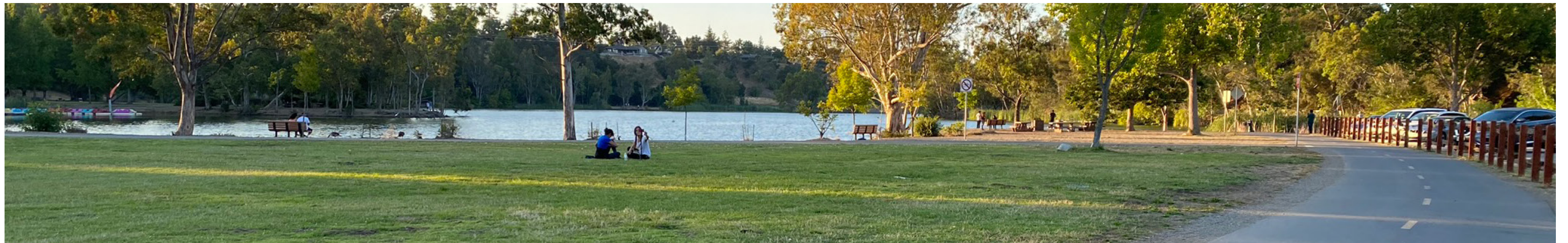
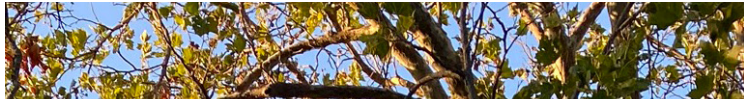


BICYCLE AND PEDESTRIAN MASTER PLAN

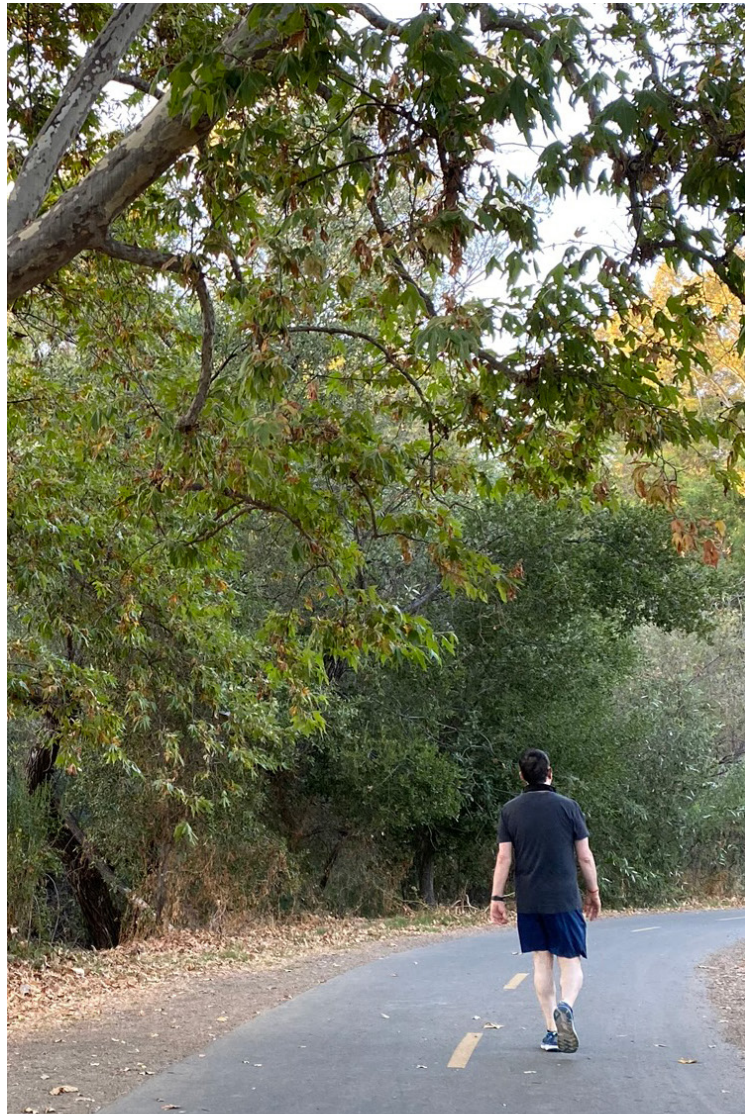
TOWN OF LOS GATOS - 2020



ATTACHMENT 1



connect SKATEstay
 BIKE LOS GATOS
 JOG gather PLAYwalk



4

NETWORK RECOMMENDATIONS AND PROJECT PRIORITIZATION

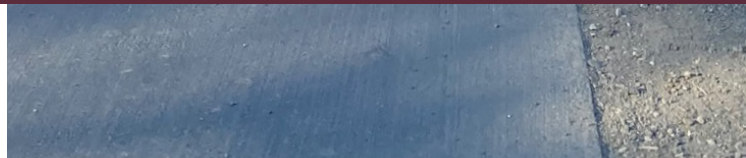


Table of Contents

| | |
|--|----|
| CHAPTER FOUR 2020 UPDATE | 4 |
| Bike and Pedestrian Master Plan Project Map | 6 |
| Table 4.1 Completed Projects & Programs Since 2017 | 7 |
| Table 4.2 Connect Los Gatos Prioritized Projects | 8 |
| Table 4.3 Bicycle Improvement Projects | 9 |
| Table 4.4 Pedestrian Improvement Projects Part 1 | 10 |
| Table 4.4 Pedestrian Improvement Projects Part 2 | 11 |
| Table 4.5 Townwide Improvements | 12 |
| Table 4.6 Townwide Programs Part 1 | 13 |
| Table 4.6 Townwide Programs Part 2 | 14 |



CHAPTER FOUR 2020 UPDATE

The active transportation network shown in this Bike and Pedestrian Master Plan (BPMP) 2020 Update seeks to provide the Town of Los Gatos community with the most relevant, and representative roadmap for future bicycle and pedestrian mobility investments.

