



# 4

## NETWORK RECOMMENDATIONS AND PROJECT PRIORITIZATION

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

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

# ESTABLISHING CRITERIA AND PRIORITIZATION FOR INFRASTRUCTURE IMPROVEMENTS

## CRITERIA FOR PROJECT IMPROVEMENTS

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

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

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

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

## PREPARATION OF PRELIMINARY COST ESTIMATES FOR PHYSICAL PROJECTS

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

## CONSISTENCY WITH SAFE ROUTES TO SCHOOL RECOMMENDATIONS

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

# PROJECT PRIORITIZATION

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

## PHASE 1 (SHORT-TERM)

These recommendations are the highest priority and/or easily implementable, based on estimated budget, amount of regional collaboration required, and complexity of construction. The majority of projects are items that the Town of Los Gatos can implement through budget allocations in the Capital Improvement Program (CIP), identified as an

improvement as part of the Traffic Mitigation Improvements Project List (TIMF) displayed in Table 5.2 in Chapter 5, or they are strategically positioned to obtain outside grant funding. In addition, projects listed in this phasing designation may satisfy a significant number of criteria as identified in Tables 4.1-4.6. The goal is to try to implement these recommendations in the next 1-5 years, with a

**IMPLEMENTATION PHASES**

- 1 1-5 YEARS**
- 2 5-10 YEARS**
- 3 10-20 YEARS**

focus on closing critical north-south and east-west gaps to key destinations in Los Gatos and the surrounding region. This will be accomplished through focusing Phase 1 implementation priorities on a backbone bikeway network along Los Gatos Boulevard/Main Street, Lark Avenue, Blossom Hill Road, and Winchester Boulevard/Santa Cruz Avenue, as well as enhancements and connections to the Los Gatos Creek Trail. The backbone bikeway network, if implemented as one project, would construct approximately 3.9 miles of new Class IV protected bike lanes, 1.2 miles of new signed Class III bike routes, will enhance 0.4 miles of existing Class II bike lanes, as well as provide enhancements and a new trailhead connection to the Los Gatos Creek Trail for approximately \$2.5 million dollars. These projects, along with others included in Phase 1, are specifically identified in Tables 4.1-4.6.

## PHASE 2 (MEDIUM-TERM)

These recommendations are a high priority and may satisfy at least a majority of project criteria, but may not be as easily implemented or as high of a priority as Phase 1 recommendations. Phase 2 projects will likely require more capital to complete than those listed in Phase 1, and will rely on outside funding to complete. The goal is to try to implement these recommendations within the next 5-10 years.

