Gatos Blvd



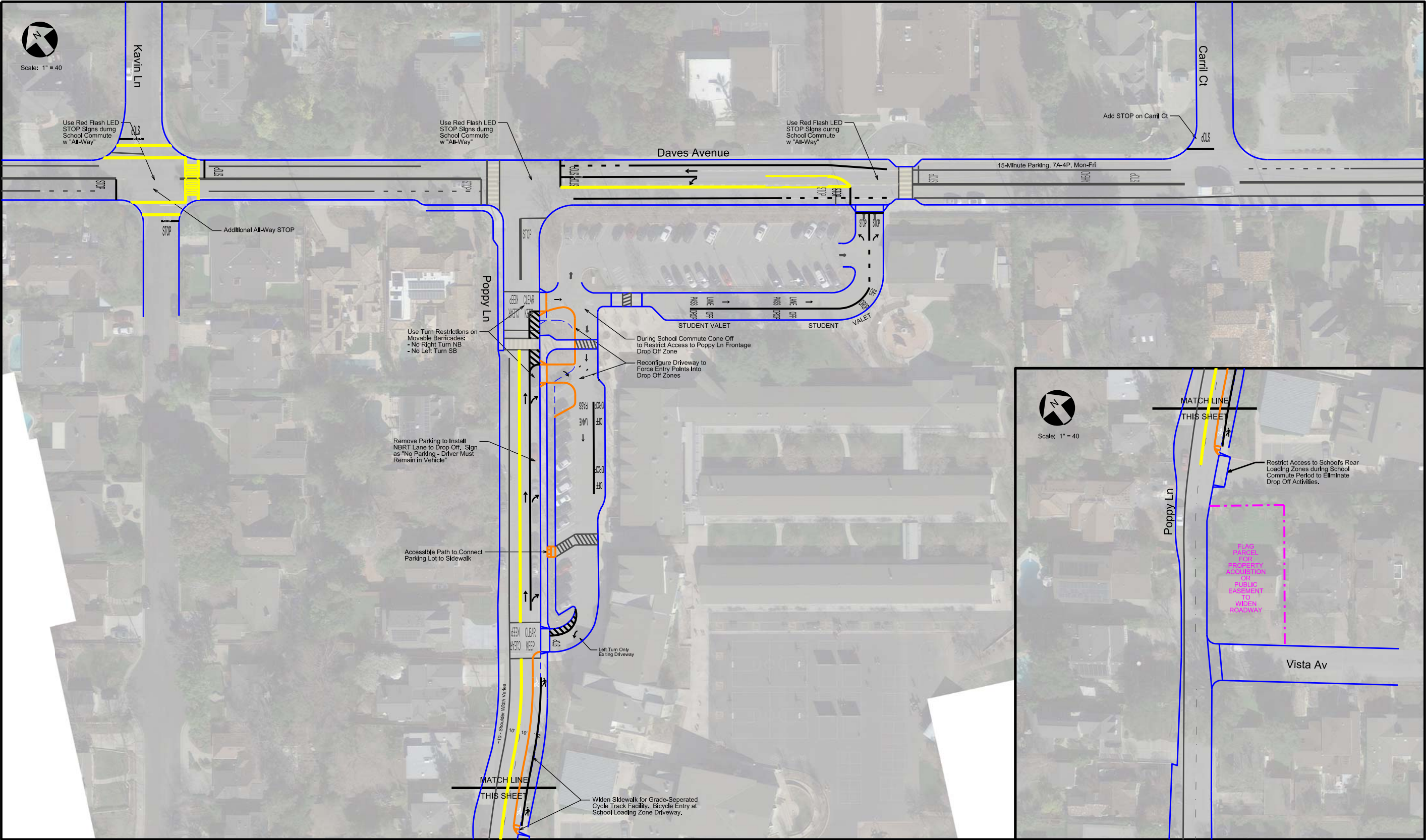
 Traffic Patterns P.O. Box 25 Danville, CA 94526 O: (408) 916-8141 www.trafficpatterns.net info@trafficpatterns.net	Engineer's Stamp	Record Drawings	Submittal Log	DRAWN BY: J. Rodriguez Date: 5-9-16 CHECKED BY: Town of Los Gatos Date: 5-9-16 DESIGNED BY: J. Rodriguez Date: 5-9-16	Revisions	Town of Los Gatos Safe Routes to School - Phase 1 Concept Plan Line Blossom Hill Road Highway 17 Underpass to Los Gatos Blvd	RECOMMENDED FOR BIDDING BY: _____ DATE: _____	PROJECT NO. _____ DRAWING NO. _____ E.P. NO. _____ SCALE: None Page 83
	Project Engineer: _____ Date: _____	Designer: _____ Date: _____	Public Works Inspector: _____ Date: _____	Public Improvements Initially Accepted by the City Council on: _____	NO. DESCRIPTION DATE		APPROVED FOR BIDDING BY: _____ DATE: _____	
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	NO. DESCRIPTION DATE	NO. DESCRIPTION DATE						

Dave's Elementary School
Concept Plan Line V1

SCALE: 1" = 40'

0 10 20 30 40 60 80

VERIFY SCALE WHEN
PRINTING DIGITAL FILES



Traffic Patterns
P.O. Box 25
Danville, CA 94526
O: (408) 916-8141
www.trafficpatterns.net
info@trafficpatterns.net



Record Drawings

Project Engineer: _____ Date: _____

Designer: _____ Date: _____

Public Works Inspector: _____ Date: _____

Public Improvements Initially Accepted by the City Council on: _____

Submittal Log		
NO.	DESCRIPTION	DATE
1	Draft Submittal No. 1	3-22-16
2	Draft Submittal No. 2	3-23-16

DRAWN BY: J. Rodriguez Date: 3-22-16

CHECKED BY: Town of Los Gatos Date: 3-22-16

DESIGNED BY: J. Rodriguez Date: 3-22-16

Revisions		
NO.	DESCRIPTION	DATE

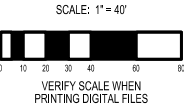
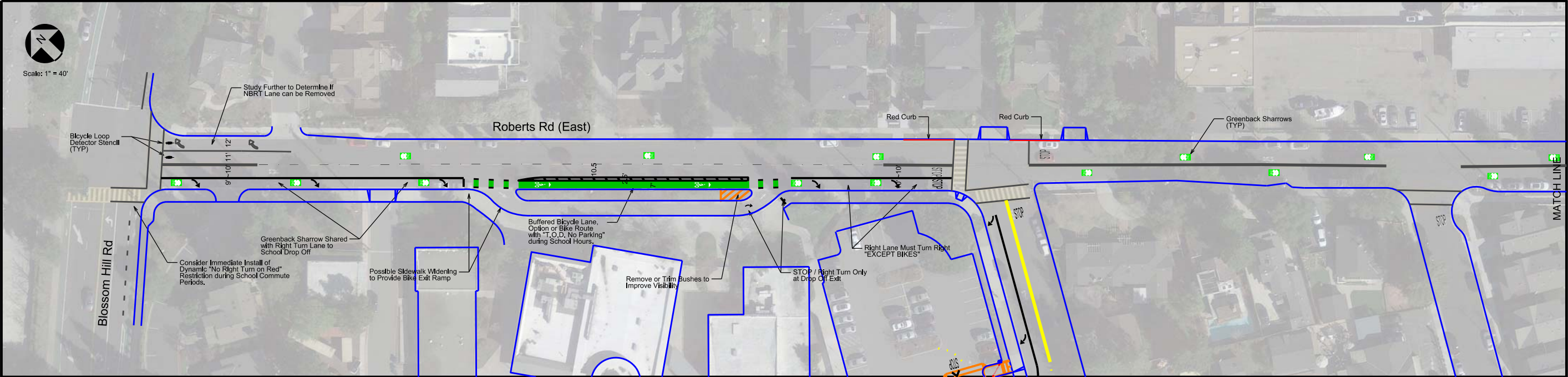
Town of Los Gatos
Safe Routes to School
Phase 1
Fisher Middle School
Circulation Improvements

RECOMMENDED FOR BIDDING BY: _____
DATE: _____

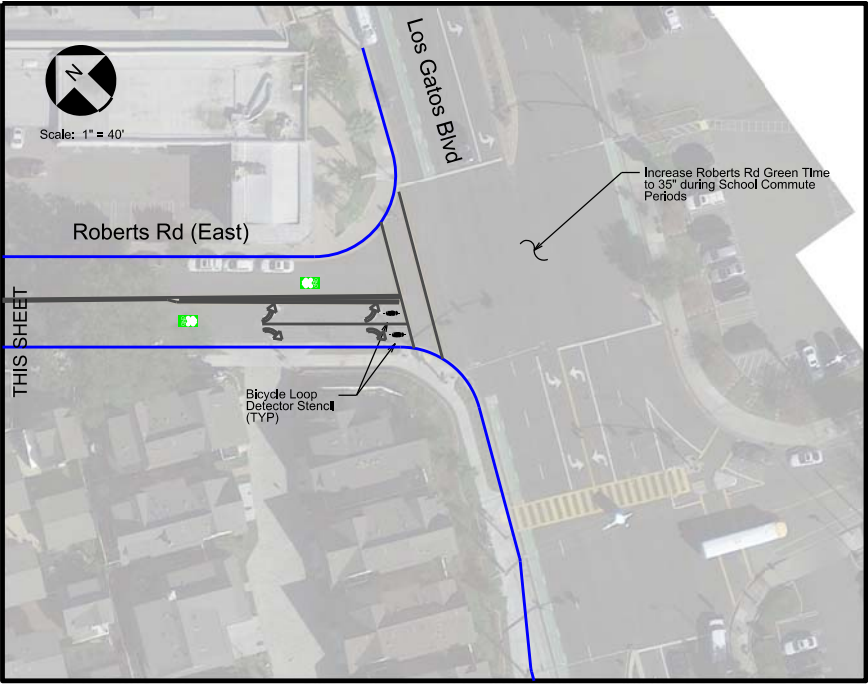
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DATE: _____