Built on the evaluation done by PlaceWorks in 2017, this chapter update identifies projects that have been completed since 2017, revises the project lists to reflect current community and Complete Streets and Transportation Commission (CSTC) input, and incorporates a new online interactive map feature that reflects the BPMP.

This updated plan aligns current bike and pedestrian priorities with the Town's long-range goals, and allows the Town to participate in competitive local, regional, and State funds for active transportation improvement projects. It also ensures the long-term success of current and potential bicycle and pedestrian programs, such as Connect Los Gatos.

Connect Los Gatos is a program of bicycle and pedestrian projects that promote connectivity and improve the multimodal network throughout the Town. It was launched in 2019 with the support of the Bicycle and Pedestrian Advisory Commission (BPAC).

The BPAC has been an important stakeholder group throughout the development of the Original BPMP in 2016. In 2019, BPAC dissolved into the current Complete Streets and Transportation Commission (CSTC). The CSTC has provided guidance and support for this BPMP update.

Recommendations outlined in this chapter are considered planning-level information. They should be used as a guide when implementing projects. Additional site-specific analysis is required to develop designs that reflect each project's condition and constraints.

CHAPTER FOUR OVERVIEW

Chapter Four 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 six groups:

- Completed projects since 2017 (table 4.1);
- Connect Los Gatos Prioritized Projects (table 4.2);
- Bicycle Improvement Projects (table 4.3);
- Pedestrian Improvement Projects (table 4.4);
- Townwide Improvements (table 4.5) and
- Townwide Programs (table 4.6).

An online, interactive Story Map has been created to note the location of proposed bicycle and pedestrian projects. In addition, recommended education, encouragement, enforcement and maintenance programs listed in this chapter directly reference policies and actions established in Chapter 3 of the Original BPMP.

Recommendations have been arranged based on whether they satisfy criteria such as, but not limited to, improving safety, expanding access, closing network gaps, and estimated costs. Following the criteria 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. This list has been updated since the original BPMP in 2017. These recommendations are listed as "Connect Los Gatos Projects" and are presented at the beginning of this chapter in table 4.2. Connect Los Gatos Projects were identified and approved by the Complete Streets and Transportation Commission (CSTC) in 2020.



ESTABLISHING CRITERIA FOR INFRASTRUCTURE IMPROVEMENTS

CRITERIA FOR PROJECT IMPROVEMENTS

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 Bicycle Improvement Projects (Table 4.3), Pedestrian Improvement Projects (Table 4.4) and Townwide Improvement Projects (Table 4.7). In addition, projects in tables 4.1, 4.2, 4.3 and 4.4 in this chapter are referenced in an online interactive Story Map to show where each project is 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.
- **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.



- **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 INFRASTRUCTURE 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. The cost estimates for active projects were updated based on the engineering work has completed.

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

Project prioritization for this update has been built upon the assessment done by PlaceWorks in 2016 and 2017. Their comprehensive work has identified key improvement projects for the community of Los Gatos. As an addition to the work done in previous years, an updated assessment of project prioritization has been identified through recent public input, and Complete Streets and Transportation Commission feedback. Similar to the analysis conducted by PlaceWorks, particular project criteria were also considered. These criteria include but are not limited to improving safety, expanding access, and closing network gaps. Public input has been a valuable aspect of this BPMP update. Staff conducted an Active Transportation Survey in July 2020 to better understand how residents are using the streets to meet their needs. Their suggestions on improvements have helped inform the project lists.

ESTABLISHING CRITERIA AND PRIORITIZATION FOR TOWNWIDE PROGRAMS

In addition to developing criteria and creating list of bicycle and pedestrian projects, the Bicycle and Pedestrian Master Plan also contains a list of programs, which are described in greater detail in Table 4.5.

Criteria developed for the 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:

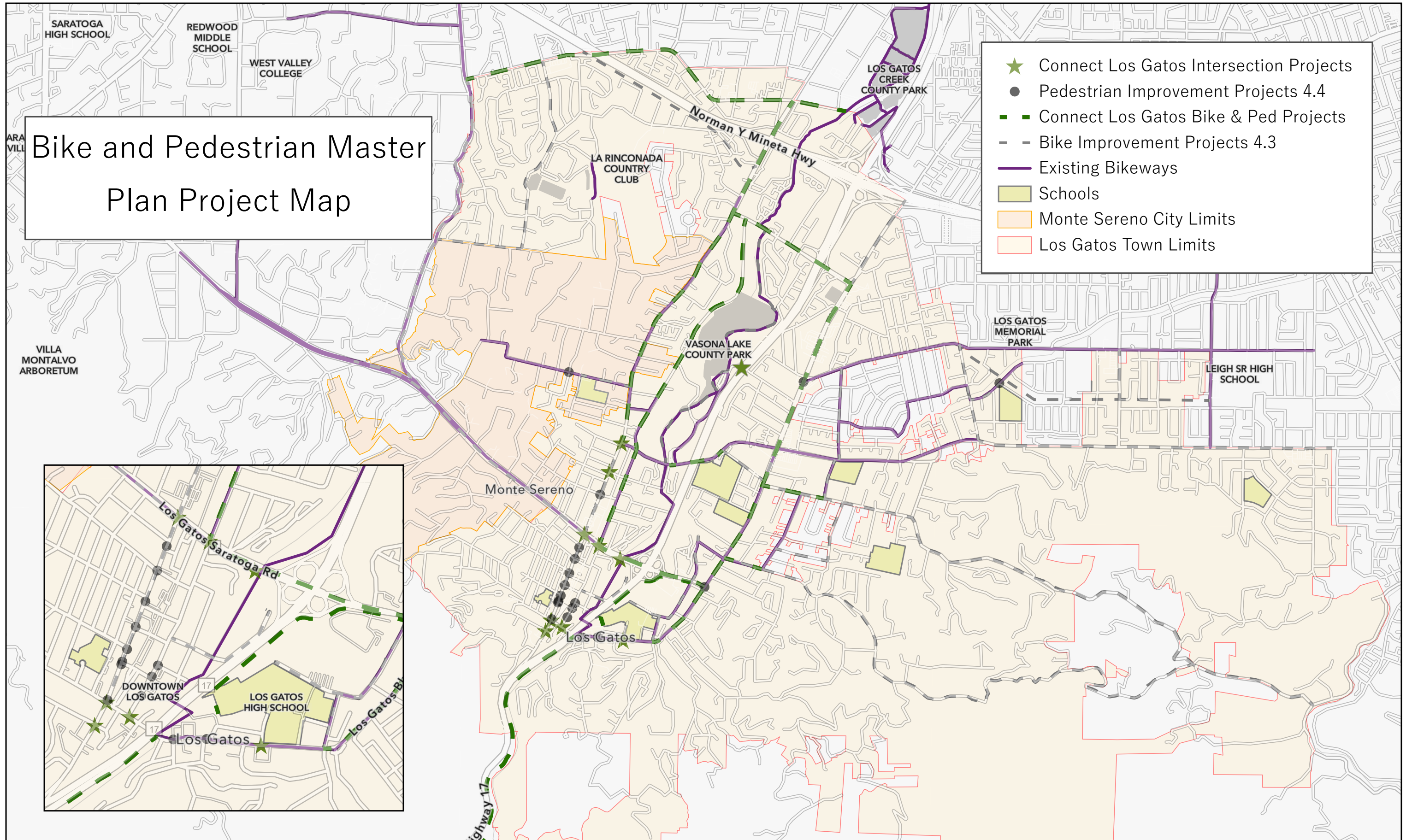
- Supporting the Reduction/Elimination of Fatalities
- Encouraging Students to Walk and Bike
- Increasing Connectivity of the Bike/Ped Network
- Supporting Shovel-Ready Projects

It is worth noting that the program list developed in Table 4.6 directly correlates with the policies and actions described in Chapter 3 of the original BPMP. Actions listed in Table 4.6 are those that specifically focus on programs that can be individually implemented, while Policies listed in Table 4.5 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 4.6 are project-based, and are described in greater detail in the bicycle, pedestrian, and townwide project tables (Tables 4.3-4.6) in this chapter.

2017 BICYCLE AND PEDESTRIAN ADVISORY COMMISSION (BPAC) & 2019 COMPLETE STREETS AND TRANSPORTATION COMMISSION (CSTC) PRIORITY PROJECTS AND PROGRAMS

From the list of recommended projects and programs, the BPAC has identified a short list of top-ranking projects, which mirror and exemplify the categories of criteria selected for Plan prioritization. From this original project list, the CSTC has approved an updated list that includes both the projects originally identified by the BPAC, as well as some projects that have been identified through recent community outreach efforts. Connect Los Gatos Priority Projects are listed in Table 4.2, with Townwide Projects listed in Table 4.5 and Townwide Programs listed in Table 4.6. Recommendations that focused on prioritized Safe Routes to School Projects are provided in Appendix J.

Bike and Pedestrian Master Plan Project Map



Bike and Pedestrian Master Plan Project Map

- ★ Connect Los Gatos Intersection Projects
- Pedestrian Improvement Projects 4.4
- Connect Los Gatos Bike & Ped Projects
- - Bike Improvement Projects 4.3
- Existing Bikeways
- Schools
- Monte Sereno City Limits
- Los Gatos Town Limits

Table 4.1 Completed Projects & Programs Since 2017

| Original Project Number | Project Location | From | To | Project Type | Construction Cost | Project Completed |
|-------------------------|--|---------------------|--|---|-------------------|-------------------|
| 33 | Blossom Hill Road | Blossom Hill Road | at Roberts Road East | High Visibility Crosswalks | Part of 37 | 2019 |
| 35 | Blossom Hill Road | Blossom Hill Road | at Cherry Blossom Lane | High Visibility Crosswalks & Remove Right on Red | \$500,000 | 2019 |
| NA | Blossom Hill Road | Blossom Hill Road | Hillbrook Drive | Rectangular Rapid Flash Beacon | \$22,000 | 2020 |
| 37 | Blossom Hill Road | Roberts Road West | Los Gatos Boulevard | Enhanced Class II Bike Lanes to IV Cycle Tracks | \$500,000 | 2019 |
| 2 | Daves Avenue at Daves Elementary School Entrance (just west of Poppy Lane) | Daves Avenue | Daves Elementary School Entrance (just West of Poppy Lane) | High Visibility Crosswalks | \$50,000 | |
| 7 | Highway 9 | Highway 9 | at Massol Avenue | High Visibility Crosswalks & Flashing Beacons & Remove Right on Red | \$400,000 | 2020 |
| 11 | Knowles Drive | Pollard Road | Dell Avenue | Class II Bike Lanes | \$520,000 | 2020 |
| 36 | Los Gatos Boulevard | Lark Avenue | Highway 9 | Class II Bike Lanes | \$225,000 | 2017 |
| 34 | Los Gatos Boulevard | Los Gatos Boulevard | at Blossom Hill Road | High Visibility Crosswalks & Remove Right on Red | \$311,550 | 2017 |
| 31 | Los Gatos Boulevard | Shannon Road | Roberts Road East | High Visibility Crosswalks & Remove Right on Red | \$15,000 | 2017 |
| 36 | Los Gatos Boulevard at Los Gatos Almaden Road | Los Gatos Boulevard | Los Gatos Almaden Road | High Visibility Crosswalks | \$120,000 | 2018 |
| 23 | National Avenue | Samaritan Drive | Los Gatos-Almaden Road | Class III Bike Routes: Sharrows | \$909,000 | 2019 |
| 30 | Nino Avenue at Fisher Avenue | Nino Avenue | Fisher Avenue | High Visibility Crosswalks | \$77,500 | |
| 32 | Roberts Road East | Roberts Road East | at Fisher Avenue | Remove Right on Red | Part of 37 | 2019 |
| 22 | University Avenue | Main Street | Highway 9 | Class III Bike Routes: Sharrows | \$13,800 | 2020 |
| 4 | University Avenue at Blossom Hill Road | University Avenue | Blossom Hill Road | High Visibility Crosswalks & Remove Right on Red | | 2019 |