## PHASE 3 (LONGER-TERM)

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

Figure 4.1: Existing and Proposed Bicycle Network

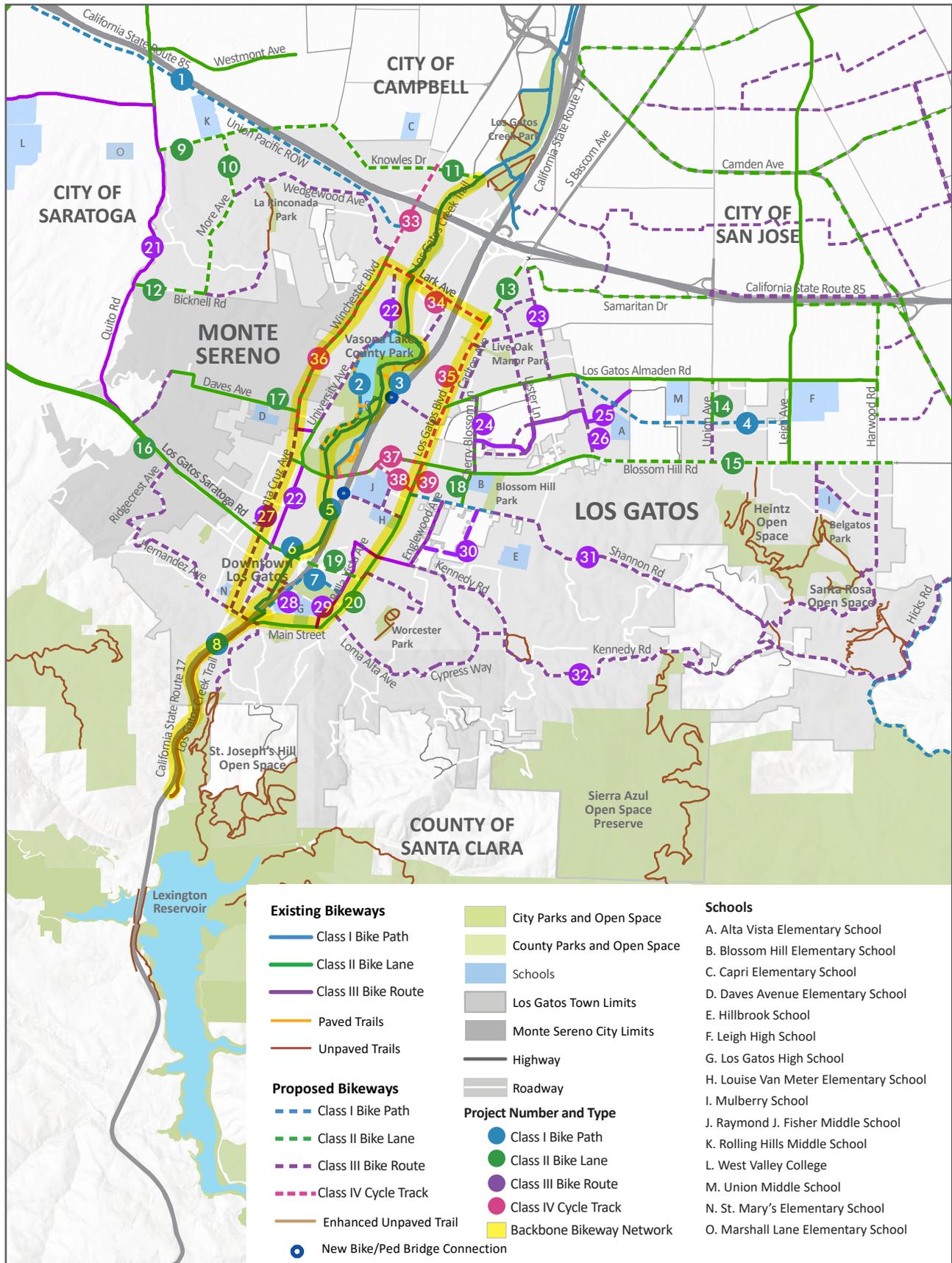


Figure 4.2: Phase 1 (1-5 years) Bicycle Project Implementation