PROJECT NO. _____
DRAWING NO. _____
E.P. NO. _____
SCALE: None
Page 84

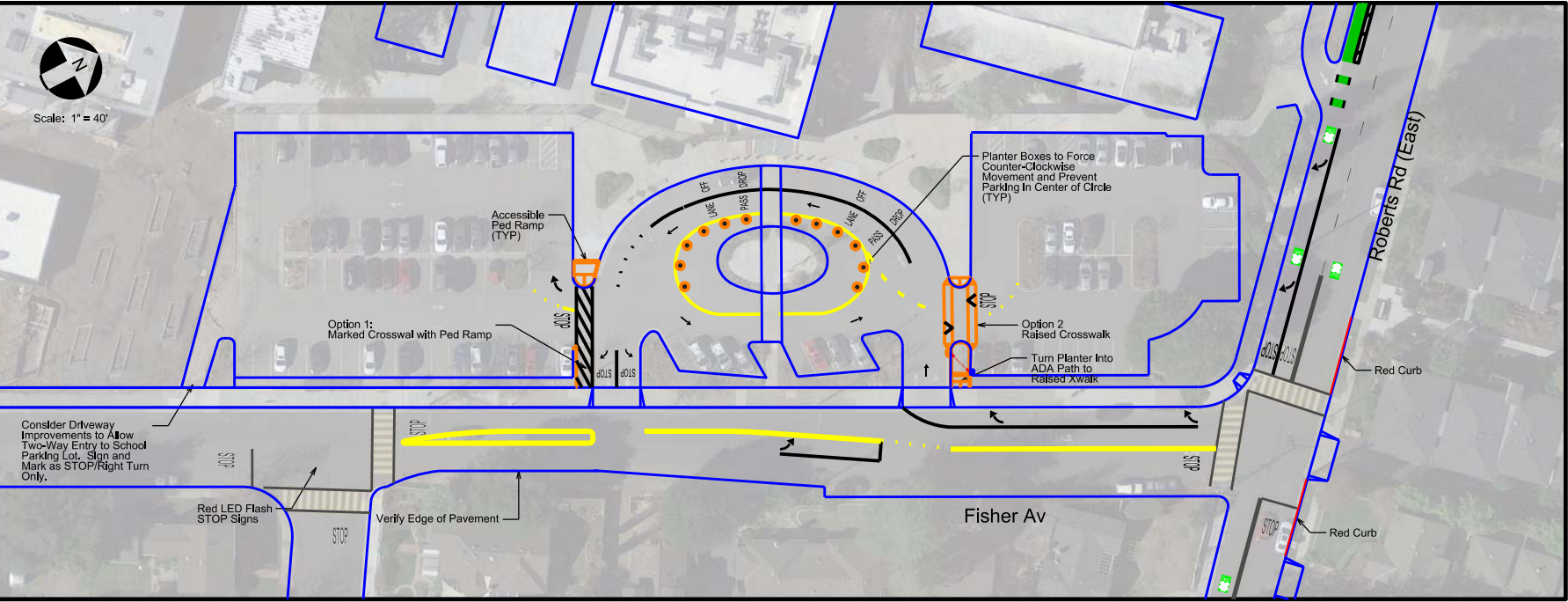
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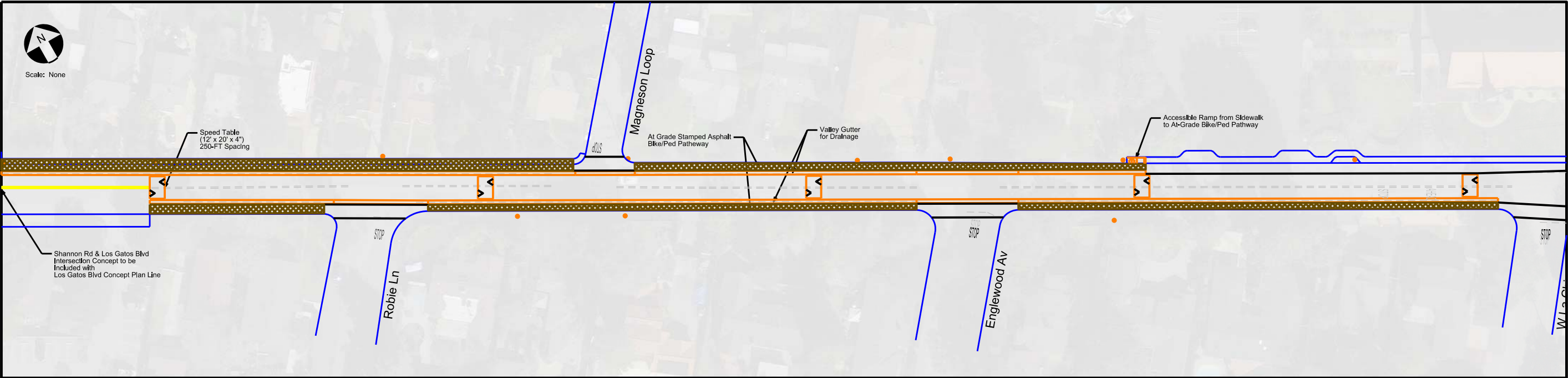


Plan Line Concept
Roberts Road (East) - Blossom Hill Road to Los Gatos Boulevard

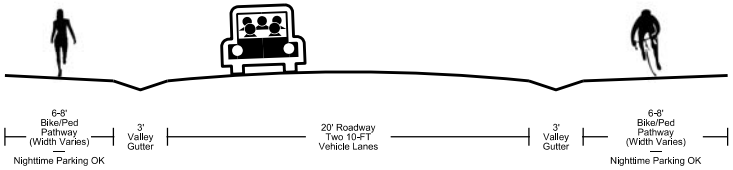


Fisher Middle School
School Frontage Improvements

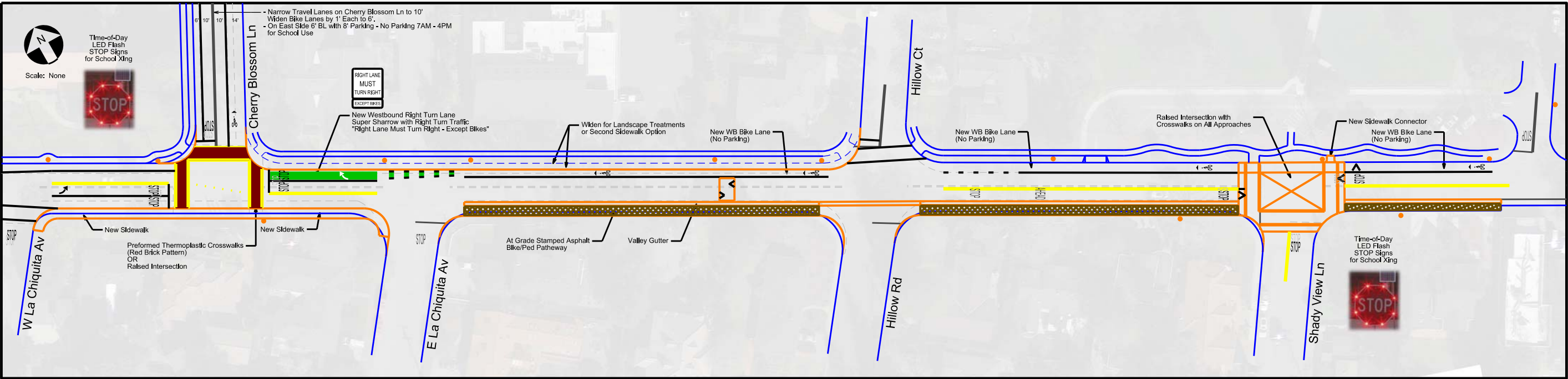
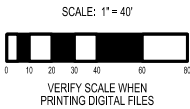




Typical Street Cross-Section



Stamped & Colored Asphalt Sample



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info@trafficpatterns.net



Record Drawings

Project Engineer:	_____	Date:	_____
Designer:	_____	Date:	_____
Public Works Inspector:	_____	Date:	_____
Public Improvements Initially Accepted by the City Council on: _____			

Submittal Log		
NO.	DESCRIPTION	DATE
1	Draft Submittal No. 1	3-17-16

DRAWN BY: J. Rodriguez Date: 3-17-16
CHECKED BY: Town of Los Gatos Date: 3-17-16
DESIGNED BY: J. Rodriguez Date: 3-17-16

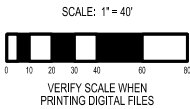
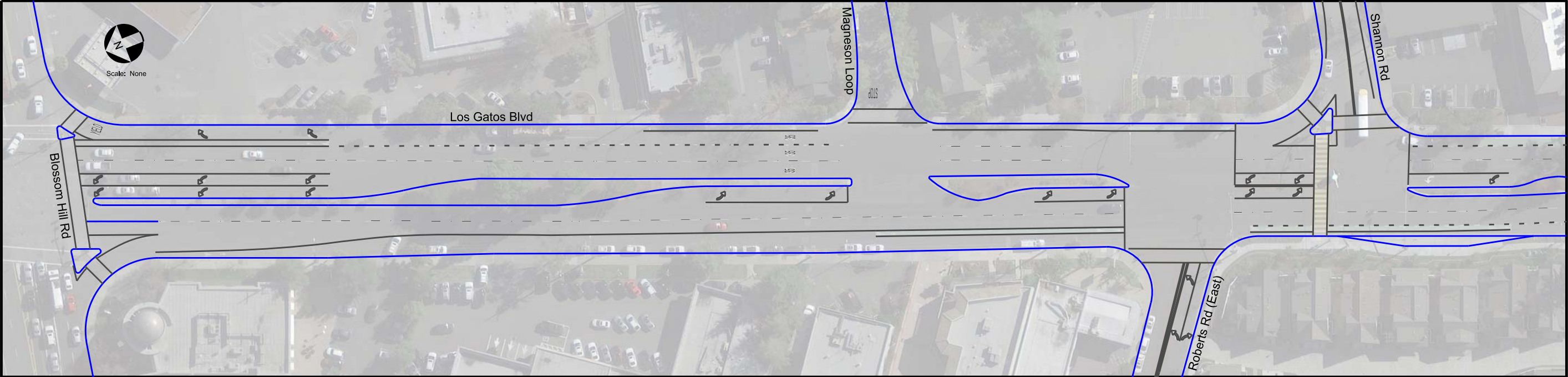
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Town of Los Gatos
Safe Routes to School
Phase 1
Shannon Road
Concept Plan Line

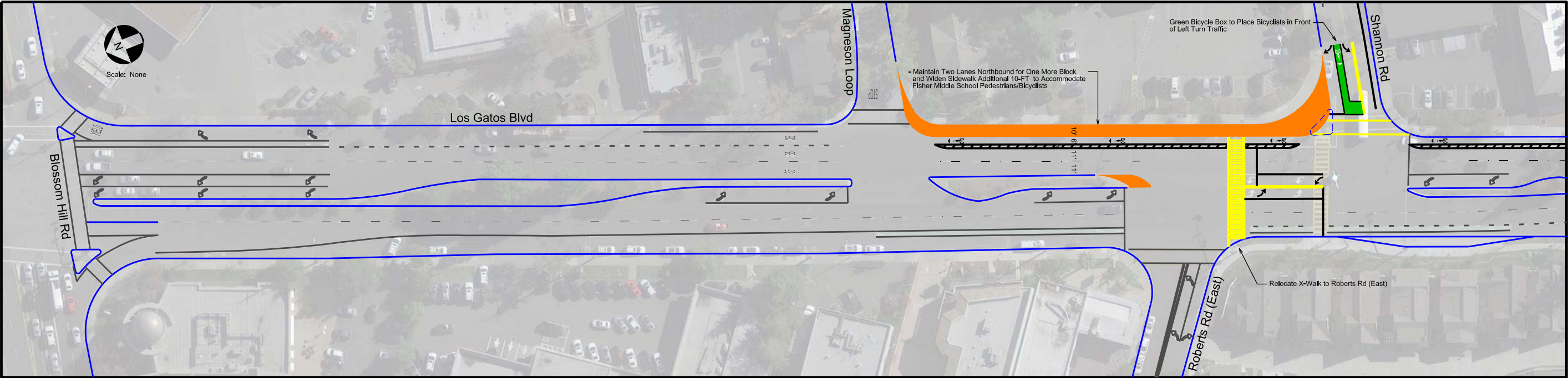
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DATE: _____
APPROVED FOR BIDDING BY: _____
DATE: _____

PROJECT NO. _____
DRAWING NO. _____
E.P. NO. _____
SCALE: None
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Existing Conditions
Los Gatos Blvd - Blossom Hill Rd to Shannon Rd



Concept Plan Line 1
Los Gatos Blvd - Blossom Hill Rd to Shannon Rd



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Record Drawings	
Project Engineer:	Date: _____
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Public Works Inspector:	Date: _____
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Submittal Log		
NO.	DESCRIPTION	DATE
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DRAWN BY:	J. Rodriguez	Date:	4-7-16
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DESIGNED BY:	J. Rodriguez	Date:	4-7-16