Table 4.2 Connect Los Gatos Prioritized Projects

| 4.2a BIKE AND PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | |
|-----------------------------------|--|--|---|--|-----------------|--|---------------------------------------|--------------------------------|----------------------------------|-----------------------------|-------------------------------|----------------|---------------|------------------------|------------|
| Project Number | Project Name | Location | From | To | Enhances safety | Direct Access to Key Destinations / Trails | Closes Existing Network Gaps | Improves Safe Routes to School | Improves Existing Infrastructure | Existing High Activity Area | Increases Bike Activity | Length (Miles) | Cost Estimate | Ease of Implementation | Phase |
| 1 | Bicycle and Pedestrian Overcrossing over Highway 17 | South of Blossom Hill Road over Highway 17 | Roberts Road East | Roberts Road West | X | X | X | X | X | X | X | 0.3 | \$25,000,000* | Complex | Long-Term |
| 2 | BPOC connecting Los Gatos Creek Trail to Farley Road | | Los Gatos Creek Trail | Farley Road | X | X | X | | | | X | 0.1 | \$6,000,000* | Complex | Long-Term |
| 3 | Class I Multi Use Connection from Creek Trail to Los Gatos Saratoga Road | In the back of LGHS | Along East side of Highway 17 (just north of Main Street) | Via north side of Helm Field Los Gatos Saratoga Road | X | X | X | X | | X | X | 0.5 | \$380,000* | Moderate | Long-Term |
| 4 | Kennedy Sidewalk and Class II Bike Lane | Kennedy Road | Los Gatos Boulevard | Englewood Avenue | X | X | X | X | | X | X | 0.2 | \$1,189,000* | Moderate | Mid-Term |
| 5 | Los Gatos Creek Trail Connector to Highway 9 | Los Gatos Creek Trail / Highway 9 | | | X | X | X | | X | X | X | 0.4 | \$4,281,700* | Moderate | Mid-Term |
| 6 | Pollard Road Complete Streets | Pollard Road | Knowles Drive | Quito Road | X | X | X | X | | | X | 1.4 | \$84,000* | Easy | Short-Term |
| 7 | Shannon Road Multi Use Path | Shannon Road | Los Gatos Boulevard | Cherry Blossom Lane | X | X | X | X | | X | X | 0.3 | \$1,190,000* | Moderate | Mid-Term |
| 8 | Winchester Blvd Complete Streets | Winchester Boulevard | Knowles Drive | Blossom Hill Road | X | X | X | X | X | | X | 1.9 | \$15,000,000* | Moderate | Short-Term |
| 4.2b BIKE PROJECTS | | | | | | | | | | | | | | | |
| Project Number | Project Name | Location | From | To | Enhances safety | Direct Access to Key Destinations / Trails | Closes Existing Network Gaps | Improves Safe Routes to School | Improves Existing Infrastructure | Existing High Activity Area | Increases Bike Activity | Length (Miles) | Cost Estimate | Ease of Implementation | Phase |
| 9 | Knowles Drive Class II Bike Lanes | Knowles Drive | Pollard Road | Los Gatos Creek Trail | X | X | X | X | | | X | 0.7 | \$42,000 | Easy | Short-Term |
| 10 | Class IV bike path on Lark Avenue | Lark Avenue | Winchester Boulevard | Los Gatos Boulevard | X | | | | | | X | 0.7 | \$140,000 | Moderate | Long-Term |
| 11 | Class IV bike path on Los Gatos Boulevard | Los Gatos Boulevard | Northern Town Limits (Highway 85) | Shannon Road | X | X | X | X | X | X | X | 1 | \$2,000,000* | Moderate | Mid-Term |
| 12 | Enhance existing Class II bike lanes on Los Gatos Boulevard | Los Gatos Boulevard | Shannon Road | Pleasant Street/Jackson Street | X | X | | X | X | X | X | 0.4 | \$250,000 | Moderate | Short-Term |
| 13 | Improve existing Class I bike path on Los Gatos Creek Trail with an enhanced unpaved surface | Los Gatos Creek Trail | Main Street | Lexington Reservoir | X | X | X | | X | X | X | 1.8 | \$216,000 | Moderate | Short-Term |
| 14 | Class I or IV bike path on Los Gatos Saratoga Road (Highway 9) from University Avenue to Los Gatos Boulevard | Los Gatos Saratoga Road (Highway 9) | University Avenue | Los Gatos Boulevard | X | X | X | | | X | X | 0.6 | \$5,000,000* | Complex | Long-Term |
| 15 | Sharrows and Class III bike lane on University Avenue | University Avenue | Highway 9 | Lark Avenue | X | X | X | | X | X | X | 2.4 | \$67,200 | Moderate | Mid-Term |
| 4.2c PEDESTRIAN PROJECTS | | | | | | | | | | | | | | | |
| Project Number | Project Name | High Visibility Crosswalks | Pedestrian Flashing Beacons | Remove Free Right Turns | Enhances Safety | Direct Access to Key Destinations / Trails | Improves Access for Mobility Impaired | Improves Safe Routes to school | Improves Existing Infrastructure | Existing High Activity Area | Increases Pedestrian Activity | Length (Miles) | Cost Estimate | Ease of Implementation | Phase |
| 16 | E. Main Street at Villa Avenue, High School Court & Chicago Avenue | X | X | | X | X | X | X | X | X | X | _____ | \$169,200* | Easy | Short-Term |
| 17 | Santa Cruz Avenue at Blossom Hill Road | X | | X | X | X | X | X | X | | X | _____ | \$31,000 | Moderate | Short-Term |
| 18 | Santa Cruz Avenue at Broadway | X | X | | X | X | X | | X | X | X | _____ | \$21,000 | Easy | Short-Term |
| 19 | Santa Cruz Avenue at Los Gatos Saratoga Road (Highway 9) | X | | X | X | X | X | X | X | X | X | _____ | \$120,000 | Moderate | Short-Term |
| 20 | Santa Cruz Avenue at Main Street | X | | X | X | X | X | | X | X | X | _____ | \$68,500 | Moderate | Short-Term |
| 21 | Santa Cruz Avenue at Roberts Road | X | X | | X | X | X | X | X | | X | _____ | \$15,000 | Easy | Mid-Term |
| 22 | University Avenue at Los Gatos Saratoga Road (Highway 9) | X | | | X | X | | X | X | X | | _____ | \$18,000 | Easy | Mid-Term |
| 23 | University Avenue at Main Street | X | | | X | X | | X | X | X | | _____ | \$59,000 | Moderate | Short-Term |