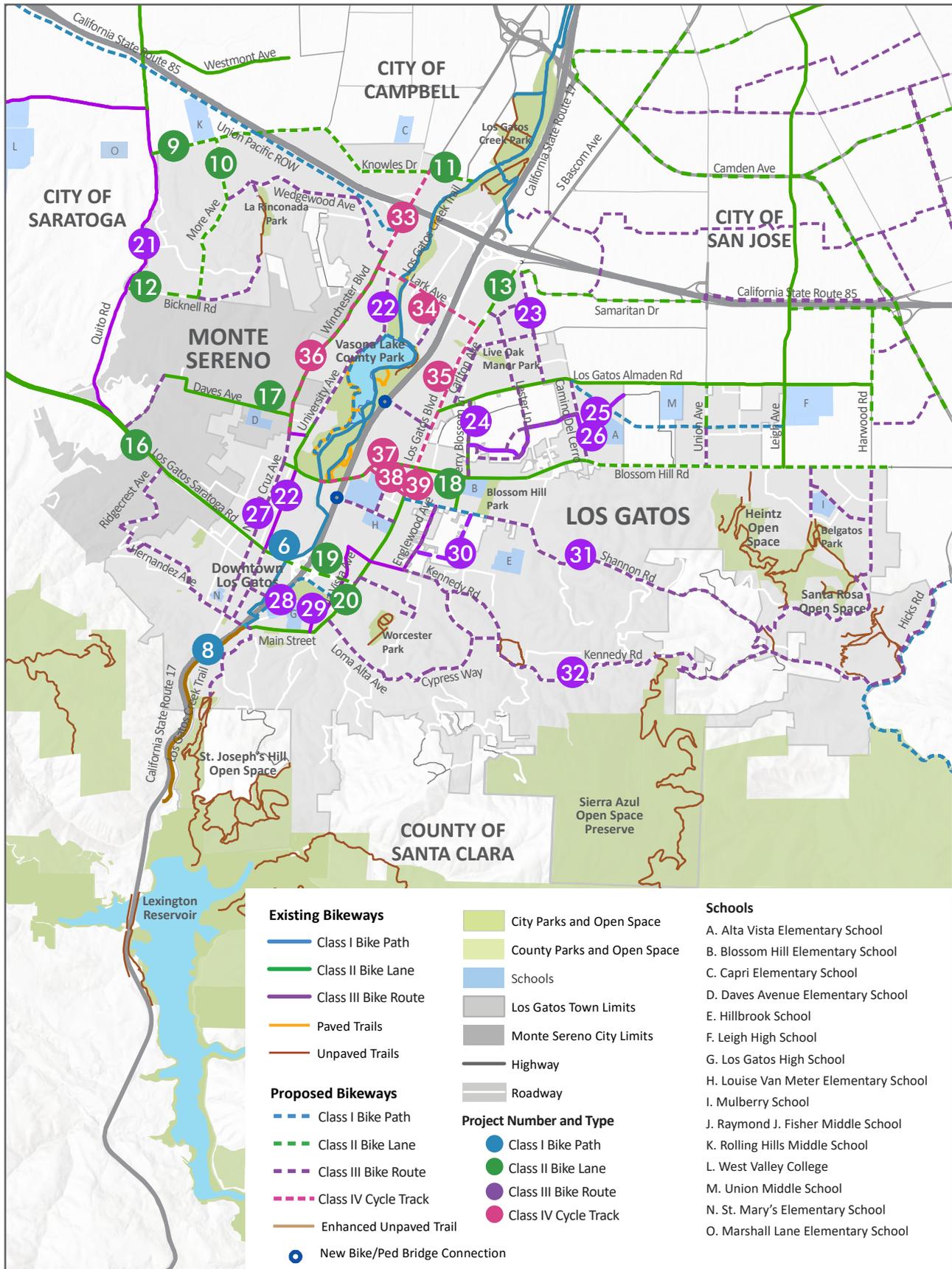


Figure 4.3: Phase 2 (5-10 years) Bicycle Project Implementation

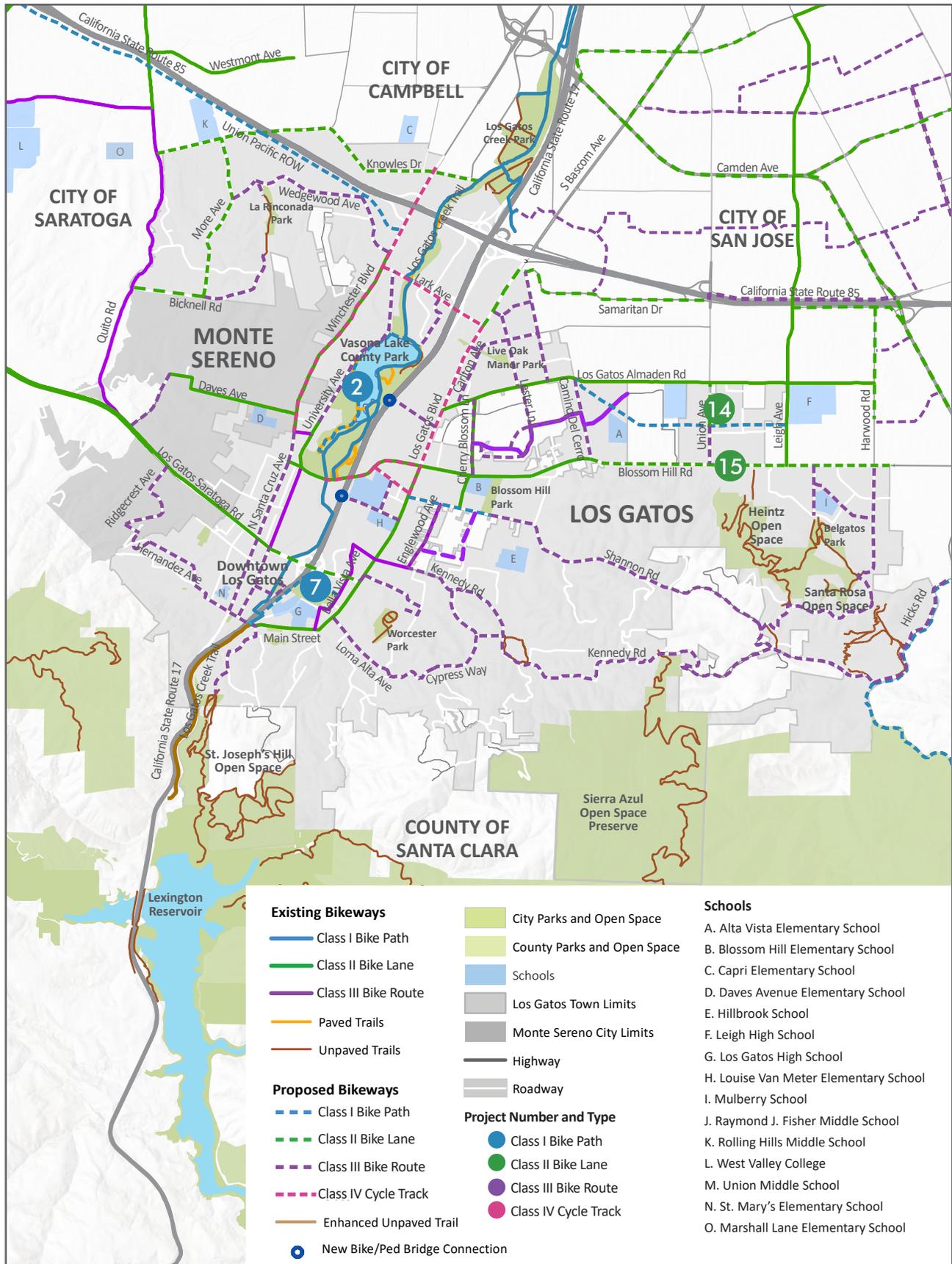
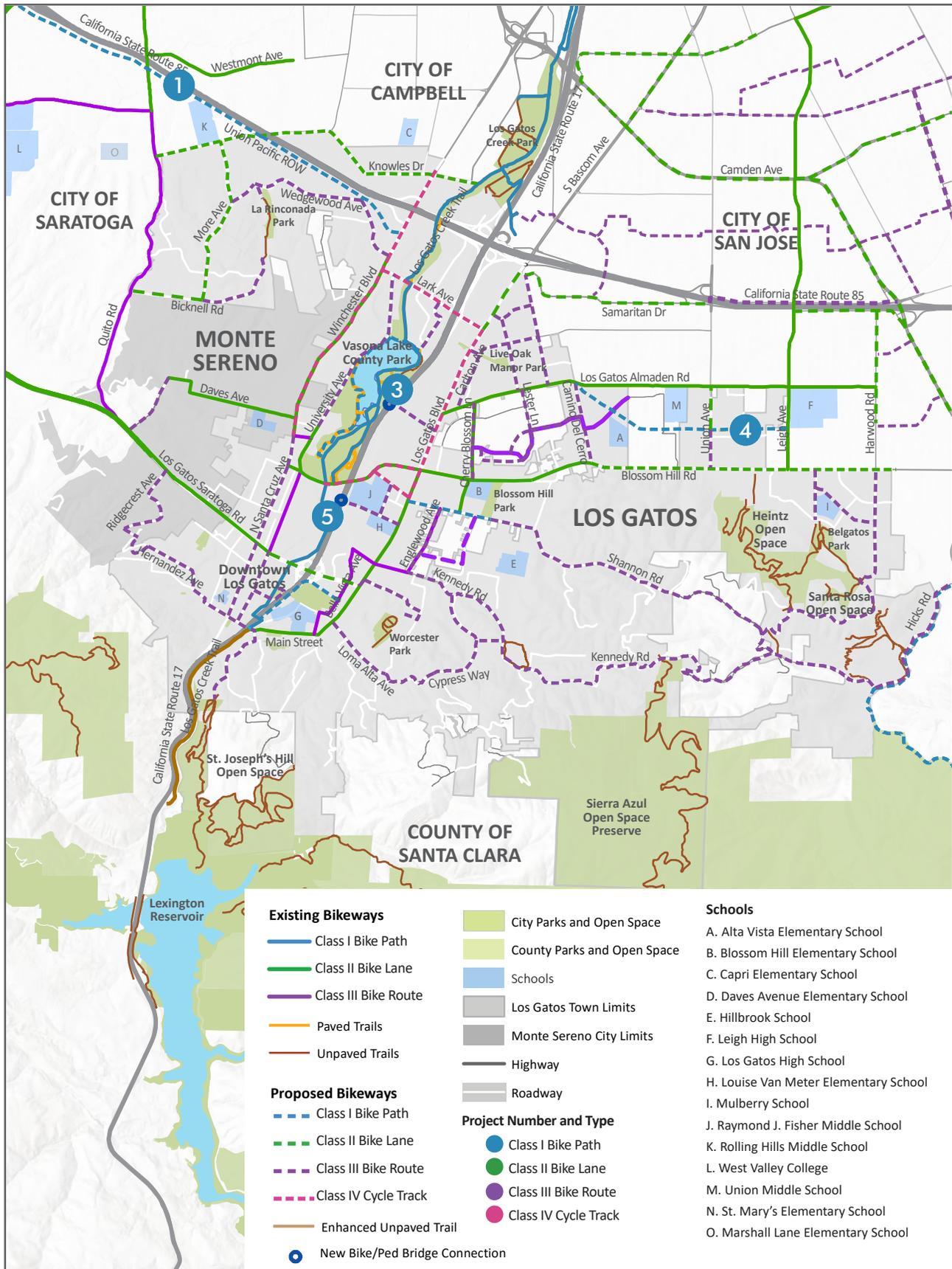


