Los Gatos Local Roadway Safety Plan

ADOPTED: APRIL 19, 2022
PREPARED FOR: TOWN OF LOS GATOS

connect SKATE stay BIKE LOS GATOS JOG gather PLAY walk

ACKNOWLEDGEMENTS

The 2022 Los Gatos Local Roadway Safety Plan was funded through a Local Roadway Safety Plan (LRSP) grant provided by the California Department of Transportation (Caltrans).

The LRSP was adopted April 19, 2022 at the Los Gatos Town Council Meeting.

Input was sought from an advisory group consisting of City staff, key stakeholder groups and the community. Fehr & Peers assisted Los Gatos in preparing the plan.

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TABLE OF CONTENTS

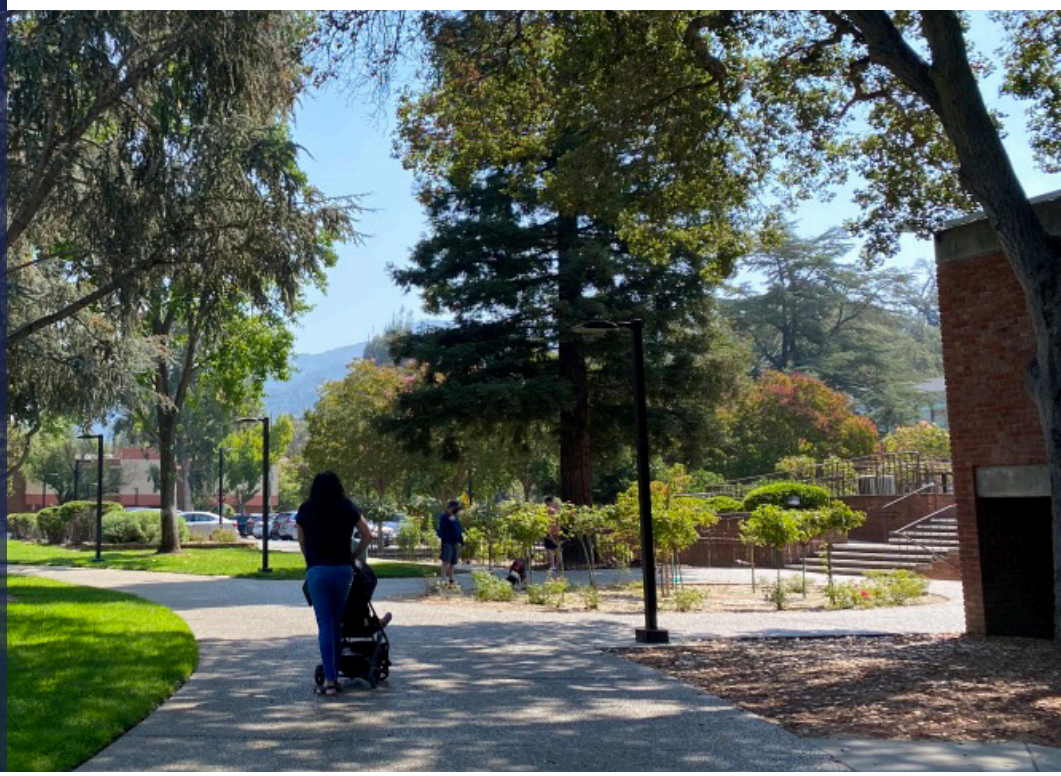
01 Introduction

ABOUT LOS GATOS

POPULATION (2020 US Census)
33,529 people

DEMOGRAPHICS
72.3% White
14.8% Asian
7.9% Latino
0.9% Black
4.1% Two or More Races

Approximately **3.8%** of Los Gatos residents are in poverty, with a town-wide median income of **$155,860**.



The Town of Los Gatos is committed to prioritizing safety and eliminating traffic related deaths and serious injuries on Town streets.

This Local Roadway Safety Plan (LRSP) proactively evaluates locations with relatively high numbers of collisions (hot spots) and collision trends throughout the Town to identify the proven countermeasures that can be implemented through the current and future Capital Improvement Plan (CIP).

This section defines the Safe Systems approach, an idea which underlies this LRSP, and provides background on safety work in Los Gatos.

WHAT IS AN LRSP?

The LRSP requires each state to have a Strategic Highway Safety Plan (SHSP) that establishes goals, objectives, and emphasis (or challenge) areas to reduce traffic accident fatalities and serious injuries on all public roads using a data-driven approach. An LRSP provides a framework for agencies to proactively and systematically identify and address unique safety issues prevalent in their jurisdiction by facilitating partnerships with key stakeholders in the community.

The LRSP process offers an opportunity to learn from many perspectives – from collision hot spot data to feedback on perceived safety issues to contextual patters in hot spot data that may be similar systemically – to develop and prioritize a list of meaningful and grant-competitive safety projects for Los Gatos. This study also sets up a process for multi-disciplinary collaboration, transparency, and accountability that can last far beyond this effort.

SAFE SYSTEM APPROACH

Each day, people are killed and seriously injured on California roads. Crashes can irreversibly change the course of human lives, touching victims, their families and loved ones, and society as a whole. Through collective action on the part of all roadway system stakeholders—from system operators, vehicle manufacturers, to law enforcement and everyday users—the Town of Los Gatos can move to a Safe System approach that anticipates human mistakes, with the goal of eliminating fatalities and serious injuries for all road users.

A Safe System acknowledges the vulnerability of the human body – in terms of the amount of kinetic energy transfer a body can withstand – when designing and operating a transportation network to minimize serious consequences of crashes.

According to the World Health Organization, the goal of a Safe System is to ensure that if crashes occur, they "do not result in serious human injury. "A Safe System approach addresses the five elements of a safe transportation system – safe road users, safe vehicles, safe speeds, safe roads, and post-crash care – in an integrated manner, through a wide range of interventions.

The Safe System approach to road safety started internationally as part of the Vision Zero proclamation that, from an ethical standpoint, no one should be killed or seriously injured on the road system. It is founded on the principle that people make mistakes, and that the road system should be adapted to anticipate and accommodate human mistakes and the physiological and psychological limitations of humans. Countries that have adopted the Safe System approach have had significant success reducing highway fatalities, with reductions in fatalities between 50 and 70%.

The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition's Safe System Explanation and Framework articulate that to anticipate human mistakes, a Safe System seeks to:

- Separate users in a physical space (e.g., sidewalks, dedicated bicycle facilities)
- Separate users in time (e.g., pedestrian scramble, dedicated turn phases)
- Alert users to potential hazards
- Accommodate human injury tolerance through interventions that reduce speed or impact force

Creating a Safe System means shifting a major share of the responsibility from road users to those who design the road transport system. "Individual road users have the responsibility to abide by laws and regulations" and do so by exhibiting due care and proper behavior on the transportation system. While road users are responsible for their own behavior, this is a shared responsibility with those who design, operate, and maintain the transportation network: including the automotive industry, law enforcement, elected officials, and government bodies. In a Safe System, roadway system designers and operators take on the highest level of ethical responsibility. This report is organized by the Safe System key principles to encompass the full range of safety stakeholders and facilitate cross-disciplinary collaboration and accountability. This is consistent with the methods outlined in the United States Department of Transportation (USDOT) National Roadway Safety Strategy and the Caltrans commitment to a Safe System approach to achieving Vision Zero goals.

BACKGROUND

This is the first comprehensive safety plan for the Town of Los Gatos, but builds upon numerous related transportation planning and engineering efforts. This LRSP provides the Town and its major stakeholders with a blueprint for a safe and more accessible community. This LRSP will assist the Town when it applies for safety infrastructure funding sources. For example, the Cycle 11 Highway Safety Improvement Program (HSIP) funding cycle anticipated in 2022 will require an LRSP for an agency to be eligible to apply for funds.

02 Safety Partners

The Town has engaged stakeholders in representing a Safe System Approach of shared responsibility to address the unique traffic safety concerns in Los Gatos. The assembled team of Safety Partners for the LRSP included representatives from the Town of Los Gatos along with the following local and regional partners:

LOS GATOS COMPLETE STREETS AND TRANSPORTATION COMMISSION

The Complete Streets and Transportation Commission advises the Town Council in matters pertaining to current trends and experiences in enhancing all modes of travel; integration of Town transportation infrastructure, including bike and pedestrian pathways, with neighboring jurisdictions; reviewing relevant grant applications; prioritizing transportation around schools, including enhancing safe routes to schools efforts; reviewing and updating Town master plans, including the B*icycle and Pedestrian Master Plan* and others as relevant; and related topics as directed by the Town Council or requested by Town staff; and review policies and procedures on streets and trails.

LOS GATOS UNION SCHOOL DISTRICT

The Los Gatos Union School District serves children grades kindergarten through eighth grade and provides equitable learning opportunities.

LOS GATOS-MONTE SERENO SAFE ROUTES TO SCHOOL

Los Gatos-Monte Sereno Safe Routes to SSchool (SR2S) is a nonprofit organization that provides education and encouragement efforts to eight schools in the Town of Los Gatos and the City of Monte Sereno. SR2S strives to build a collaborative community to support students using alternative transportation (walking, biking, skating and scooting) to and from school with the goal to encourage lifelong healthy habits and create a more livable environment for the community.

LOS GATOS POLICE DEPARTMENT

Police officers provide valuable insight into behaviors they observe on the roads, and are important partners in safety conversations so that jurisdictions can focus enforcement time on behaviors most closely associated with injuries and fatalities. The Los Gatos police department also leads and participates in traffic safety education programs.

Police Department Meeting

The police department met on April 2, 2021 to discuss recent safety efforts in Los Gatos and hotspot collision locations, a few key findings were:

Feedback on Key Collision Locations

- Focused on major corridors, particularly Highway 9 (Los Gatos Saratoga Road) at busier cross streets
- Turns along Los Gatos Boulevard and Winchester Boulevard
- School crossing locations

Common Collision Factors

- Left turns, speeding, ROW violations
- Distractions

Unreported Collision Occurrences

- Bicyclist crashes not involving vehicles
- Crashes occurring in rural/mountain areas

03 Vision

VISION STATEMENT

The Town is fully committed to ending traffic-related deaths and injuries on Town streets. By taking a Safe System approach, the Town will use targeted enforcement, improved street design, and public collaboration to achieve meaningful results in preventing traffic collisions.

At the start of the LRSP preparation, the project team developed Tthe Los Gatos road safety vision statement and solicited feedback from the Complete Streets and Transportation Commission. The commissioners acknowledged that ending all traffic-related deaths and injuries on Town streets was a challenging and aspirational vision, but to work towards anything less (e.g. reduce fatalities and serious injuries) did not feel appropriate because even one fatality or serious injury was unacceptable. Therefore, the project team determined that the Town should strive to eliminate traffic-related deaths and injuries to create a strong vision which shifts roadway safety culture in the Town, while also acknowledging the challenging nature of achieving the vision. The Town's vision statement sets a concise yet comprehensive goal to guide the Town's investments in infrastructure, education, emergency services, and enforcement.

04 Supporting Efforts

In recent years, the Town's efforts to improve safety have been most visible through a range of plans and programs. This section describes plans, engagement, and recent efforts supporting safety within by the Town of Los Gatos.

PLANS

▶ Draft General Plan 2040
This planning effort reflects the Town's strong commitment to environmental sustainability, community health, and social equity. During the preparation of the 2040 General Plan, the community requested that the General Plan address climate change and increased risk of wildfire; lessons learned from the COVID-19 pandemic; and justice, equity, diversity, and inclusion. The update process was also tasked with planning for new homes for all incomes to meet the Town's fair share of the Bay Area's housing need.

▶ Traffic Around School Study 2016
Implemented to help make walking and bicycling the preferred mode of travel to school. It identifies preferred corridors for walking and bicycling to school and forms plans to improve these corridors. It identifies priority corridors for improvements and evaluates existing education and enforcement of safe bicycle riding and driving behaviors.

▶ 2018 Student Travel Survey
This survey was designed to better understand students' and parents' opinions of what improvements would be beneficial to the students who walk or bike to school and what concerns they might have about using these modes. Parents of elementary through high school students were given the questionnaire.

▶ Connect Los Gatos Community Engagement Plan
Adopted by Town Council in 2021, outlines resources that will be used to engage with the community to communicate about active transportation projects that will provide improved connectivity. The goal of the plan is to promote community knowledge and engagement of these projects.

▶ 2020 Community Survey
To engage with the community and raise awareness of the Connect Los Gatos Plan, the survey was opened to the public in 2020. The goal was to provide a more robust background to the Bike and Pedestrian Plan Update through improving understanding of how residents currently use the streets and hearing suggestions for improvements for safer bicycling and walking.

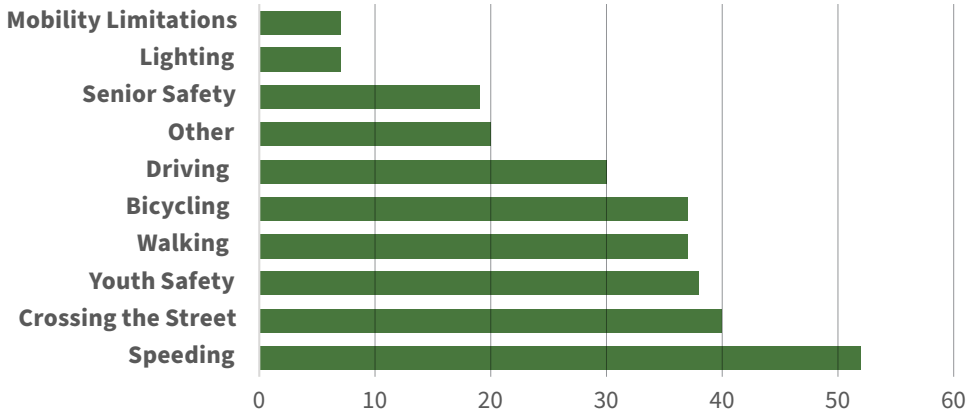
▶ 2020 Bicycle and Pedestrian Master Plan Update
The Plan identifies the needs for bicycle and pedestrian improvements and prioritizes the projects through a public process. It includes a benchmarking analysis of programs, policies, and practices for pedestrian and bicyclist safety. The Plan focuses on improving walking and bicycle safety and accessibility and was adopted by the Town Council in 2020.

ENGAGEMENT AND SAFETY PARTNERS

Community engagement for this project followed the framework identified in the Connect Los Gatos Community Engagement Plan adopted by Town Council in March 2020. A key step in addressing safety issues is hearing from local officials, key stakeholders, and the general public. Working through a collaborative process, the Town can create effective solutions by considering and coordinating with the general public, engineering, enforcement, education, and emergency service strategies. The

FIGURE 1 WHAT IS YOUR PRIMARY SAFETY CONCERN IN LOS GATOS?

What is your primary safety concern in Los Gatos?



project team deployed the following tools that are most appropriate for the Town-wide planning effort:

- Project website www.losgatosca.gov/ConnectLG with all relevant project background information, updates, and staff contact information
- Regular updates at the Complete Streets and Transportation Commission meetings, open to the public.
- Formed a group of Safety Partners for input and participation
- Farmers' Market pop up event
- Online community survey

▶ Safety Partners Meeting

Los Gatos held several safety partners meetings to discuss the safety vision, priorities, existing conditions, and draft collision risk profiles in Los Gatos.

▶ LRSP Survey Report

The Town has been continually working to develop better programs for safe, more connected streets. This program, "Connect Los Gatos," is a public engagement initiative that promotes bicycle and pedestrian projects that are all part of a big picture effort to provide connected multi-modal routes through the Town. These projects improve current conditions for pedestrians and cyclists by providing sidewalks, enhancing bike paths and lanes, and incorporating smart street safety design features. The survey was online from November 4, 2021 to December 3, 2021. The main objectives the Town sought to achieve through the LRSP Survey were:

- Gaining a greater understanding of the problems people face on the roads
- Learning how the community travels
- Building support for the Connect Los Gatos Programs
- Helping inform the LRSP development

Figure 1 highlights the primary safety concerns of the residents who completed the survey, while the broader survey responses are shown in **Appendix A**.

The respondents provided valuable feedback on top priorities as well as specific locations of concern. Some of the top priorities listed by residents were improving intersection crossing safety, reducing speeding, enforcing stop signs, and improving biking and walking infrastructure. Los Gatos Boulevard, Blossom Hill Road, Lark Avenue, Highway 9 (Los Gatos Saratoga Road) and Kennedy Road were identified as key locations of concern.

▶ Farmers' Market Pop Up Event

Information pertaining to the development of the LRSP was shared at the Los Gatos Farmers' Market on September 26, 2021 and October 17, 2021. The first event focused on sharing findings of the collision and safety analyses conducted for the LRSP, while the second invited community members to provide feedback on identified collision trends, potential priority locations, and their areas of concern.

▶ Walking Audits

Walking Audits were held on January 25, 2022 with the Los Gatos stakeholders. The group walked along two Emphasis Area locations in Los Gatos. The group discussed potential countermeasures on Los Gatos Boulevard from Los Gatos Almaden to Lark Avenue and Tait Avenue from Los Gatos Saratoga to Main Street.

▶ Commission Meetings

Throughout the Los Gatos LRSP project, a series of presentation were given to the Commission. The presentation materials delivered in these meetings are included in **Appendix B**.

INFRASTRUCTURE IMPROVEMENTS

In recent years, the Town has completed several bicycle and pedestrian projects that were designed to support safety within the Town:

▶ Blossom Hill Road Class IV Bike Lanes

The first Class IV bike lanes were implemented in 2019, providing separated lanes to improve bicycling safety for school students and other bicyclists on Blossom Hill Road west of Los Gatos Boulevard.

▶ Highway 9/Massol Avenue Intersection Safety Improvements

The project upgraded the flashing beacon with a Rectangular Rapidly Flashing Beacon (RRFB), added "shark teeth" yield lines at the eastbound and westbound approaches, constructed landscaped median island on Highway 9 (Los Gatos Saratoga Road) west of the intersection, installed green bike lanes on Highway 9 (Los Gatos Saratoga Road), and added street lights. The improvements were completed in 2021.

▶ Winchester Boulevard Class IV Bike Lanes

This project, completed in 2021, installed separated Class IV bike lanes between Blossom Hill Road and Albright Way, removed one of the northbound lanes, and constructed ADA curb ramps at multiple intersections.

The Town continues to design and implement bicycle and pedestrian improvements in a program branded as Connect Los Gatos. These projects were identified and prioritized in the 2020 *Bicycle and Pedestrian Master Plan Update.* The program will expand access and improve safety for key community destination points. Connect Los Gatos is aimed at making it easier and safer for all to bike and walk in Los Gatos.

This section provides details on the Connect Los Gatos projects under design:

▶ Los Gatos Creek Trail Connector to Highway 9 (Los Gatos Saratoga Road)

This project will construct bike and pedestrian connectors to the Los Gatos Creek Trail at Highway 9. Two connectors will be constructed to allow access to the trail from both the north and south sides of Highway 9. A pedestrian and bicycle bridge crossing the creek will be constructed along the south side of Highway 9. On the north side of Highway 9, the existing unofficial path will be replaced with an ADA-accessible Class I path to connect Highway 9 and the Trail.

▶ Highway 17 Bicycle Pedestrian Overcrossing Project

This project will provide a separate bicycle and pedestrian overcrossing (BPOC) just south of the existing Blossom Hill Road bridge. This bicycle and pedestrian overcrossing aims to improve bicycle and pedestrian safety and comfort across Highway 17, improve safe biking and walking routes to school, and promote more biking and walking trips.

▶ Shannon Road Complete Streets

The current plan for the project is to construct sidewalks and Class II bike lanes on both sides of Shannon Road between Los Gatos Blvd. and Cherry Blossom Lane. The project would involve installation of a new curb, gutter, sidewalk, Class II bike lanes, and ADA curb ramps on Shannon Road within the project limits. The work scope may also include some modification to the storm drainage system.

▶ Kennedy Road Sidewalk and Class II Bike Lane

The Town is considering options to improve this street to provide a safer environment for all. The improvements will include new sidewalks, new Class II bike lanes on both sides, ADA upgrade at curb ramps, and intersection improvements for better biking and walking.

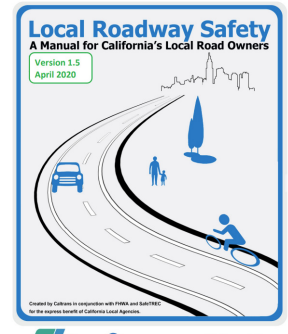
▶ Winchester Boulevard Complete Streets

This project will provide Complete Streets improvements, including removal of an automobile lane, separated bike lanes, new or upgraded pedestrian crossings, new sidewalks to fill the gaps, sidewalk improvements, pedestrian refuge islands, ADA upgrade to all bus stops, landscaped median islands, and intersection modifications for safer biking and walking. By making Winchester Boulevard better accommodating of users of all ages and abilities traveling by a variety of modes, the Town hopes to improve safety and connections for motorists, bicyclists and pedestrians and to encourage more bicycling and walking trips.

▶ Blossom Hill Road Traffic Calming

This project focuses on a stretch of Blossom Hill Road between Camelia Terrace and Hillbrook Drive. Although the Town has invested significantly in this roadway, most recently with upgrades to the pedestrian crossing at Hillbrook Drive and prior to that with improvements along Blossom Hill Park frontage, the roadway continues to experience heavy use. Residents have expressed concerns about vehicle speeds and driver behavior in this corridor with special focus on the school and park as areas where children use the sidewalks, crosswalks, and pathways.

05 Safety Analysis



Chapter 2 of Caltrans' *Local Roadway Safety Manual (LRSM)* instructs safety practitioners to "consider a wide range of data sources to get an overall picture of the safety needs." Crash data and contextual data were collected and analyzed as part of this plan, as well as anecdotal input from Town staff, Safety Partners, and community stakeholders.

This section summarizes the results of a broad collision analysis for the Town of Los Gatos, which will inform the project prioritization and countermeasures for the Town. This analysis considers injury collisions from 2015 through 2019 available through the Transportation Injury Mapping System (TIMS). TIMS was created by the Safe Transportation Research and Education Center (SafeTREC). It reports injury collisions utilizing data from the Statewide Integrated Traffic Records System (SWITRS).

COLLISION DATA SOURCE

Collision data for the five-year period spanning January 1, 2015 through December 30, 2019—the five most recent years of data available at the time the project was undertaken – was collected from TIMS. TIMS provides geocoded access to California crash data using the SWITRS data for injury and fatal collisions. SWITRS is collected and maintained by the California Highway Patrol (CHP) and contains all crashes that were reported to CHP from local and governmental agencies, including collision and citation reports collected by public safety officers in the Town. The California LRSM recommends the use of TIMS data for collision analysis, and the Safe System Approach focuses on specifically analyzing and eliminating collisions where involved parties are killed or seriously injured (known as KSI collisions). In general, collision databases have been found to have certain reporting biases,

including:

- Collision involving people walking, on bicycles, or on motorcycles are less likely to be reported than collisions with people driving
- Property damage collisions are less likely to be reported compared to more severe collisions
- Younger victims are less likely to report collisions
- Alcohol-involved collisions may be under-reported
- Race, income, immigration status, and English proficiency may also impact reporting, but there is limited research on these factors

Bicycle data, roadway characteristic data (centerlines, medians), sidewalk data, crosswalk data, and intersection control data were collected for the project through analysis of aerial imagery and verification of field conditions.

The collected data was spatially referenced and mapped in ArcGIS. Each collision was assigned to the nearest intersection within 250 feet, or the nearest roadway segment if no intersection was within range. A raw count of crashes was calculated for each intersection and roadway segment, and intersection collisions were separated by signalized and unsignalized locations. Roadway characteristic data were similarly spatially referenced as part of the analysis.

SUMMARY

This section summarizes the 5-year collision history for injury collisions occurring in the Town of Los Gatos from 2015 through 2019.

INJURY COLLISION TRENDS

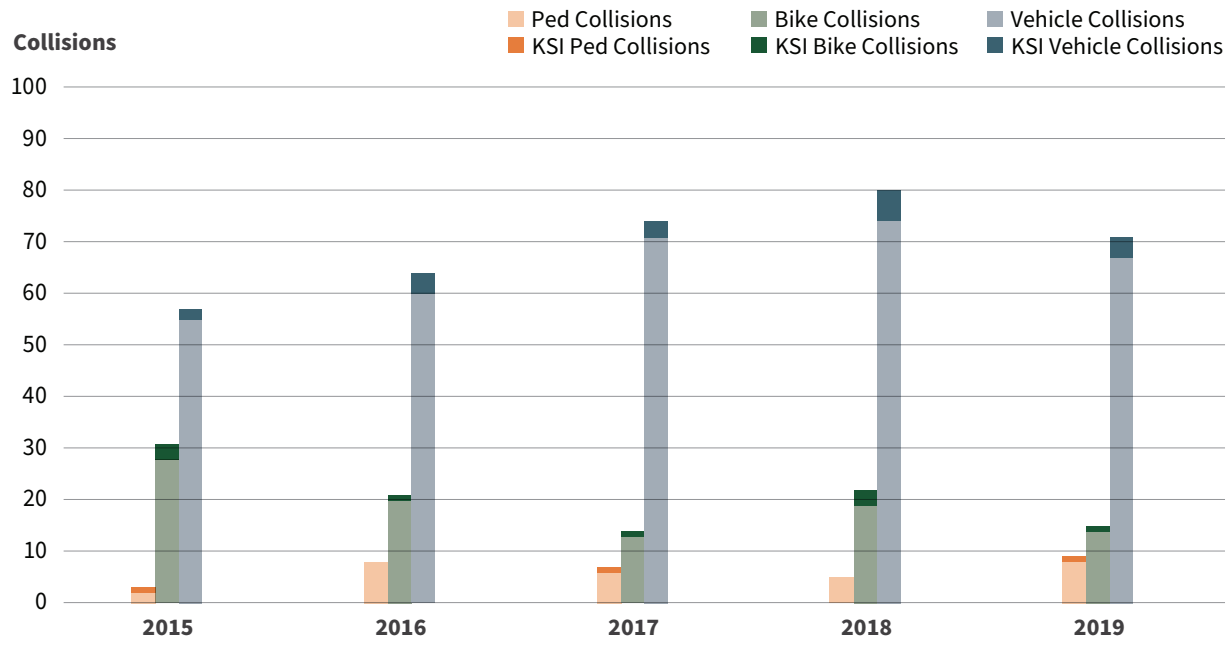
Approximately 481 injury collisions occurred within public right-of-way between January 1, 2015 through December 30, 2019 according to reported data. Of these, 135 (28%) involved a pedestrian or bicyclist. A total of 31 Collisions resulted in a fatality or severe injury. **Figure 2** displays all Townwide collision activity for the five-year study period using data processed through TIMS.

INJURY COLLISION SEVERITY

Between 2015-2019, 481 injury collisions occured on public right-of-ways. Of those, 31 resulted in a fatal or severe injury.

COLLISION ANALYSIS

FIGURE 2 COLLISION SEVERITY BY MODE, 2015-2019



Vulnerable road users, including bicyclists and pedestrians, are more susceptible to fatal or severe injury collisions. Broken down by collision mode, motor vehicle collisions accounted for 66% of injury collisions but 53% of fatal collisions. By contrast, pedestrian-involved collisions made up 8% of injury collisions but 12% of fatal collisions. Bicycle collisions made up 26% of injury collisions and 35% of fatal collisions. The bicycle and pedestrian collisions are disproportionately high in Los Gatos.