*Projects with updated cost estimates based on 2020 analysis and engineering work.

Table 4.3 Bicycle Improvement Projects

| Project number | Project Name | Project Location | From | To | Enhances Safety | Direct Access to Key Destinations / Trails | Closes Existing Network Gaps | Improves Safe Routes to School | Improves Existing Infrastructure | Existing High Activity Area | Increases Bike Activity | Miles | Cost Estimate | Ease of Implementation | Phase |
|----------------|---|--|---|--|-----------------|--|------------------------------|--------------------------------|----------------------------------|-----------------------------|-------------------------|-------|---------------|------------------------|------------|
| B1 | Class II Bike Lane on Bicknell Road from Quito Road to More Avenue | Bicknell Road | Quito Road | More Avenue | x | | x | x | | | x | 0.4 | \$24,000 | Easy | Short-Term |
| B2 | Class II Bike Lane on Blossom Hill Road from Camino Del Cerro to the Eastern Town Limits | Blossom Hill Road | Camino Del Cerro | Eastern Town Limits | x | | x | | | | x | 1.8 | \$500,000 | Moderate | Mid-Term |
| B3 | Class III Bike Routes Sharrows on Camino Del Cerro between Los Gatos Almaden Road and Blossom Hill Road | Camino Del Cerro | Los Gatos Almaden Road | Blossom Hill Road | x | | x | x | | | x | 0.5 | \$14,000 | Easy | Short-Term |
| B4 | Enhance existing Class II bike lanes on Cherry Blossom Lane between Blossom Hill Road and Shannon Road | Cherry Blossom Lane | Blossom Hill Road | Shannon Road | x | x | | x | x | | x | 0.2 | \$25,000 | Easy | Short-Term |
| B5 | Sharrows on Cherry Blossom Lane between Los Gatos Almaden Road and Blossom Hill Road | Cherry Blossom Lane | Los Gatos Almaden Road | Blossom Hill Road | x | x | | x | x | | x | 0.5 | \$15,000 | Moderate | Short-Term |
| B6 | Enhance existing Class II bike lanes on Daves Avenue between Winchester Blvd and Poppy Lane | Daves Avenue | Winchester Blvd | Poppy Lane | x | x | | x | x | | x | 0.3 | \$7,500 | Easy | Short-Term |
| B7 | Class III Bike Routes & Install "Share the Road" signs on Kennedy Road between Los Gatos Boulevard Shannon Road | Kennedy Road | Los Gatos Boulevard | Shannon Road | x | x | | x | x | | x | 3.3 | \$10,450 | Easy | Short-Term |
| B8 | Enhance existing Class II bike lanes on Los Gatos Saratoga Road (Highway 9) from Western city limits of Monte Sereno to University Avenue | Los Gatos Saratoga Road (Highway 9) | Western city limits of Monte Sereno | University Avenue | x | x | | | x | x | x | 1.6 | \$148,000 | Moderate | Short-Term |
| B9 | Class III Bike Routes & Sharrows on Miles Avenue between University Avenue and Balzer Field entrance to Los Gatos Creek Trail | Miles Avenue | University Avenue | Balzer Field entrance to Los Gatos Creek Trail | x | x | | | x | x | x | 0.2 | \$5,600 | Easy | Short-Term |
| B10 | Class III Bike Routes & Sharrows on Marchmont Drive and Hilow Road between Englewood Avenue and Shannon Road | Marchmont Drive and Hilow Road | Englewood Avenue | Shannon Road | x | | | x | | | x | 0.6 | \$16,800 | Easy | Short-Term |
| B11 | Class II Bike Lane on More Avenue from Pollard Road to Bicknell Road | More Avenue | Pollard Road | Bicknell Road | x | x | x | x | | | x | 1.1 | \$66,000 | Easy | Short-Term |
| B12 | Enhance existing route to incorporate sharrows on Pleasant Street, New York Avenue, and Bella Vista Avenue | Pleasant Street, New York Avenue, and Bella Vista Avenue | | | x | x | | x | x | | x | 0.4 | \$11,200 | Easy | Short-Term |
| B13 | Class I Bike Path on PG&E Corridor from Los Gatos Almaden Road and Camino Del Cerro to Eastern Town Limits | PG&E Corridor | Los Gatos Almaden Road and Camino Del Cerro | Eastern Town Limits | x | x | | x | | | x | 1.5 | \$1,700,000 | Complex | Mid-Term |
| B14 | Class III Bike Routes "Share the Road" signs on Quito Road between Pollard Road and Highway 9 | Quito Road | Pollard Road | Highway 9 | x | | | | x | | x | 1.7 | \$5,390 | Easy | Short-Term |
| B15 | Class IV Cycle Tracks on Roberts Road East from Blossom Hill Road to Los Gatos Boulevard | Roberts Road East | Blossom Hill Road | Los Gatos Boulevard | x | x | | x | | x | x | 0.3 | \$60,000 | Moderate | Short Term |
| B16 | Class III Bike Routes & Sharrows on Santa Cruz Avenue between Main Street and Shelburne Way | Santa Cruz Avenue | Main Street | Blossom Hill Road | x | x | x | | | x | x | 1.2 | \$36,600 | Moderate | Short-Term |
| B17 | Install "Share the Road" signs & Class III Bike Routes on Shannon Road between Los Gatos Boulevard and Hicks Road | Shannon Road | Los Gatos Boulevard | Hicks Road | x | x | | x | x | | x | 3.3 | \$10,450 | Easy | Short-Term |
| B18 | Class II Bike Lane on Union Avenue from Thomas Drive to Los Gatos Almaden Road | Union Avenue | Thomas Drive | Los Gatos Almaden Road | x | | | | | | x | 0.7 | \$42,000 | Easy | Mid-Term |
| B19 | Class I Bike Path on Union Pacific Railroad right of way from Winchester Blvd (just South of 85 Freeway) to Western town limits | Union Pacific Railroad right of way | Winchester Boulevard | Western town limits | x | x | | | | | x | 0.8 | \$900,000 | Complex | Mid-Term |
| B20 | Class I Bike Path on Northern trail and Western edge enhancements along Vasona Reservoir | Vasona Reservoir | Northern trail | Western edge | x | x | | | x | x | x | 1 | \$1,500,000 | Moderate | Mid-Term |
| B21 | Enhance existing route to incorporate sharrows on Westchester Drive between Camino Del Cerro and Blossom Valley Drive | Westchester Drive | Camino Del Cerro | Blossom Valley Drive | x | x | x | x | | | x | 0.2 | \$5,600 | Easy | Short-Term |