Figure 4.4: Phase 3 (10-20 Years) Bicycle Project Implementation



**Table 4.1: Class I Bike Paths**

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

**Table 4.2: Class II Bike Lanes**

PROJECT NUMBER AND DESCRIPTION		ENHANCES SAFETY	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IDENTIFIED AS A CROSS COUNTY CORRIDOR	CLOSES EXISTING NETWORK GAPS	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRA-STRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES BIKE ACTIVITY
9	Pollard Road from Knowles Drive to Quito Road	X	X	X	X	X			X
10	More Avenue from Pollard Road to Bicknell Road	X	X		X	X			X
11	Knowles Drive from Pollard Road to the Los Gatos Creek Trail	X	X	X	X	X			X
12	Bicknell Road from Quito Road to More Avenue	X			X	X			X
13	Los Gatos Boulevard from Lark Avenue to the Northern Town Limits (Hwy 85)	X	X		X				X
14	Union Avenue from Thomas Drive to Los Gatos Almaden Road	X							X
15	Blossom Hill Road from Camino Del Cerro to the Eastern Town Limits <sup>2</sup>	X		X	X				X
16	Enhance existing Class II bike lanes on Los Gatos Saratoga Road (Highway 9) from western city limits of Monte Sereno to University Avenue <sup>2</sup>	X	X	X			X	X	X
17	Enhance existing Class II bike lanes on Daves Avenue between Winchester Blvd and Poppy Lane	X	X			X <sup>1</sup>	X		X
18	Enhance existing Class II bike lanes on Cherry Blossom Lane between Blossom Hill Road and Shannon Road	X	X			X <sup>1</sup>	X		X
19	Los Gatos Saratoga Road (Highway 9) from University Ave to Los Gatos Blvd	X	X	X	X			X	X
20	Enhance existing Class II bike lanes on Los Gatos Boulevard from Highway 9 to Pleasant Street/Jackson Street <sup>2</sup>	X	X			X <sup>1</sup>	X	X	X