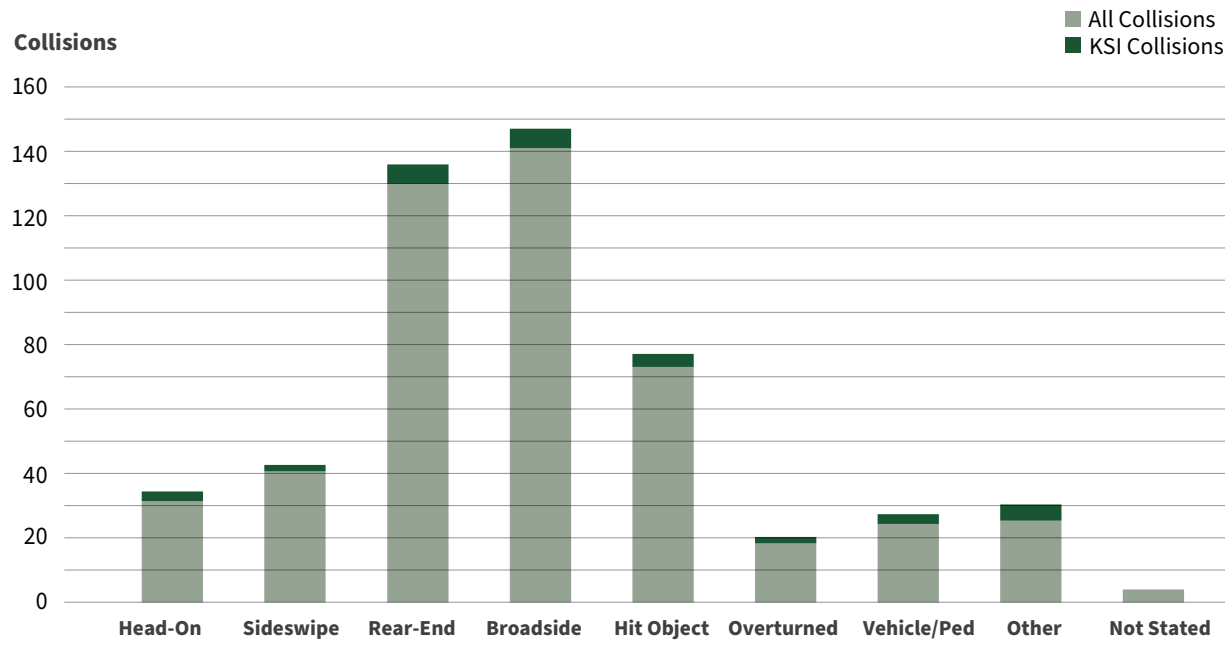
INJURY COLLISIONS BY TYPE

Collision types describe how a crash is reported by law enforcement based upon the parties who were involved and generally describes the way contact was made between the involved parties, shown in **Figure 3.**

- Vehicle-Pedestrian collisions are any crash involving both a motor vehicle and a pedestrian.
- Vehicle-Bicycle collisions are any collision involving both a motor vehicle and a bicyclist.
- An Overturned collision is any type of crash that results in at least one vehicle rotating 90 degrees or more side-to-side or end-to-end (also known as a "rollover.")
- A Head-on collision is between two vehicles where the primary point of contact was the front of both vehicles.
- Hit Object collisions are between a vehicle and non-vehicular object in or near the roadway.
- Sideswipe collisions are between vehicles, typically traveling the same direction, where the primary point of contact was the side of the vehicles.
- A Rear-end collision is between two vehicles traveling in the same direction where the front of one vehicle contacts the rear of another.
- Broadside collisions are between vehicles on conflicting paths where the front of one vehicle contacts the side of another.
- Unknown/Other collisions describe any reported collision that was not consistent with one of the primary collision types above or where collision type was not coded into the collision database.

The primary injury collisions by type in Los Gatos are Broadside, Rear End, and Hit Object.

FIGURE 3 COLLISION SEVERITY BY TYPE, 2015-2019



PRIMARY INJURY COLLISION FACTORS

Primary Collision Factors (PCFs) describe the primary reason(s) for a crash reported by law enforcement based upon citations or violations of the California Vehicle Code (CVC) shown in **Figure 4**.

- Auto Right-of-Way (R/W) Violation refers to a driver infringing upon the right-of-way of another party in violation of CVC 21800-21809.
- Improper Turning identifies a collision where a party made a left or right turn in violation of CVC 22100-22113.
- Unsafe Speed refers to a collision where a party is identified to be traveling at a speed exceeding that deemed reasonable or prudent for conditions in violation of CVC 22350.
- Traffic Signals and Signs describes a party disobeying a traffic control device such as a traffic signal or roadside sign in violation of CVC 38280-38302.
- Following Too Closely refers to a driver of a motor vehicle driving behind another vehicle at distance that is too short to be reasonable or prudent for conditions in violation of CVC 21703.
- Driving Under Influence identifies a collision where a driver is found to have been operating a vehicle while impaired by a substance – typically alcohol – in violation of CVC 23152.
- Unsafe Lane Change describes a collision where a party moves between two lanes or deviates course in a hazardous manner and/or without signaling appropriately in violation of CVC 22107.
- Unsafe Starting or Backing refers to a driver unsafely beginning movement of a stopped vehicle or backing a vehicle onto a roadway in violation of CVC 22106.
- Unknown/Other refers to a collision for which the primary cause was either not reported or was not consistent with any of the CVC violations described above.

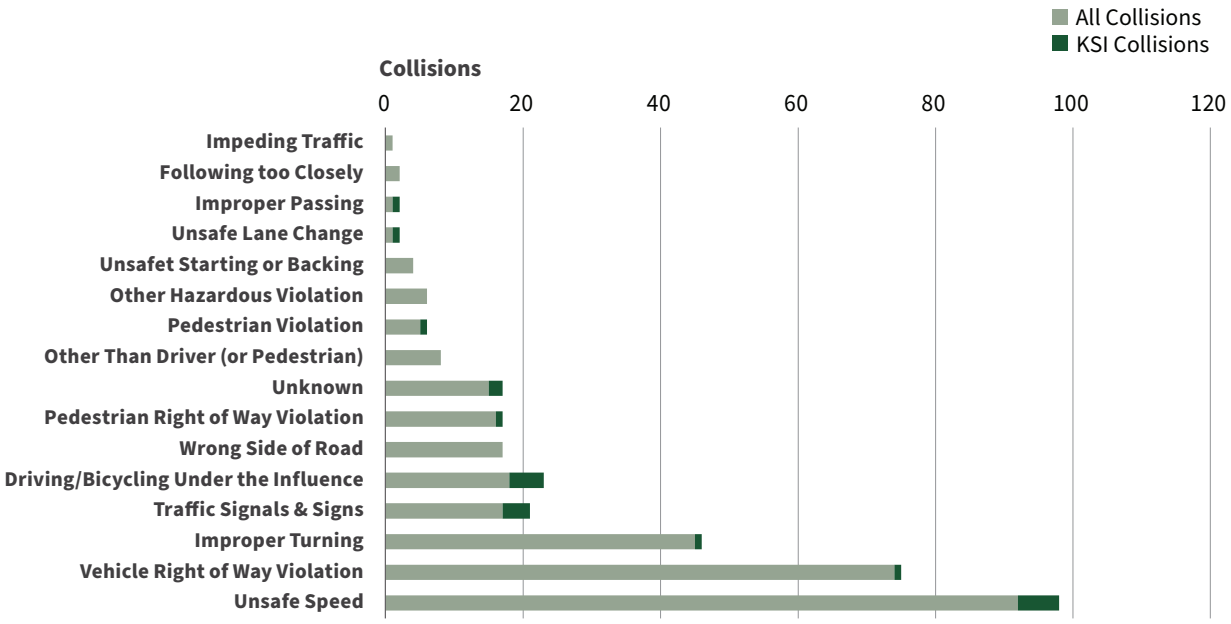
Identifying the outcomes of the collision (the injuries or type of damage which occurred) is a key part of assessing the environment and safety factors around the site of the collision. The major Primary Collision Factors in Los Gatos for injury collisions are Unsafe Speed, Vehicle Right of Way Violations, and Improper Turning.

COLLISION TRENDS IN LOS GATOS

This analysis identified several collision trends and risk factors in Los Gatos, including:

- Drugs or alcohol increased the likelihood that a collision will be more severe
- A much larger share of collisions occurred with ages 60 and older
- People walking and biking were more likely to be fatally or severely injured

FIGURE 4 COLLISION SEVERITY BY PRIMARY COLLISION FACTOR, 2015-2019



Hot Spot Analysis

Following conventional collision mapping processes, the top intersections and corridors where collisions occurred in the 5-year analysis period were identified. The location of fatal and severe injury (KSI) collisions were overlaid to reveal where the most severe collisions occurred and if there was overlap with the collision hotspots.

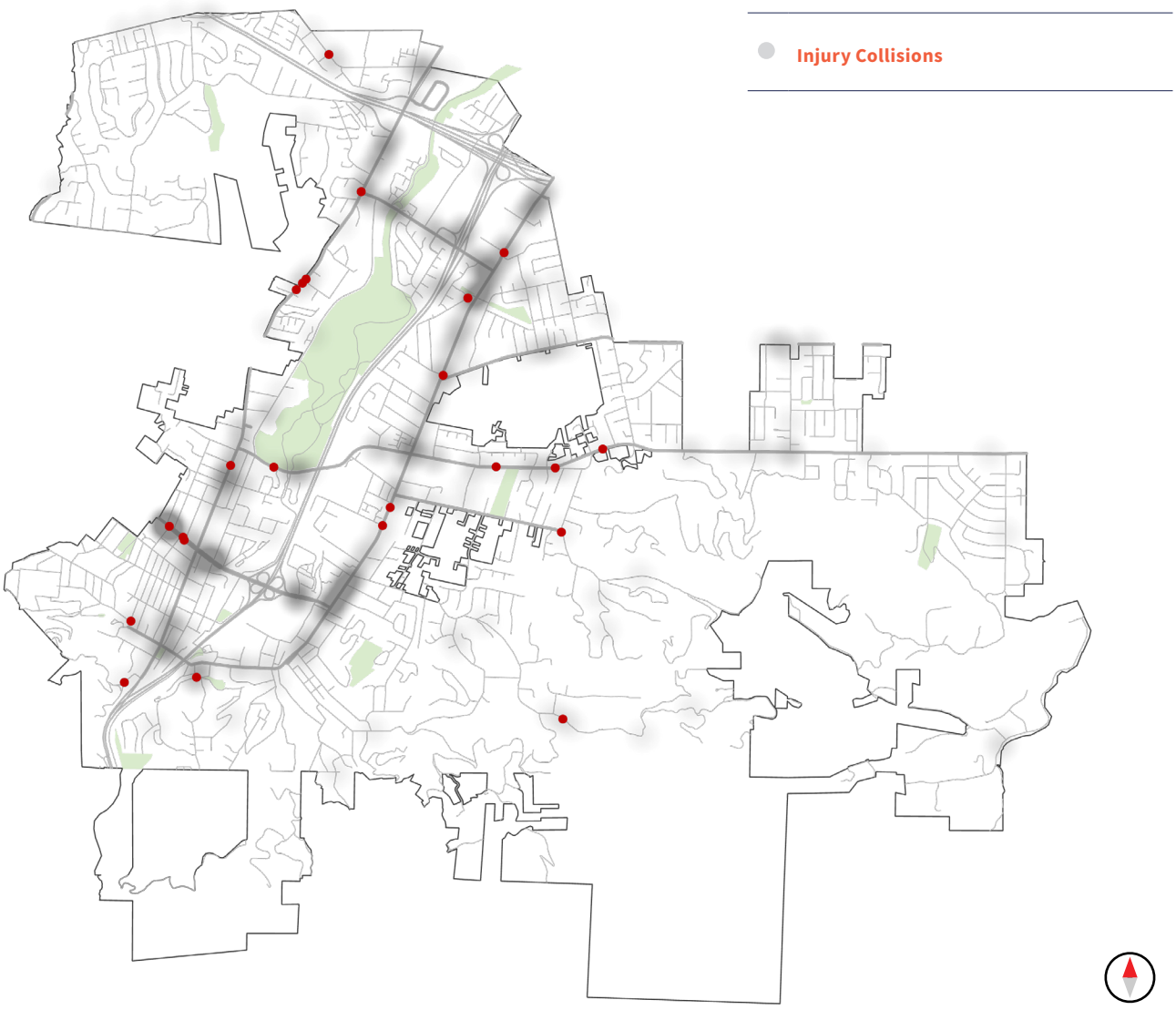
Killed or Severely Injured Collision (KSI)

Severe injuries resulting from a traffic collision can result in a number of catastrophic impacts, including permanent disability, lost productivity and wages, and ongoing healthcare costs. These injuries can include:

- Broken bones
- Dislocated or distorted limbs
- Severe lacerations
- Unconsciousness at or when taken from the collision scene

Throughout this plan, the acronym KSI is used to denote collisions where someone was killed or severely injured. **Figure 5** shows the collision hot spot locations and KSIs in the Town. See **Appendix C** for KSIs in Los Gatos.

FIGURE 5 INJURY & KSI COLLISIONS IN LOS GATOS



The key collision locations and corridors identified through this hotspot analysis and **Figure 6** are:

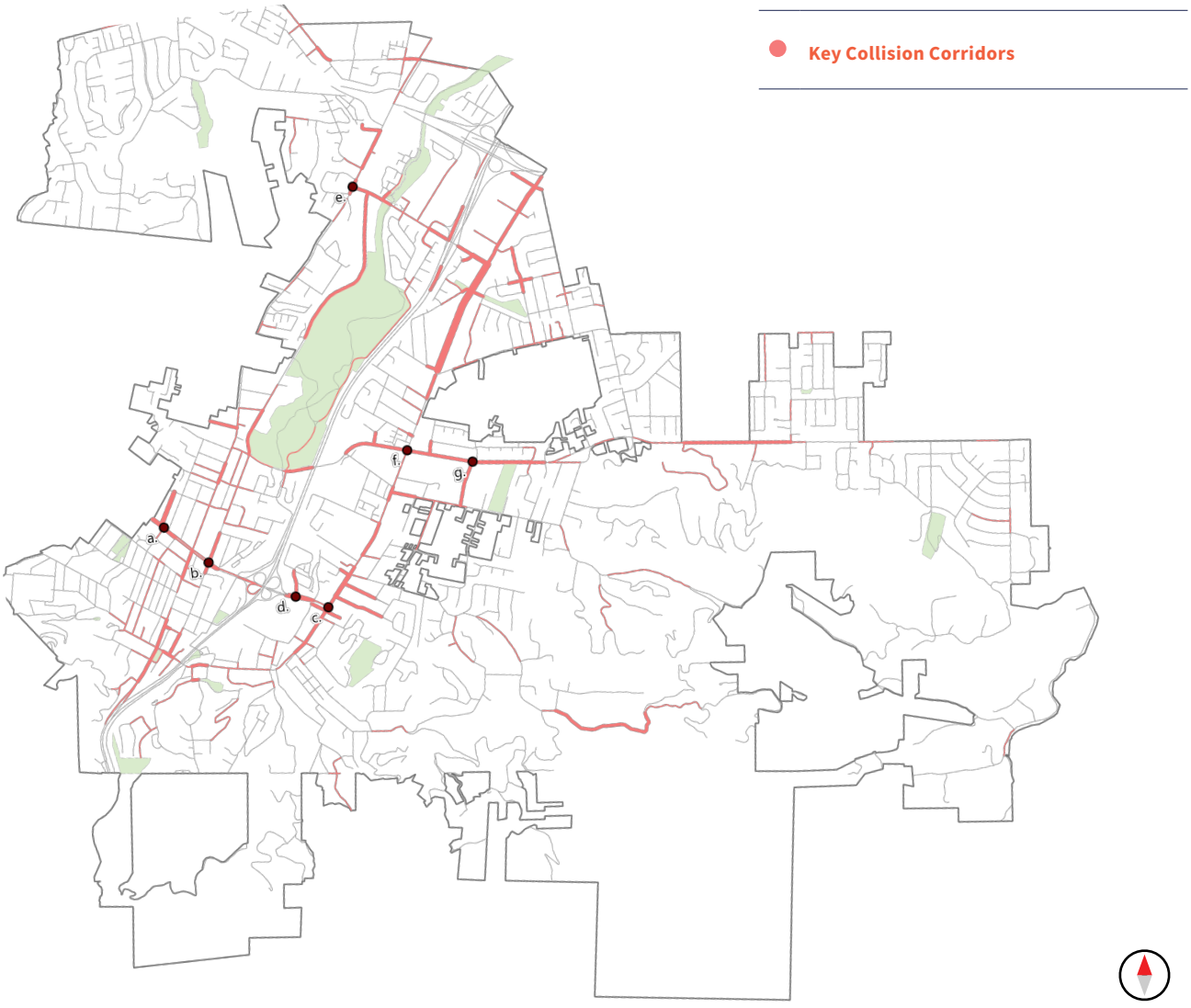
KEY COLLISION LOCATIONS

- **Los Gatos Saratoga Rd & Massol Ave/Montgomery St**
- **Los Gatos Saratoga Rd & University Ave**
- **Los Gatos Saratoga Rd & Los Gatos Blvd**
- **Los Gatos Saratoga Rd & Alberto Way**
- **Winchester Blvd & Lark Ave**
- **Los Gatos Blvd & Blossom Hill Rd**
- **Blossom Hill Rd & Cherry Blossom Lane**

KEY COLLISION CORRIDORS

- **Los Gatos Blvd: SR-85 to Simons Way**
- **Los Gatos Saratoga Rd: Montgomery St to Los Gatos Blvd**
- **Blossom Hill Rd: Roberts Rd to Hillbrook Dr**
- **Santa Cruz Ave: Blossom Hill Rd to Wood Rd**
- **University Ave: Vasona Oaks Dr to Lark Ave**
- **Lark Ave: Winchester Blvd to Los Gatos Blvd**

FIGURE 6 KEY LOCATIONS AND CORRIDORS



SYSTEMIC ANALYSIS

Systemic analysis is a proactive safety approach that focuses on evaluating an entire roadway network using a defined set of criteria. It looks at collision history on an aggregate basis to identify high-risk roadway characteristics in addition to looking at high collision locations. By merging adjacent road and intersection features with collision data, relationships can be uncovered between contextual factors and the risk of frequent and severe collisions. This systemic process relied on a twofold approach to identify key safety issues and locations to prioritize hot spot analysis and development of collision types.

COLLISION TYPING

In developing systemic analysis, it is important to understand the relationship between collisions and the contexts in which they occurred. A systemic matrix illustrating the number of collisions at the intersection of a collision characteristic (e.g. location of pedestrian) and a contextual characteristic (e.g. posted speed of roadway) was identified. Each combination of a collision characteristic and a contextual characteristic represents a collision type. The highest occurring collision types and collision types with the largest share of severe collisions were mapped and considered for further study. This process evaluates risk across the entire roadway system, rather than only managing risk at certain locations where collisions have occurred.

SYSTEMIC MATRICES

Collision data was paired with geographic roadway and other contextual data to develop collision types using a series of systemic matrices. Outputs from the collision analysis were used to populate a set of matrices that allow us to look at crosstabs (collision data in rows and geographic data in columns) for collisions across the entire roadway network. The matrices allowed for identification of the combinations of factors that contributed to a high number of all collisions, and combinations that led to a high number of fatal and severe collisions. Matrices were created for each mode, as well as for the most severe collisions. From these matrices, we identified a set of collision types that represent the most frequent and most severe collision types across a broad range of roadway contexts within Los Gatos.

The result of the systemic analysis was the identification of Town-wide collision profiles shown in the subsequent chapter.

06 Collision Risk Profiles & Countermeasure Toolbox

This chapter presents profiles identified through the hotspot and systemic analyses as well as key safety countermeasures applicable to different roadway contexts across Los Gatos.

COLLISION RISK PROFILES

Based upon the analysis of collision history, collision rates, and contextual factors, collision profiles or typologies can be identified. These profiles describe roadway characteristics and/or driver behaviors that are found to be leading to collisions and can therefore be used in a systemic methodology to proactively identify locations which have similar contexts but may have experienced fewer collisions in the past.

The systemic analysis combined collision history with contextual data on roadway characteristics as well as input from local stakeholders to produce a set of 10 collision profiles to highlight the most common and severe collision patterns in Los Gatos, shown in **Table 1**.

TABLE 1 COLLISION RISK PROFILES

COLLISION PROFILE	DESCRIPTION	FACTORS	NUMBER OF COLLISIONS	POTENTIAL COUNTERMEASURES
Age 60+ Collisions	Collisions involving people age 60 or older	Pedestrians, bicyclists and/or vehicles involved parties, involved party age 60+	82 Injury (21%) 6 KSI (20%)	Curb Extensions, Extended Pedestrian Crossing Time, Raised Crosswalks, Speed Tables, Pedestrian Refuge Island and Median, Signing and Striping Improvements, Enhanced Bicycle Facility, New Sidewalk, Retro Reflective Backplates for Signals, Daylighting Intersections
Unmarked Pedestrian Crossing	Pedestrians who are crossing outside of crosswalks involved in collisions	Pedestrians and vehicles both involved parties, location has unmarked crosswalk	10 Injury (3%) 3 KSI (10%)	Curb Extensions, Pedestrian Refuge Island and Median, Flashing Beacons, High Visibility Crosswalk
Failure to Yield to Pedestrians in Crosswalk	Pedestrians who are crossing at crosswalks involved in collisions	Pedestrians and vehicles both involved parties, location has marked crosswalk (midblock or at intersection, signalized or unsignalized)	16 Injury (4%)	Curb Extensions, Pedestrian Refuge Island and Median, Flashing Beacons, Leading Pedestrian Interval, High Visibility Crosswalk
Walking or Bicycling on a Major Roadway	Pedestrians or bicyclists involved in collisions along arterials such as Los Gatos Boulevard, Santa Cruz Avenue, and Blossom Hill Road	Pedestrians and/or bicyclists involved parties, location is classified as arterial	87 Injury (22%) 7 KSI (23%)	Enhanced Bicycle Facility, New Sidewalk, Roadway and Intersection Safety Lighting, Pedestrian Signal Improvements, Pedestrian Refuge Island and Median
Bicycle Collisions at Stop Signs	Cyclists at stop signs who are involved in collisions with vehicles	Bicyclists and vehicles both involved parties, location is unsignalized intersection with stop control	38 Injury (10%) 3 KSI (10%)	Enhanced Bicycle Facility, Curb Extensions, Signing and Striping Improvements, Parking Restrictions
Midblock Bicycle Collisions	Cyclists who are involved in collisions with vehicles away from an intersection	Bicyclists and vehicles involved parties, location is not intersection	31 Injury (8%) 4 KSI (13%)	Enhanced Bicycle Facility, Roadway and Intersection Safety Lighting, Pedestrian Crossing Enhancements
Speed Related Conflict	Vehicles involved in collisions where speed is identified as a contributing factor	Unsafe speed identified	116 Injury (30%) 5 KSI (16%)	Vehicle Speed Feedback Sign, Traffic Calming (Speed Humps or Raised Crosswalks), Protected Bikeway, Lane Reduction or Narrowing
Broadside Collisions at Unsignalized Intersections	Vehicle colliding with the side of another vehicle at unsignalized intersection	Vehicles are the involved party, collision type is broadside, location is unsignalized intersection	22 Injury (6%) 1 KSI (3%)	Signing and Striping Improvements, Parking Restrictions, Turn Restrictions/Medians, Lane Reduction, Modified Intersection Control (All-way Stop or Signalization)
Red Light Violation	Vehicles running red lights at signalized intersections	Vehicle is involved party, location is signalized intersection, violation is traffic signals and signs violation	17 Injury (4%) 1 KSI (3%)	Advance Dilemma-zone Detection, Signal Timing and Phasing Improvements, Signal Equipment Upgrades, Education & Compliance
Driving Under the Influence	Drivers driving under the influence of alcohol or drugs	Vehicle is involved party, at least one party was under influence of drugs or alcohol	25 Injury (6%) 5 KSI (16%)	Education, Enforcement, Vehicle Speed Feedback Sign, Traffic Calming (Speed Hump or Raised Crosswalk)

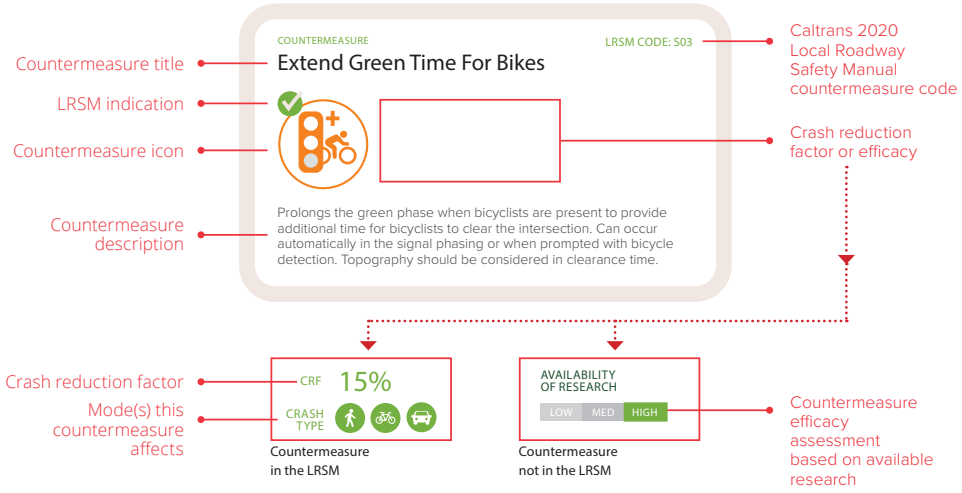
Note: Because an individual collision may be categorized under multiple profiles, the values in the table do not sum to 100%. Cells without a percentage KSI represent profiles where zero KSI collisions occurred for a given mode.

SAFETY COUNTERMEASURES TOOLBOX

This chapter presents key safety countermeasures applicable in different roadway contexts across Los Gatos. Each collision profile has an associated countermeasure.

Many of the countermeasures are Caltrans-approved, with an associated Crash Reduction Factor (CRF) and crash type (i.e., all modes, bicycle and pedestrian crashes only, etc.) as outlined in the 2020 California Local Roadway Safety Manual (LRSM). The higher the CRF (100% being the highest), the greater the expected reduction in crashes. Countermeasures not in the LRSM are scored on a "low-medium-high" AVAILABILITY OF RESEARCH scale based on proven safety studies; otherwise, denoted as "N/A" when limited safety studies are available. The higher the AVAILABILITY OF RESEARCH rating, the greater the expected reduction in crashes.

What You'll See Inside:



Engineering Countermeasures

A complete Safety Countermeasure Toolbox containing 88 countermeasures can be found in **Appendix D**.

Safe System Elements

Making a commitment to zero deaths means addressing every aspect of collision risks through the five elements of a Safe System, shown below. These layers of protection and shared responsibility promote a holistic approach to safety across the entire transportation system. The key focus of the Safe System approach is to reduce death and serious injuries through design that accommodates human mistakes and injury tolerances.

SAFE ROAD USERS

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

SAFE VEHICLES

Vehicles are designed and regulated to minimize the occurrence and severity of collisions using safety measures that incorporate the latest technology.

SAFE SPEEDS

Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

SAFE ROADS

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of collisions that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

POST-CRASH CARE

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Non-Engineering Countermeasures

EDUCATION

Transportation safety education plays an important role in shaping and shifting behavior. Many cities, such as Seattle, Oakland, and Los Angeles, are including community engagement and education to make streets safer for all. For example, the Los Angeles Vision Zero Dignity-Infused Community Engagement (DICE) approach includes partnerships with local nonprofits, paid outreach work for those experiencing barriers to employment, and both large- and small-scale community engagement events.

Community engagement is not a one-size-fits-all model as different communities have different needs. By developing culturally relevant engagement strategies, all participants are invited into conversations about safety. For example, including cultural markers of a local community can be a creative and welcoming way of engaging residents. Also, meeting people "where they are" to gather input on safety issues at local parks can more effectively engage parents and children, rather than expecting families to attend a meeting at a government building. Pop-up engagement conducted by the Town and Safe Routes to School staff at the Los Gatos Farmers' Market as part of the LRSP is an example of such education efforts.

ENFORCEMENT

Traffic enforcement can be one part of a multipronged approach to communicating expected behaviors for safe road users, combined with other strategies such as road user education and safe road design. The following sections discuss effective strategies and noteworthy considerations for implementing enforcement-based strategies.

EMERGENCY SERVICES

Victims involved in collision have a higher chance of survival if they can quickly receive medical care. In many cases, law enforcement officers and fire department staff are the first responders to arrive at a collision location. In addition to equipping all first responders with the appropriate training, improving response times for Emergency Medical Services (EMS) will help improve collision victims' chances of survival. Additionally, collisions on their own can also put first responders' and other road users' lives at risk due to increased congestion during the collision response, which may lead to secondary collisions.