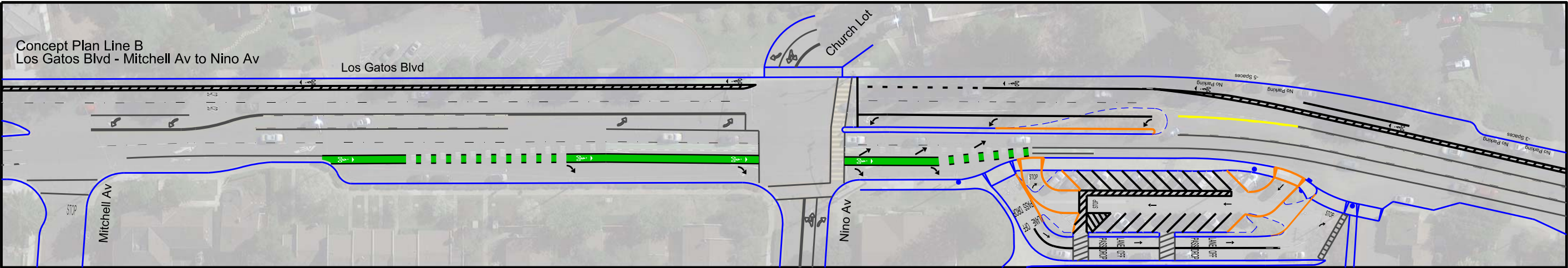
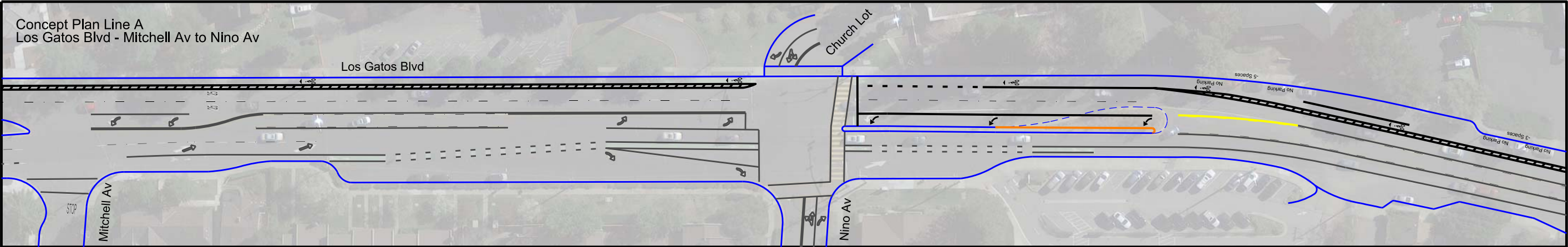
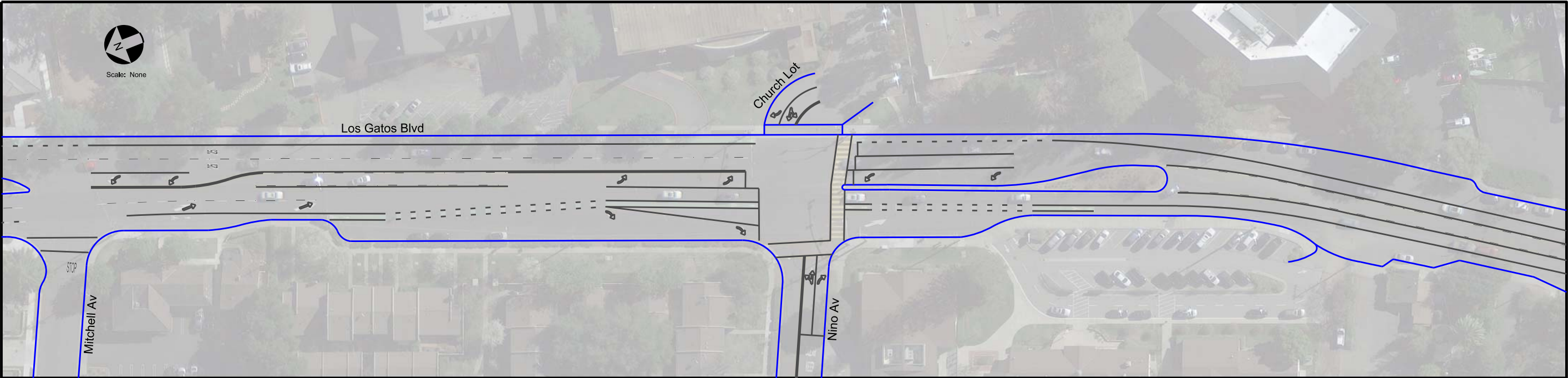
Revisions		
NO.	DESCRIPTION	DATE



Town of Los Gatos
Safe Routes to School - Phase 1 Project
Concept Plan Line Drawing
Los Gatos Blvd - E Main St - Pleasant St

RECOMMENDED FOR BIDDING BY: _____
DATE: _____
APPROVED FOR BIDDING BY: _____
DATE: _____

PROJECT NO. _____
DRAWING NO. _____
E.P. NO. _____
SCALE: None
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Record Drawings
Project Engineer: _____ Date: _____
Designer: _____ Date: _____
Public Works Inspector: _____ Date: _____
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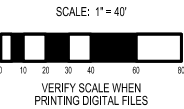
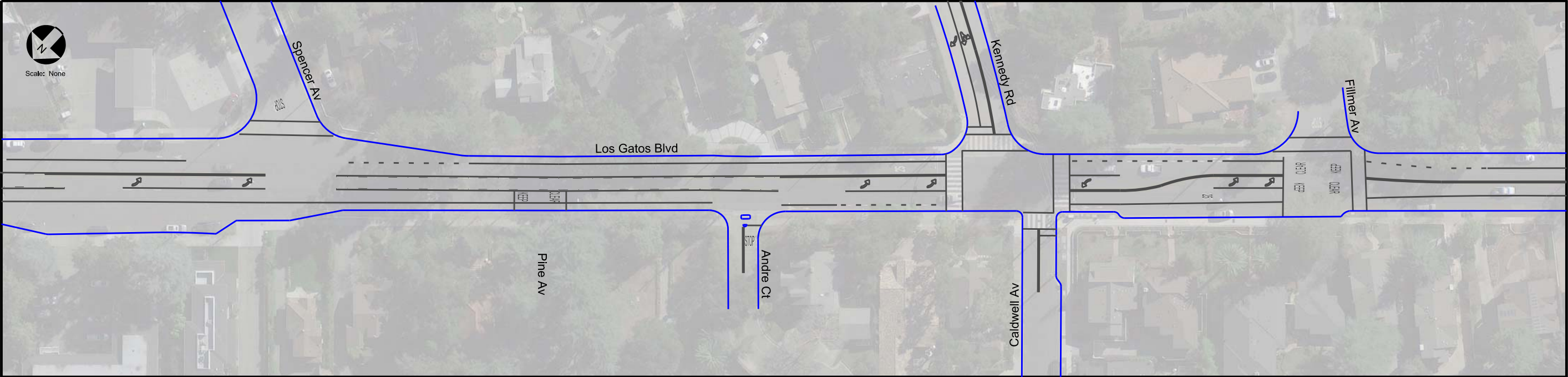
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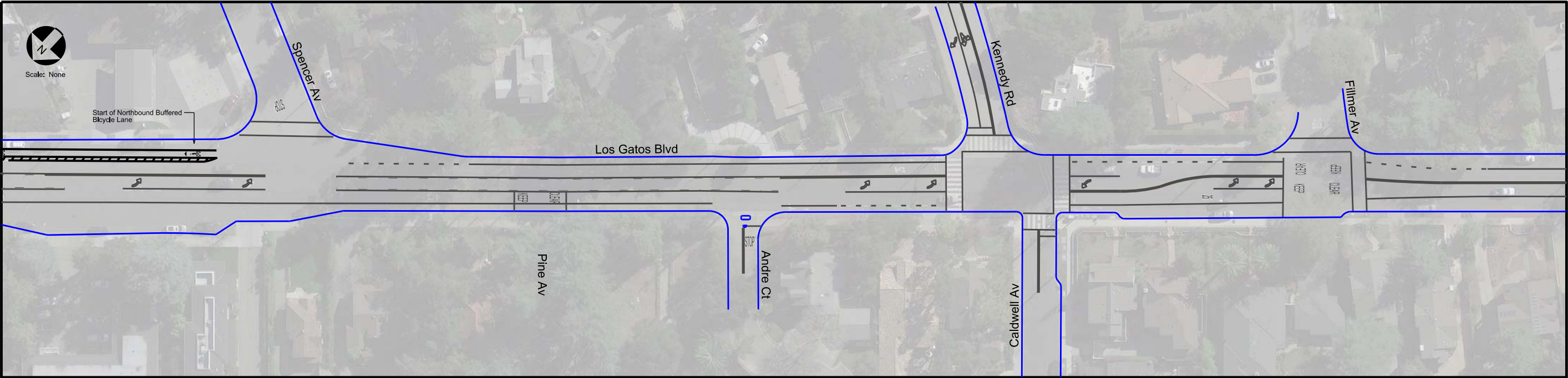
Town of Los Gatos
Safe Routes to School - Phase 1 Project
Concept Plan Line Drawing
Los Gatos Blvd - E Main St - Pleasant St

RECOMMENDED FOR BIDDING BY: _____
DATE: _____
APPROVED FOR BIDDING BY: _____
DATE: _____

PROJECT NO. _____
DRAWING NO. _____
E.P. NO. _____
SCALE: None
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Concept Plan Line 1
Los Gatos Blvd - Spencer Av to Fillmer Av



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Record Drawings

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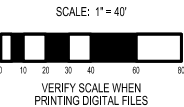
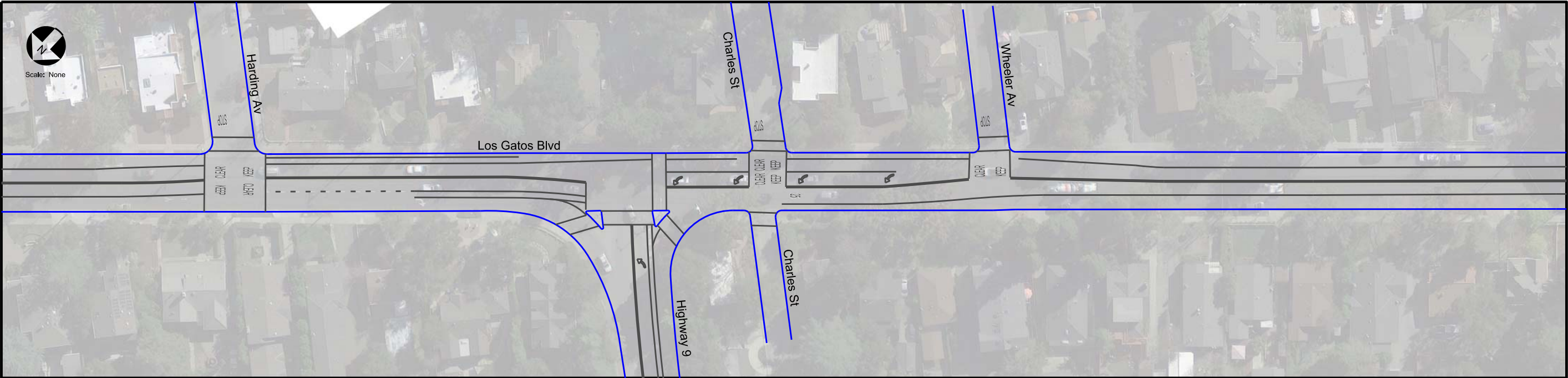
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Town of Los Gatos
Safe Routes to School - Phase 1 Project
Concept Plan Line Drawing
Los Gatos Blvd - E Main St - Pleasant St