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

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

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

**IMPLEMENTATION PHASES**

**1** 1-5 YEARS

**2** 5-10 YEARS

**3** 10-20 YEARS

PROJECT NUMBER	LENGTH (MILES)	PRELIMINARY COST ESTIMATE <sup>3</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
9	1.4	\$84,000	Easy	<ul style="list-style-type: none"> <li>City of Campbell</li> </ul>	1
10	1.1	\$66,000	Easy	None required	1
11	0.7	\$42,000	Easy	<ul style="list-style-type: none"> <li>City of Campbell</li> </ul>	1
12	0.4	\$24,000	Easy	<ul style="list-style-type: none"> <li>City of Saratoga</li> </ul>	1
13	0.4	\$24,000	Easy	<ul style="list-style-type: none"> <li>City of San Jose</li> <li>Caltrans</li> </ul>	1
14	0.7	\$42,000	Easy	<ul style="list-style-type: none"> <li>City of San Jose</li> </ul>	2
15	1.8	\$500,000	Moderate	<ul style="list-style-type: none"> <li>Santa Clara County</li> <li>Adjacent properties</li> </ul>	2
16	1.6	\$148,000	Moderate	<ul style="list-style-type: none"> <li>Caltrans</li> <li>Adjacent properties</li> </ul>	1
17	0.3	\$7,500	Easy	None required	1
18	0.2	\$25,000	Easy	<ul style="list-style-type: none"> <li>City of Monte Sereno</li> <li>Adjacent properties</li> </ul>	1
19	0.6	\$36,000	Easy	<ul style="list-style-type: none"> <li>Caltrans</li> </ul>	1
20	0.4	\$250,000	Moderate	<ul style="list-style-type: none"> <li>Adjacent properties</li> </ul>	1 <sup>4</sup>

<sup>3</sup> Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

<sup>4</sup> Routes are designated as part of the town's Backbone Bikeway Network. These projects should be prioritized over other Phase 1 projects if possible.

**Table 4.3: Class III Bike Routes**

PROJECT NUMBER AND DESCRIPTION	ENHANCES SAFETY	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IDENTIFIED AS A CROSS COUNTY CORRIDOR	CLOSES EXISTING NETWORK GAPS	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRA-STRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES BIKE ACTIVITY
21 "Share the Road" signs on Quito Road between Pollard Road and Highway 9	X					X		X
22 Sharrows on University Avenue between Main Street and Lark Avenue (including existing facilities between Highway 9 and Shelburne Way)	X	X		X			X	X
23 Sharrows on National Avenue between Samaritan Drive and Los Gatos Almaden Road	X	X	X	X				X
24 Sharrows on Cherry Blossom Lane between Los Gatos Almaden Road and Blossom Hill Road	X	X			X <sup>1</sup>	X		X
25 Enhance existing route to incorporate sharrows on Westchester Drive between Camino Del Cerro and Blossom Valley Drive	X	X		X	X <sup>1</sup>			X
26 Sharrows on Camino Del Cerro between Los Gatos Almaden Road and Blossom Hill Road	X			X	X <sup>1</sup>			X
27 Sharrows on Santa Cruz Avenue between Main Street and Shelburne Way	X	X		X			X	X
28 Sharrows on Miles Avenue between University Avenue and Balzer Field entrance to Los Gatos Creek Trail	X	X				X	X	X
29 Enhance existing route to incorporate sharrows on Pleasant Street, New York Avenue, and Bella Vista Avenue	X	X			X <sup>1</sup>	X		X
30 Sharrows on Marchmont Drive and Hilow Road between Englewood Avenue and Shannon Road	X				X <sup>1</sup>			X
31 Install "Share the Road" signs on Shannon Road between Los Gatos Boulevard and Hicks Road	X	X			X	X		X
32 Install "Share the Road" signs on Kennedy Road between Los Gatos Boulevard Shannon Road	X	X			X	X		X

**Table 4.4: Class IV Cycle Tracks / Protected Bike Lanes**

PROJECT NUMBER AND DESCRIPTION	ENHANCES SAFETY	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS	IDENTIFIED AS A CROSS COUNTY CORRIDOR	CLOSES EXISTING NETWORK GAPS	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	IMPROVES EXISTING INFRA-STRUCTURE	EXISTING HIGH-ACTIVITY AREA	INCREASES BIKE ACTIVITY
33 Winchester Boulevard from Albright Way to the Northern Town Limits	X	X	X	X				X
34 Lark Avenue from Winchester Boulevard to Los Gatos Boulevard	X	X				X		X
35 Los Gatos Boulevard from Lark Avenue to Blossom Hill Road	X	X		X			X	X
36 Enhance Winchester Boulevard from Class II Bike Lanes to Class IV Cycle Tracks between Shelburne Way and Albright Way	X	X	X		X <sup>1</sup>	X		X
37 Enhance Blossom Hill Road from Class II Bike Lanes to Class IV Cycle Tracks from Roberts Road to Los Gatos Blvd	X	X			X <sup>1</sup>	X	X	X
38 Roberts Road East from Blossom Hill Road to Los Gatos Boulevard	X	X			X		X	X
39 Enhance Los Gatos Boulevard from Class II Bike Lanes to Class IV Cycle Tracks between Blossom Hill Road and Shannon Road	X	X		X	X <sup>1</sup>	X	X	X

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

PROJECT NUMBER	LENGTH (MILES)	PRELIMINARY COST ESTIMATE <sup>2</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
21	1.7	\$5,390	Easy	• City of Saratoga	1
22	2.4	\$67,200	Moderate	None required	1
23	0.7	\$19,600	Moderate	• City of San Jose	1
24	0.5	\$15,000	Moderate	• County of Santa Clara	1
25	0.2	\$5,600	Easy	None required	1
26	0.5	\$14,000	Easy	• County of Santa Clara	1
27	1.2	\$36,600	Moderate	None required	1 <sup>3</sup>
28	0.2	\$5,600	Easy	None required	1
29	0.4	\$11,200	Easy	None required	1
30	0.6	\$16,800	Easy	• County of Santa Clara	1
31	3.3	\$10,450	Easy	• County of Santa Clara	1
32	3.3	\$10,450	Easy	• County of Santa Clara	1