Table 4.4 Pedestrian Improvement Projects Part 1

| Project Number | Project Description | Location | At | High Visibility Crosswalks | Pedestrian Flashing Beacons | Remove Free Right Turns | Enhances Safety | Improves Safe Routes to school | Direct Access to Key Destinations / Trails | Improves Access for Mobility Impaired | Improves Existing Infrastructure | Existing High Activity Area | Increases Pedestrian Activity | Cost Estimate | Ease of Implementation | Phase |
|----------------|---|---------------------|--|----------------------------|-----------------------------|-------------------------|-----------------|--------------------------------|--|---------------------------------------|----------------------------------|-----------------------------|-------------------------------|---------------|------------------------|------------|
| P1 | Blossom Hill Road sidewalk gap between Regent Drive and Union Ave | Blossom Hill Road | Between Regent Drive and Union Avenue | | | | x | x | | x | | | x | \$200,000 | Moderate | Mid-Term |
| P2 | Daves Avenue at Kavin Lane | Daves Avenue | Kavin Lane | x | | | x | x | x | x | x | x | x | \$10,000 | Easy | Short-Term |
| P3 | Fisher Avenue northside sidewalk gap | Fisher Avenue | Between Mitchell Avenue and Roberts Road | | | | x | x | x | | x | x | x | \$200,000 | Moderate | Mid-Term |
| P4 | Los Gatos Boulevard at Highway 9 | Los Gatos Boulevard | Highway 9 | x | | x | x | x | x | x | x | x | x | \$500,000 | Complex | Mid-Term |
| P5 | Los Gatos Boulevard at Los Gatos Almaden Road | Los Gatos Boulevard | Los Gatos Almaden Road | x | | x | x | | x | x | x | | x | \$120,000 | Moderate | Mid-Term |
| P6 | Main Street at College Avenue | Main Street | College Avenue | x | x | | x | x | x | x | x | x | x | \$21,000 | Easy | Short-Term |
| P7 | Main Street at Pageant Way/Church Street | Main Street | Pageant Way / Church Street | x | x | | x | x | x | x | x | x | x | \$24,000 | Easy | Short-Term |
| P8 | Pollard Road and Avenida Del Sol Crosswalk improvements | Pollard Road | Avenida Del Sol | | x | | x | x | x | x | x | x | x | \$10,000 | Easy | Short-Term |
| P9 | Pollard Road and Wedgewood Avenue New Crosswalk | Pollard Road | Wedgewood Avenue | x | x | | x | x | | x | | | x | \$30,000 | Moderate | Mid-Term |
| P10 | Roberts Road sidewalk gap | Robert Road | Between Oak Meadow Dr. and University Avenue | | | | x | x | x | | x | x | x | \$200,000 | Moderate | Mid-Term |
| P11 | Santa Cruz Avenue at Andrews Street | Santa Cruz Avenue | Andrews Street | x | | | x | x | x | | x | | | \$12,000 | Easy | Mid-Term |
| P12 | Santa Cruz Avenue at Almendra Avenue/Petticoat Lane | Santa Cruz Avenue | Almendra Ave / Petticoat Lane | x | | | x | x | x | | x | x | | \$12,000 | Easy | Mid-Term |
| P13 | Santa Cruz Avenue at Bachman Avenue | Santa Cruz Avenue | Bachman Avenue | x | | | x | x | x | | x | x | | \$12,000 | Easy | Mid-Term |
| P14 | Santa Cruz Avenue at Royce Street/Nicholson Avenue | Santa Cruz Avenue | Royce Street/Nicholson Avenue | x | | | x | x | x | | x | x | | \$12,000 | Easy | Mid-Term |
| P15 | Santa Cruz Avenue at Grays Lane | Santa Cruz Avenue | Grays Lane | x | | | x | | x | | x | x | | \$6,000 | Easy | Mid-Term |
| P16 | Santa Cruz Avenue at Bean Avenue | Santa Cruz Avenue | Bean Avenue | x | | | x | | x | | x | x | | \$6,000 | Easy | Short-Term |