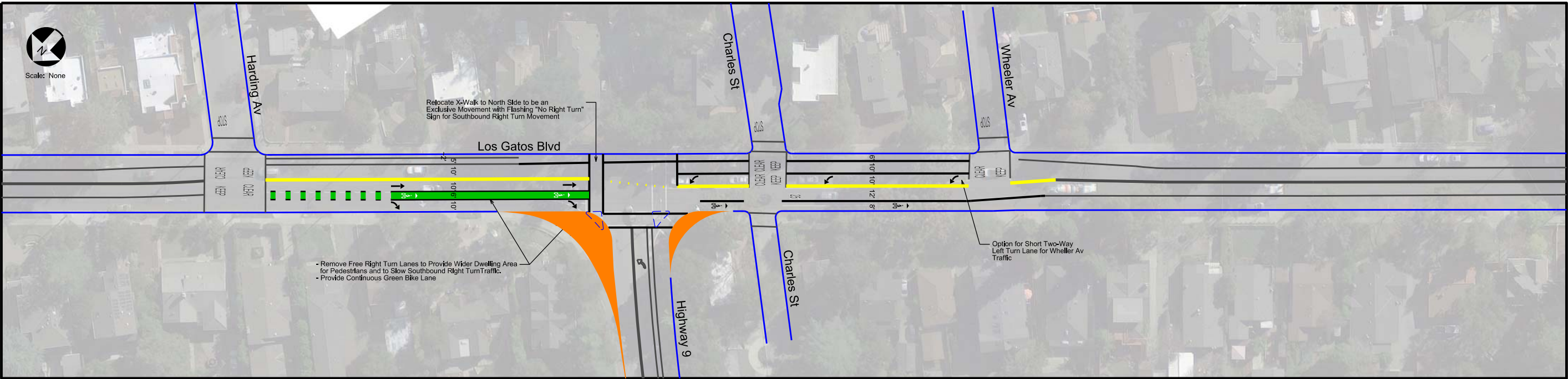
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DATE: _____

PROJECT NO. _____
DRAWING NO. _____
E.P. NO. _____
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Concept Plan Line 1
Los Gatos Blvd - Harding Av to Wheeler Av



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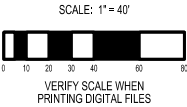
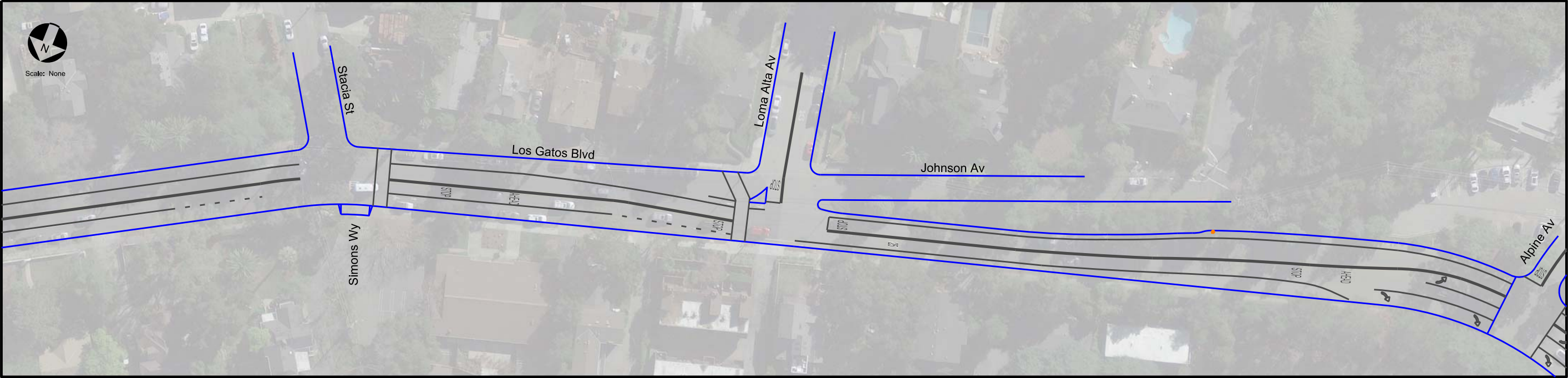
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Town of Los Gatos
Safe Routes to School - Phase 1 Project
Concept Plan Line Drawing
Los Gatos Blvd - E Main St - Pleasant St

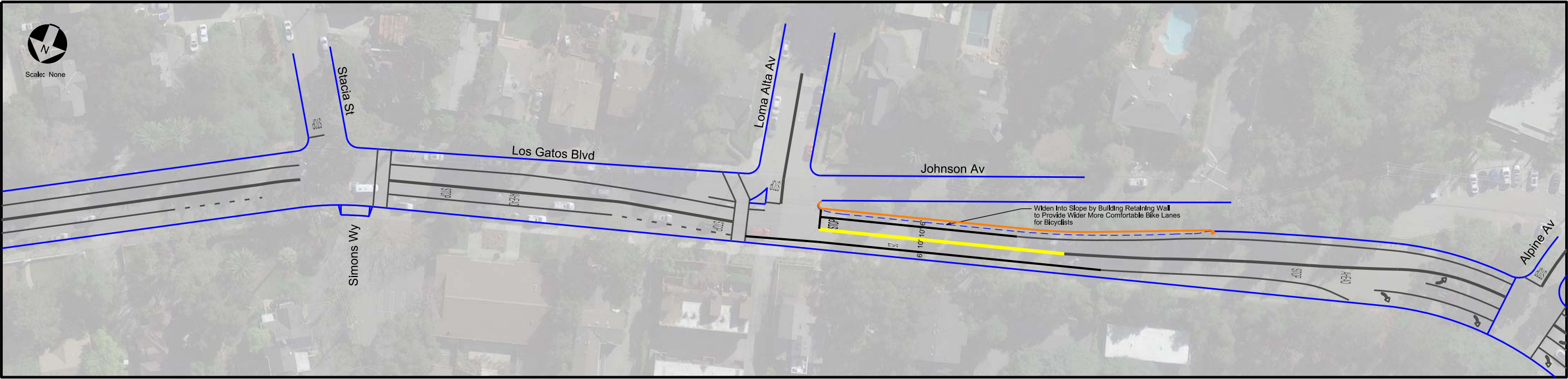
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DATE: _____

PROJECT NO. _____
DRAWING NO. _____
E.P. NO. _____
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Concept Plan Line 1
Los Gatos Blvd - Stacia St to Alpine Av



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Record Drawings

Project Engineer:	_____	Date:	_____
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Public Improvements Initially Accepted by the City Council on:	_____		

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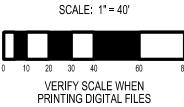
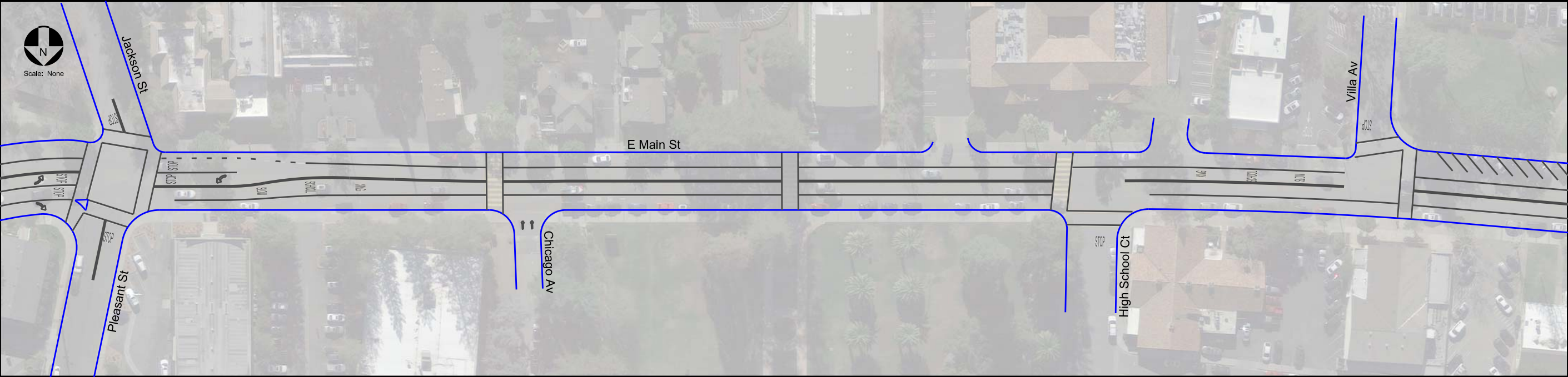
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Town of Los Gatos
Safe Routes to School - Phase 1 Project
Concept Plan Line Drawing
Los Gatos Blvd - E Main St - Pleasant St

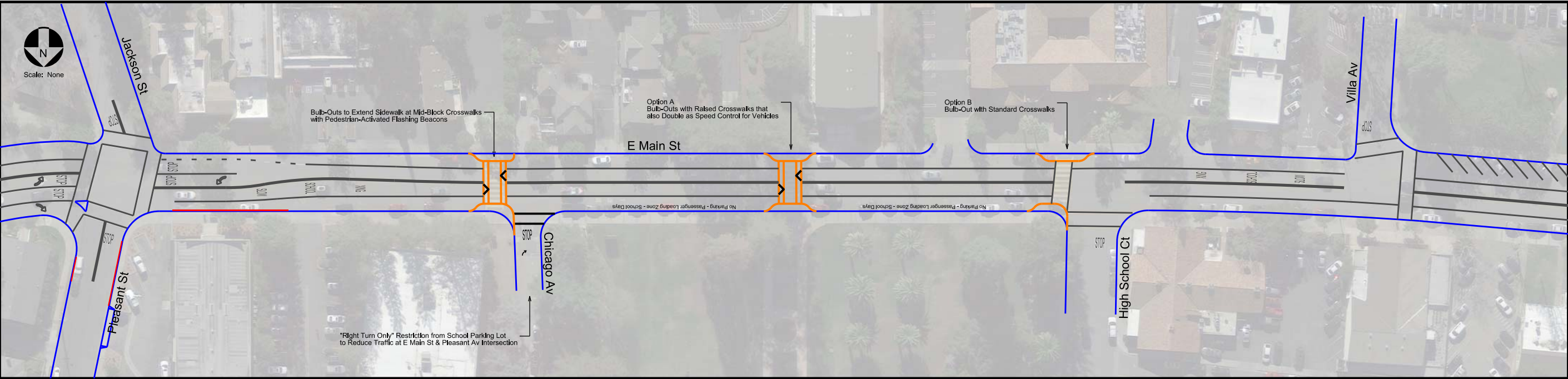
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DATE: _____

APPROVED FOR BIDDING BY: _____
DATE: _____

PROJECT NO. _____
DRAWING NO. _____
E.P. NO. _____
SCALE: None
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Concept Plan Line 1
E Main St - Pleasant St to Villa Av



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Engineer's Stamp

Record Drawings

Project Engineer: _____ Date: _____

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Public Works Inspector: _____ Date: _____

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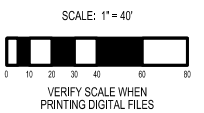
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Town of Los Gatos
Safe Routes to School - Phase 1 Project
Concept Plan Line Drawing
Los Gatos Blvd - E Main St - Pleasant St