Los Gatos should work with EMS to provide effective response times while maintaining a safe environment while traveling to the scene of collisions and attending to patients at the scene. Strategies include designing emergency vehicles to be highly visible (e.g., retroreflective striping and chevrons, high-visibility paint, and built-in passive light) and implementing emergency vehicle signal preemption, which allows emergency vehicles to break a normal signal cycle and proceed through an intersection.

EMERGING TECHNOLOGY

Recent advancements in transportation technology have not only introduced new transportation modes and travel patterns, but have also presented opportunities to better understand travel behavior and encourage safe behavior.

07 Emphasis Areas

Through the collision and contextual data analysis, a set of safety emphasis areas for the Town were identified.

These emphasis areas were selected in collaboration with the Town taking into account community and stakeholder feedback on areas of concern, the number of collisions, and systemic analysis results.

A **full list of emphasis areas** can be found in **Table 3**: priority emphasis areas table.

The **emphasis area cutsheets** can be found in **Appendix E**, which show the collisions, top injury factors, and proposed countermeasures at each location.

INITIAL SELECTION OF EMPHASIS AREAS

An initial list of twelve intersection and segment emphasis areas was identified using a combination of the number of collisions, the number of KSI collisions, and the systemic analysis results. These locations reflect a variety of contexts, location types, and collision risk profiles. The initial 12 locations are reflected in **Table 2**.

FINAL EMPHASIS AREAS

Upon consulting with stakeholders and Town staff, five final emphasis areas were selected from the initial twelve locations. The selection of these areas took into account recent or planned implementation of safety improvements at some of the locations, including improvements completed at Highway 9 (Los Gatos Saratoga Road) & Massol Avenue and Winchester Boulevard & Lark Avenue intersection as well as designs included in the CIP at the Highway 9 interchange and along Blossom Hill Road.

The final five emphasis areas reflect a variety of contexts, including a mutli-lane arterial corridor, downtown “main street” context, residential neighborhood street, and an intersection with high multimodal demand. This allows the potential countermeasures identified for the final emphasis areas to provide a representative framework for evaluating safety countermeasures at locations throughout the Town as part of future efforts. The five final emphasis areas are (shown in **Figure 4)**:

- **Blossom Hill Rd and Vasona Park Rd**
- **Tait Ave: W Main St and Los Gatos Saratoga Rd**
- **Santa Cruz Ave: W Main St and Los Gatos Saratoga Rd**
- **N Santa Cruz Ave: Blossom Hill Rd and Thurston St**
- **Los Gatos Blvd: Bennett Way to Garden Ln**

TABLE 2 PRIORITY EMPHASIS AREAS INITIAL SELECTION

LOCATION	Total Injury Collisions	KSI Collisions	TOP INJURY FACTORS
Intersection			
Blossom Hill Road & Vasona Park Road	5	0	Unsafe Speed DUI
Los Gatos Saratoga Rd & Montgomery St	10	0	Broadside Driver not yielding Failure to signal
Los Gatos Saratoga Rd & University Ave	8	0	Unsafe Speed Broadside Rear end Driver not stopping at line
Winchester Blvd & Lark Ave	3	1	Unsafe Speed Driver not stopping at line Rear End
Winchester Blvd & Wimbledon Dr	3	0	Unsafe Speed Driver not yielding at crosswalk Improper turning
Los Gatos Blvd & Blossom Hill Road	5	0	Unsafe Speed DUI Rear End
Los Gatos Blvd & Garden Hill Drive	5	0	DUI Unsafe Speed
Segments			
Tait Avenue: West Main St to Los Gatos Saratoga Rd	4	1	Unsafe Speed Left Turn Violation Pedestrian crossing outside of crosswalk
North Santa Cruz Avenue: Main St to Los Gatos Saratoga Rd	16	0	Unsafe Speed Driver not yielding at crosswalk Failure to signal
North Santa Cruz Avenue: Blossom Hill Rd to Thurston St	12	1	Rear End Failure to Yield Left Turn Violation
Los Gatos Boulevard: Bennett Way to Los Gatos Almaden Rd	29	2	Unsafe Speed Failure to yield Rear End Broadside
Los Gatos Saratoga Rd: Los Gatos Blvd to HWY 17 off ramp	10	0	Unsafe Speed DUI Rear End Driver not yielding
Blossom Hill Rd: Los Gatos Blvd to Winterbrook Rd	13	1	Unsafe Speed DUI Improper Turning Driver not yielding or stopping at line
Los Gatos Blvd: Bennett Way to Garden Ln	19	1	Unsafe Speed Failure to yield Rear End Broadside

Walking Audits

Walking Audits were held on January 25, 2022 with Town staff and the Safety Partners to discuss potential countermeasures as well as benefits and challenges of implementing various safety projects. The group walked two of the five emphasis areas - Los Gatos Boulevard from Los Gatos Almaden Road to Lark Avenue and Tait Avenue from Highway 9 (Los Gatos Saratoga Road) to Main Street. After the walking audits, adjustments to preliminarily identified countermeasures at each location were identified for consideration in not only those two areas, but also for similar treatments in each of the five emphasis areas.

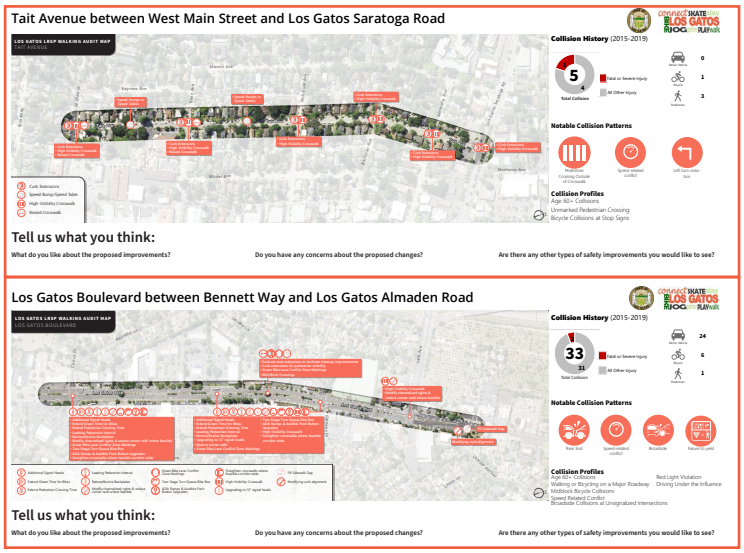
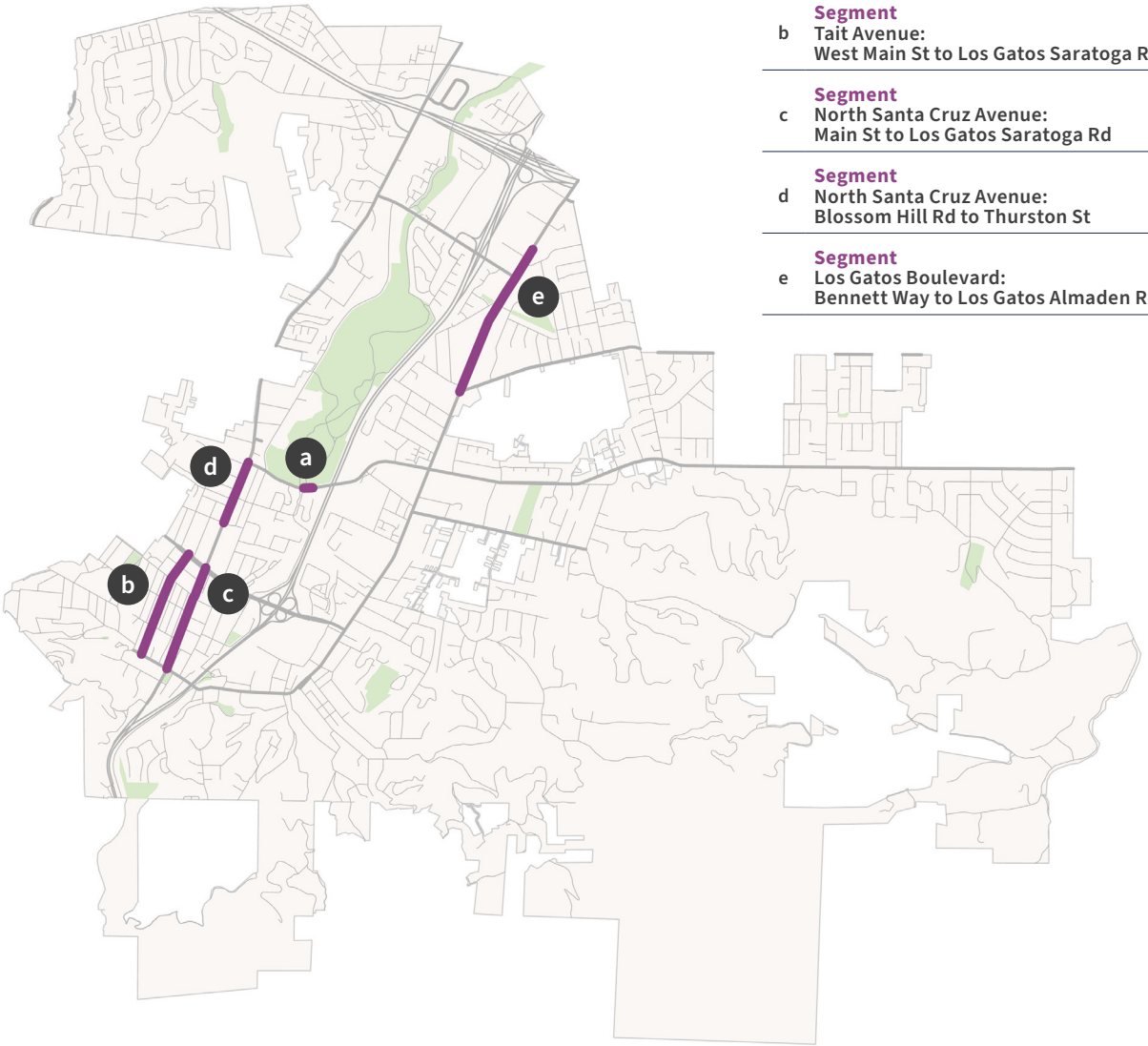


FIGURE 7 PRIORITY EMPHASIS AREAS



a **Intersection**
Blossom Hill Road & Vasona Park Road

b **Segment**
Tait Avenue:
West Main St to Los Gatos Saratoga Rd

c **Segment**
North Santa Cruz Avenue:
Main St to Los Gatos Saratoga Rd

d **Segment**
North Santa Cruz Avenue:
Blossom Hill Rd to Thurston St

e **Segment**
Los Gatos Boulevard:
Bennett Way to Los Gatos Almaden Rd

Specific elements discussed during the walk audit and through subsequent collaboration with the Safety Partners included:

- Reevaluation of midblock crosswalk recommendations, especially on multi-lane arterials
- Potential benefit of traffic operation analysis to further evaluate modifications to elements such as corner radii, right-turn islands, or traffic signal operations on busier corridors, particularly for future corridor study that may be developed along Los Gatos Boulevard
- Consideration for pedestrian scale lighting, including at neighborhood locations

Identification of Potential Countermeasures for Priority Emphasis Areas

Table 3 shows the final Priority Emphasis Areas with the total collisions, KSI collisions, and top injury factors identified. The potential countermeasures at these locations may be suited to a wide variety of approaches for funding and implementation, with opportunities to implement systemic, low-cost, quick-build improvements potentially best suited to funding through the Highway Safety Improvement Program (HSIP). The emphasis area cutsheets can be found in **Appendix E**, which shows the collisions, top injury factors, and proposed countermeasures at each location. The final table and map can be found in **Table 3** and **Figure 7**.

TABLE 3 FINAL PRIORITY EMPHASIS AREAS

	LOCATION	Total Injury Collisions	KSI Collisions	TOP INJURY FACTORS
a	**Intersection** **Blossom Hill Road & Vasona Park Road**	5	0	Unsafe Speed DUI
b	**Segment** **Tait Avenue:** **West Main St to Los Gatos Saratoga Rd**	4	1	Unsafe Speed Left Turn Violation Pedestrian crossing outside of crosswalk
c	**Segment** **North Santa Cruz Avenue:** **Main St to Los Gatos Saratoga Rd**	16	0	Unsafe Speed Driver not yielding at crosswalk Failure to signal
d	**Segment** **North Santa Cruz Avenue:** **Blossom Hill Rd to Thurston St**	12	1	Rear End Failure to Yield Left Turn Violation
e	**Segment** **Los Gatos Boulevard:** **Bennett Way to Los Gatos Almaden Rd**	29	2	Unsafe Speed Failure to yield Rear End Broadside

TABLE 4 PRIORITY EMPHASIS AREA COUNTERMEASURES

	LOCATION	Signal Timing and Phasing	Signs and Markings	Intersection and Roadway Design	Bikeway Design	Pedestrian Crossings
a	**Intersection** **Blossom Hill Road & Vasona Park Road**	Advance Limit Line Retroreflective Back-plates			Class IV Bikeway Delineators Extend Green Time for Bikes Two-Stage Turn Queue Bike Box	Protected Intersection Wayfinding Leading Pedestrian Interval
b	**Segment** **Tait Avenue: West Main St to Los Gatos Saratoga Rd**		Advance Stop Bar Advance Yield Markings	Speed Humps or Speed Tables Paint and Plastic Curb Extension		Curb Extensions High-Visibility Crosswalk Raised Crosswalk Consider Pedestrian Scale Lighting
c	**Segment** **North Santa Cruz Avenue: Main St to Los Gatos Saratoga Rd**	Additional Signal Heads Extend Pedestrian Crossing Time Leading Pedestrian Interval Retroreflective Back-plates Upgrading to 12" signal heads		Reduce corner radii where feasible	Green Bike Lane Conflict Zone Markings Two-Stage Turn Queue Bike Box	ADA Ramps & Audible Push Button Upgrades High-Visibility Crosswalk Straighten crosswalks Provide Yield Limit lines RRFB Improve sightlines
d	**Segment** **North Santa Cruz Avenue: Blossom Hill Rd to Thurston St**	Additional Signal Heads Extend Pedestrian Crossing Time Leading Pedestrian Interval Retroreflective Back-plates Upgrading to 12" signal heads		Modify channelized rights & reduce corner radii where feasible	Green Bike Lane Conflict Zone Markings Two-Stage Turn Queue Bike Box Evaluate lane reductions to facilitate bikeway improvements	ADA Ramps & Audible Push Button Upgrades High-Visibility Crosswalk Straighten crosswalks Provide Yield Limit lines RRFB Improve sightlines
e	**Segment** **Los Gatos Boulevard: Bennett Way to Los Gatos Almaden Rd**[1]	Additional Signal Heads Extend Green Time for Bikes Extend Pedestrian Crossing Time Leading Pedestrian Interval Retroreflective Back-plates Upgrading to 12" signal heads		Modify channelized rights & reduce corner radii where feasible	Green Bike Lane Conflict Zone Markings Two-Stage Turn Queue Bike Box Evaluate lane reductions to facilitate bikeway improvements	ADA Ramps & Audible Push Button Upgrades High-Visibility Crosswalk Straighten crosswalks

[1]Improvements in ii, iii, iv may be pursued in phases with more substantial modifications considered through the LGB Class IV corridor design

08 Funding, Implementation & Evaluation Strategies

This chapter identifies funding and implementation considerations that will be important to Town staff as they seek to program and construct safety projects.

FUNDING OPPORTUNITIES

Although HSIP is a common avenue for funding safety improvements, a variety of additional funding sources can be used to finance safety projects. The Funding Sources Table 5 outlines regional, state, and federal programs related to transportation, air quality, sustainability, and housing that can be utilized to fund associated safety improvements depending on context.

TABLE 5 FUNDING SOURCES

FUNDING SOURCE	PROGRAM PURPOSE
CONGESTION MITIGATION AND AIR QUALITY (CMAQ) IMPROVEMENT PROGRAM	The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).
COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM	(CDBG) program is a flexible program that provides communities with resources to address a wide range of unique community development needs. Communities often use CDBG funds to construct and repair streets and sidewalks.
BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD) TRANSPORTATION DISCRETIONARY GRANT PROGRAM	This program supports projects that are "road or bridge projects eligible under title 23, United States Code;" and "intermodal projects." This program replaces the TIGER program.

FUNDING SOURCE	PROGRAM PURPOSE
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)	California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of collision experience, collision potential, collision rate, or other data-supported means.
ACTIVE TRANSPORTATION PROGRAM (ATP)	ATP is a statewide competitive grant application process with the goal of encouraging increased use of active modes of transportation. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. The ATP administered by the Division of Local Assistance, Office of State Programs.
SB-1 TRANSPORTATION FUNDING	The State Transportation Improvement Program (STIP) is the biennial five-year plan for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements.
SANTA CLARA COUNTY MEASURE B	A one-half cent sales tax measure in Santa Clara County for transportation improvements to enhance transit, highways, expressways and active transportation through April 1, 2047.
METROPOLITAN TRANSPORTATION COMMISSION (MTC) ONE BAY AREA GRANT (OBAG) PROGRAM	Federally funded program administered by MTC to invest in local street and road maintenance, streetscape enhancements, bicycle and pedestrian improvements, transportation planning, and safe routes to school while advancing regional housing goals.
CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM	To encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the California Transportation Commission.
CALIFORNIA OFFICE OF TRAFFIC SAFETY (OTS)	OTS administers traffic safety grants in the following areas: Alcohol Impaired Driving, Distracted Driving, Drug-Impaired Driving, Emergency Medical Services, Motorcycle Safety, Occupant Protection, Pedestrian and Bicycle Safety, Police Traffic Services, Public Relations, Advertising, and Roadway Safety and Traffic Records.
AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES (AHSC)	The Affordable Housing and Sustainable Communities (AHSC) Program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit.

IMPLEMENTATION STRATEGIES

Implementation of the LRSP is a vital step in the process where identified strategies and projects are executed. To successfully implement programs and projects, partnerships, trust, funding and coordination need to be proactively managed. Successful implementation requires sustained and coordinated support from key stakeholders, elected officials and Town staff. Some strategies are outlined below:

OVERSIGHT & ACCOUNTABILITY

Establishing a committee or Task Force with key officials and stakeholders (in and outside of the Town) that meets bi-annually or quarterly is recommended to facilitate effective delivery of safety projects and programs. Having appointed leadership will be a crucial part of maintaining buy-in and support for the LRSP from not only officials, but the community as well. Leadership could additionally include members from identified LRSP partners. Holding the Town's Community Development, Engineering, and Public Safety Departments accountable is crucial for effective implementation, along with holding County departments accountable as well. Some duties could include conducting briefings and presentations at board and agency meetings, collecting and sharing information on a regular basis and updating a public-facing database (or scorecard) on LRSP goal progress.

COORDINATION & PARTNERSHIP

Throughout the lifetime of the LRSP, coordination and partnership amongst diverse stakeholders will be essential for effective delivery of the LRSP. Some strategies include regularly informing leaders and stakeholders on progress and key milestones, consulting partner agencies early on in the implementation process to gather suggestions and feedback, and finding opportunities for partnership via project bundling (e.g. integrating LRSP projects with pavement resurfacing and maintenance).

FUNDING

One major hurdle to plan implementation is often funding. As part of an implementation strategy it is recommended that the Town stay up to date on potential grant opportunities and place the most competitive projects forward as grant sources evolve. Additionally, reviewing an updated list of current capital projects to find where LRSP projects could overlap for possible project bundling. See previous section on funding for more details.

COMMUNICATION

Having continued communication and transparency with stakeholders and community members can allow for greater trust and support of the LRSP's goals. Some strategies include communication across diverse channels (e.g. updated webpage, news, and social media), actively addressing community concerns, publishing updating factsheets on plan progress, and regular public meetings using effective community engagement techniques. An oversight committee or Task Force (as proposed above) could aid with leading efforts on communication and trust-building.

IMPLEMENTATION ACTIONS, PHASING & SEQUENCING

Implementing countermeasures, projects, and programs identified in the LRSP typically requires an ongoing, long-term commitment from the Town. To facilitate the evaluation and prioritization of funding, it can be desirable to consider the implementation of safety projects through different time horizons.

Near-term implementation efforts may focus on low-cost improvements which can be constructed within five years. These may include systemic improvements such as upgraded traffic signal heads, signal phasing and timing modifications, high-visibility crosswalk markings, and pedestrian visibility enhancements which can be pursued as discrete projects or as system improvements at multiple locations.

Medium-term implementation goals may target the pursuit of progressive safety elements such as those identified in the Countermeasure Toolbox in all capital projects and infrastructure planning efforts already underway. This could include emphasizing safety in projects such as the Highway 17 Bicycle and Pedestrian Overcrossing, Winchester Boulevard Complete Streets, Blossom Hill Road Safety Improvements, and Los Gatos Boulevard corridor improvements.

Long-term goals may focus on further emphasizing safety in future planning and design efforts, including updates to the Bicycle and Pedestrian Master Plan and all capital improvement projects. Future efforts for the Town to consider may also include formalizing the Town's pledge to Vision Zero strategies and values. An ongoing commitment to the inclusion of off-site safety improvements in conjunction with development projects will allow the Town to capitalize on additional funding opportunities.

EVALUATION STRATEGIES

Evaluation allows the Town to understand its performance in achieving its safety goals and inform future decision-making accordingly. It provides the basis for determining selection of emphasis or priority areas, countermeasures, and locations to reduce collisions and collision severity.

UPDATE THE PLAN REGULARLY

For example, scheduling an update every two years could assist with organizing and directing evaluation efforts. As conditions within the Town and Region could change, it will be necessary to update the LRSP in the future.

IDENTIFY TARGET METRICS AND MEASURE GOAL PERFORMANCE IN PRIORITY AREAS

In order to understand progress and safety conditions, several metrics should be used in LRSP evaluation. Examples of measuring goal performance include monitoring the number of total collisions, specific types of collisions, and/or safety infrastructure improvements installed.

Additional regular measurement of goal progress in priority areas can be performed every year. One example is a safety scorecards, which are released annually and can be a powerful tool for measuring effectiveness, highlighting areas that need further attention and resources, and identifying tasks and deadlines for responsible stakeholder parties.

CONTINUE ENGAGEMENT OF STAKEHOLDERS

Efforts around evaluation should include expanding partnership from diverse sources (e.g. officials, agencies, community advocacy groups). Input from identified stakeholders and future partners, along with collected target metrics, could be used to adapt the plan based on community feedback and expert insight as projects and programs are rolled out.

Conduct pre- and post- surveys with community members to measure how their actions and views have shifted after engagement around traffic safety. Local partners can be tasked with disseminating the pre- and post-surveys to residents. Surveys should evaluate whether respondents express a shift in behavior after having participated in traffic safety programming. The metrics for evaluation can also be developed in partnership with local partners to facilitate broader accessibility for the public.

Los Gatos Local Roadway Safety Plan: Appendices

connect SKATE stay BIKE LOS GATOS JOG gather PLAY walk

Appendix A:
Survey Responses

Los Gatos Local Roadway Safety Plan

Winter 2021

Survey Report

Table of Contents

A. Background

Purpose

The Town has been working hard to put out better programs for safe, more connected streets. This program, "Connect Los Gatos", is a public engagement initiative that promotes bicycle and pedestrian projects that are all part of a big picture effort to provide connected multi-modal routes through the Town. These projects improve current conditions for pedestrians and cyclists by providing sidewalks, enhancing bike paths and lanes, and incorporating smart streets safety design features. With that in mind, we put out this Local Roadway Safety Plan (LRSP) Survey to:

- Better understand the problems people are facing on the roads;
- Understand how the community travels;
- Gain support for the Connect Los Gatos Programs; and
- Help inform the Local Road Safety Plan.

Survey Period

November 4, 2021 – December 3, 2021

Survey Mechanism

This survey was administered online through SurveyMonkey. The Survey was open to all citizens and was posted on the LRSP Webpage and sent to 247 Connect Los Gatos Notify Me Subscribers. A total of 80 responses were received. The survey questions can be found in section B.

B. Survey Questions

Q1. What location in Los Gatos do you have safety concerns? Please provide up to three specific intersections or street names.

Q2. What is your primary safety concern in Los Gatos? Check all that apply.

Q3. Is there anything else you would like to add for Town wide traffic safety consideration?

C. Survey Responses

Q1. What location in Los Gatos do you have safety concerns? Please provide up to three specific intersections or street names.