**IMPLEMENTATION PHASES**

**1** 1-5 YEARS

**2** 5-10 YEARS

**3** 10-20 YEARS

PROJECT NUMBER	LENGTH (MILES)	PRELIMINARY COST ESTIMATE <sup>2</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
33	0.5	\$100,000	Moderate	• Caltrans • City of Campbell • Properties along Winchester Blvd	1
34	0.7	\$140,000	Moderate	• Caltrans • Properties along Lark Avenue	1 <sup>3</sup>
35	1.0	\$200,000	Moderate	• Properties along Los Gatos Boulevard	1 <sup>3</sup>
36	1.4	\$240,000	Moderate	• Properties along Winchester Boulevard	1 <sup>3</sup>
37	0.6	\$120,000	Moderate	• Properties along Blossom Hill Road	1 <sup>3</sup>
38	0.3	\$60,000	Moderate	• Properties along Roberts Rd • Van Meter Elementary School	1
39	0.2	\$40,000	Moderate	• Properties along Los Gatos Boulevard	1 <sup>3</sup>

<sup>2</sup> Preliminary cost estimates provided are to help determine order-of-magnitude for planning-level purposes. Engineering-level estimates will need to be prepared prior to the start of each individual project listed in the Plan to account for site conditions and other project characteristics.

<sup>3</sup> Routes are designated as part of the town's Backbone Bikeway Network. These projects should be prioritized over other Phase 1 projects if possible.

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Figure 4.5: Pedestrian Improvements - Intersections and Crossings

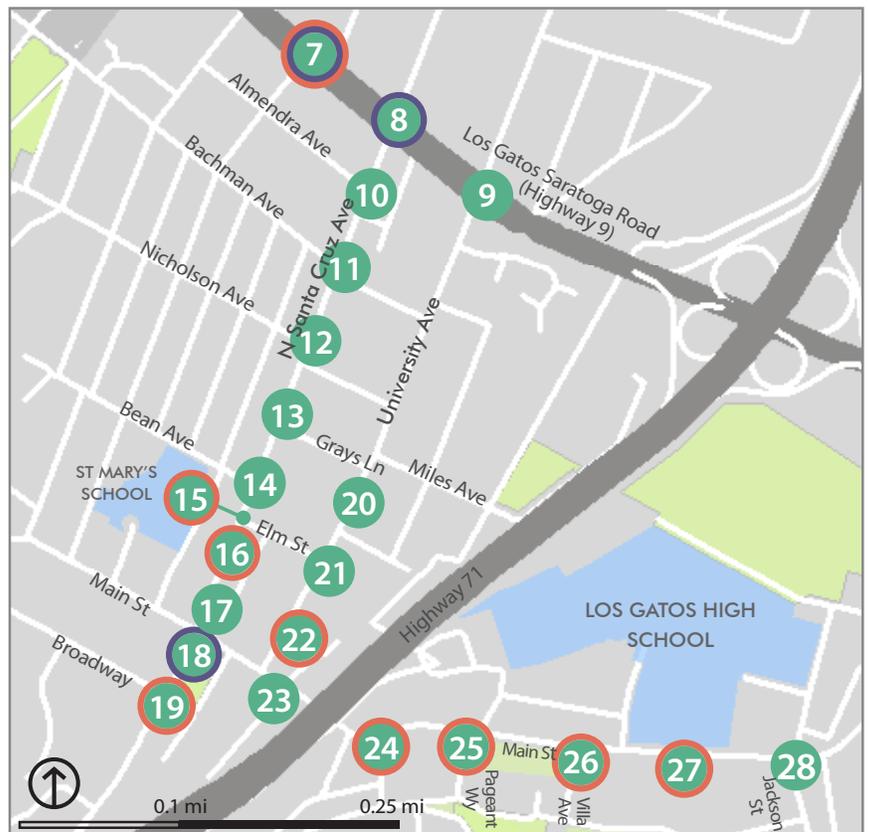


Figure 4.6: Phase 1 (1-5 Years) Pedestrian Improvements - Intersections and Crossings