Table 4.4 Pedestrian Improvement Projects Part 2

| Project Number | Project Description | Location | At | High Visibility Crosswalks | Pedestrian Flashing Beacons | Remove Free Right Turns | Enhances Safety | Improves Safe Routes to school | Direct Access to Key Destinations / Trails | Improves Access for Mobility Impaired | Improves Existing Infrastructure | Existing High Activity Area | Increases Pedestrian Activity | Cost Estimate | Ease of Implementation | Phase |
|----------------|--|----------------------|---|----------------------------|-----------------------------|-------------------------|-----------------|--------------------------------|--|---------------------------------------|----------------------------------|-----------------------------|-------------------------------|---------------|------------------------|------------|
| P17 | Santa Cruz Avenue at Elm Street | Santa Cruz Avenue | Elm Street | x | x | | x | | x | x | x | x | x | \$21,000 | Easy | Short-Term |
| P18 | Santa Cruz Avenue just South of Elm Street (Midblock) | Santa Cruz Avenue | Just South of Elm Street (Midblock) | x | x | | x | | x | x | x | x | x | \$6,000 | Easy | Short-Term |
| P19 | Santa Cruz Avenue just north of Main Street (Midblock) | Santa Cruz Avenue | Just North of Main Street (Midblock) | x | | | x | | x | | x | x | | \$3,000 | Easy | Short-Term |
| P20 | University Avenue at Mullen Avenue | University Avenue | Mullen Avenue | x | | | x | x | x | | x | x | | \$6,000 | Easy | Mid-Term |
| P21 | University Avenue at Elm Street | University Avenue | Elm Street | x | | | x | x | x | | x | x | | \$6,000 | Easy | Mid-Term |
| P22 | University Avenue between Main Street and Elm Street (midblock) | University Avenue | Between Main Street and Elm Street (Midblock) | x | x | | x | x | x | x | x | x | x | \$18,000 | Easy | Short-Term |
| P23 | Westchester Drive and Blossom Valley Drive (near Alta Vista Elementary School) | Westchester Drive | at Blossom Valley Drive (Near Alta Vista Elementary School) | x | | | x | x | x | x | x | x | x | \$112,500 | Easy | Short-Term |
| P24 | Winchester/Bruce new crosswalk with RRFB | Winchester Boulevard | Bruce Avenue | x | x | | x | x | x | x | | | x | \$30,000 | Easy | Short-Term |
| P25 | Winchester/Vineland Avenue new crosswalk with RRFB | Winchester Boulevard | Vineland Avenue | x | x | | x | x | x | x | | | x | \$30,000 | Easy | Short-Term |
| P26 | Winchester/Millrich-Milani new crosswalk with RRFB | Winchester Boulevard | Millrich Drive - Milani Court | x | x | | x | | | x | | | x | \$30,000 | Easy | Short-Term |
| P27 | Winchester/La Rinconada Drive new crosswalk with RRFB | Winchester Boulevard | La Rinconada Drive | x | x | | x | | | x | | | x | \$30,000 | Easy | Short-Term |
| P28 | Winchester/Wimbledon Drive High Visibility Crosswalk | Winchester Boulevard | Wimbledon Drive | x | | | x | | x | | x | x | x | \$10,000 | Easy | Short-Term |
| P29 | Winchester/Lark Avenue High Visibility Crosswalk | Winchester Boulevard | Lark Avenue | x | | x | x | | x | | x | x | x | \$25,000 | Moderate | Mid-Term |
| P30 | Winchester/Albright Way High Visibility Crosswalk | Winchester Boulevard | Albright Way | x | | | x | | x | | x | x | x | \$10,000 | Easy | Mid-Term |
| P31 | Winchester/Knowles Drive High Visibility Crosswalk | Winchester Boulevard | Knowles Drive | x | | | x | | x | | x | x | x | \$10,000 | Easy | Mid-Term |
| P32 | Winchester Boulevard sidewalk gap | Winchester Boulevard | Between Creekside Cir. Newell Avenue | | | | x | x | x | | x | x | x | \$400,000 | Moderate | Mid-Term |

Table 4.5 Townwide Improvements

| Number | Improvement Description | Preliminary Cost Estimate | Implementation Phase |
|---------------------------------|--|---|----------------------|
| CROSSINGS | | | |
| 1 | Install high-visibility crosswalks at all signalized intersections within Los Gatos and Monte Sereno, where feasible. (III) | \$3,000 per Crossing | Mid-Term |
| SIDEWALKS AND CURB RAMPS | | | |
| 2 | Complete a Town wide Sidewalk Inventory | Depends | Short-Term |
| 3 | Add missing sidewalks along arterial roadways in Town (III) | Depends | Mid-Term |
| 4 | Add missing sidewalks along identified school walking routes, with routes identified in the adopted "Los Gatos Safe Routes to School Phase 1" report. * (III) | Depends | Mid-Term |
| 5 | Add missing sidewalks along all arterials, collectors, and community collector roads within Downtown Los Gatos. (III) | Depends | Mid-Term |
| LIGHTING | | | |
| 6 | Develop a Town wide 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. | Depends | Short-Term |
| 7 | Add lighting along arterial, collector, and community collector roadways in Downtown Los Gatos.* (II) (III) | \$5,000-\$10,000 per streetlight | Mid-Term |
| WAYFINDING | | | |
| 8 | Develop a Town wide 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. (I) | \$75,000 | Short-Term |
| 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. | Depends | Mid-Term |
| BICYCLE AMENITIES | | | |
| 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. | \$600 per rack \$2100 per locker | Depends |
| 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 | \$1,100 per station | Short-Term |
| 12 | Install bicycle detection at all signalized intersections on designated bikeways. | \$2,000 per loop detector | Mid-Term |
| 13 | Install bicycle crossing warning signs at all unsignalized intersections on Class I designated bikeways. | \$100 per sign | Mid-Term |
| 14 | Where feasible, widen existing Los Gatos Creek Trail and improve existing entrances to the trail. (II) (III) | Depends | Depends |
| 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. | \$30,000 per mile | Mid-Term |
| 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. | \$300 per sign | Depends |
| 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. | \$300 per sign | Mid-Term |