RESPONDENTS	RESPONSE DATE	LOCATION 1	LOCATION 2	LOCATION 3
1	Nov 23 2021 12:28 PM	University between Lark and Blossom Hill		
2	Nov 22 2021 08:13 AM	Clearview Drive off of La Rinconada	Vineland off Winchester	Eaton off Winchester
3	Nov 21 2021 02:31 PM	Clearview Drive		
4	Nov 20 2021 05:00 PM	Corner Los Gatos Blvd. and Blossom Hill	Los Gatos Saratoga Rd...Hwy. 9	Left turn lane Hwy 9 (Los Gatos Saratoga Rd.) and Massol
5	Nov 20 2021 09:56 AM	Shannon Road		
6	Nov 20 2021 09:13 AM	In front of LGHS ON LG blvd	Main and Santa Cruz Ave	Highway 17 on-ramp to Highway 9
7	Nov 20 2021 08:05 AM	cross walk on hi way 9 at Massol add flashing lights further back	need dedicated pedestrian crossing at Andrews and N. santa cruz	heavy traffic on Monterey Ave speeding ,need more speed bumps
8	Nov 19 2021 02:46 PM	Shannon Rd., Roberts Rd. & Los Gatos Blvd	Phillips Road & Cypress Way	
9	Nov 19 2021 11:42 AM	Blossom Hill Road between Union and Camino Del Cerro		
10	Nov 17 2021 10:04 AM	Santa Cruz Ave	Hiway 9 intersection	Blossom hill rd
11	Nov 16 2021 03:30 PM	Englewood and Marchmont	Los Gatos Blvd and Kennedy	
12	Nov 16 2021 08:47 AM	Los Gatos boulevard	Lark ave	Los Gatos Saratoga road
13	Nov 15 2021 07:09 PM	Blossom Hill Road and Bridge over Hwy 17	Roberts Road	University Ave
14	Nov 15 2021 04:29 PM	Los Gatos Blvd and Loma Alta		
15	Nov 15 2021 07:58 AM	University Ave and Hwy 9	Roberts Rd- University to Blossom Hill	hwy 9
16	Nov 14 2021 10:26 PM	Kennedy Rd/Longmeadow Dr	Santa Cruz Ave (barriers)	Lark Ave

17	Nov 14 2021 11:13 AM	Blossom hill/cherryblossom	Kennedy	
18	Nov 14 2021 10:33 AM	Lark and Los Gatos Blvd	Los Gatos Blvd and hwy 9	Kennedy
19	Nov 14 2021 10:10 AM	Main Street	Main at Jackson St	Oak Hill Rd
20	Nov 14 2021 08:17 AM	LG Almaden Rd between National and Cherry Blossom		
21	Nov 13 2021 11:07 PM	North and South Santa Cruz Ave	The restaurant extensions is effecting safety.	
22	Nov 13 2021 10:12 PM	Old blossom hill	Blossom hill	
23	Nov 13 2021 07:27 PM	Camellia Terrace at Blossom Hill		
24	Nov 13 2021 04:52 PM	Blossom hill	Old blossom hill	
25	Nov 13 2021 04:32 PM	Hwy 9 at Massol	Winchester at Lark	
26	Nov 13 2021 02:30 PM	Near HS: LG Blvd near Pleasant		
27	Nov 13 2021 02:10 PM	Los Gatos Blvd + Lark Avenue	Main Street + College Avenue (Los Gatos Penthouse)	Main Street + University Avenue (Parklets are a problem)
28	Nov 13 2021 01:15 PM	The intersection of the Los Gatos-Saratoga Rd and Los Gatos Blvd	Los Gatos Blvd from the intersection with Shannon Rd to E Main St	
29	Nov 13 2021 01:09 PM	Lark and the exit from SR-17 Northbound	Lark and Winchester	Los Gatos Saratoga Road just west of Santa Cruz
30	Nov 13 2021 12:40 PM	85 & Winchester cars parking in front of court side	Winchester & Newell Ave can't turn north bound now	Lark between LG Blvd & Winchester is a complete mess without North 40 being completed
31	Nov 13 2021 11:44 AM	Wedgewood Ave	Winchester Blvd/lark Avenue	Lark Ave/ Los Gatos Blvd

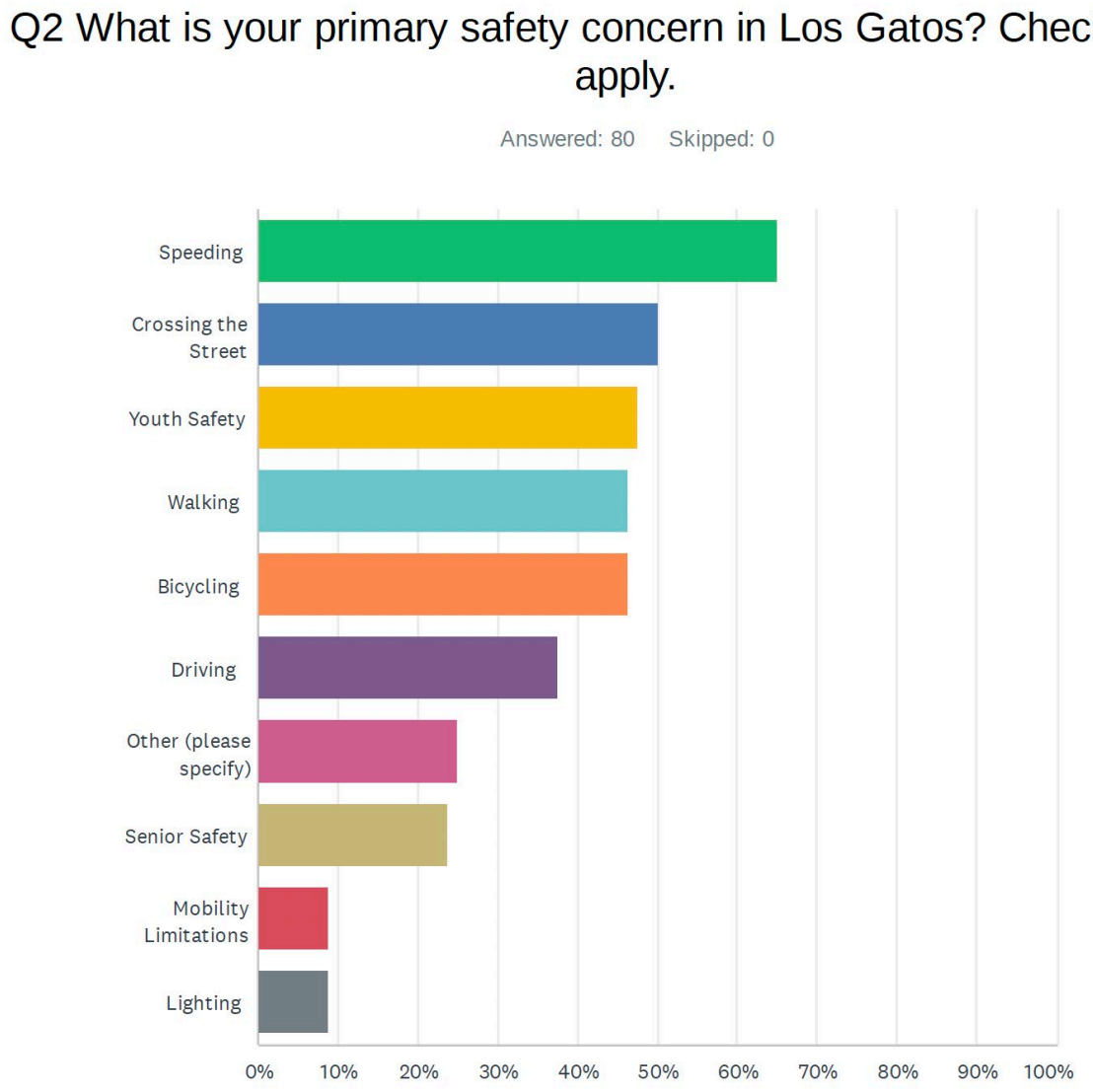
32	Nov 13 2021 11:36 AM	La Rinconada Drive to golf course	Los Gatos Blvd	Winchester Blvd
33	Nov 13 2021 11:22 AM	Pollard, entrance into Rinconada Hills near Rolling Hills school	Pollard, in front of El Camino Hospital	University between Lark and Blossom Hill
34	Nov 13 2021 10:38 AM	Lynn and Pinehurst Ave		
35	Nov 13 2021 09:24 AM	Blossom Hill Rd, Blossom Hill park	Blossom Hill Rd, Cherrystone Dr, Winterbrook, Linda Ave	
36	Nov 13 2021 09:11 AM	Hwy 9 and Massol	Santa Cruz Ave and Broadway	Get rid of new parking spaces on Winchester
37	Nov 13 2021 08:56 AM	In front of blossom hill school	Old blossom hill road	
38	Nov 13 2021 08:44 AM	Blossom hill and old blossom hill	Blossom hill and Linda	Blossom hill and lu Ray
39	Nov 13 2021 08:43 AM	Blossom Hill Rd & Old Blossom Hill Rd	Blossom Hill Rd by Blossom Hill School	Blossom Hill Rd & LuRay
40	Nov 13 2021 08:36 AM	Lark. And Los Gatos Blvd	Lark and Highway 17	Los Gatos Blvd and LG Almaden Rd
41	Nov 13 2021 08:07 AM	Winchester boulevard - need crossing by Vineland- between bus stops	Lark and los gatos boulevard- red light being run all the time	
42	Nov 13 2021 07:35 AM	Kennedy Road @ South Kennedy Road	Kennedy Road @ Via Santa Maria	Kennedy @ South Kennedy - where you can cross over Kennedy to get to the open space
43	Nov 13 2021 07:30 AM	Loma Alta Avenue and Crossover		
44	Nov 13 2021 07:24 AM	E Main and Pageant Way	Cleland and Pageant way	University after Blossom Hill
45	Nov 13 2021 07:08 AM	Loma Alta Avenue		
46	Nov 13 2021 07:05 AM	Massol and Highway 9!!!	Wilder and Nicholson	Tait and Highway 9

47	Nov 13 2021 06:57 AM	Lark & Winchester	Winchester & Newell Ave	Lark & Los Gatos Blvd
48	Nov 13 2021 06:46 AM	Roxbury Ln and More Ave		
49	Nov 13 2021 06:36 AM	Los Gatos Almaden Road & Taft Street	Los Gatos Almaden Road & National Road	Los Gatos Almaden Road
50	Nov 13 2021 06:32 AM	North Santa Cruz near Daves Ave. Car parking	Right turn light at Daves and North Santa Cruz.	Camellia Ter near Longwood. Speed.
51	Nov 13 2021 06:31 AM	Los Gatos - Saratoga Rd North of Santa Cruz Ave	Blossom Hill Rd Across from Vascona Park	
52	Nov 12 2021 04:13 PM	Andrews st. …. The hill	Andrews st. & N. Santa Cruz intersection	
53	Nov 12 2021 03:07 PM	Los Gatos Blvd and Loma Alta Ave		
54	Nov 11 2021 05:42 PM	Blossom Hill and Harwood		
55	Nov 11 2021 02:24 AM	congestion		
56	Nov 10 2021 09:31 AM	Speed humps @ Anne Way		
57	Nov 10 2021 09:26 AM	at Main St & Santa Cruz Ave	Santa Cruz Ave between Main St & Hwy 9	
58	Nov 09 2021 10:23 PM	new middle of street parking Winchester near Shelburne Way	University Ave Lark end by park	HWY 9 and Massol Ave
59	Nov 09 2021 07:46 PM	Los Gatos Blvd and Los Gatos-Almaden Rd.	Los Gatos Blvd and Gateway	
60	Nov 09 2021 10:03 AM	Highway 9 and 17 on/off ramps	Lark and LG Blvd	Blossom Hill Rd and Winterbrook
61	Nov 09 2021 09:49 AM	Vista Del Monte Ave.		
62	Nov 09 2021 09:01 AM	Winchester Ave	Winchester/Lark	Lark/Los Gatos Blvd

63	Nov 09 2021 08:57 AM	Garden lane / Oakpark Dr	Oakpark Dr	Oakpark Dr
64	Nov 09 2021 08:28 AM	Los Gatos Blvd. and Lark		
65	Nov 09 2021 07:09 AM	The pedestrian crosswalk at HWY 9 and Massol	Roberts Rd between the creek and University Ave.	Van Meter school exit onto LG Blvd (set too far back from street, and there is NO safe student crosswalk into the school.
66	Nov 08 2021 10:29 PM	Los Gatos Blvd & Lark Ave.	Los. Gatos Blvd from Lark Ave to Hwy 85.	
67	Nov 08 2021 09:21 PM	Los Gatos Blvd.	Every stop sign in town	Cherrystone/Cherry Blossom
68	Nov 08 2021 08:23 PM	Blossom Hill with Oak rim	Blossom Hill bridge next to Vasona park	Blossom Hill with cherry road
69	Nov 08 2021 07:40 PM	Blossom Hill Rd & Cherry Blossom Ln	Los Gatos Blvd	
70	Nov 08 2021 06:49 PM	Lark and Charter Oaks	Weekend backup at car wash on Lark	Walking on Winchester/NSCz lark to daves
71	Nov 08 2021 06:00 PM	entrance to Lark Ave to Northbound Highway 17 transition ramp		
72	Nov 08 2021 05:32 PM	Blossom Hill/Cherry Blossom	LG Blvd/Shannon	Lark Ave freeway overcrossing
73	Nov 08 2021 05:05 PM	Winchester	Dave’s Ave	Lark/Los Gatos Blvd
74	Nov 08 2021 05:00 PM	Los Gatos Blvd by North Forty (LG Blvd to Hwy 85)	Los Gatos Saratoga from University to LG Blvd	
75	Nov 08 2021 04:53 PM	Cross street of Los Gatos Boulevard and Lark Avenue	Oak Park Drive (Lark Ave and Los Gatos Boulevard)	Garden Lane
76	Nov 08 2021 04:49 PM	Main Street near LGHS (student traffic, still too early school start time of 8:30am, if LGHS started later would improve traffic and reduce accidents)	Highway 9 & LG-Saratoga on / off ramp (especially AM commuters)	Winchester and Lark (all of Winchester & Lark Ave)

77	Nov 08 2021 04:42 PM	Los Gatos Boulevard	Hwy 9	Blossom Hill
78	Nov 08 2021 04:20 PM	Lark Ave	School traffic blocking Tait, Bean and Main	S. Santa Cruz and Broadway
79	Nov 08 2021 04:14 PM	Lark and Los Gatos Blvd	Harding and Los Gatos Blvd	Blossom HIll and University

Q2. What is your primary safety concern in Los Gatos? Check all that apply.



ANSWER CHOICES	RESPONSES	
Speeding	65.00%	52
Crossing the Street	50.00%	40
Youth Safety	47.50%	38
Walking	46.25%	37
Bicycling	46.25%	37
Driving	37.50%	30
Other (please specify)	25.00%	20
Senior Safety	23.75%	19
Mobility Limitations	8.75%	7
Lighting	8.75%	7
Total Respondents: 80		

#	OTHER (PLEASE SPECIFY)	DATE
1	Turning from LG Blvd going South onto Blossom Hill going East...drivers continually make the left turn onto Blossom Hill well after the light has changed....I notified police about this some time ago...also, let's be frank, the majority of our problems exist from people traveling well over the speed limit just as it is on the freeway	11/20/2021 5:00 PM
2	Drivers do not stop at stop signs	11/20/2021 9:56 AM
3	SLOW DOWN CARS on our town streets !!!!!	11/20/2021 8:05 AM
4	people running through stop signs	11/15/2021 4:29 PM
5	Inattentive drivers	11/13/2021 7:27 PM
6	Road Resurfaced and bike lane was well marked but now just disappears--VERY DANGEROUS!	11/13/2021 2:30 PM
7	All these intersections have become narrow either due to construction or parklets and outside dining.	11/13/2021 2:10 PM
8	Running red lights.	11/13/2021 1:09 PM
9	Running stop signs	11/13/2021 11:44 AM
10	Crosswalks /pedestrians hard to see behind barriers	11/13/2021 9:11 AM
11	Congestion, lane reconfiguration and red light running	11/13/2021 8:36 AM
12	Kids come around doing donuts and speeding off in the night, it is extremely dangerous	11/13/2021 6:46 AM
13	Truck Route in Neighborhood w/ kids, bikes & seniors	11/13/2021 6:36 AM
14	Red light violators	11/11/2021 5:42 PM
15	Epidemic number of cars that run a fully red light	11/9/2021 7:46 PM
16	Clogged street on weekends	11/9/2021 9:49 AM
17	Cars Not stopping at stop signs	11/8/2021 9:21 PM
18	Drivers running red lights and failing to stop for pedestrians when turning right on red lights.	11/8/2021 4:53 PM
19	LGHS AM student traffic, still too early school start time of 8:30am, if LGHS started later would improve traffic and reduce accidents)	11/8/2021 4:49 PM
20	Running red lights; tailgating	11/8/2021 4:42 PM

Q3. Is there anything else you would like to add for Town wide traffic safety consideration?

RESPONDENTS	RESPONSE DATE	RESPONSES
1	Nov 23 2021 12:28 PM	Slow traffic on University down past Vasona Parks
2	Nov 21 2021 02:31 PM	There is constant speeding on this street- mostly from people going back and forth to La Rinconada Country Club. One child has been hit and I have witnessed several near misses. People speed and there are several blind intersection/turns. We could use speed humps!!
3	Nov 20 2021 05:00 PM	I've contacted various agencies here and outside our area asking them to include warnings about speeding, reckless lane changes without signaling etc...local radio and TV stations could help if they would discuss this problem as they don't mind mentioning the dangers of texting while driving....I even have tried the National Safety Bureau and the head of the CA Hwy Patrol to become involved as car manufacturers continue to create ads that celebrate speeding and even reckless driving as a means of advertising their vehicles superiority....KCBS radio does a traffic update every 8 minutes and they have added the texting message but seem to refuse to add the speeding and reckless lane changes....try 360 accidents on Hwy 17 alone...single car roll overs etc....with our population growing so rapidly and so many people walking, riding bikes, scooters et al...as a result of Covid...it's only obvious we would tackle this problem...I drive down Hwy 9 from my home in E. Los Gatos and often see someone driving well over 60 mph..knowing full well there is little probability of a hidden motorcycle officer.
4	Nov 20 2021 09:56 AM	Yes, I have sent numerous e-mails to Los Gatos about the stop signs on Shannon Road. LG has done nothing to enforce the stop signs. LG put in speed "humps" (without us being allowed to vote by the way) but HAS DONE NOTHING TO ENFORCE THE STOP SIGNS. At Shannon and Cherry Blossom (where the fire department building is) you have seniors, kids and residents crossing. Cars ROUTINELY blow through these stop signs. I SEE IT EVERY DAY. What does Los Gatos do-----NOTHING. The Town says they can't afford policing this-----COMPLETELY STUPID ANSWER. Of course they can, if they want to-----are they waiting for a big accident before they do something. Put some cops there and start making $$$ by writing tickets. I have lived in LG for 25 years------I do not understand why LG won't do something about this. LG is not listening.
5	Nov 20 2021 09:13 AM	There is a difficult pedestrian crossing situation at the bottom of Loma Alta and the part of old LG Blvd with houses. It is a blind crossing situation.
6	Nov 20 2021 08:05 AM	I never see cars speeding down residential streets getting tickets! Re-open San Benito Why is it closed? It forces cars onto Monterey Ave. and how is that fair?
7	Nov 19 2021 02:46 PM	Location 1 - Shannon Rd., Roberts Rd. & Los Gatos Blvd - This intersection should be Red in all directions when the crosswalk is on "walk" (the same way it is at Blossom Hill & Cherry Blossom). This would make it SO MUCH SAFER for cars, bikes & kids - it would eliminate too many kids on the median, keep peds from blocking the right turn off Shannon, allow kids to safely cross to the correct side of Shannon at dismissal, and allow better flow of everyone. Location 2 - Phillips Road & Cypress Way - add a stop sign for Cypress Way at this intersection. Cars come down that hill VERY fast (50mph +). Because of the steep grade and the 160-degree angle of the adjoining roads it is impossible to see up Cypress Way hill to check for cars from the stop sign on Phillips before proceeding forward.
8	Nov 19 2021 11:42 AM	On this stretch of Blossom Hill Road there is no safe crossing - drivers often speed up well beyond the 35mph limit after they cross Union on Blossom Hill heading in the direction of town. There is also not much room for bicyclists to be passed safely.

9	Nov 15 2021 07:09 PM	My family walk frequently from downtown to Vasona Park and Blossom Hill Road and over the Hwy 17 bridge. For a frequently used road, the sidewalk is limited to one side and too small for both bicyclists, children walking to/from school, and accessibility. Cars often speed and don't stop at the one lane on Roberts Road. My family walks with our newborn in a stroller and there have been near misses.
10	Nov 15 2021 09:46 AM	Quit making the roads so confusing and ugly
11	Nov 14 2021 10:26 PM	Finish Union/Blossom Hill
12	Nov 14 2021 10:33 AM	Lots of red light runners and blocking the road in the morning on hwy 9/lg Blvd. The bicyclists have been reckless on Kennedy, riding in the wrong side of the road and almost causing accidents. And they never stop at stop signs and red lights, almost causing further accidents.
13	Nov 14 2021 10:10 AM	The bicycles on Main Street, due to the parklets, are at risk- and I've seen numerous groups of young people suddenly going across Main on an angle on bikes and scooters. At Jackson snd Main the stop sign is often ignored. A light would be helpful there. Central Ave has Lira if construction going on with no apparent rules governing where they park and their driving in the middle of of an incredibly narrow access on Oak Hill. With many walkers, dogs and residents - this road ihas become a hazard.
14	Nov 14 2021 08:17 AM	Pedestrians and bicyclists are at risk of getting hit. Because of how the LG ALMADEN Rd curves because of a few houses projecting into the road, cars who don't follow the curve ride in the bike lane. I have seen near misses.
15	Nov 13 2021 11:07 PM	Restaurant extensions no longer needed. Not used much during cooler days.
16	Nov 13 2021 07:27 PM	There are too many speed bumps in this little town—this is a knee-jerk, cop out ! There need to be more 4-way stops instead of letting feeder streets zip through intersections with thoroughfares. Honestly it is a mess here!
17	Nov 13 2021 04:32 PM	Lark, especially between Winchester and 17 - more and more traffic, lots of side streets, poorly designed ramps especially SB17 on and off, and that 30 mph speed limit when all of the traffic is going much faster than that. North 40 will just make it worse. Netflix made it bad - now what's going at Elks lodge...
18	Nov 13 2021 02:30 PM	Our Daughter bikes to LGHS from LG Almaden Road and Longwood Drive every day. I am concerned at the repaving after PG&E work did not reinstate green or any bike lanes on LG Blvd near Pleasant Road intersection. Bike lane just disappears--and this is a very dangerous and very busy corner in the morning, full of bikes, parents driving and also teenage drivers. This corner is now more dangerous than it was before PG&E's work. It needs to be rectified immediately.
19	Nov 13 2021 02:10 PM	Take out all the parklets and outside dining it is obstructive since the host podiums are on side walks, people are dining on the curb side and bike lanes. There's no room to walk without altercation with servers. There's no room to drive either because everyone is walking on the road. In last 6 months I have not seen an empty restaurant no matter what the weather is? Especially during beach traffic N. Santa Cruz Avenue is crazy packed.

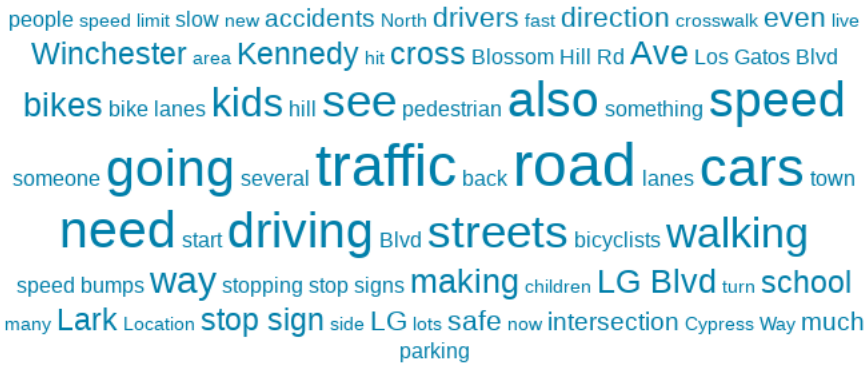
20	Nov 13 2021 01:15 PM	We have lived at our address at 300 Charles St since 1977 and have generally seen improvements in the safety of Location 1 but there is still the problem of drivers who speed too fast up the hill from the Los Gatos-Saratoga Rd and through the intersection with Los Gatos Blvd turning left at the intersection and merging with traffic going in the direction of Blossom Hill Rd. We were rear-ended by one such driver only a year ago. The sign on the right of the Los Gatos-Saratoga Rd going up the hill showing the lower speed limit on the Blvd is not prominent enough, and this is also a major intersection for school kids going to and from several schools on the Blvd or E Main St. There is also insufficient street lighting all along Location 2 which makes it difficult to find and turn into a driveway from the Blvd at night and especially when it is raining.
21	Nov 13 2021 12:40 PM	Downtown parking is lacking consistently so I try to not go during prime times if at all. I go to Campbell instead.
22	Nov 13 2021 11:44 AM	More police presence in the Rinconada Area. Stop sign @ Wedgewood/ LaRinconada constantly run. Cars r passing on double yellow line on Wedgewood Avenue speeding. Place grid stop @ stop sign.
23	Nov 13 2021 11:36 AM	Golf course traffic speeding to get to course - speed bumps needed!
24	Nov 13 2021 11:22 AM	1) close Santa Cruz Ave freeway on/off ramp; 2) Make Santa Cruz ave a one-way street (north bound);
25	Nov 13 2021 09:24 AM	Speed limit of Blossom Hill Rd (between Los Gatos Blvd and Linda Ave is too high, should be 25 miles/h.
26	Nov 13 2021 08:44 AM	A crosswalk that throttles traffic near BH and Linda would slow the speeders coming from both directions. Many go over 50 in this 35 mph zone
27	Nov 13 2021 08:43 AM	Speed bumps on Blossom Hill Rd by Old Blossom Hill Rd.
28	Nov 13 2021 08:36 AM	Too many lane reconfiguration in a small space on Los Gatos Blvd and Lark Ave. traffic nightmare already before the North 40 is populated
29	Nov 13 2021 08:07 AM	Need a crosswalk between Winchester& Vineland. Dangerous to cross winchester if you need to go to bus stop across the street. People speed big time om Winchester.

30	Nov 13 2021 07:35 AM	There needs to be safe ways to cross Kennedy Road to/from South Kennedy or Via Santa Maria. I have seen so many kids walking or on scooters/bikes almost get hit there. I also know of several families whom live up that way whose kids are not allowed to walk to school bc the roads are so dangerous and there aren't safe options. Then, that just puts more cars on the road (those parents have to drive their kids) creating more and more traffic in town. I have also witnessed many older people walking across the road whom have also almost been hit. It's very tricky there because it's practically impossibly to time a safe cross, and then to actually get across the street in time is tough. Visibility is very limited in both directions. With so many quiet electric cars on the road, it makes it extra scary because you can't even hear them when you're trying to time your crossing. There also needs to be a way to safely cross over Kennedy (going to/from South Kennedy) into the open space area. There is a yellow pedestrian pathway leading down into the open space from Kennedy. It's location is extremely dangerous bc walkers/kids/older people need to be on Kennedy even longer. The location of that entrance path (especially where there is no stop sign or even cross walk) doesn't seem to make sense. This location also has the same issues I just described at the previous spot (quiet electric cars, impossibly to time a safe cross with limited visibility each direction). Cars come very fast from both directions bc there are no stops signs there or near there to slow them down. It is very dangerous as a biker or driver turning from Stonybrook left onto Kennedy Road. There is limited visibility. Cars are driving very quickly coming from either direction on Kennedy bc there are no stops signs to slow them down. Also, it seems that high school kids are taking Loma Alta to Phillips to South Kennedy to Kennedy then back to LG Blvd as an alternate to just driving on LG Blvd. It is extremely dangerous to be a pedestrian or driver on that "back roads" route when kids are driving to/from school. Something needs to be done to ensure those kids are driving safely. Thank you SO much for your hard work to improve safety in our town!
31	Nov 13 2021 07:24 AM	Amount of traffic has increased tremendously at Cleland/Pageant Way / Reservoir and College streets….plus non stopping bikes at intersection… someone will get killed
32	Nov 13 2021 07:08 AM	Loma Alta Ave is a residential street with lots of children. Cars, high schoolers, Ave service trucks speed down this road at 55+ mph. I realize it's a safety vehicle access road but it's not at all safe. If something isn't done, someone will be hurt.
33	Nov 13 2021 07:05 AM	We need a light at Massol and Highway 9. Very difficult to make a left turn from Massol. Also can't see to turn left onto 9 around the green signage. I have to move forward into the crosswalk to be able to see the traffic coming down from Saratoga. A stop sign at Wilder and Nicholson is needed! I live on Wilder. Thanks!
34	Nov 13 2021 06:57 AM	Recently Removed "Keep clear" area on Winchester southbound at Lark has created a safety hazard. Newell Ave residents can not exit onto Winchester as traffic backs up as Winchester southbound reduced to one lane in afternoon & evening traffic. No safe way to go Northbound on Winchester from Newell Ave as Lark exiting traffic lose a lane & cars drift over immediately. maybe better for bikes on winchester but Newell Ave residents can not safety exit onto Winchester now.
35	Nov 13 2021 06:46 AM	Need either a traffic circle or cameras installed to punish misbehavior at Roxbury Ln and More Ave. we've already had an accident because of a car doing donuts a few years ago
36	Nov 13 2021 06:36 AM	Truck routes on aerial streets a concern as they are big, loud and travel at speeds that cause concern if they need to stop for pedestrians, bikes, etc..
37	Nov 13 2021 06:32 AM	Absorb more County areas to even out the changes. The Manor is specifically what I target.

38	Nov 13 2021 06:31 AM	PLEASE widen the Bicycle shoulder lanes and add bright green Bicycle Lane road paint to Los Gatos-Saratoga Rd At least up to the lighted intersections at Quito.
39	Nov 12 2021 04:13 PM	In general crossing the streets in town is challenging
40	Nov 11 2021 02:24 AM	The town has lost nit ambiance but it is no one's fault but covid.
41	Nov 10 2021 09:31 AM	School Traffic, and Union students walking / biking to school
42	Nov 09 2021 10:23 PM	The new middle of street parking Winchester near Shelburne Way. The lane goes straight into the parking spot and turns quick to the left. There will be accidents here if someone parks there. I see there are cones up now. The super dark part on University near Lark at night is dangerous especially when bikers /walkers present. Also, cars like to speed through this twisty spot. HWY 9 and Massol Ave. It is always difficult to turn off and onto Massol Ave because of traffic both directions is heavy
43	Nov 09 2021 07:46 PM	I have actually been hit by a red light runner after I was halfway into an intersection. I saw a gentleman with a white cane in the crosswalk when someone ran a red light.
44	Nov 09 2021 10:03 AM	Please ask Cal Trans to add crosswalks/flashing beacons at the on/off ramp at highway 17 ramps on highway 9. It is convenient for residents in East LG to walk to downtown on Highway 9.
45	Nov 09 2021 09:49 AM	Need speed bumps on Vista Del Monte to reduce drag racing.
46	Nov 09 2021 09:01 AM	The renewed street surfaces and street markings on Winchester Blvd are great!! In addition I wish there would be another crosswalk (walker initiated) between Lark and Daves Ave for safe crossing for walkers. Thanks
47	Nov 08 2021 10:29 PM	I fear that when the North 40 is fully developed, traffic will be a mess. The new work from Lark Ave north seems too narrow for safe travel. The left turn into the development on LG Blvd is too short and will likely cause blocked lanes for through traffic.
48	Nov 08 2021 09:21 PM	Personal responsibilities….Drivers speeding & not respecting stopping at stop signs.
49	Nov 08 2021 06:49 PM	Safe routes to school to encourage kids' autonomy and development
50	Nov 08 2021 06:00 PM	Road diets and bicycle lanes are very bad for our community. Automobiles are far and away the most efficient way to move people from one place to another. I strongly disagree with planners and City Council members who seek to force or nudge people from automobiles into much slower, much less efficient forms of transportation such as bicycles, or mass transit.
51	Nov 08 2021 05:05 PM	The new parking spaces next to live traffic is really dangerous, it is not a normal part of the roadway that we are accustomed to seeing! The turn at Daves and Winchester is also dangerous for bikers and drivers!
52	Nov 08 2021 05:00 PM	Focus should be on the main streets with highest speed of traffic. Overall, the town streets feel very safe
53	Nov 08 2021 04:53 PM	Better enforcement at lights, speed cameras, speed bumps on side streets (such as Garden Lane and Oak Park Drive).