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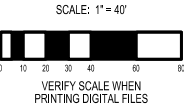
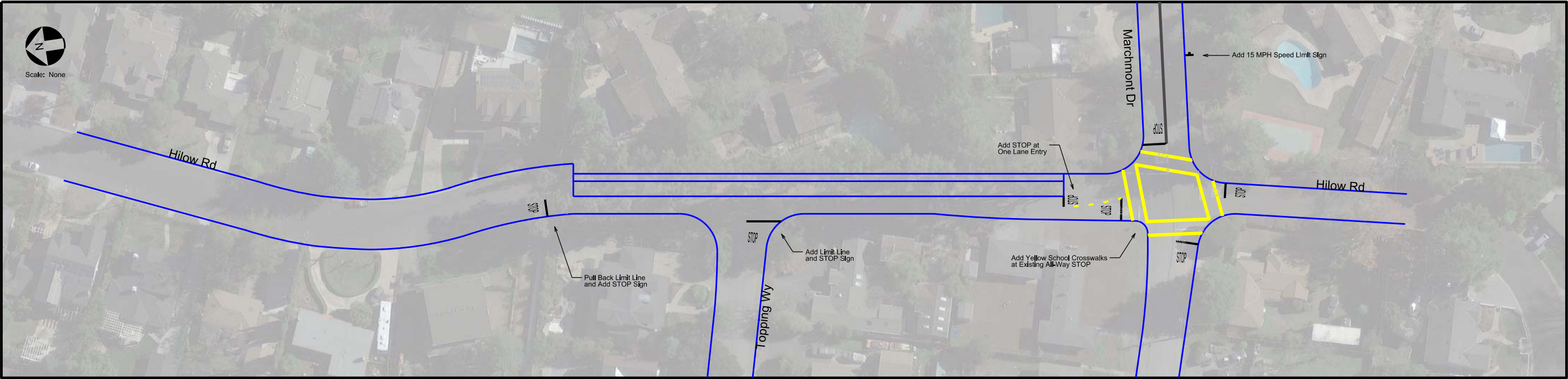
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PROJECT NO. _____
DRAWING NO. _____
E.P. NO. _____
SCALE: None
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 Traffic Patterns P.O. Box 25 Danville, CA 94526 O: (408) 916-8141 www.trafficpatterns.net info@trafficpatterns.net	Engineer's Stamp	Record Drawings Project Engineer: _____ Date: _____ Designer: _____ Date: _____ Public Works Inspector: _____ Date: _____ Public Improvements Initially Accepted by the City Council on: _____	Submittal Log <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Draft Submittal No. 1</td> <td>5-5-16</td> </tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	DATE	1	Draft Submittal No. 1	5-5-16																						DRAWN BY: <u>J. Rodriguez</u> Date: <u>5-5-16</u> CHECKED BY: <u>Town of Los Gatos</u> Date: <u>5-5-16</u> DESIGNED BY: <u>J. Rodriguez</u> Date: <u>5-5-16</u>	Revisions <table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	DATE																									Town of Los Gatos Safe Routes to School - Phase 1 Project Concept Plan Line Drawing Los Gatos High School Pleasant St Parking Lot	RECOMMENDED FOR BIDDING BY: _____ DATE: _____	PROJECT NO. _____ DRAWING NO. _____ E.P. NO. _____ SCALE None
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NO.	DESCRIPTION	DATE																																																												
APPROVED FOR BIDDING BY: _____ DATE: _____	Page 93																																																													

Hilow Road - One Lane Section



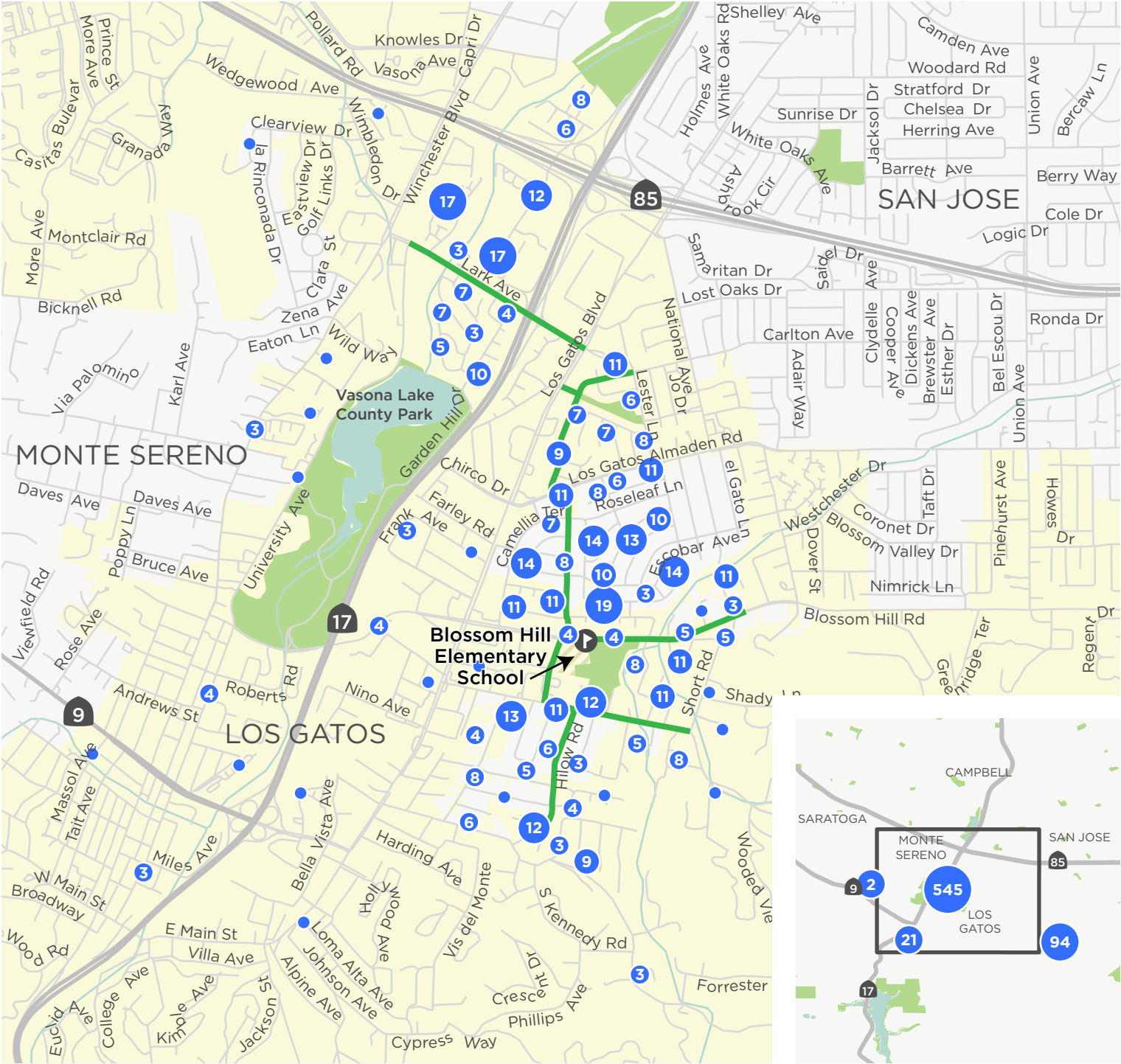
BLOSSOM HILL ELEMENTARY SCHOOL

STUDENT DENSITY

- 2
- 3 - 8
- 9 - 11
- 12 - 14
- 15 - 19

- Suggested School Route
- Los Gatos City Boundary

0 0.3 0.6 MILES

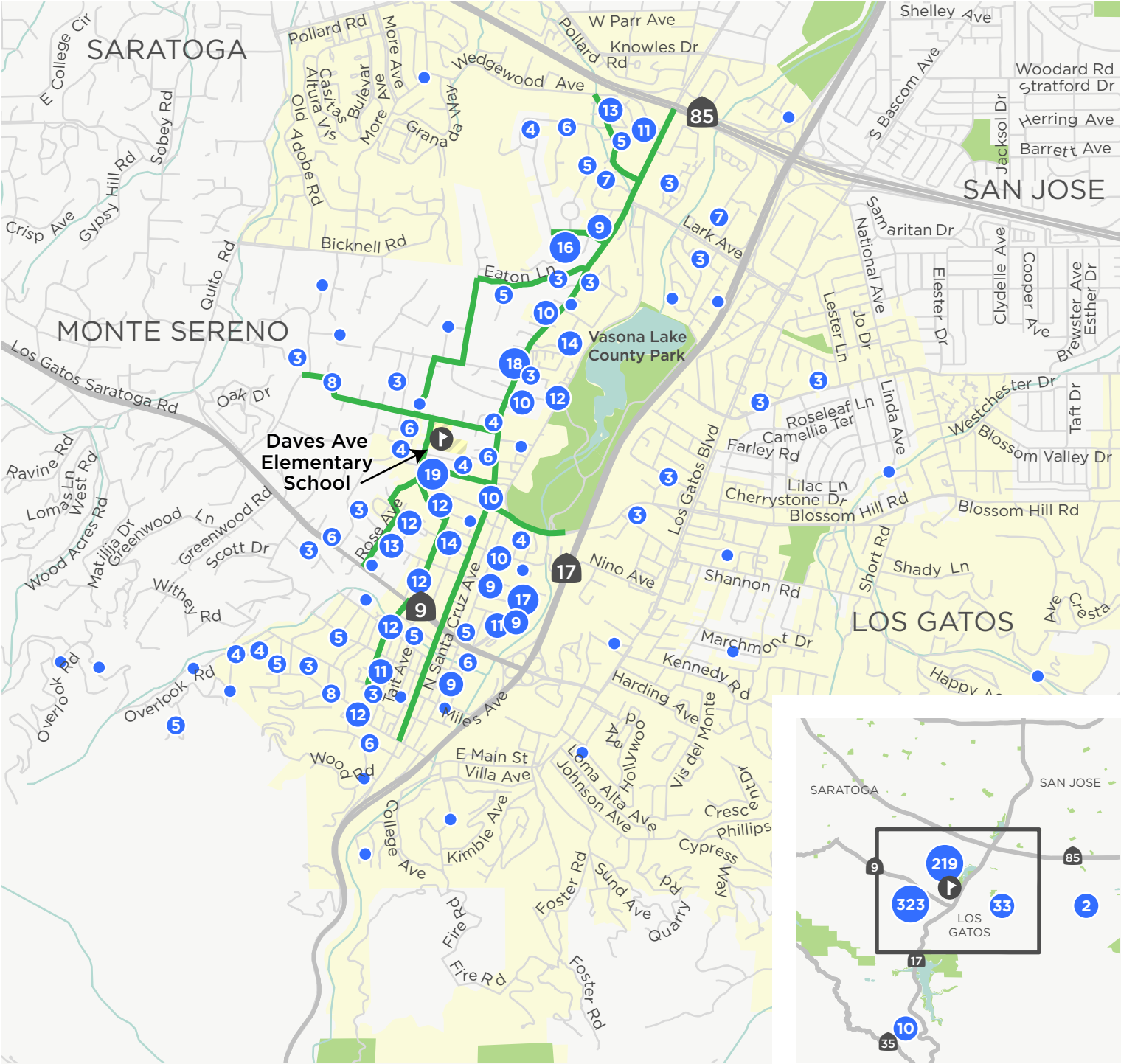
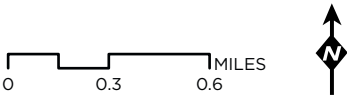


DAVES AVENUE ELEMENTARY SCHOOL

STUDENT DENSITY

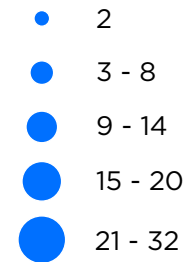
- 2
- 3 - 8
- 9 - 14
- 15 - 20
- 21 - 32