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

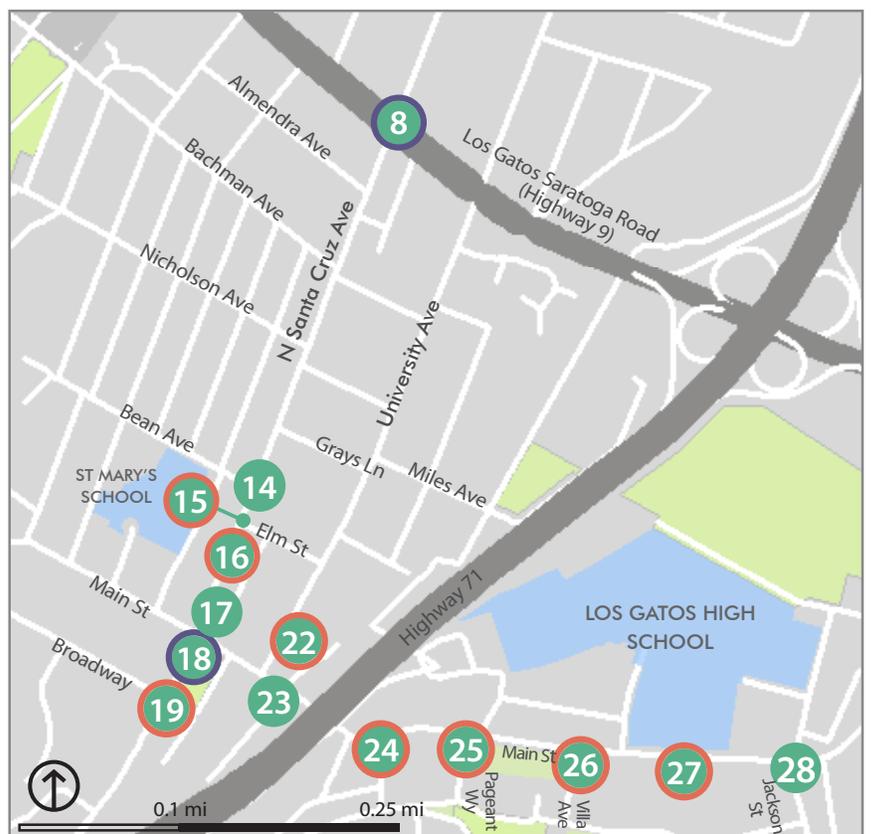


Figure 4.7: Phase 2 (5-10 Years) Pedestrian Improvements - Intersections and Crossings

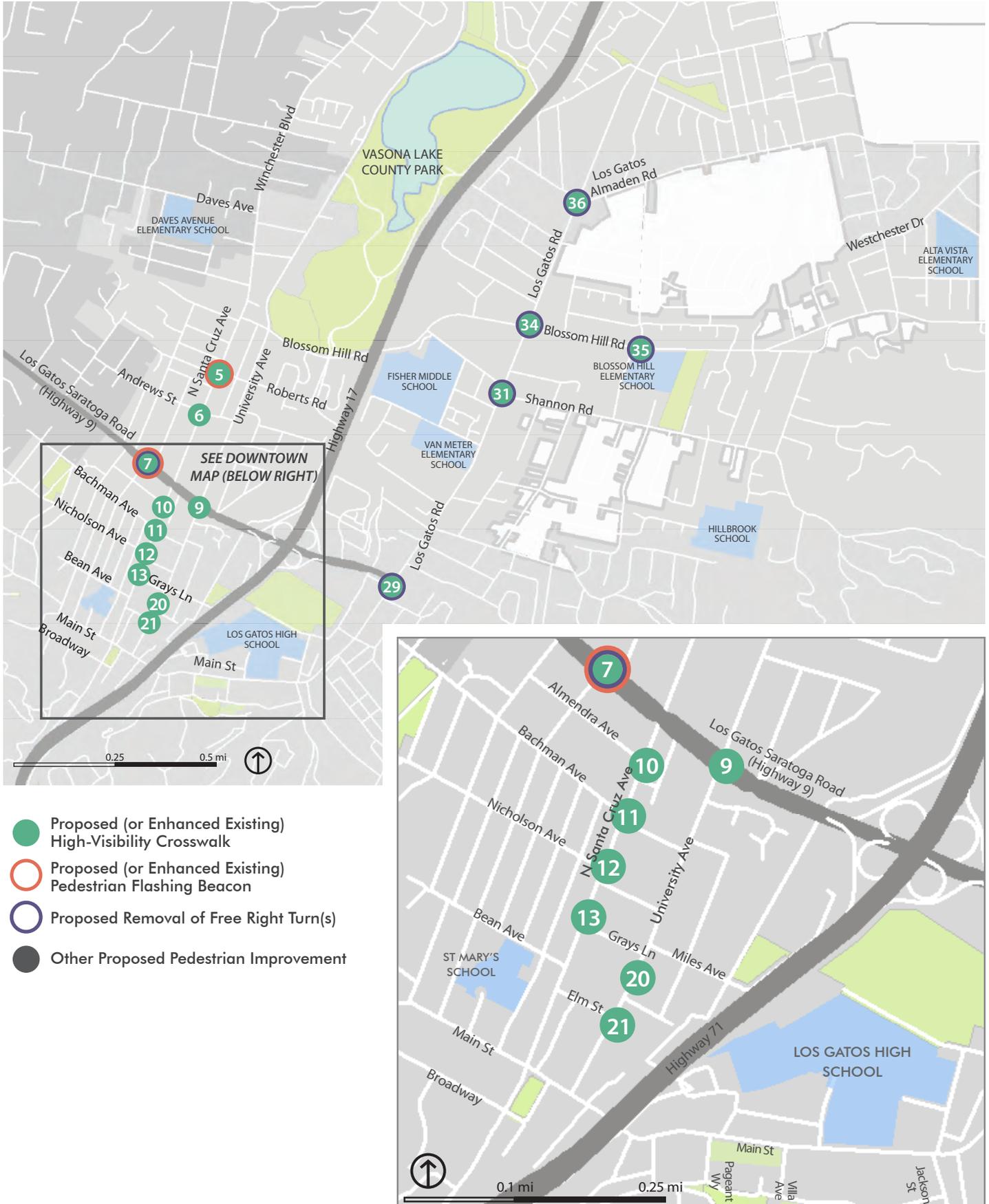


Table 4.5: Pedestrian Improvements - Intersections and Crossings

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

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

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

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

*This table continues on page 4-18*

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

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

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

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

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

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

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

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

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

Table 4.6: Townwide Improvements

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

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

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

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

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

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

<sup>5</sup> Improvements proposed are within the town's Backbone Bikeway Network. These projects should be prioritized over other townwide improvements when possible.