54	Nov 08 2021 04:49 PM	Please pressure LGHS to start school later. They have teachers commuting from Santa Cruz so I suspect that is impacting the decision to only move start time up from 8:15 to 8:30am. If school started later (9am or later) would be less commuter and student driving simultaneously. New LGHS principal putting pressure on students to arrive on time which means more crazy driving, more accidents near the high school.
55	Nov 08 2021 04:20 PM	Drivers not fully stopping at stop signs throughout town.
56	Nov 08 2021 04:14 PM	You can't even make a left from Harding Ave onto LG Blvd anymore. Traffic is also backed up and dangerous on Lark and LG Blvd. Ambulances cannot get through and our families are at risk. Someone should have made more allowances on North 40 and now the town is expanding our housing allowances by double or triple what the state is requiring? Pls listen to the townspeople and take action by reducing the General Plan 2040.

Q3 Is there anything else you would like to add for Town wide traffic safety consideration?



D. Survey Summary

Goal

The Town of Los Gatos is looking for feedback and input on its draft Local Roadway Safety Plan. The project team has analyzed safety data in the recent five years and prepared a map showing the locations and streets with the highest number of collisions. The team is seeking input to better understand the community's concerns for traffic safety.

Summary

This survey has helped the Town better understand the problems people are facing on the roads, understand how the community travels, and has helped inform the Local Roadway Safety Plan (LRSP). This survey has also provided an opportunity for the participants to learn more about the Connect Los Gatos program, as well as the LRSP.

Problems people are facing on the roads

The respondents provided valuable feedback on top priorities, as well as specific locations of concern. Making intersection crossings safer, reducing speeding, enforcing stop signs, and improving biking and walking infrastructure were consistently voted as top priorities by participants. Los Gatos Boulevard, Blossom Hill Road, Lark Avenue, Highway 9 and Kennedy Road were identified as key locations of concern.

Informing the LRSP

Staff plans to use this LRSP Survey to provide meaningful public input for LRSP updates, locations of concern, and tool recommendations. Question 1 gave participates the opportunity to describe and identify any specific location of concern. There were 181 locations identified as an area of concern within Los Gatos.

Appendix B: Los Gatos Existing Conditions Presentation

Town of Los Gatos

Local Roadway Safety Plan
Existing Conditions

FEHR PEERS

Funded by a Caltrans HSIP Grant

Why is an LRSP Important?

- An LRSP provides a framework for organizing stakeholders to **identify, analyze, and prioritize** roadway safety improvements on local and rural roads.
- Implementing a Local Roadway Safety Plan will be **required** for agencies to apply for Caltrans Highway Safety Improvement Program (HSIP) Cycle 11 funds, to be released in Spring 2022.
- Employing a systemic analysis allows the Town to leverage a proactive safety approach that focuses on **evaluating an entire roadway network** using a defined set of criteria reliant upon context rather than raw number of crashes alone.
- This LRSP aspires toward **zero fatalities and severe injuries** with a Safe System approach, focusing on safe vehicles, speeds, road users, road design, and post-crash care.

What Is an LRSP?

- LRSP components required by Caltrans
- Potential enhancements

Strategic Planning
Vision Statement and Goals

Partnerships
Develop internal partnerships

Public Outreach
Plan process includes public outreach

Discussion of Existing Efforts

Systemic and Data-Driven Analysis

Strategies for Education, Enforcement, and Emergency Services

Strategies for Evaluation and Implementation

High-Injury Network (HIN) Identification

Project Prioritization or Location-Specific Engineering Recommendations

Los Gatos Vision Statement

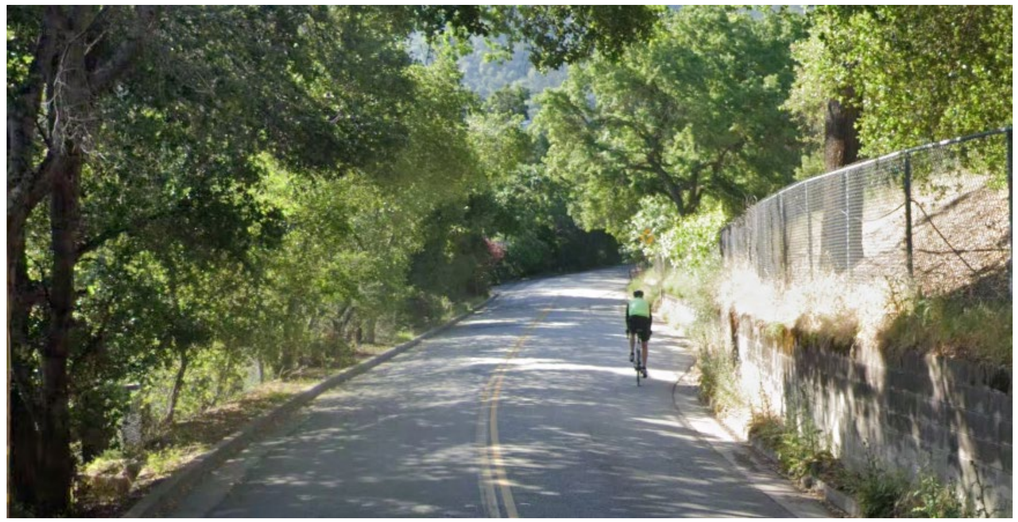
“The Town is fully committed to ending traffic-related deaths and injuries on Town streets. By taking a Safe System approach, the Town will utilize targeted enforcement, improved street design, and public collaboration to achieve meaningful results in preventing traffic collisions.”

Existing Efforts and Data: Los Gatos Plans

- **2020 Bicycle & Pedestrian Master Plan** was created to provide information on pedestrian and bicycle infrastructure projects. The 2020 update focuses on improving walking and bicycle safety and accessibility.
- **2020 General Plan** identifies concerns in transportation infrastructure and circulation and outlines goals and plans of actions to address these concerns.
- **2016 Traffic Around School Study** was implemented to help make walking and bicycling the preferred mode of travel to school.
- **Connect Los Gatos Community Engagement Plan** outlines resources that will be used to engage with the community to communicate about active transportation projects.
- **2020 Community Survey** was created to engage with the community and raise awareness of the Connect Los Gatos Plan.
- **2018 Student Travel Study** is a survey to better understand student's and parent's opinions of what improvements would be beneficial to the students who walk or bike to school.

Existing Efforts and Data: Police Department Input

- **Feedback on Key Collision Locations**
  - Focused on major corridors, particularly Highway 9 (Los Gatos Saratoga Road) at busier cross streets
  - Turns along Los Gatos Boulevard and Winchester Boulevard
  - School crossing locations
- **Common Collision Factors**
  - Left turns, speeding, ROW violations
  - Distractions
- **Unreported Collision Occurrences**
  - Bicyclist crashes not involving vehicles
  - Crashes occurring in rural/mountain areas



Top Collision Locations

Key Collision Locations

a. Los Gatos Saratoga Rd and Massol Ave/Montgomery St

b. Los Gatos Saratoga Rd and University Ave

c. Los Gatos Saratoga Rd and Los Gatos Blvd

d. Los Gatos Saratoga Rd and Alberto Way

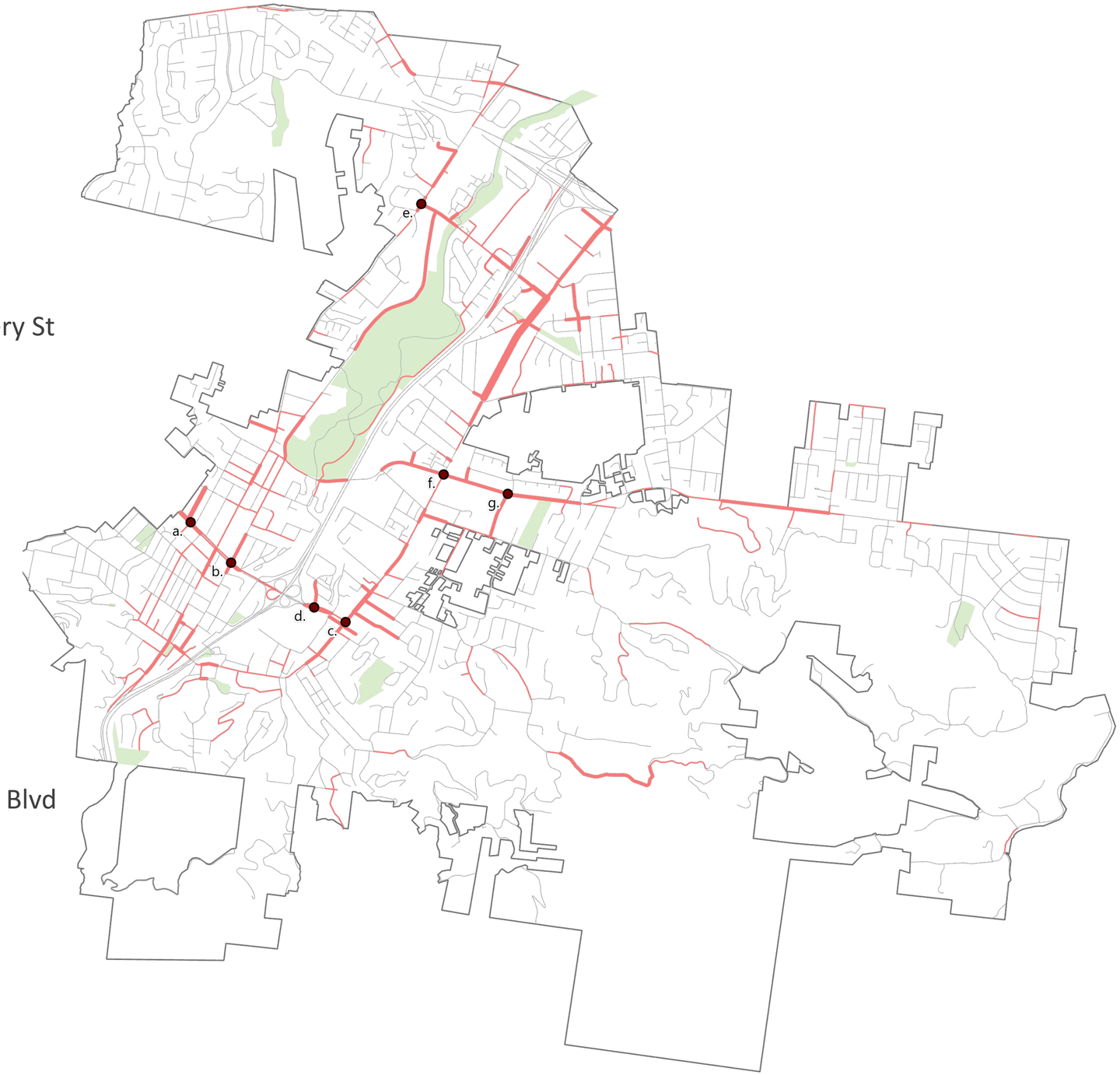
e. Winchester Blvd and Lark Ave

f. Los Gatos Blvd and Blossom Hill Rd

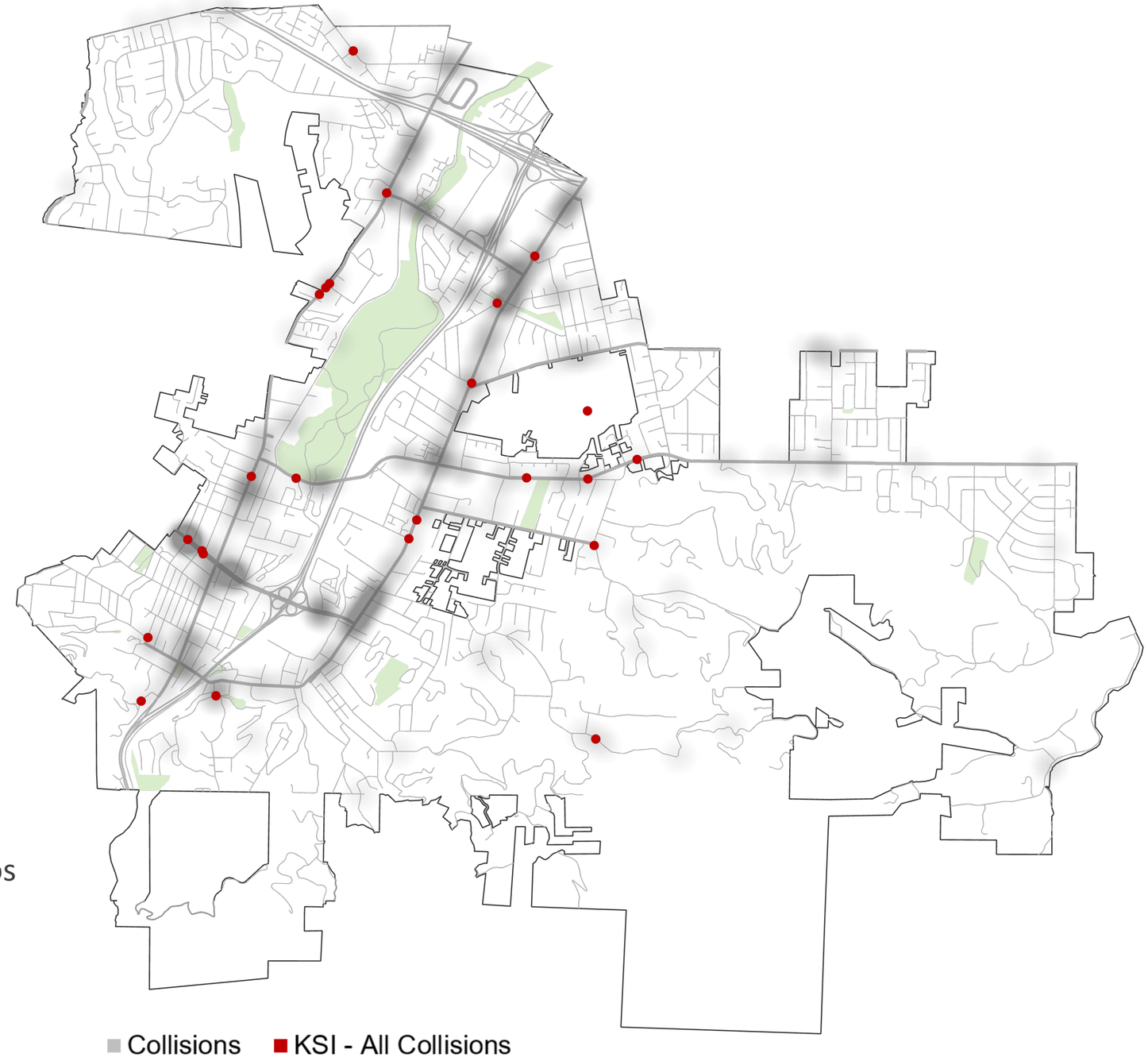
g. Blossom Hill Rd and Cherry Blossom Lane

Key Collision Corridors

- Los Gatos Blvd: SR-85 to Simons Way
- Los Gatos Saratoga Rd: Montgomery St to Los Gatos Blvd
- Blossom Hill Rd: Roberts Rd to Hillbrook Dr
- Santa Cruz Ave: Blossom Hill Rd to Wood Rd
- University Ave: Vasona Oaks Dr to Lark Ave
- Lark Ave: Winchester Blvd to Los Gatos Blvd



Injury Collisions Data Source

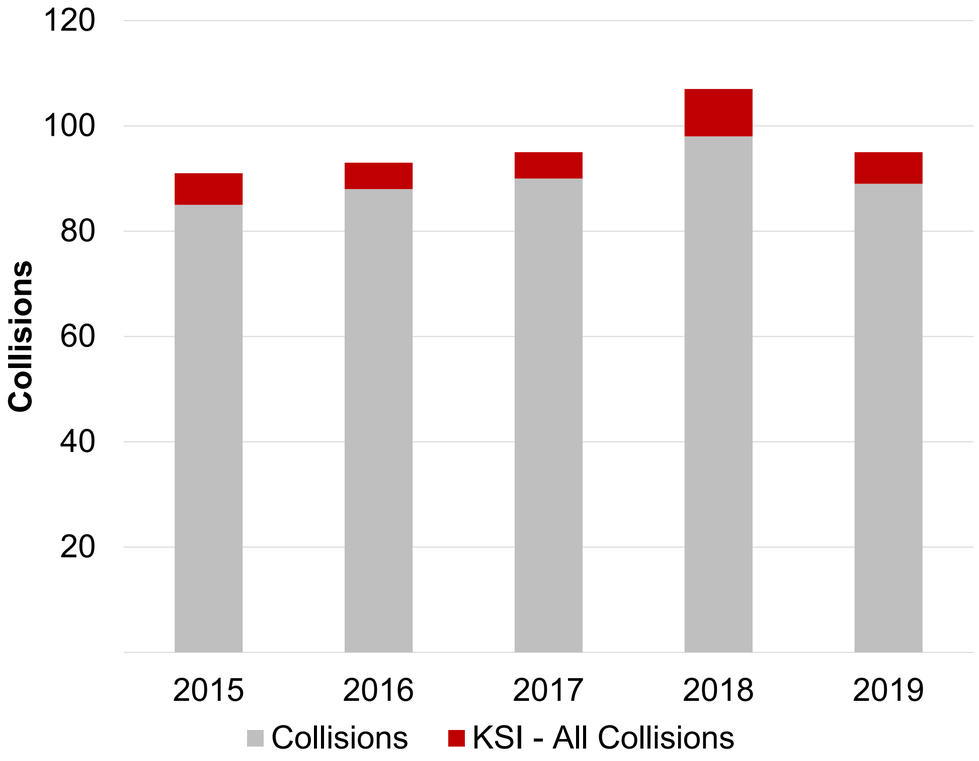


Analysis Period: 2015-2019

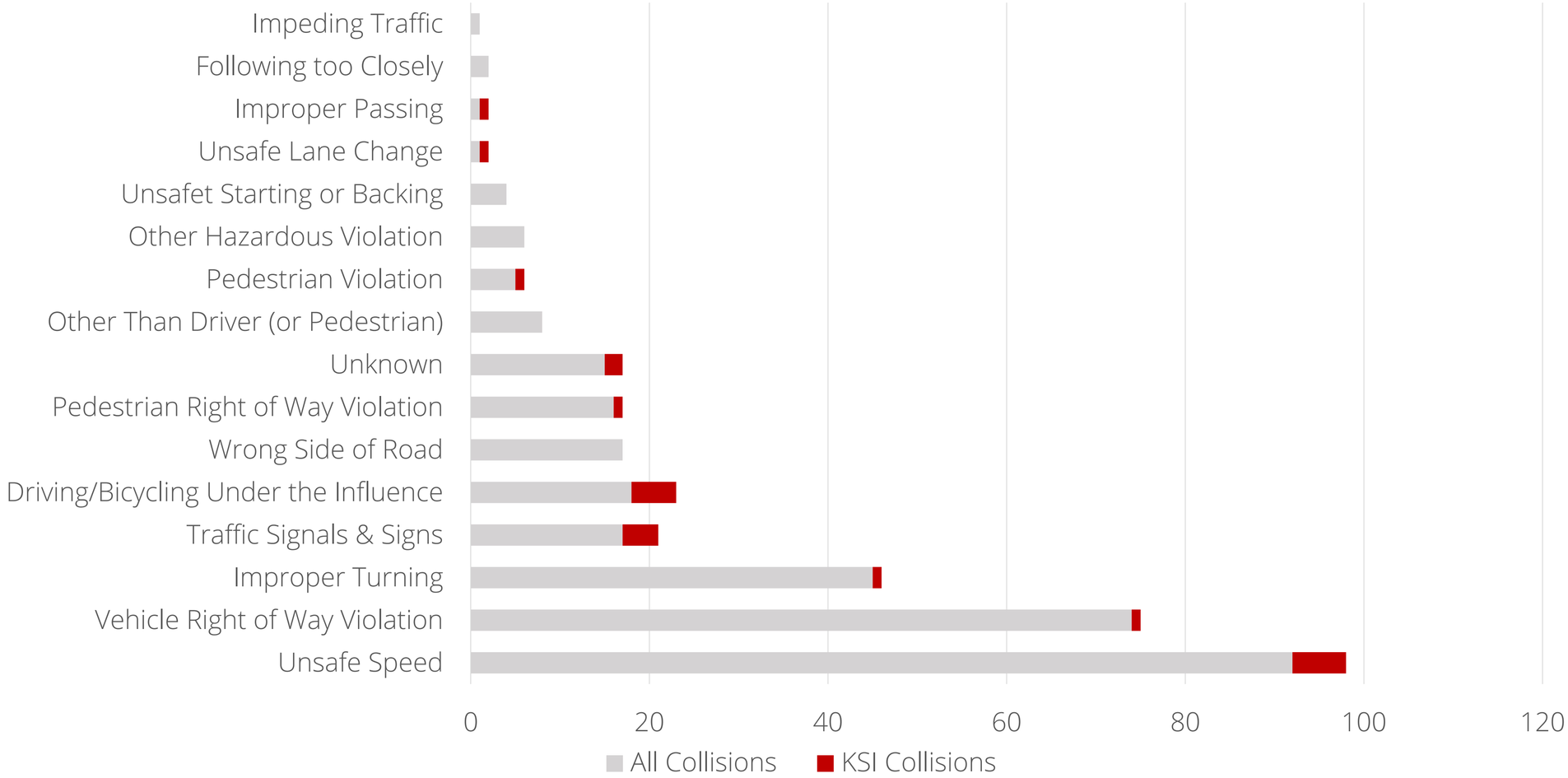
Coverage: Local Public Streets (excluding SR-17 & SR-85 freeways)

Data Source: Injury Collisions Reported to Los Gatos Monte Sereno Police Department, Accessed via Transportation Injury Mapping System (TIMS)

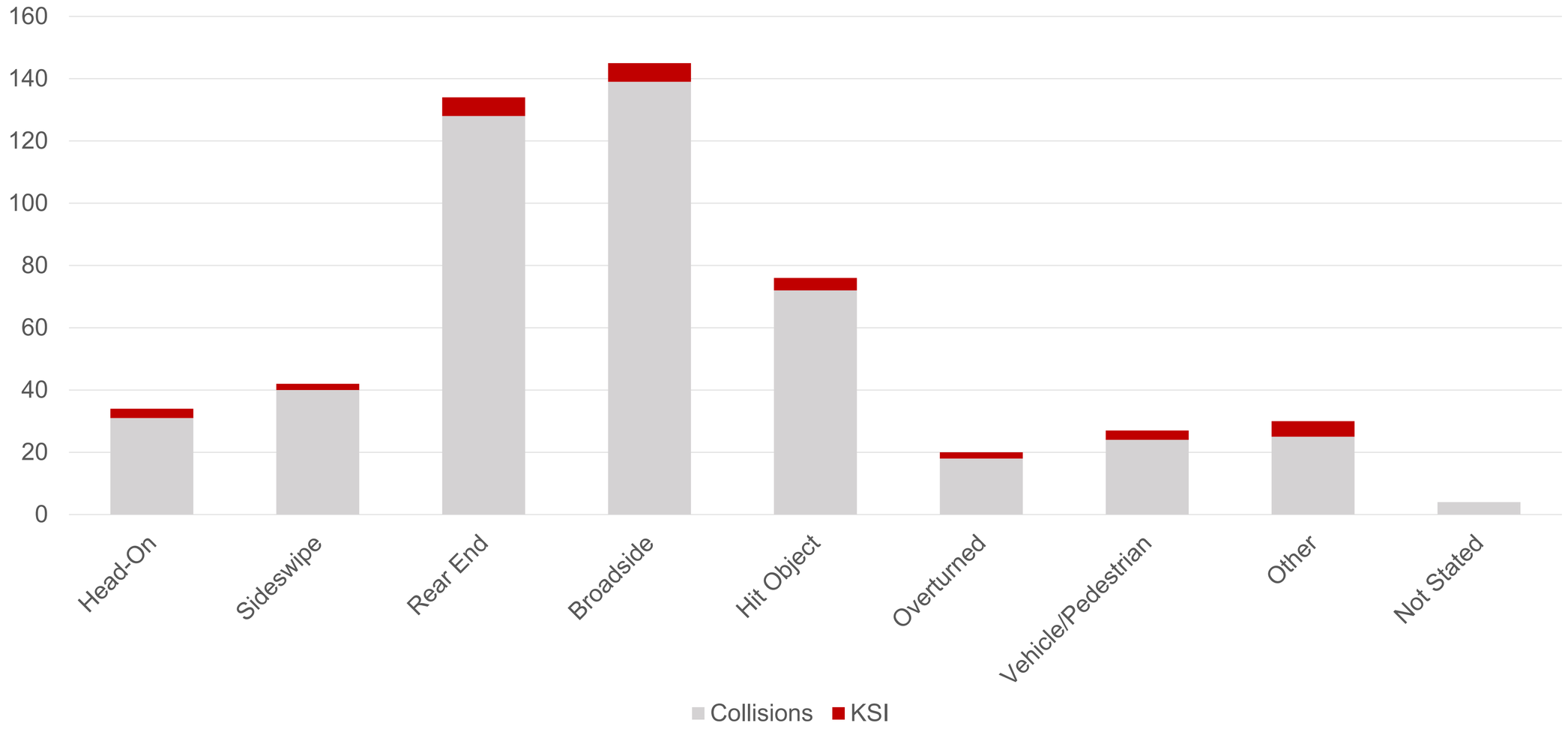
Injury Collisions by Year



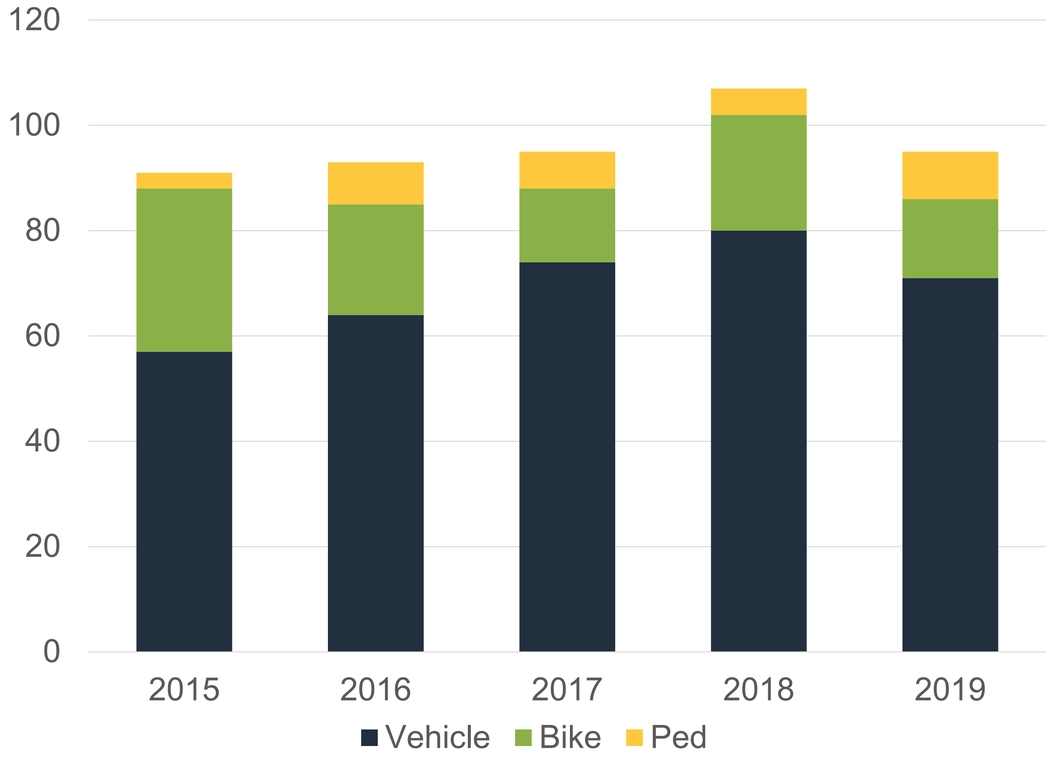
Injury Collisions by Primary Collision Factor