- Suggested School Route
- Los Gatos City Boundary



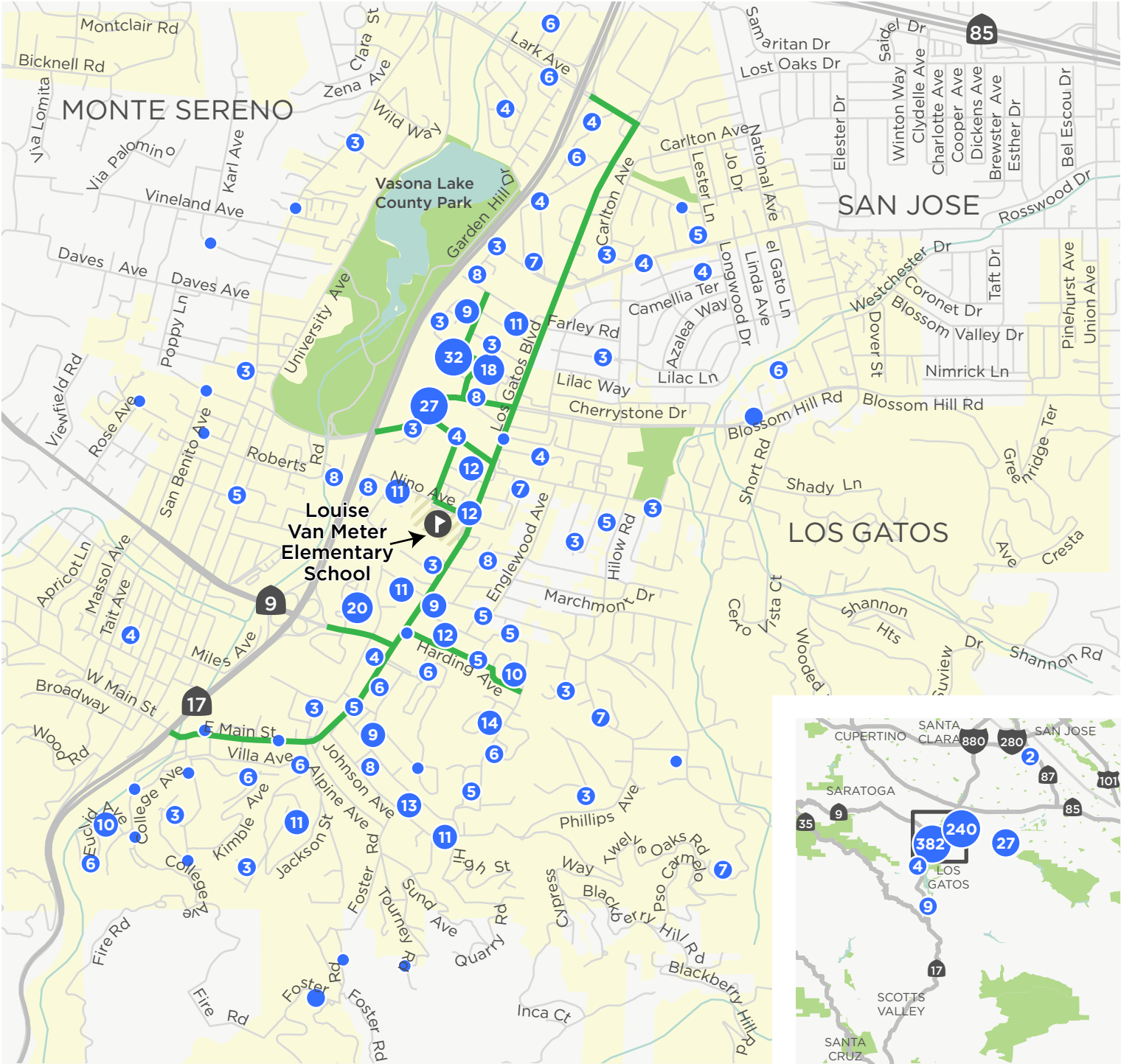
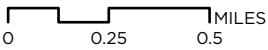
LOUISE VAN METER
ELEMENTARY
SCHOOL

STUDENT DENSITY



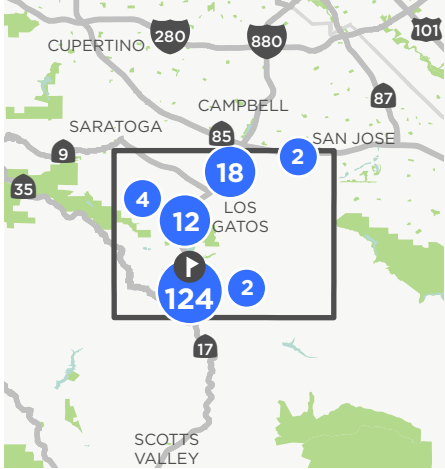
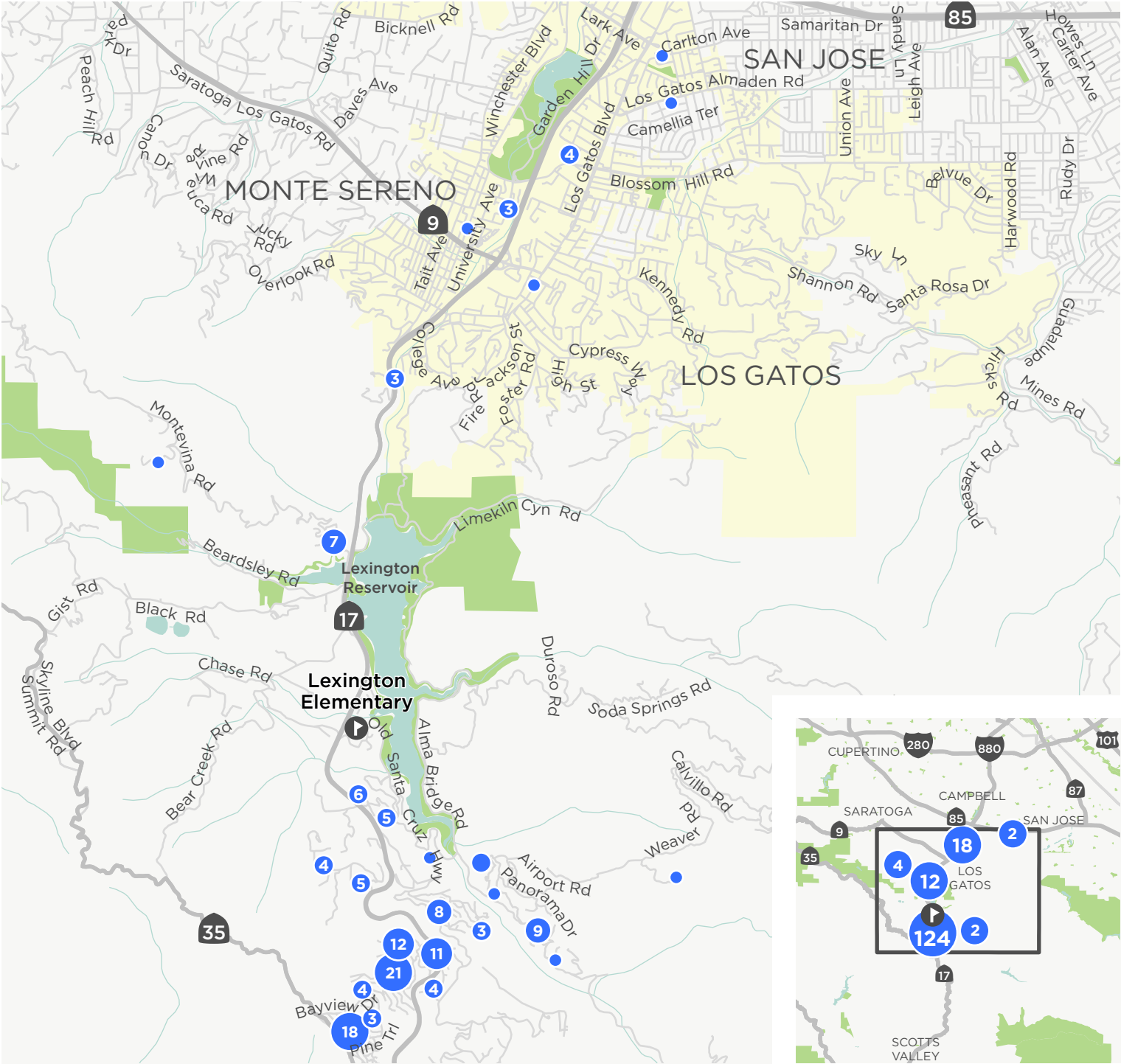
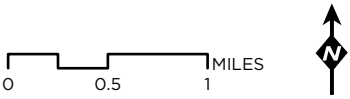
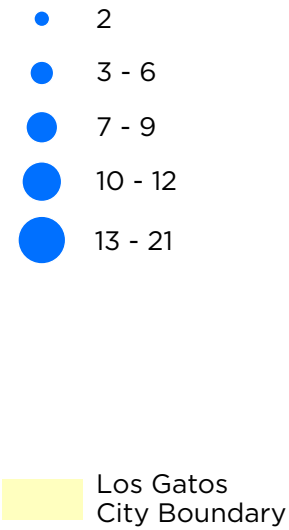
Suggested School Route

Los Gatos City Boundary



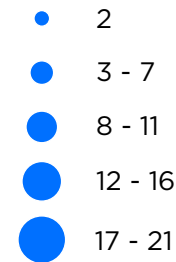
LEXINGTON ELEMENTARY SCHOOL

STUDENT DENSITY



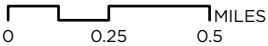
R.J. FISHER MIDDLE SCHOOL

STUDENT DENSITY

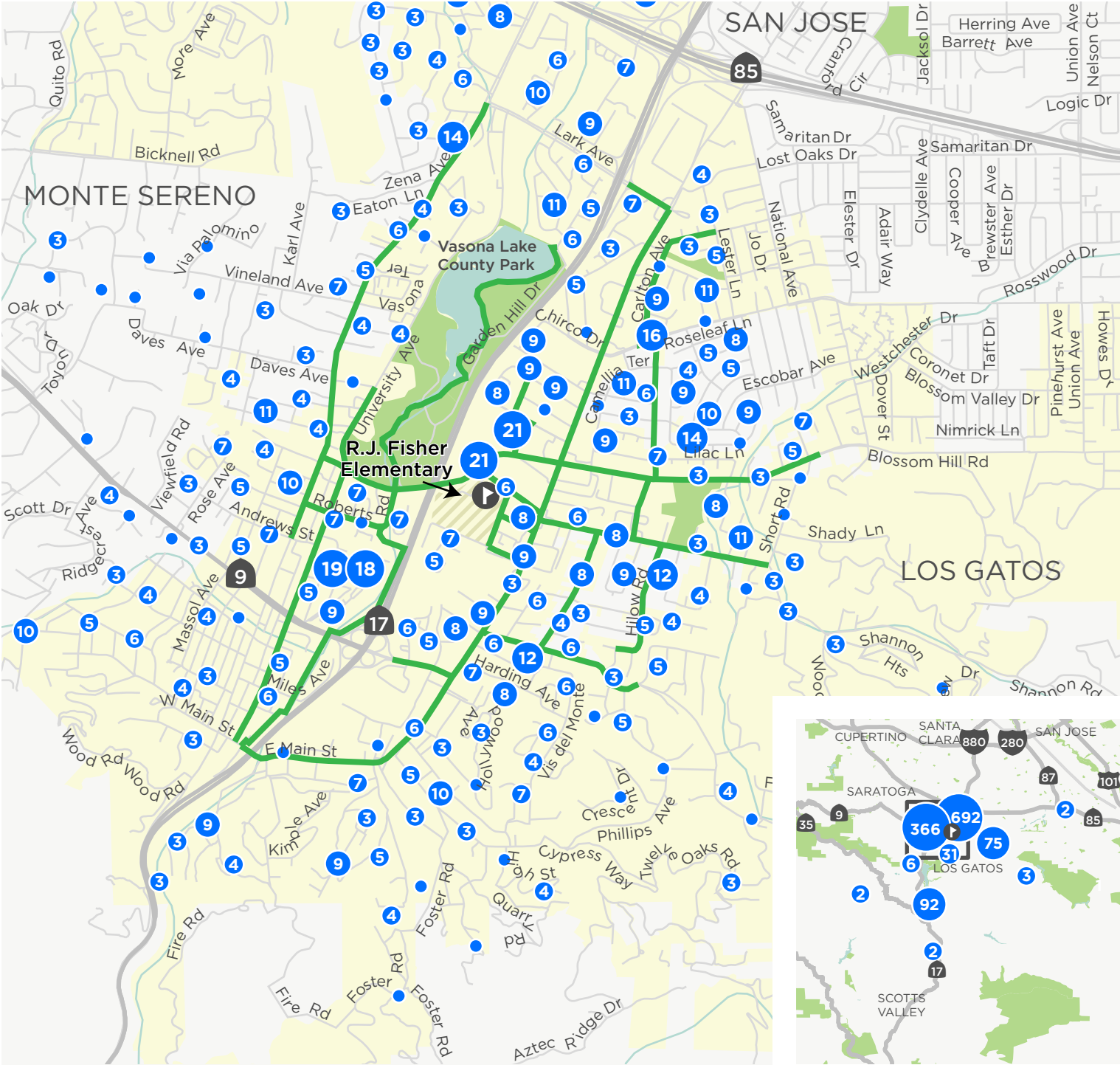


 Suggested School Route

 Los Gatos City Boundary



Map produced July, 2016.

