

Bike and Pedestrian Master Plan Ad Hoc Jeff Thompson, Erik Miller
Ad Hoc Meeting and Report November 2024

1. Pollard Road

- a. Shrink, Minimize, or Eliminate 2 way left turn lane to make room for a properly protected bike lane along the full length.
- b. Drop the speed limit to 25 or 30 mph. Better for kids going to school. Evaluate if we really have the traffic demand to require 2 cars lanes from Quito to York (given that either side is only fed by a single lane), or if we can shrink that to make the road safer and more pleasant.
- c. Coordinate with Campbell on their portion from just after hospital to Quito.

2. LG Blvd

- a. By the high school: Divert Southbound bike traffic on LGB to Caldwell instead (eliminating conflict with traffic turning on Hwy 9 with the bridge). Take out the southbound bike lane and use that space to make northbound Bike Lane a protected bike lane all the way to Pleasant (where bike traffic not headed to the high school would rejoin LGB).
 - i. We could recommend taking out parking to provide the same space and keep the bike lane on LGB, but we anticipate that would set off a large fight with the neighbors.
- b. In the 100+ ft right of ways, consider converting the outer lane(s), bike lane, and parking into slow side streets appropriate for bikes and neighborhood traffic with easy access to businesses and diversions to prevent cut-through traffic. Keep the middle lanes for high speed through traffic. See Octavia Blvd in SF: <https://sfbetterstreets.org/design-guidelines/street-types/multi-way-boulevards/index.html>
- c. (At a minimum) Switch parked cars and bike lane to create a protected bike lane. Cut down on slip lanes; see the work that Google has done at their Mountain View Campus to move lots of cars, peds, and bikes.
- d. Bus lane down middle?
- e. Coordinate with San Jose and Campbell who are doing Complete Streets on Bascom.
- f. Can we get some right of way on East side of LG Blvd from Lark to Samaritan.
- g. The "sidewalk" on the west side is a rather small shared space for Peds and bikes. Not ideal. Connections still needed to get past 85.

3. Lark

- a. Install some bollards for bike safety on north side from 17 to the Creek Trail. Bike and Pedestrian

Master Plan Ad Hoc Report

Sep 12 2024

1. Erik Miller and Jeff Thompson met with Director Burnham and Gary Heap in July and discussed selection criteria and priorities for the BPMP.
 - a. The BPMP 2020 Update criteria and priorities are still good as of today. It is great to see that some of the top priority projects are already in progress.
 - b. Short and Moderate term/complexity new projects could possibly be funded with town funds.
 - a. Longer term/complexity should be considered for next round Measure B funding. First phase Measure B funding is now ending. 2nd phase will be allocated starting in 2026 or after.
 - b. We talked about possible next projects to focus on:
 - Pollard Complete Streets
 - Los Gatos Blvd Class 2 or 4 Bike Lane from 85 to Shannon.
2. Erik and Jeff met in Sep to further prioritize projects.
 - a. We agreed that Pollard Complete Streets is a high priority. Rolling Hills Middle Schools is on Pollard and should have the safest Ped and Bike facilities possible.
 - b. Class 4 on Los Gatos Blvd from Shannon to 85. LG BLVD from Lark to 85 has little to no Ped and Bike facilities. Also consider LG BLVD from Shannon to E Main.
 - c. Class 4 Bike Lane on Lark Ave from Winchester to LG BLVD. The bridge over 17 has inadequate bike lane facility.
 - d. Projects to watch:
 - i. Kennedy Road Ped and Bike facility is similar to the Shannon Road project just starting now.
 - ii. Winchester Complete Streets. There are no (or few) sidewalks on Winchester. Peds are using the new bike lane now, but should be on a sidewalk. There are no crosswalks crossing Winchester from Daves Ave to Lark Ave.