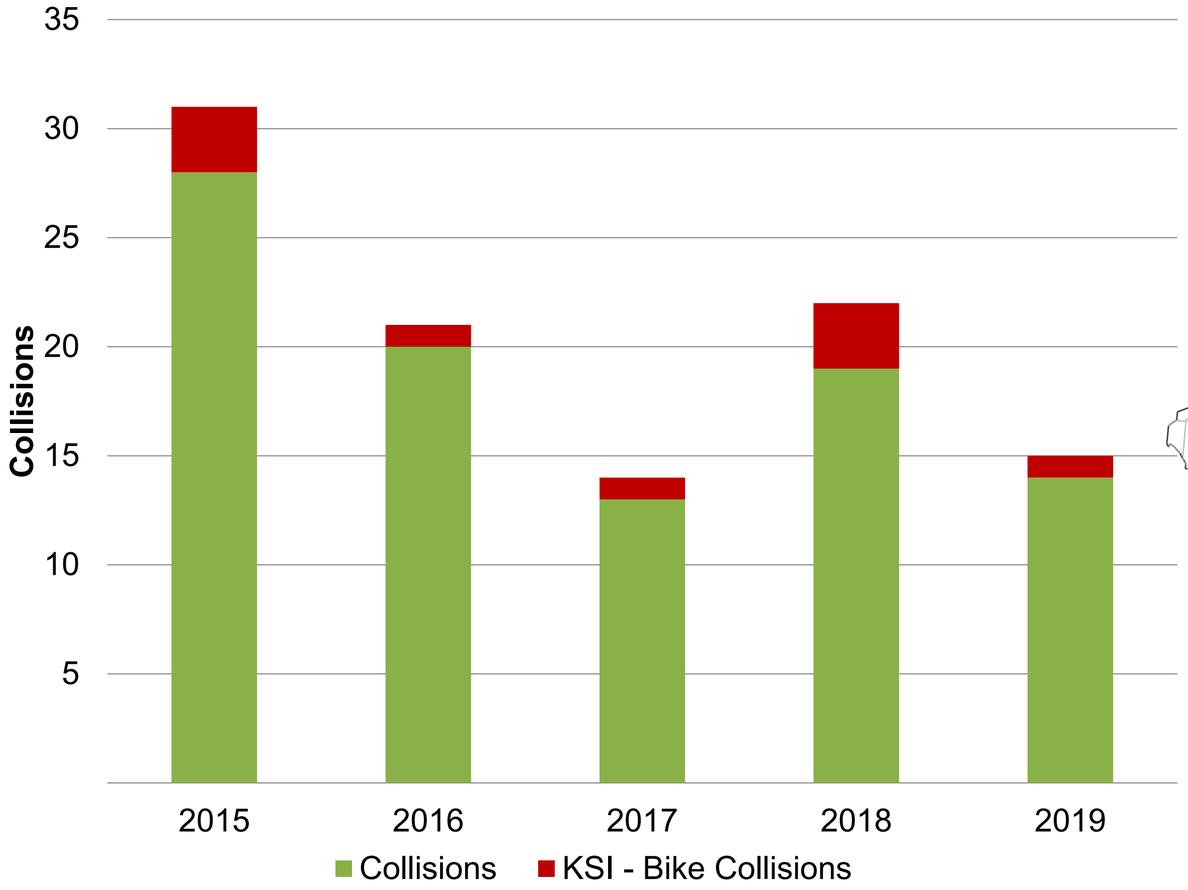
Injury Collisions by Collision Type



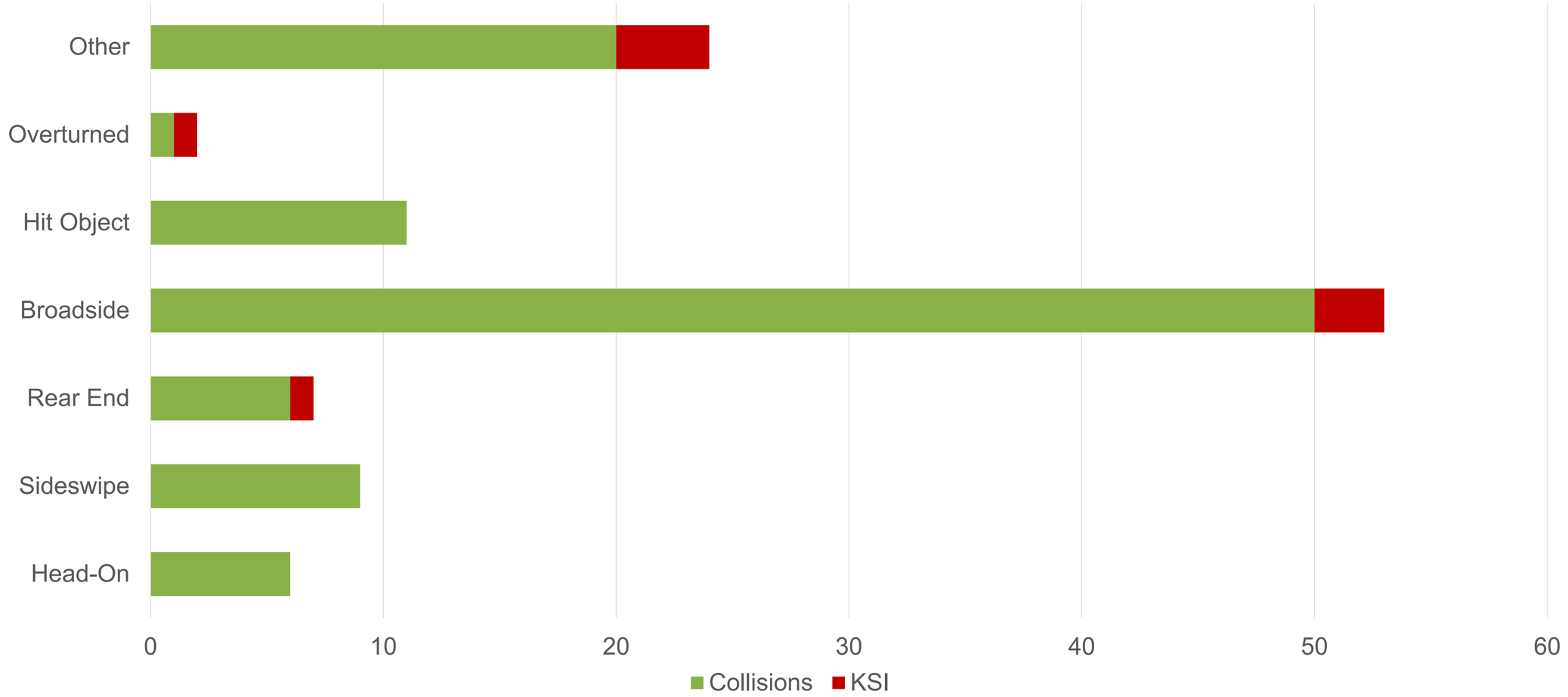
Injury Collisions by Involvement



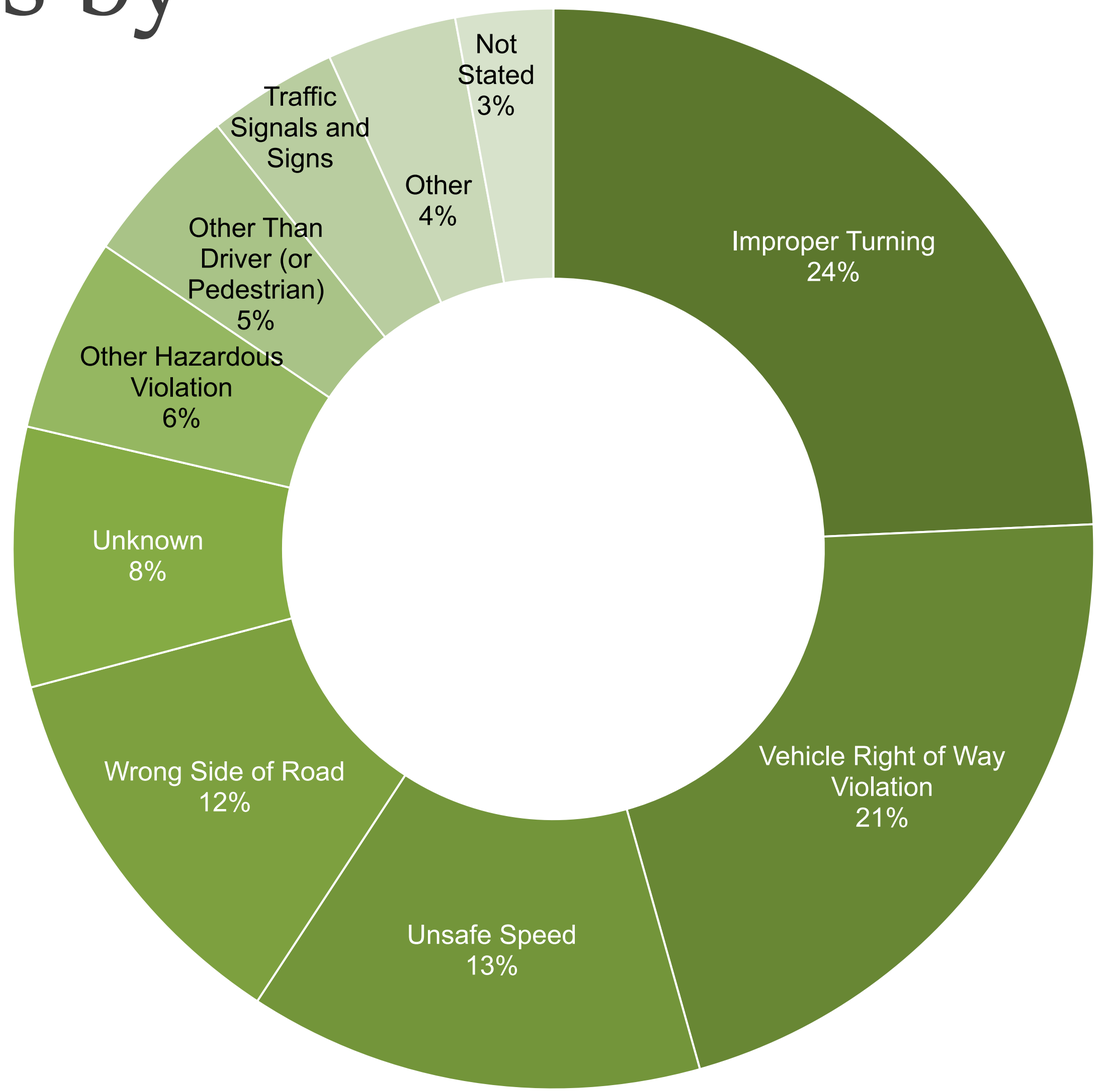
Bicycle Involved Injury Collisions



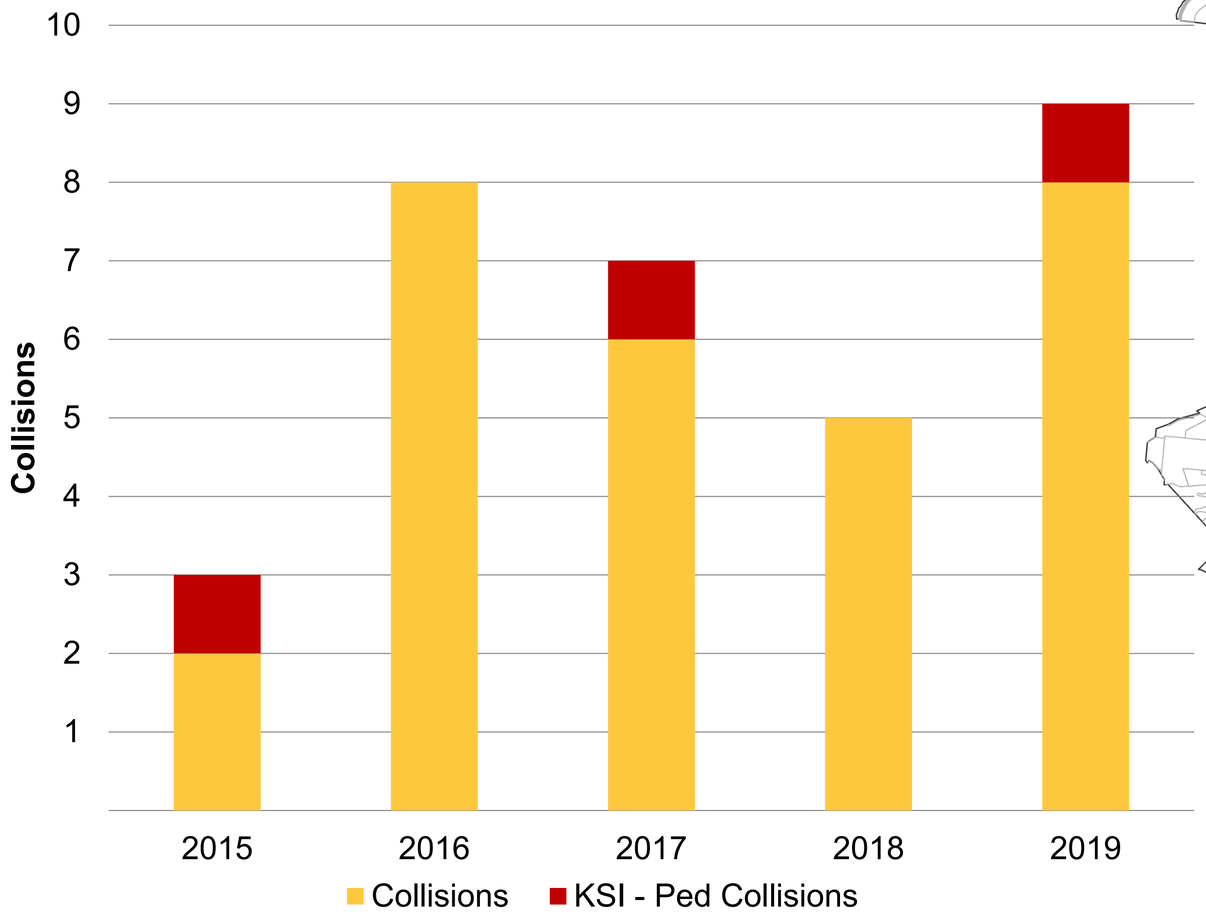
Bicycle Involved Injury Collisions by Collision Type