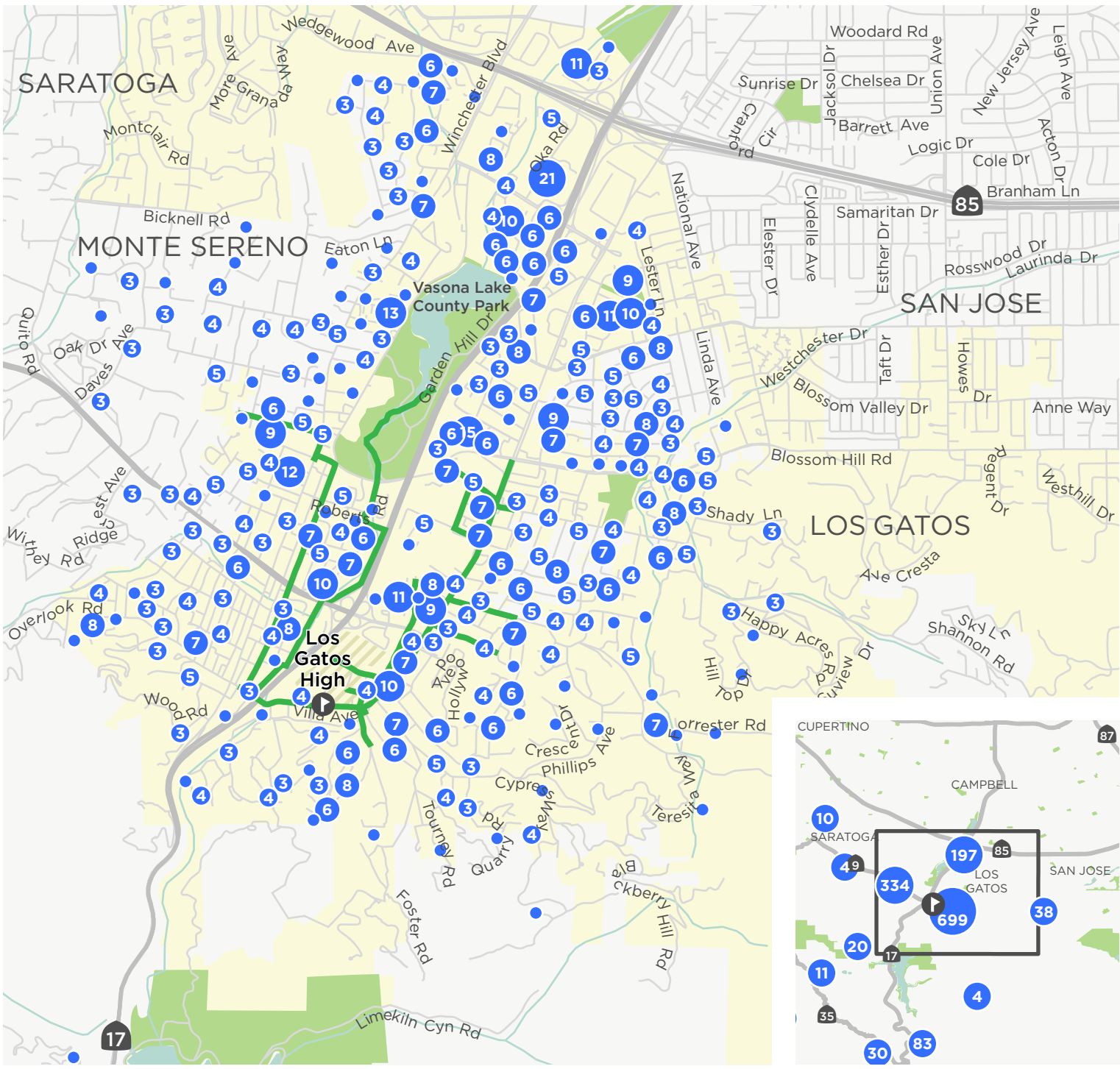
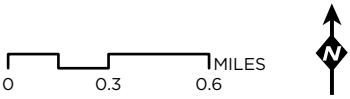


LOS GATOS HIGH SCHOOL

STUDENT DENSITY

- 2
- 3 - 5
- 6 - 8
- 9 - 15
- 16 - 21

- Suggested School Route
- Los Gatos City Boundary



Survey Monkey Comments
General Comments

Source	Comment	Alta Response	Status
Member of Public May 23	One of the worst prepared surveys I have seen. Very biased and does not even include all schools located within the LG Town borders. The survey should describe in detail what the purpose is. It appears that it is the Town has bought again into something that likely benefits a select few!	No action	N/A
Member of Public May 20	I did not complete the survey because it does not include all schools located in the town of LG. Although Rolling Hills Middle School is not in a LG district (like Alta Vista), it is technically located in Los Gatos. Doing this "improvement: would take away my ONLY curb parking. Who came up with this idea to Install red curb at the first parking Spaces? making the already corner red larger wouldnt make things better for anyone walking to school	No action	N/A
Member of Public May 20	-Steve	Needed for safety/visibility	N/A
Member of Public May 22	I have been extremely frustrated for a long time with the state of the traffic system in Los Gatos and I believe the biggest impact we can have to improve the safety for our kids is to address what I see as the largest problem; the number of points of conflict for traffic, pedestrians and cyclists. Unfortunately when I read the proposed improvements in the recent survey all I could see was minor incremental change to slightly benefit some cyclists and pedestrians to the severe detriment and further impact of vehicles. This seems like a lot of effort for very little gain that is unfortunately going to result in more anger and frustration for drivers. Los Gatos residents complain loudly and bitterly about traffic congestion. I personally don't believe we have a problem with congestion (that would mean we had full roads from one end of LG to the other, we don't). I believe we have a problem with traffic bottlenecks. Those bottlenecks are caused by old-style traffic intersections which pit vehicle against vehicle, cyclist AND pedestrian. Only by removing these inefficient and unsafe intersections can we create a safe and convenient environment for LG residents who walk, bike and drive. I firmly believe the solution is to replace many of the antiquated intersections with well planned roundabout systems that reduce points of conflict, reduce speeds and reduce the number of places drivers and pedestrians have to look before moving forward. Roundabouts reduce both the number AND severity of accidents. With forethought they also allow pedestrians and cyclists to cross safely knowing that approaching drivers are focussed on the road ahead (i.e. them) and not on 3 different things at once. The following website has a wealth of information as a start. http://www.alaskaroundabouts.com/index.html Sincerely, Gail	Comment relates to updated traffic signals (with dedicated phases), updated intersections (with dedicated space for different users), and for roundabouts. Jaime to incorporate into improvements/concepts as appropriate.	Improvement Map and Concept Plan
Member of Public May 20	My son's school is technically in the Town of Los Gatos and in the Campbell Union School District, Rolling Hills Middle School 1585 More Ave Los Gatos CA 95032. Why isn't RHMS included in the LG Safe Routes to School program? Union School District in San Jose that has a school in Los Gatos (Alta Vista) is represented. I would be interested in having my students ride or walk to school when the safety of their routes are addressed and improved. How can I get RHMS included? Thanks in advance. Cathy Sanchez catikabonita@yahoo.com Where is st. Marys school? It's one of the main private schools in the area and it's not even listed on your survey.??	No action	N/A
Survey	Did not see saint Mary's school listed	No action	N/A
Survey	my child goes to st. mary's, but they were not on your list.	No action	N/A
Survey	While we live in Los Gatos, my child is slated for Union Middle School. She can't walk or ride her bike to school because Blossom Hill and Union are so dangerous. You have an obligation to all Los Gatos residents all the way up to Harwood.	No action	N/A
Survey	WHAT ABOUT UNION!!! Westchester/Camino del Cerro at the bridge. There is a whole neighborhood of kids who walk over the bridge!	No action	N/A
Survey	We have been in LG for 40 years, three sons, multiple schools. WE CANNOT ADD MORE TRAFFIC TO OUR STREETS especially Los Gatos High and in front of Van Meter School and drop off pick up at all the elementary schools. It is already terrible and very dangerous. The streets can no longer accommodate the population that is here at this time. We need to build another school and keep neighborhoods safer. LG has already added lots of classroom space without adding parking and even if you did the streets are too small this is a small town!!!!	No action	N/A
Survey	My responses are in the wrong boxes -- every time I go to one of the maps I lose my responses!	No action	N/A
Fisher Community Member 06/07/2016	On the first page, I would change the first line of the Parent Message to something like "Parents: Now is a good time to start allowing your student more independence in getting to and from school." The second line could stay "Children who regularly practice safe walking and biking skills are more likely to make safer choices as a teenager," Seems like the current first sentence targets younger kids. Under Bike Safety - Be Predictable. I think it should be Never bike THE wrong way. (missing word the)	Add "be more independent" and add "the"	Walk & Roll Map

Town of Los Gatos - Safe Routes to School Phase 1

Final Draft - Comment Tracking Matrix

No.	Comment	Comment From/ Date	Response
1	Speed Limit concerns on Kennedy Drive. 30 MPH too high.	Cathy Bannon 8-23-16	Concern noted for Town Staff for consideration of a new Speed Survey to be conducted. The report also recommends consideration of new policies for Lower Speed Limits of 15- or 20-MPH zones when children are present, Kennedy Dr added, Page 72.
2	Kennedy & Englewood Crosswalk Request	Cathy Bannon 8-23-16	Concern noted for Town staff. Will recommend inclusion for Concept Plan Line study development for Bike/Ped Master Plan project.
3	What's the status of LG-Almaden crossing?	Kate Hatton 8-29-16	LG-Almaden & Cherry Blossom Ln crossing recommended for Ped-Activated Flashing Beacon. Report updated to better highlight recommended location, Page 73.
4	Same concern at LG-Almaden crossing and Blossom Hill Road & Cherrystone Drive-Hillbrook Drive.	Gretch Moore 8-29-16	Blossom Hill Rd & Cherrystone drive-Hillbrook Drive also recommended for upgrades to existing flashing beacon, Page 73.
5	Cherry Blossom Lane Bicycle Boulevard recommendation as part of Bicycle and Pedestrian Master Plan may increase need for improvements at the Los Gatos-Almaden Road intersection. Please strengthen recommendation to include another focused study at this intersection as part of the BPMP.	Karen Briones 9-6-16	Suggestion passed along to the consultant team working on the Bicycle & Pedestrian Master Plan.
6	Typo on Page 30. Roberts Road - Fisher School Frontage Improvements should reference Fisher Avenue, not Roberts Road	Thomas Cook 9-6-16	Correction made.
7	Confusing and inconsistent terminology in the use of Walk & Roll Routes for Fisher School.	Thomas Cook 9-6-16	Correction made.
8	Walk & Roll Maps use green lines to highlight walking and bicycling routes. The "roll" part may be confusing and reference automobiles and not just bicycles.	Thomas Cook 9-6-16	The Walk & Roll branding within the community will help to highlight "roll" as a bicycle route

Town of Los Gatos - Safe Routes to School Phase 1

Final Draft - Comment Tracking Matrix

No.	Comment	Comment From/ Date	Response
9	Page 39, Los Gatos Blvd Corridor Improvements The \$2.5M estimate is not inclusive of earlier reference school specific changes in the report, but that is not clear.	Thomas Cook 9-6-16	Correction made.
10	Confusing text for New York Avenue & Pleasant Street Intersection Improvements.	Thomas Cook 9-6-16	Correction made.
11	At the introduction to Los Gatos High School, check text for plural references.	Thomas Cook 9-6-16	Correction made.
12	Missing Corridors: Long Meadow, Blueberry Hill, Clovery Wy, Olde Rod, and Twin Oaks	Janet Bajorek 9-7-16	Kennedy Dr is noted as a Suggested Route for Fisher School. The suggested streets would connect to the Kennedy Route. Report updated and includes a recommendation for a Concept Plan Line of Kennedy Drive.