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## ESTABLISHING CRITERIA AND PRIORITIZATION FOR TOWNWIDE PROGRAMS

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

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

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

Table 4.7: Townwide Programs

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

Table 4.7: Townwide Programs (continued)

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

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

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

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

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

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

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

PROJECT NUMBER	INCREASES BIKE ACTIVITY	LENGTH (MILES)	PRELIMINARY COST ESTIMATE <sup>3</sup>	EASE OF IMPLEMENTATION	POTENTIAL LOCAL/ REGIONAL COLLABORATION	IMPLEMENTATION PHASE
6	X	200 ft	\$1,200,000	Moderate	<ul style="list-style-type: none"> <li>• Caltrans</li> <li>• Santa Clara Valley Water District</li> </ul>	1 <sup>4</sup>
22	X	2.4	\$67,200	Moderate	None required	1
35	X	1.0	\$200,000	Moderate	<ul style="list-style-type: none"> <li>• Properties along Los Gatos Boulevard</li> </ul>	1 <sup>4</sup>
37	X	0.6	\$120,000	Moderate	<ul style="list-style-type: none"> <li>• Properties along Blossom Hill Road</li> </ul>	1 <sup>4</sup>
3	X	0.1	\$6,000,000	Complex	<ul style="list-style-type: none"> <li>• California Department of Transportation (Caltrans)</li> <li>• Santa Clara Valley Water District</li> <li>• Properties on Farley Road</li> </ul>	3
7	X	0.5	\$380,000	Moderate	<ul style="list-style-type: none"> <li>• Santa Clara Valley Water District</li> <li>• San Jose Water Company</li> <li>• Los Gatos Lodge</li> <li>• Properties on Bella Vista Avenue</li> </ul>	2
8	X	1.8	\$216,000	Moderate	<ul style="list-style-type: none"> <li>• Midpeninsula Open Space District</li> <li>• County of Santa Clara</li> <li>• Santa Clara Valley Water District</li> <li>• San Jose Water Company</li> </ul>	1 <sup>4</sup>
20	X	0.4	\$250,000	Moderate	<ul style="list-style-type: none"> <li>• Adjacent properties</li> </ul>	1
34	X	0.7	\$140,000	Moderate	<ul style="list-style-type: none"> <li>• Caltrans</li> <li>• Properties along Lark Avenue</li> </ul>	1 <sup>4</sup>
36	X	1.4	\$240,000	Moderate	<ul style="list-style-type: none"> <li>• Properties along Winchester Boulevard</li> </ul>	1 <sup>4</sup>

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

<sup>4</sup> Routes are designated as part of the town's Backbone Bikeway Network. These projects should be prioritized over other Phase 1 projects if possible.

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

PROJECT NUMBER AND LOCATION		HIGH-VISIBILITY CROSSWALK(S)	PEDESTRIAN FLASHING BEACONS	REMOVE FREE RIGHT TURN(S) (# REMOVED)	ENHANCES SAFETY	IMPROVES SAFE ROUTES TO SCHOOL ACCESS	DIRECT ACCESS TO KEY DESTINATIONS/TRAILS
<b>TOP 4 PRIORITIZED PROJECTS</b>							
8	Santa Cruz Avenue at Los Gatos-Saratoga Road (Highway 9)	X		X	X	X	X
9	University Avenue at Los Gatos Saratoga Road (Highway 9)	X			X	X	X
18	Santa Cruz Avenue at Main Street	X		X	X		X
26 27 28	Main Street at Villa Avenue; Main Street between High School Court and Chicago Avenue; Main Street at Pleasant Street/Jackson Street <sup>2</sup>	X	X		X	X <sup>1</sup>	X
<b>OTHER PRIORITIZED PROJECTS</b>							
3	Santa Cruz Avenue at Blossom Hill Road	X		X	X	X	X
5	Santa Cruz Avenue at Roberts Road	X	X		X	X	X
7	Los Gatos Saratoga Road (Highway 9) at Massol Avenue <sup>2</sup>	X	X	X	X	X <sup>1</sup>	X
19	Santa Cruz Avenue at Broadway	X	X		X		X
23	University Avenue at Main Street (includes new crosswalks with curb bulbouts)	X			X	X	X
31	Los Gatos Boulevard at Shannon Road/Roberts Road	X		X	X	X <sup>1</sup>	X
32	Roberts Road East at Fisher Avenue <sup>2</sup>			X <sup>5</sup>	X	X <sup>1</sup>	X
34	Los Gatos Boulevard at Blossom Hill Road <sup>2</sup>	X		X	X	X <sup>1</sup>	X
35	Blossom Hill Road at Cherry Blossom Lane <sup>2</sup>	X		X	X	X <sup>1</sup>	X

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

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

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

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

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

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

Table 4.10: Prioritized Townwide Improvements - Bicycle and Pedestrian Advisory Commission

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

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

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

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

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

<sup>4</sup> Routes are designated as part of the town's Backbone Bikeway Network. These projects should be prioritized over other Phase 1 projects if possible.

Table 4.11: Prioritized Townwide Programs - Bicycle and Pedestrian Advisory Commission

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