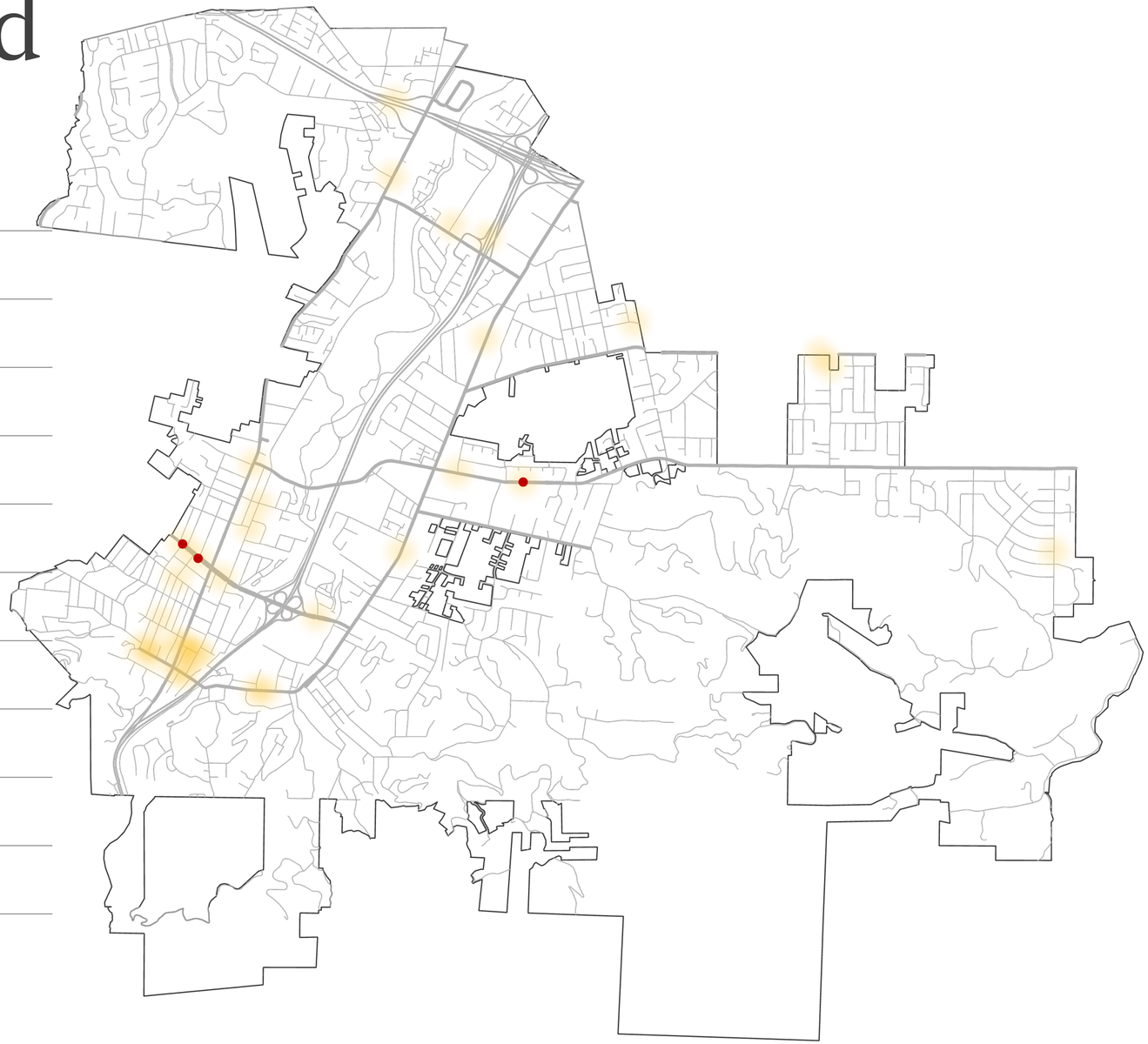


Bicycle Involved Injury Collisions by Collision Type

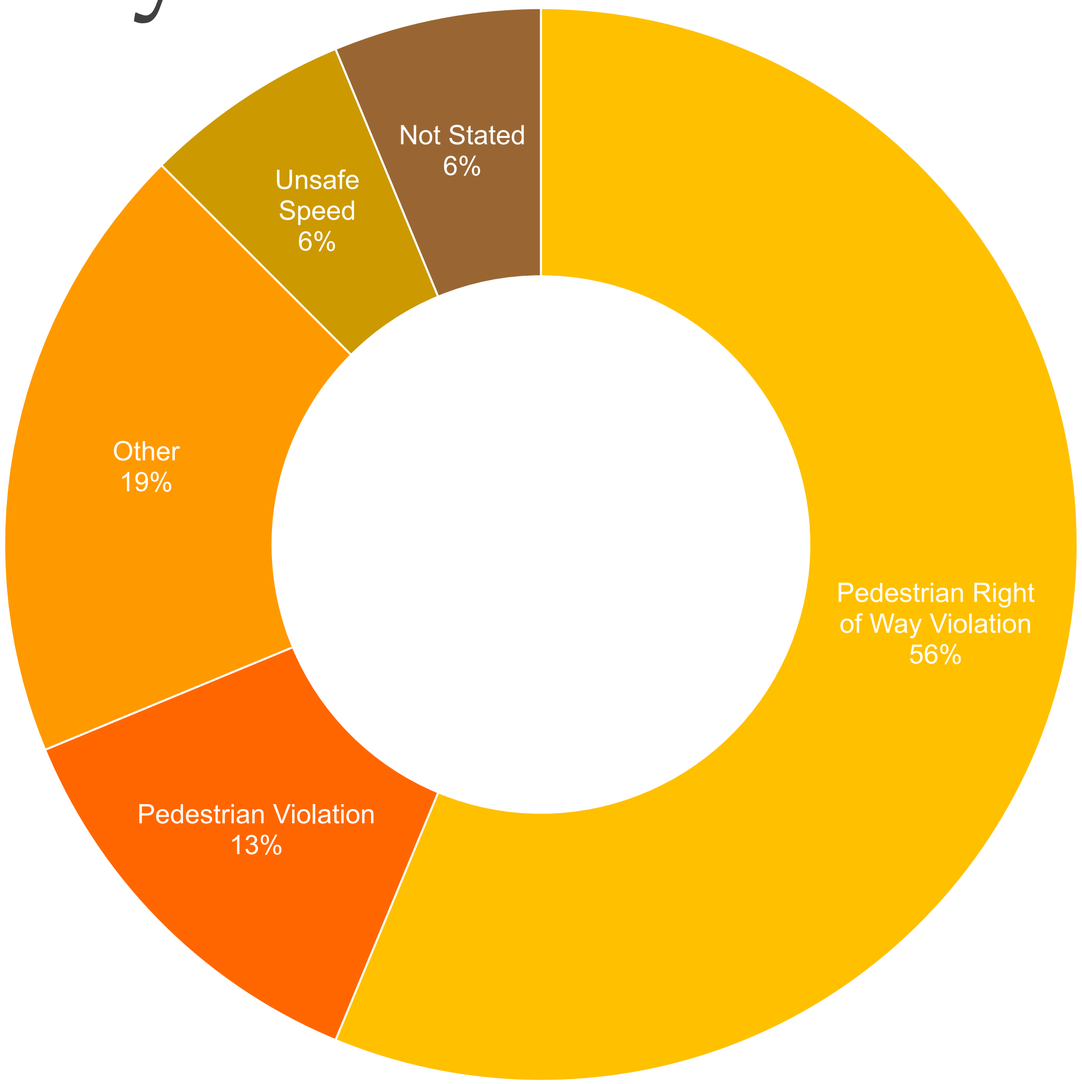


Pedestrian Involved Injury Collisions

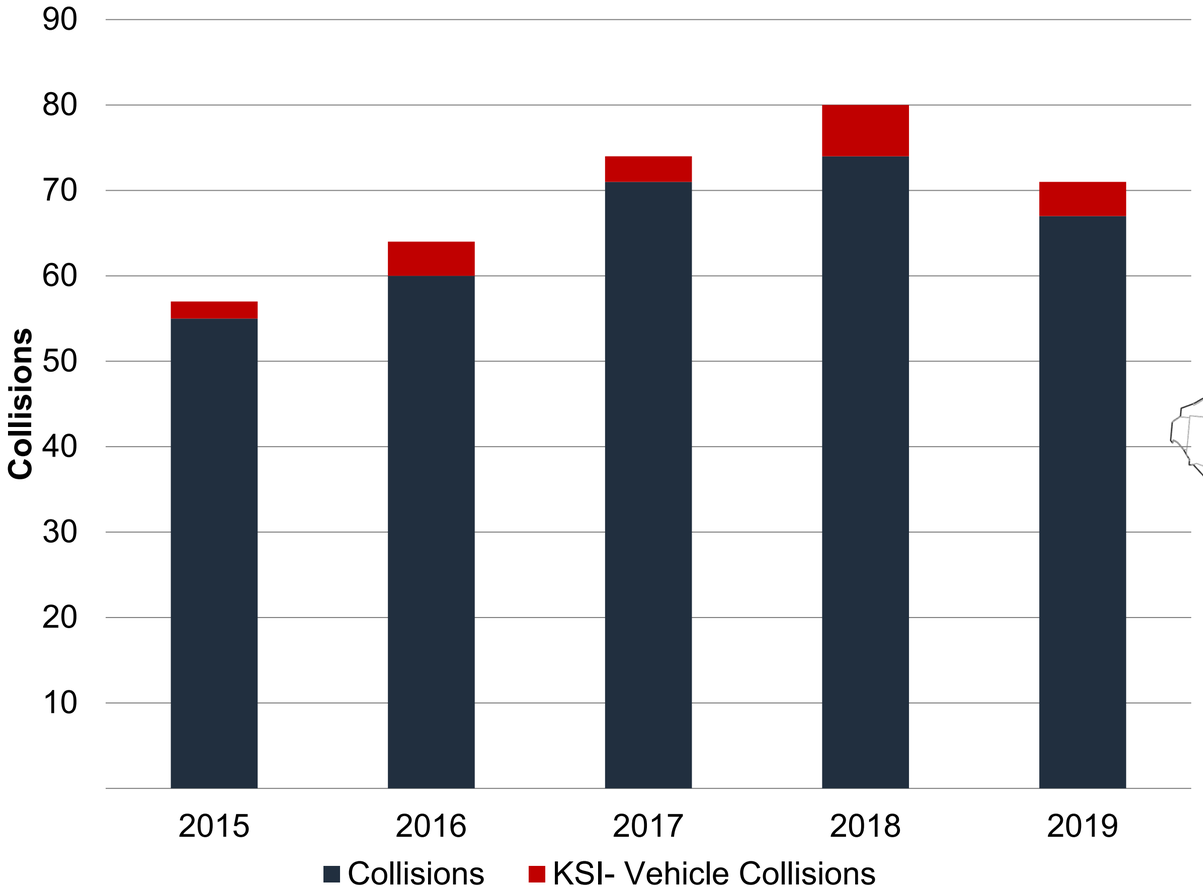


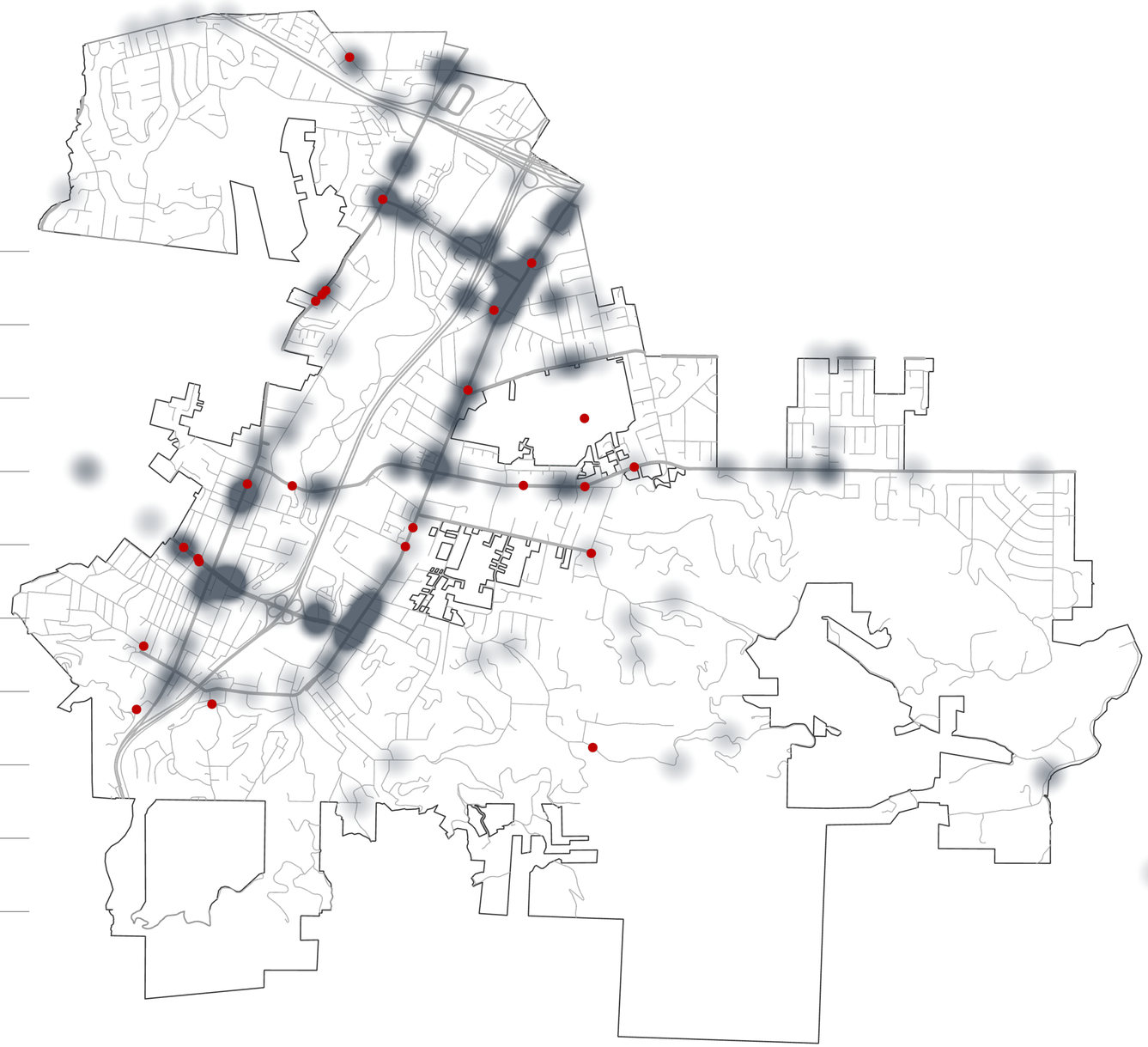


Pedestrian Involved Injury Collisions by Collision Type

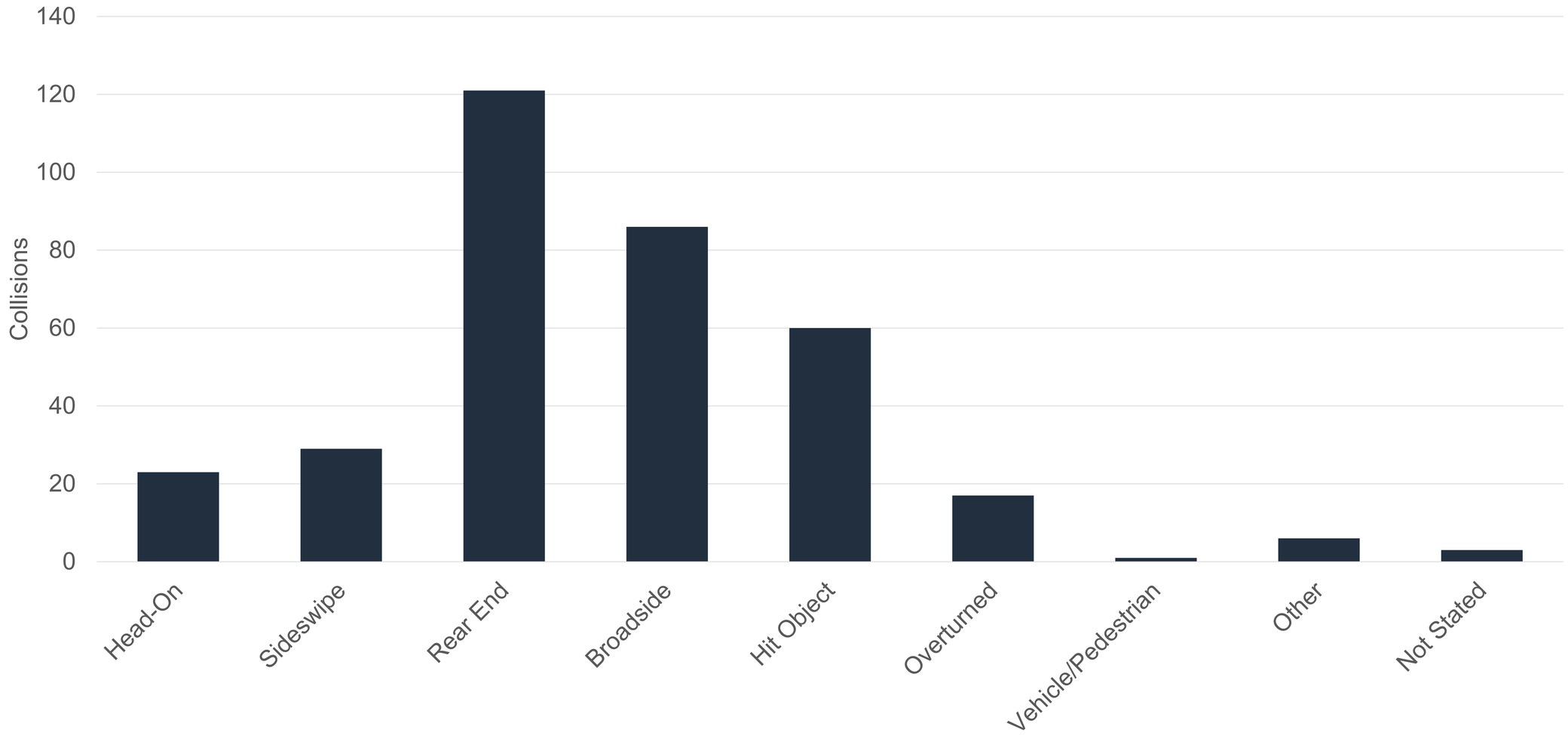


Vehicle-Vehicle Injury Collisions

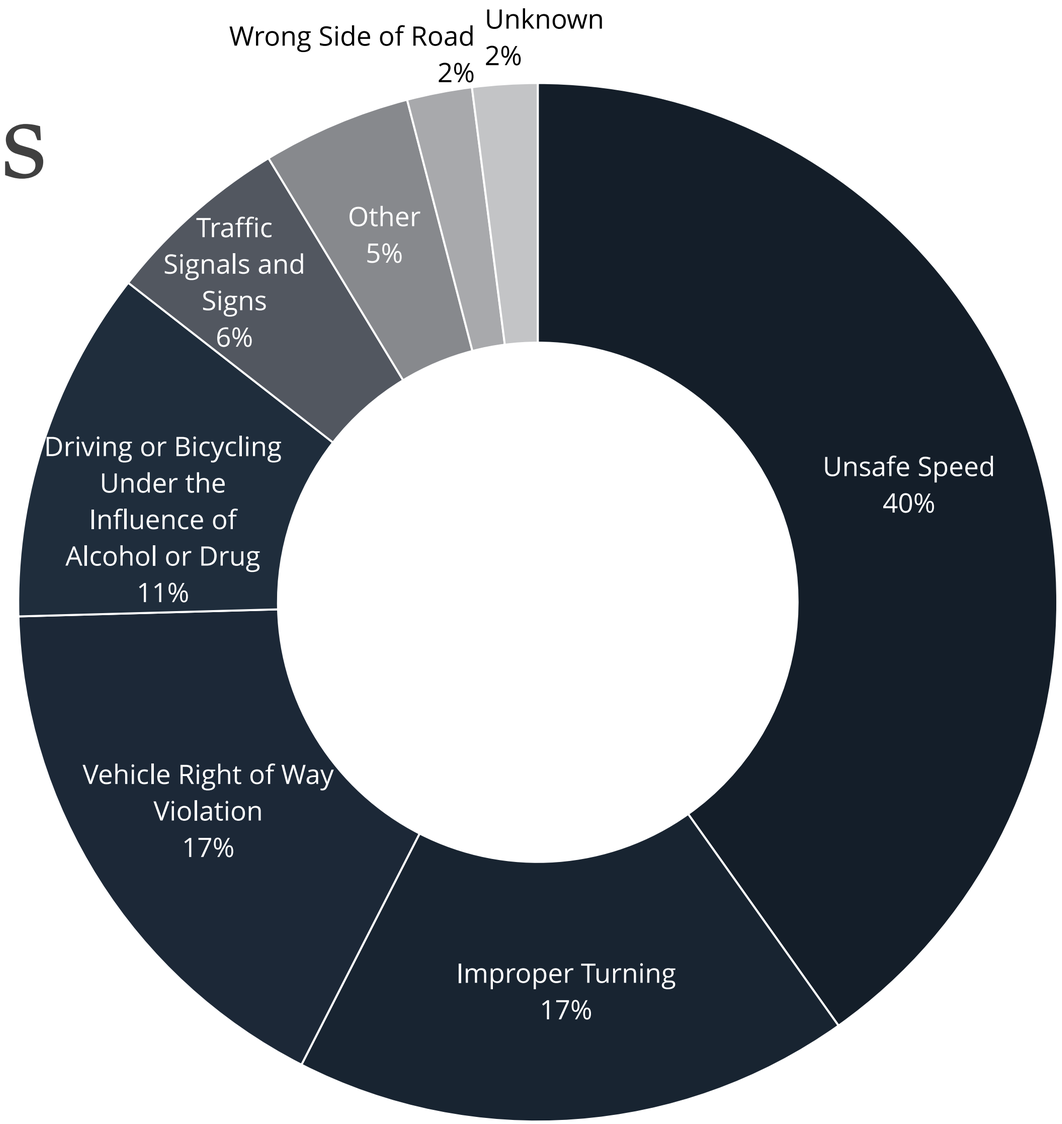




Primary Vehicle-Vehicle Injury Collision Factors

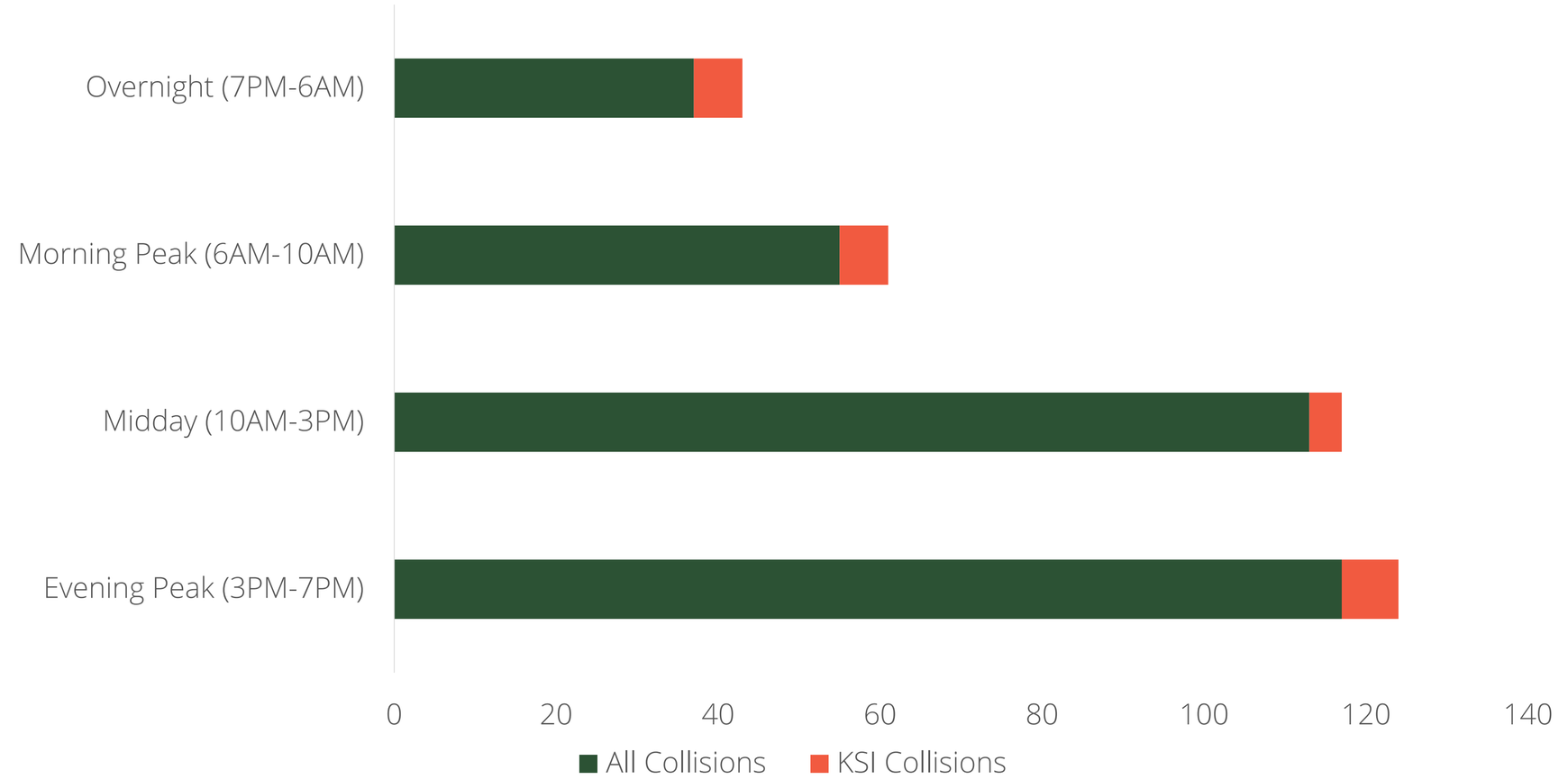


Primary Vehicle-Vehicle Injury Collision Factors

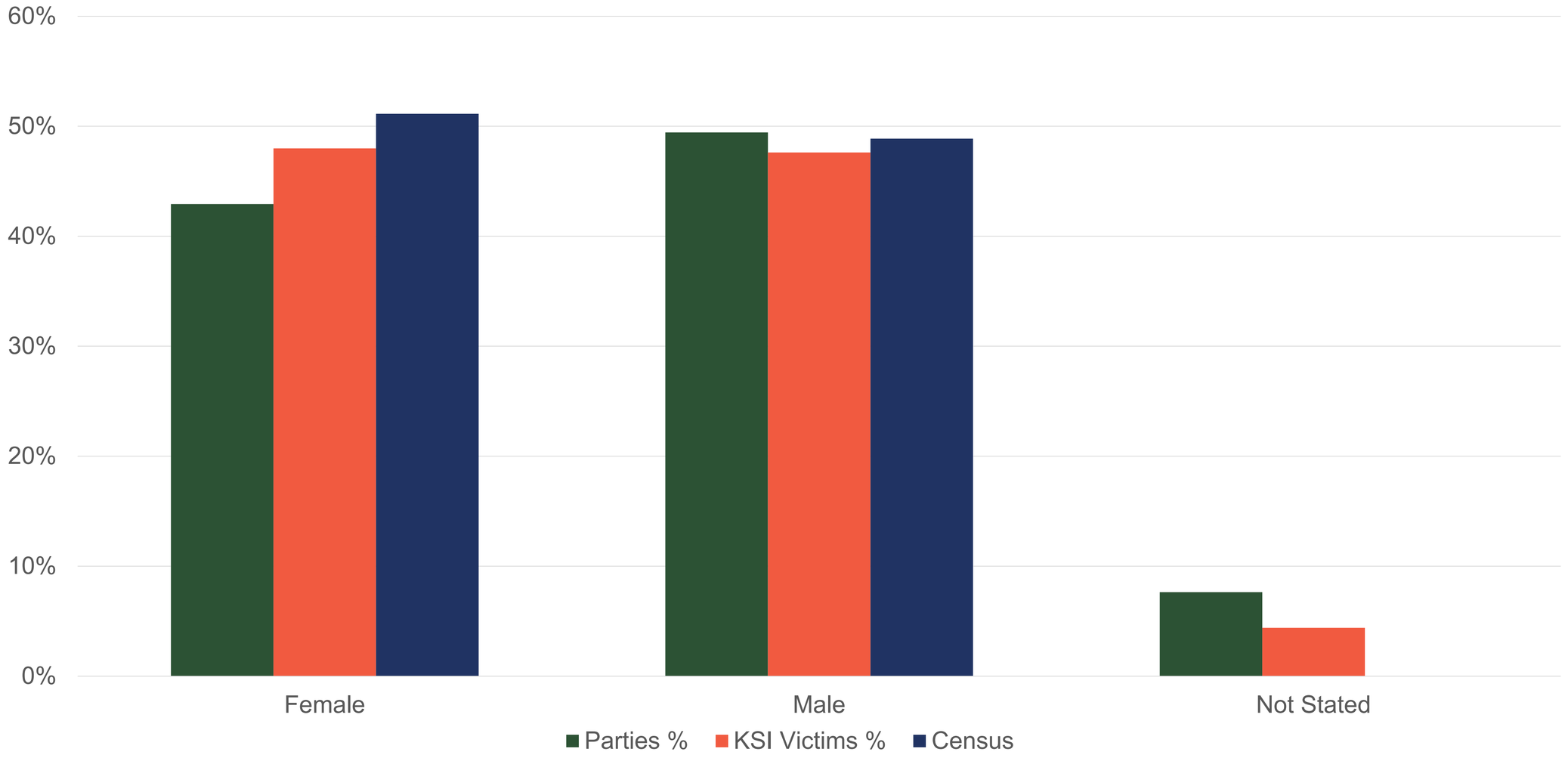


Time of Day

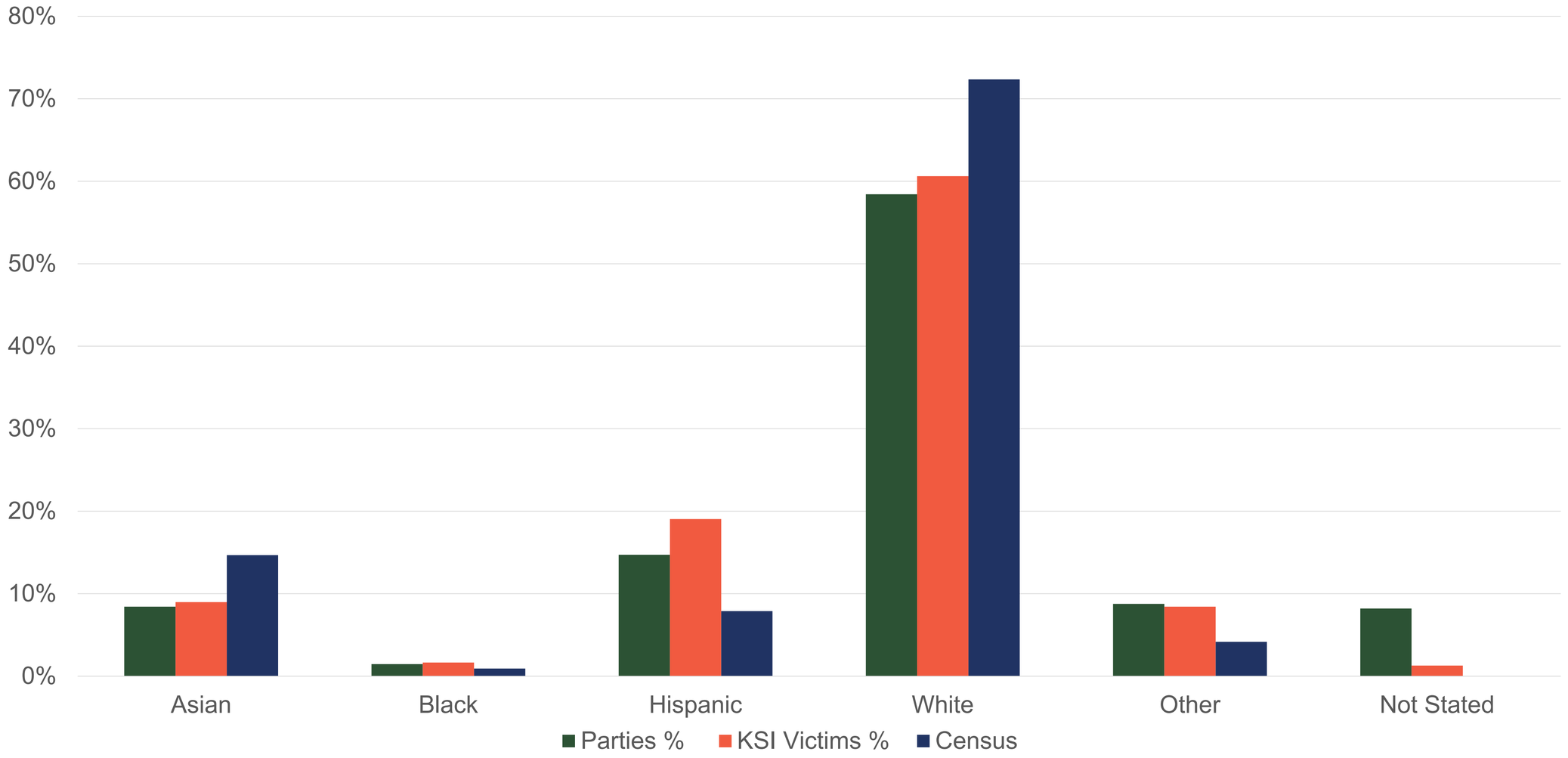
Injury Collisions



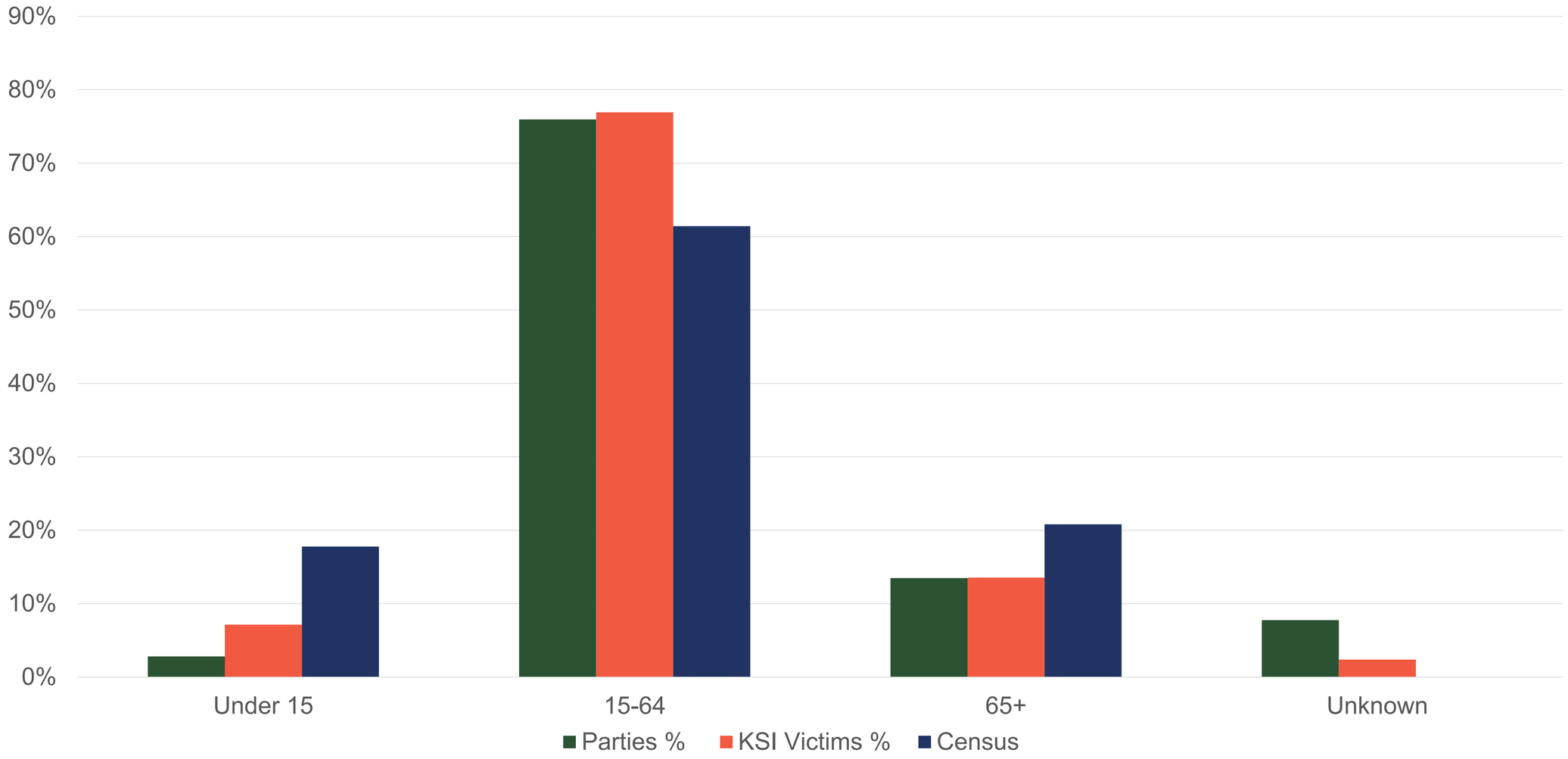
Demographics: Gender



Demographics: Race



Demographics: Age



Existing Conditions Summary

- Completion of an LRSP ensures the Town continues to **MEET ELIGIBILITY REQUIREMENT** to apply for and receive HSIP funds
- During the analysis period **2015-2019,** there have been a total of **379 INJURY COLLISIONS** in Los Gatos
    - Of these, 128 injury collisions (34%) involved a **BICYCLIST** or **PEDESTRIAN**
    - A total of **24 COLLISIONS** resulted in a **FATALITY** or **SEVERE INJURY**
- The top **PRIMARY COLLISION FACTORS** include:
    - Unsafe Speed
    - Vehicle Right of Way Violations
    - Improper Turning
- The top **PRIMARY COLLISION TYPES** are:
    - Rear End
    - Broadside

Questions?

Town of Los Gatos

Local Roadway Safety Plan

Collision Risk Profiles

FEHR PEERS

Funded by a Caltrans HSIP Grant

What is a Collision Risk Profile?