Town of Los Gatos - Safe Routes to School Phase 1

Itemized List of Recommended Projects

Project Name	School	Project Type	Jurisdiction	Bike	Ped	Auto	Complete	Cost
Blossom Hill Road Bicycle Lane Widening	Blossom Hill School	Design & Construction	Town	X				\$25,000
Blossom Hill Road & Cherry Blossom Lane Intersection Improvements	Blossom Hill School	Design & Construction	Town	X	X	X		\$650,000
Blossom Hill Road & Los Gatos Boulevard Intersection Improvements	Blossom Hill School	Design & Construction	Town	X	X			\$500,000
Cherry Blossom Lane (North) Bicycle Boulevard or Enhanced Bikeway Concept Plane Line Design Concepts	Blossom Hill School	Planning	Town	X	X	X		\$15,000
Cherry Blossom Lane (South) Bicycle Boulevard or Enhanced Bikeway	Blossom Hill School	Design & Construction	Town	X	X	X		\$25,000
Blossom Hill Road & Cherrystone Drive-Hillbrook Drive Flashing Beacon	Blossom Hill School	Design & Construction	Town	X	X			\$25,000
Shannon Road & Shady View Intersection Improvements	Blossom Hill School	Design & Construction	Town	X	X			\$75,000
Shannon Road Speed Tables	Blossom Hill School	Design & Construction	Town	X	X			\$15,000
Shannon Road Speed Limit	Blossom Hill School	Study	Town	X	X			\$5,000
Cherry Blossom Lane Sight Distance Improvements	Blossom Hill School	Minor Operations Change	Town	X	X			\$250
Blossom Hill Road Drop Off Zone Improvements	Blossom Hill School	Design & Construction	School District	X	X	X		\$1,500,000
Cherry Blossom Lane Drop Off Zone Student Valet Operations	Blossom Hill School	On-Going Operations	School District	X	X	X		Unknown
Daves Avenue & Poppy Lane Left Turn Lane Installation	Daves School	Design & Construction	Monte Sereno			X		\$10,000
Daves Avenue Crosswalk Improvements	Daves School	Design & Construction	Monte Sereno	X	X			\$50,000
Poppy Lane Driveway Reconfiguration	Daves School	Design & Construction	School District	X	X	X		\$500,000
Daves Avenue & Kavin Lane Intersectdion Improvements	Daves School	Design & Construction	Monte Sereno	X	X	X		\$10,000
Poppy Lane Right Turn Lane Improvements	Daves School	Design & Construction	Monte Sereno	X	X	X		\$10,000
Daves Avenue Enhanced Bikeway Concept Plan	Daves School	Planning	Monte Sereno	X	X			\$7,500
Poppy Lane Enhanced Bikeway	Daves School	Design & Construction	Monte Sereno	X	X	X		\$250,000
Winchester Boulevard - Enhanced Bikeway Concept	Daves School	Planning	Town	X	X	X		\$10,000
Highway 9 & Massol Enhanced	Daves School	Design & Construction	Town	X	X			\$30,000
Daves School Dropp Off and Pass Lane Delineation	Daves School	Design & Construction	School District	X	X	X		\$2,500
Daves School Bicycle Parking Expansion	Daves School	Design & Construction	School District	X			Yes	\$5,000
Daves Avenue Driveway Improvements	Daves School	Design & Construction	School District	X	X	X		\$50,000
Poppy Lane School Loading Dock Access Restrictions	Daves School	Design & Construction	School District	X	X			\$2,500
Los Gatos Boulevard Capacity Improvements	Van Meter School	Design & Construction	Town			X		\$30,000
Los Gatos Boulevard Frontage Driveway Circulation	Van Meter School	Design & Construction	School District			X		\$500,000
Los Gatos Boulevard - Northbound Buffered Bicycle Lanes	Van Meter School	Design & Construction	Town	X	X	X		\$250,000
Fisher Avenue & Nino Avenue Intersection Improvements - Raised Crosswalk	Van Meter School	Design & Construction	Town	X	X			\$50,000
Fisher Avenue & Nino Avenue Intersection Improvements - LED Enhanced STOP Signs	Van Meter School	Design & Construction	Town	X	X	X		\$7,500
Fisher Avenue & Nino Avenue Intersection Improvements - Van Meter School Pathway Widening	Van Meter School	Design & Construction	School District	X	X			\$20,000
Fisher Avenue & Nino Avenue Intersection Improvements - Egress Nino Avenue Driveway Sight Distance	Van Meter School	Minor Operations Change	School District	X	X	X		\$1,500
Van Meter School - Nino Av Driveway Student Pathway Relocaton	Van Meter School	Minor Operations Change	School District	X	X	X		\$2,500
Van Meter School - Ped Pathway at Teacher Egress Nino Avenue Driveway	Van Meter School	Design & Construction	School District	X	X	X		\$20,000
Van Meter School - Drop Off and Pass Lane Delineation	Van Meter School	Design & Construction	School District	X	X	X		\$2,500
Westchester Drive & Blossom Valley Drive Intersection Improvements - Catch Basin Relocation	Alta Vista School	Design & Construction	Town	X	X			\$100,000
Westchester Drive & Blossom Valley Drive Intersection Improvements - High Visibility Crosswalks	Alta Vista School	Design & Construction	Town	X	X	X		\$5,000
Westchester Drive & Blossom Valley Drive Intersection Improvements - LED Enhanced STOP Sign	Alta Vista School	Design & Construction	Town	X	X	X		\$7,500
Blossom Valley Drive Student Passenger Loading Zone	Alta Vista School	Design & Construction	Town			X		\$5,000
Bicycle Boulevard or Enhanced Bike Route Operations - Include in Active Bike/Ped Study	Alta Vista School	Planning	Town	X	X			\$0
Blossom Glen Way Student Passenger Loading Zone	Alta Vista School	Design & Construction	Town			X		\$7,500
Blossom Glen & Dover - All-Way STOP	Alta Vista School	Design & Construction	Town	X	X	X		\$7,500
Blossom Glen & Dover - High-Visibility Crosswalk Markings	Alta Vista School	Design & Construction	Town	X	X	X		\$5,000
Alta Vista School - Pass Lane Delineation	Alta Vista School	Design & Construction	Alta Vista School	X	X	X		\$2,500

Town of Los Gatos - Safe Routes to School Phase 1

Itemized List of Recommended Projects

Project Name	School	Project Type	Jurisdiction	Bike	Ped	Auto	Complete	Cost
Alta Vista School - Egress Driveway Turn Lane Delineation	Alta Vista School	Design & Construction	Alta Vista School			X		\$2,500
Blossom Hill Road Enhanced Bikeway	Fisher Middle School	Design & Construction	Town	X	X	X		\$75,000
Blossom Hill Road & Roberts Road - APS Signals	Fisher Middle School	Design & Construction	Town	X	X			\$20,000
Blossom Hill Road & Roberts Road - Enhanced Crosswalk Markings	Fisher Middle School	Design & Construction	Town	X	X	X		\$2,500
Roberts Road - Fisher School Frontage Improvements - Right Turn Lane to Drop Off Zone	Fisher Middle School	Design & Construction	Town			X		\$15,000
Roberts Road - Fisher School Frontage Improvements - Drop Off Zone Sight Distance	Fisher Middle School	Minor Operations Change	Town	X		X		\$500
Roberts Road & Fisher Avenue Intersection Improvements - SB Right Turn Lane	Fisher Middle School	Design & Construction	Town			X		\$7,500
Roberts Road & Fisher Avenue Intersection Improvements - Sight Distance Improvements	Fisher Middle School	Minor Operations Change	Town	X	X	X		\$1,000
Roberts Road & Fisher Avenue Intersection Improvements - Adult Crossing Guard Operations	Fisher Middle School	On-Going Operations	School District	X	X	X		Unknown
Roberts Road Traffic Operation Operations in FREE Mode	Fisher Middle School	Minor Operations Change	Town			X	Yes	\$0
Fisher Avenue Intersection Improvements - EB Left Turn Lane	Fisher Middle School	Design & Construction	Town			X		\$7,500
Fisher Avenue Intersection Improvements - WB Right Turn Lane	Fisher Middle School	Design & Construction	Town			X		\$7,500
Kenned Road Concept Plan Line	Fisher Middle School	Planning	Town	X	X	X		\$10,000
Los Gatos Boulevard & Shannon Road Intersection Improvements	Fisher Middle School	Design & Construction	Town	X	X			\$750,000
Blossom Hill Trail Connector to LGUSD Offices - Feasibility Study	Fisher Middle School	Planning	Town and District	X	X	X		\$25,000
Town and School District Policy Statements - Access to High School from Los Gatos Lodge	Los Gatos High School	Planning	Town and District	X	X	X		\$0
Los Gatos Boulevard Corridor Improvements	Los Gatos High School	Design & Construction	Town	X	X	X		\$2,500,000
Los Gatos Boulevard & Highway 9 Intersectdion Improvements	Los Gatos High School	Design & Construction	Town	X	X			\$500,000
Los Gatos Boulevard Widening - South of Loma Alta Avenue	Los Gatos High School	Design & Construction	Town	X	X	X		\$250,000
E Main Street Speed Tables and/or Midblock Crosswalk Bulb-Outs	Los Gatos High School	Design & Construction	Town	X	X			\$105,000
E Main St & Pleasant St Sight Distance Improvement	Los Gatos High School	Minor Operations Change	Town	X	X	X		\$1,500
Chicago Avenue - Right Turn Only Restrictions	Los Gatos High School	Minor Operations Change	Town	X	X	X		\$500
Pleasant Street Parking Lot Improvement (Change to Active Construction)	Los Gatos High School	Design & Construction	School District	X	X	X		\$15,000
New York Avenue & Pleasant Street Intersection Improvements	Los Gatos High School	Design & Construction	Town	X	X	X		\$2,500
New York Avenue Street Resurfacing	Los Gatos High School	Design & Construction	Town	X	X	X		\$25,000
Bella Vista Avenue-New York Avenue Bicycle Bouelvard - Include in Bike/Ped Plan	Los Gatos High School	Planning	Town	X	X			\$0
Miles Avenue Priority Student Parking	Los Gatos High School	Minor Operations Change	Town	X	X	X		\$0
E Main Street Passenger Loading Zone	Los Gatos High School	Minor Operations Change	Town		X	X	Yes	\$2,500
Los Gatos High School - Chicago Avenue Pedestrian Connector	Los Gatos High School	Design & Construction	School District	X	X			\$15,000
Los Gatos High School - Bicyle Parking at West Side of Campus	Los Gatos High School	Design & Construction	School District	X				\$10,000
Hilow Road Improvements	Hillbrook School	Design & Construction	Town	X	X	X		\$5,000
Marchmont Drive Speed Limit Signs	Hillbrook School	Minor Operations Change	Town	X	X	X		\$500
Hilow Road-Marchmont Drive Bicycle Route - Include in Bike/Ped Plan	Hillbrook School	Planning	Tow	X	X	X		\$0

Total: \$9,153,250