Prioritized projects are in Bold

All projects enhance safety

All projects increase bike/ pedestrian activity

Most Projects Improve existing infrastructure unless noted (I)

Projects identified along school walking route *

Projects with direct access to key destinations / trails (II)

Improves access for mobility impaired (III)

Table 4.6 Townwide Programs Part 1

| Policy Number | Program Description | Supports the Reduction of Fatalities | Encourages Students to Walk/Bike | Improves Connectivity of Bike/Ped Network | Supports Shovel Ready Projects |
|--|---|--------------------------------------|----------------------------------|---|--------------------------------|
| EDUCATION AND ENCOURAGEMENT | | | | | |
| A1a | Develop pedestrian and bicycle safety education programs. | X | X | | |
| A1b | Develop a road safety campaign. | X | | | |
| A1c | Support existing and future Safe Routes to School efforts. | X | X | | |
| A1d | Develop a “rules of the road” education program. | X | X | | |
| A1e | Create and update Walk and Roll to School Suggested Routes for all public schools. | X | X | | |
| A2a | Support educational efforts to discuss bicycling and walking benefits. | X | X | | |
| A2b | Promote non-motorized modes of transportation. | X | X | | |
| A2c | Encourage open streets events. | X | X | | |
| A2d | Develop a Bike-Friendly Business program. | | | X | |
| A2e | Create a bike and pedestrian friendly public realm. | X | X | X | |
| A2f | Encourage events that promote walking and bicycling, including “Walking School Buses” and “Bicycle Trains”. | | X | X | |
| A3 | Encourage local employers to provide amenities and incentives, encouraging their employees to bike and walk to work. | | | X | |
| A4a | Create employee bicycling/walking programs for Town employees. | | | X | |
| A4b | Create end-of-trip amenities at Town offices. | | X | X | |
| A4c | Provide a bike share program for Town employees. | | | X | |
| ENFORCEMENT | | | | | |
| B1a | Support targeted enforcement of vehicle code violations that inhibit walking/bicycling. | X | X | | |
| B1b | Encourage alternatives to curbside placement of waste and recycling containers. | X | X | | |
| B1c | Continue to prioritize enforcement of traffic laws around schools. | X | X | | |
| B1d | Consider expanding existing juvenile ticket diversion program. | X | X | | |
| ACCESSIBILITY / CONNECTIVITY | | | | | |
| C4b | Consider bicycle parking requirements and guidelines for incoming non-residential development and redevelopment projects. | | X | X | |
| C4c | Consider amending the Town code to require end-of-trip amenities at employment centers. | | | X | |
| ENGINEERING / DEVELOPMENT STANDARDS | | | | | |
| D1c | Complete a Local Roadway Safety Plan | X | X | | |

Prioritized projects are in Bold

Table 4.6 Townwide Programs Part 2

| Policy Number | Program Description | Supports the Reduction of Fatalities | Encourages Students to Walk/Bike | Improves Connectivity of Bike/Ped Network | Supports Shovel Ready Projects |
|---|--|--------------------------------------|----------------------------------|---|--------------------------------|
| ENGINEERING / DEVELOPMENT STANDARDS | | | | | |
| D1d | Consider removal of on-street vehicular parking. | X | | | |
| D1e | Consolidate loading and waiting zones. | X | | X | |
| D1f | Minimize driveway cuts. | X | | X | |
| D1g | Limit roadway widening. | X | X | | |
| D1h | Identify locations for new mid-block crossings. | X | | X | |
| D2a | Incorporate best practices into facility design. | X | | X | |
| D2c | Update "Right on Red" policies. | X | X | X | |
| D2d | Install diagonal crossings at key intersections. | X | | X | |
| D2e | Upgrade pedestrian signalization at key intersections. | X | X | X | |
| D2f | Upgrade bicycle facilities at intersections with designated bikeways. | X | X | X | |
| D2g | Consider bicycle signalization at key intersections. | X | X | X | |
| D2h | Consider consolidating existing crossings. | X | | X | |
| D3a | Continue to incorporate best practices in traffic calming. | X | X | X | |
| D3b | Consider school zone speed limit reduction. | X | X | X | |
| D3c | Consider the reduction, modification, or elimination of free-right turns. | X | | X | |
| EVALUATION / IMPLEMENTATION STRATEGIES | | | | | |
| E1a | Conduct annual progress assessments for implementation of the BPMP. | X | | X | X |
| E1b | Assess collision data concurrently with implementation of the BPMP. | X | | X | X |
| E1c | Regularly update the BPMP. | X | | X | X |
| E2 | Ensure regular inspection, maintenance and repair of bicycle and pedestrian facilities. | X | | X | |
| E3 | Evaluate current demands/needs for bicycle and pedestrian facilities, including conducting numerical counts and use of parking facilities. | X | | X | X |
| E4 | Develop a phased implementation strategy for the Bicycle and Pedestrian Master Plan. | X | | X | X |
| E5 | Regularly seek funding to design and implement active transportation projects. | X | X | X | X |
| 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 |
| E7 | Incorporate bicycling and walking into Town/City Transportation Demand Management (TDM) policies and strategies. | X | | X | |

Prioritized projects are in Bold