- Collision profiles describe the **collision characteristics** and **contextual factors** associated with notable collision types occurring in Los Gatos based on the analysis of collision history
- Identifying profiles is part of a systemic process to proactively identify locations which have similar contexts but may have experienced fewer collisions to date
- Individual collisions may fall under multiple collision profiles (i.e., a collision may be both a speed related conflict and involve driving under the influence)

Los Gatos Collision Risk Profiles

1. Age 60+ Involvement
2. Unmarked Pedestrian Crossing
3. Failure to Yield to Pedestrians in Crosswalk
4. Walking or Bicycling on a Major Roadway
5. Bicyclists at Stop Signs
6. Midblock Bicycle Conflict
7. Speed Related Conflict
8. Broadside Unsignalized Vehicle
9. Red Light Violation
10. Driving Under the Influence

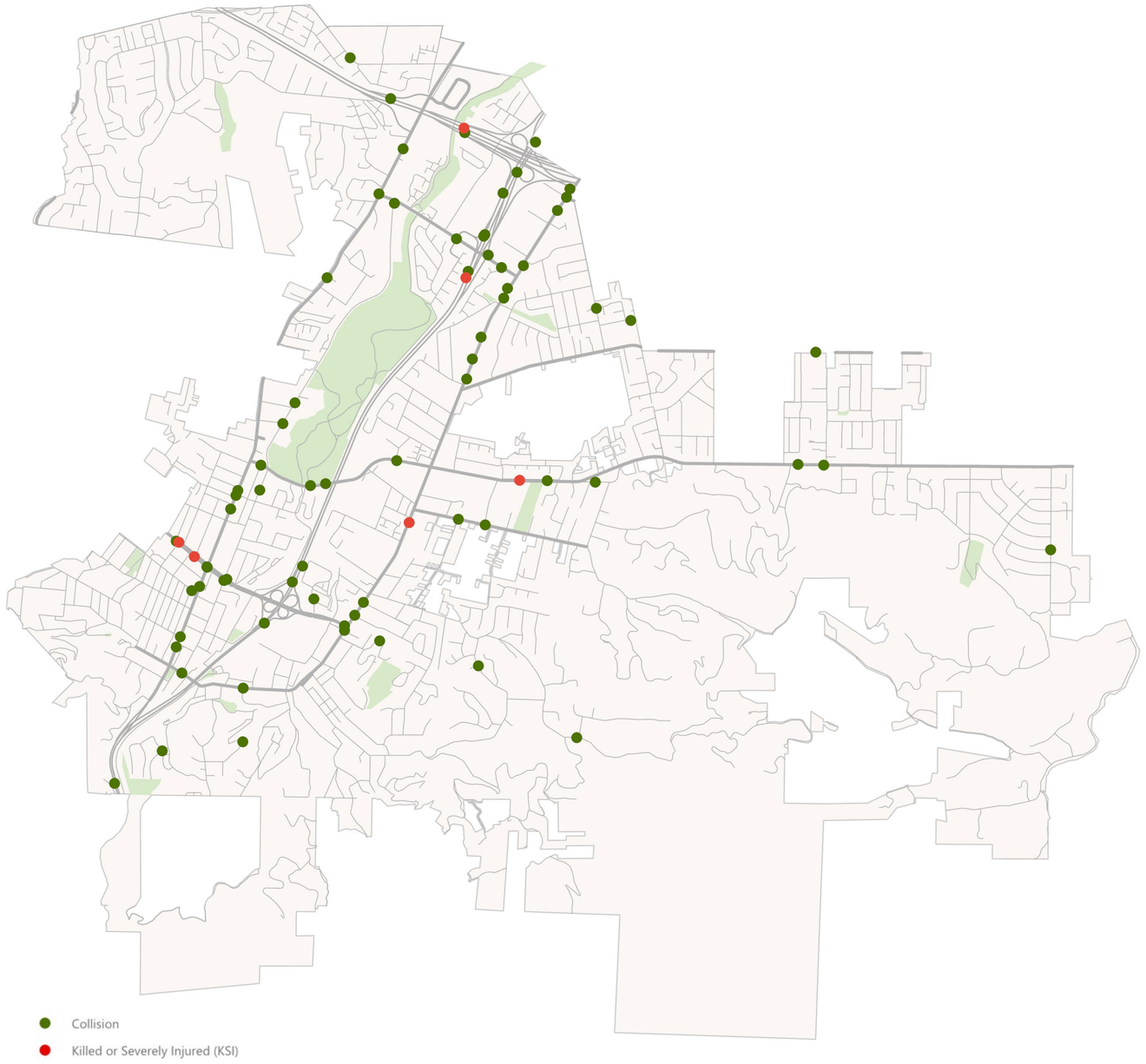
Age 60+ Involvement

Description: Collisions involving people age 60 or older

Factors: Pedestrians, bicyclists and/or vehicles involved parties, involved party age 60+

Number of Collisions: 82 Injury (21%), 6 KSI (20%)

Potential Countermeasures: Curb Extensions, Extended Pedestrian Crossing Time, Raised Crosswalks, Speed Tables, Pedestrian Refuge Island and Median, Signing and Striping Improvements, Enhanced Bicycle Facility, New Sidewalk, Retro Reflective Backplates for Signals, Daylighting Intersections



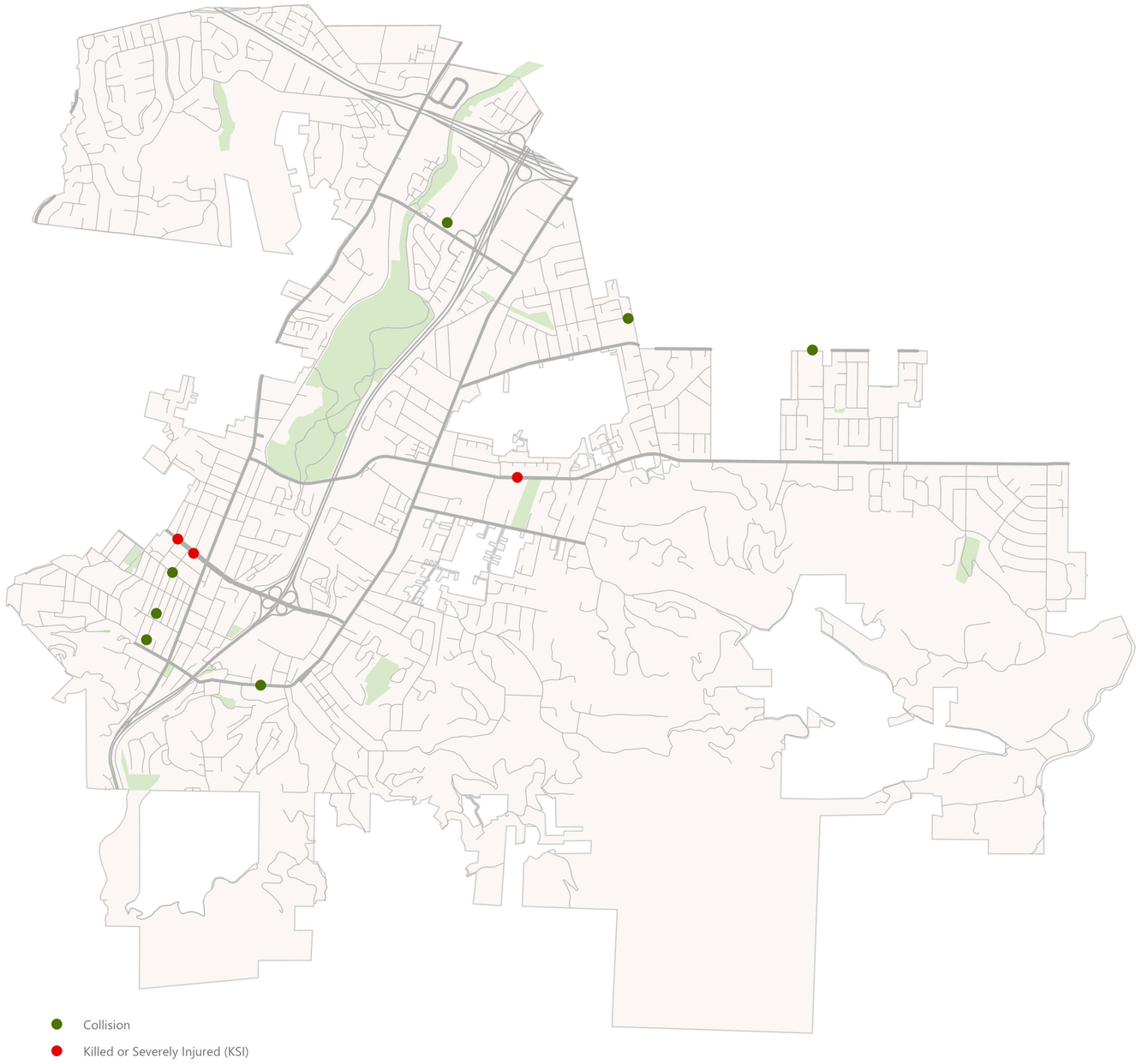
Unmarked Pedestrian Crossing

Description: Pedestrians who are crossing outside of crosswalks involved in collisions

Factors: Pedestrians and vehicles both involved parties, location has unmarked crosswalk

Number of Collisions: 10 Injury (3%), 3 KSI (10%)

Potential Countermeasures: Curb Extensions, Pedestrian Refuge Island and Median, Flashing Beacons, High Visibility Crosswalk



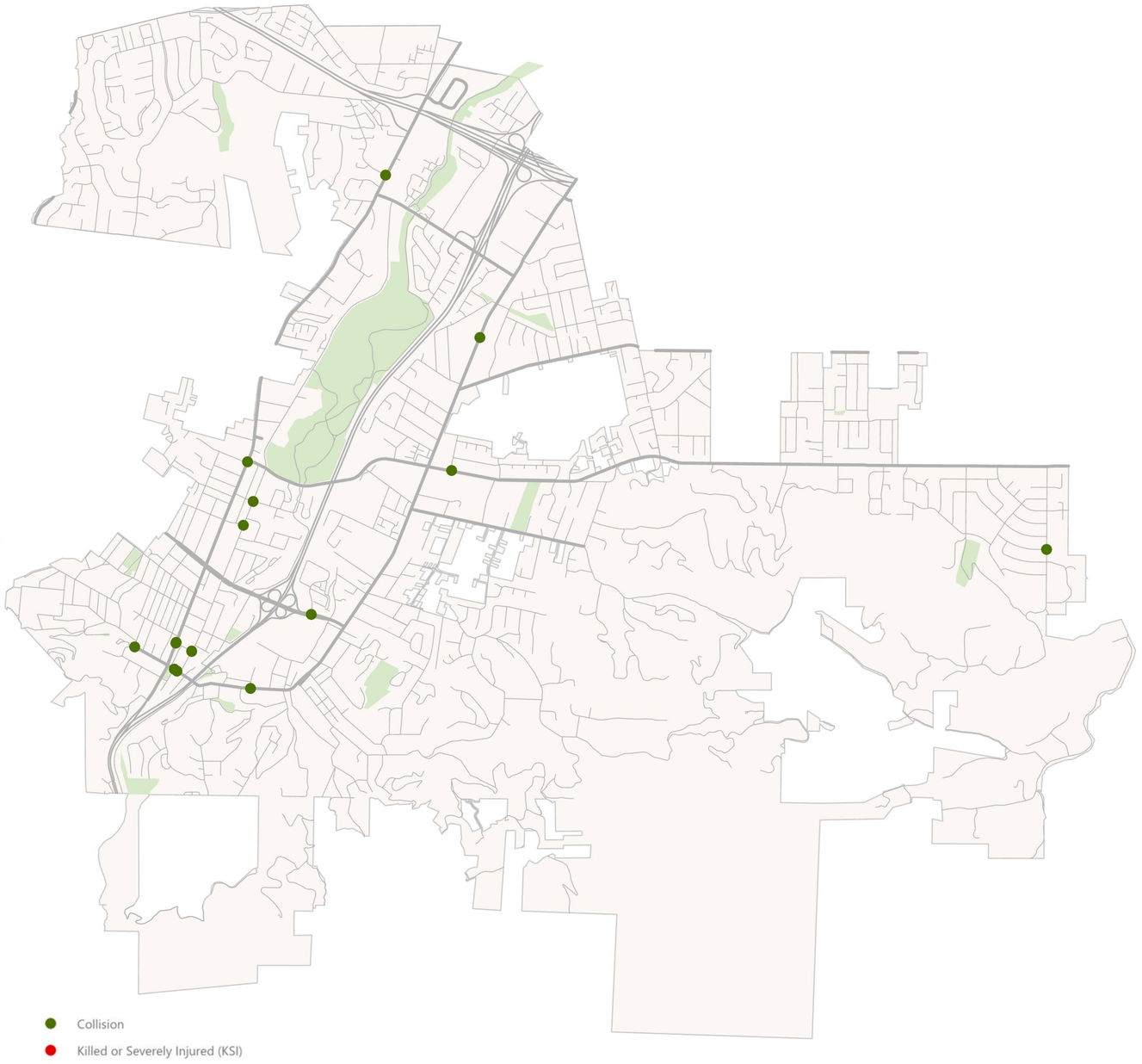
Failure to Yield to Pedestrians in Crosswalk

Description: Pedestrians who are crossing at crosswalks involved in collisions

Factors: Pedestrians and vehicles both involved parties, location has marked crosswalk (midblock or at intersection, signalized or unsignalized)

Number of Collisions: 16 Injury (4%)

Potential Countermeasures: Curb Extensions, Pedestrian Refuge Island and Median, Flashing Beacons, Leading Pedestrian Interval, High Visibility Crosswalk



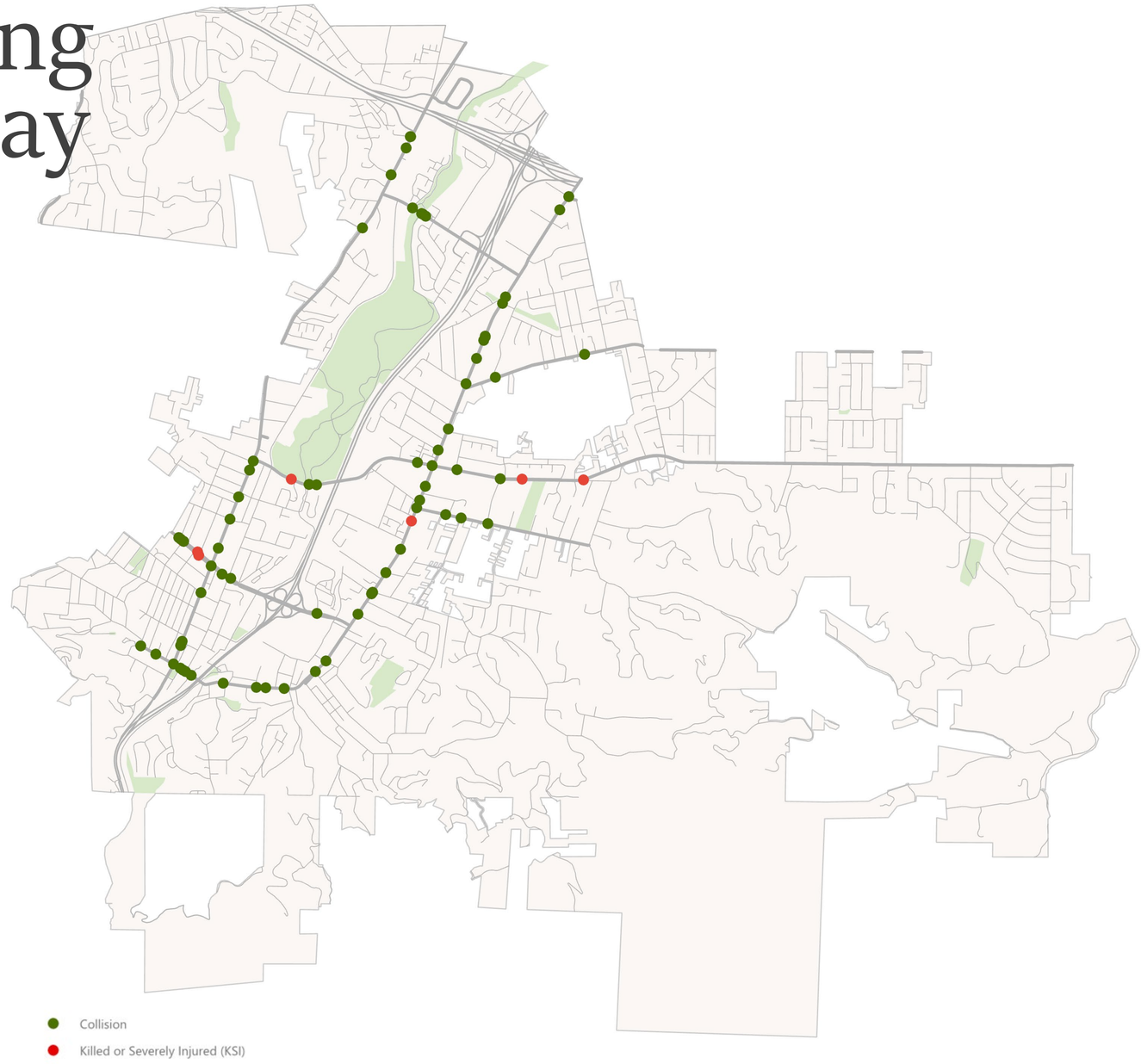
Walking or Bicycling on a Major Roadway

Description: Pedestrians or bicyclists involved in collisions along arterials such as Los Gatos Boulevard, Santa Cruz Avenue, and Blossom Hill Road

Factors: Pedestrians and/or bicyclists involved parties, location is classified as arterial

Number of Collisions: 87 Injury (22%), 7 KSI (23%)

Potential Countermeasures: Enhanced Bicycle Facility, New Sidewalk, Roadway and Intersection Safety Lighting, Pedestrian Signal Improvements, Pedestrian Refuge Island and Median



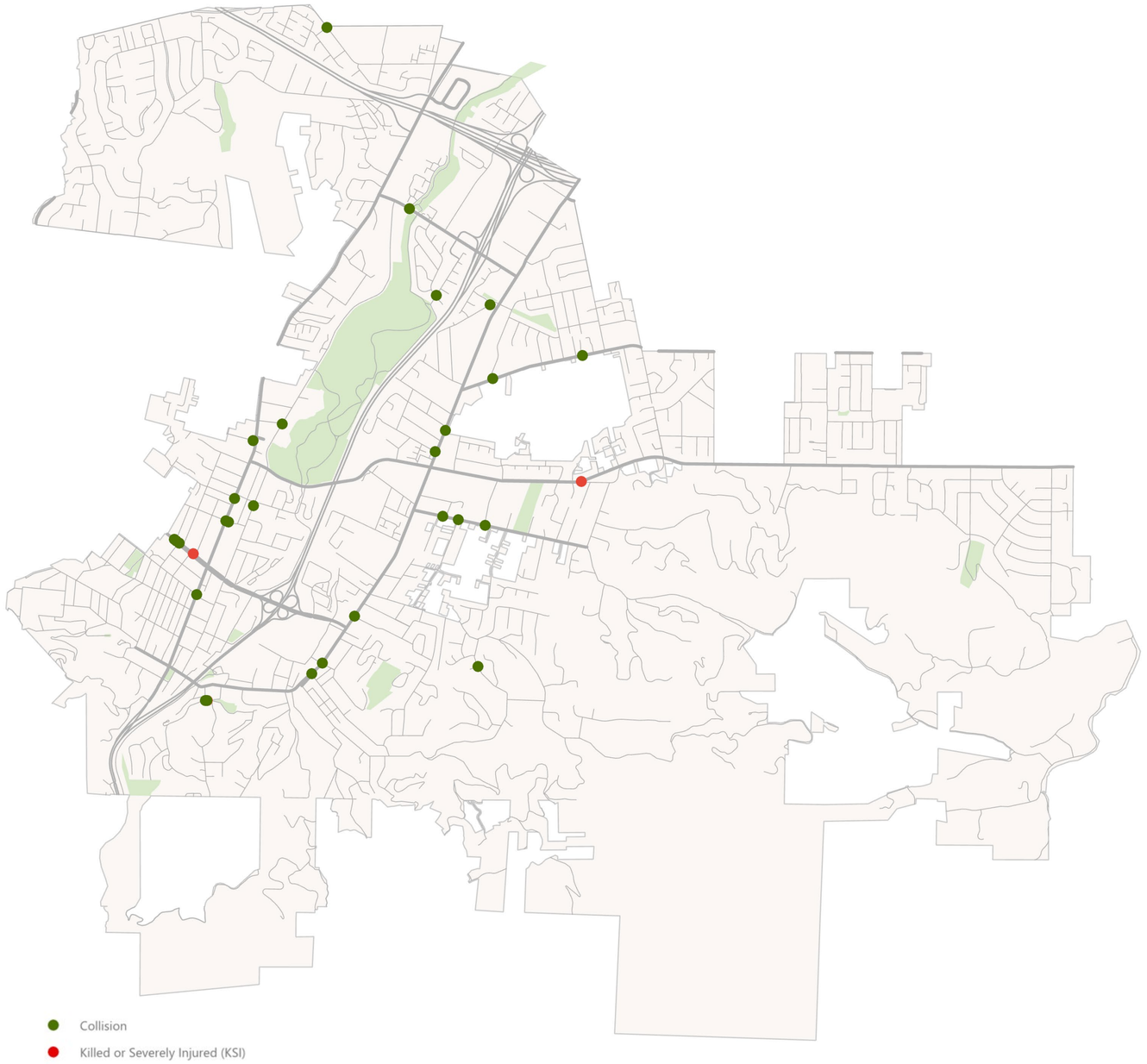
Bicyclists at Stop Signs

Description: Cyclists at stop signs who are involved in collisions with vehicles

Factors: Bicyclists and vehicles both involved parties, location is unsignalized intersection with stop control

Number of Collisions: 38 Injury (10%), 3 KSI (10%)

Potential Countermeasures: Enhanced Bicycle Facility, Curb Extensions, Signing and Striping Improvements, Parking Restrictions



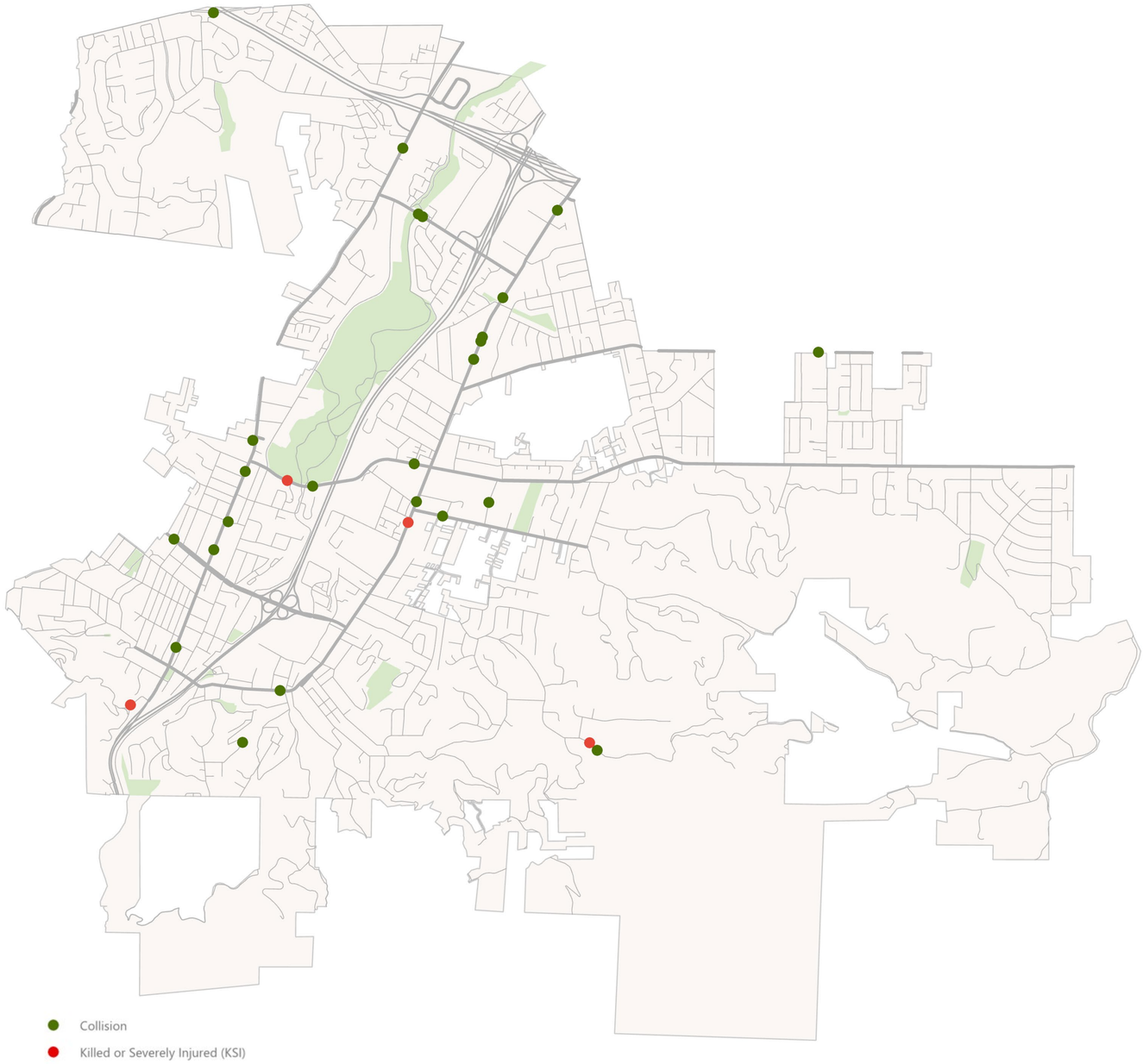
Midblock Bicycle Conflict

Description: Cyclists who are involved in collisions with vehicles away from an intersection

Factors: Bicyclists and vehicles involved parties, location is not intersection

Number of Collisions: 31 Injury (8%), 4 KSI (13%)

Potential Countermeasures: Enhanced Bicycle Facility, Roadway and Intersection Safety Lighting, Pedestrian Crossing Enhancements



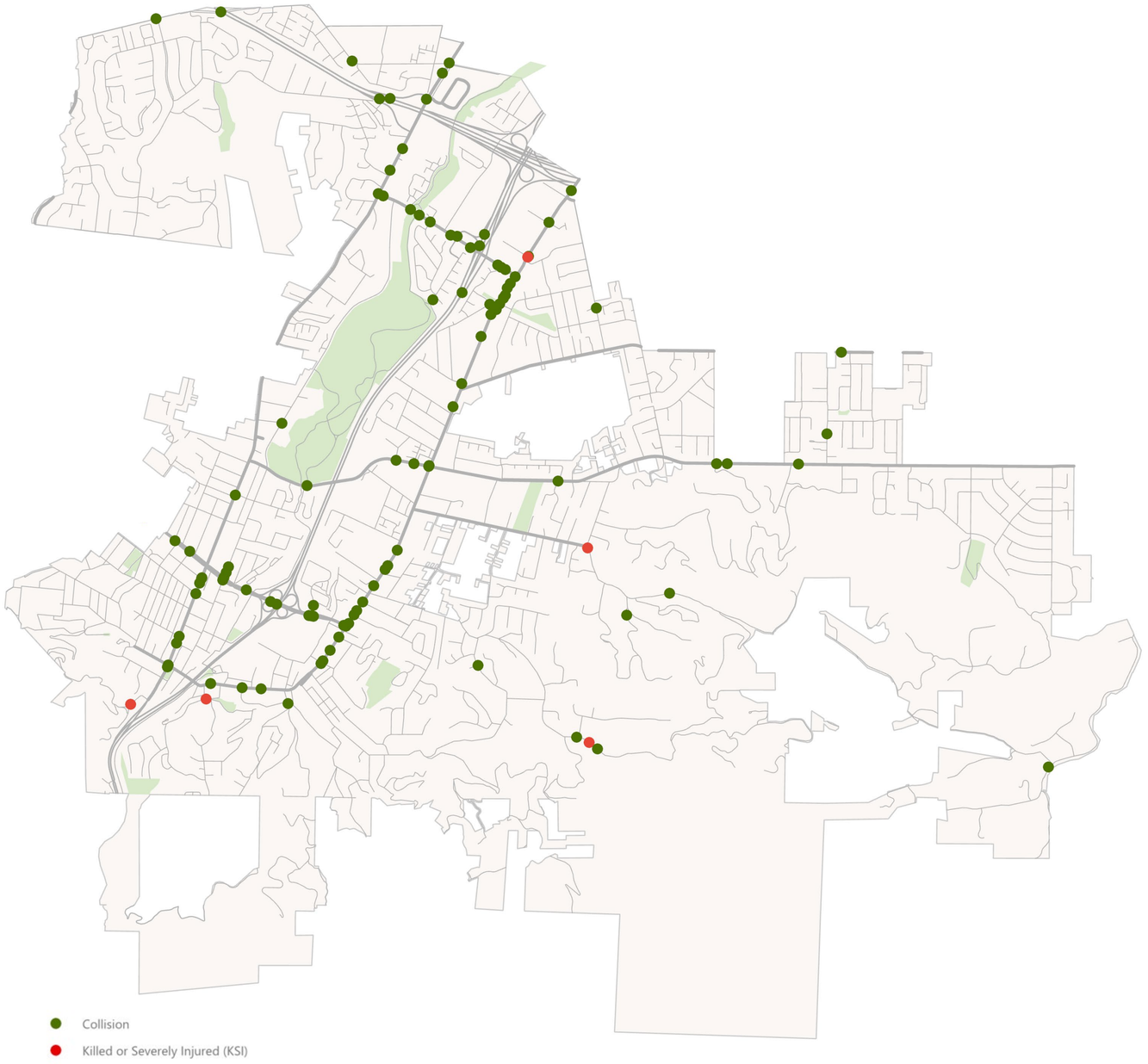
Speed Related Conflict

Description: Vehicles involved in collisions where speed is identified as a contributing factor

Factors: Unsafe speed identified

Number of Collisions: 116 Injury (30%); 5 KSI (16%)

Potential Countermeasures: Vehicle Speed Feedback Sign, Traffic Calming (Speed Humps or Raised Crosswalks), Protected Bikeway, Lane Reduction or Narrowing



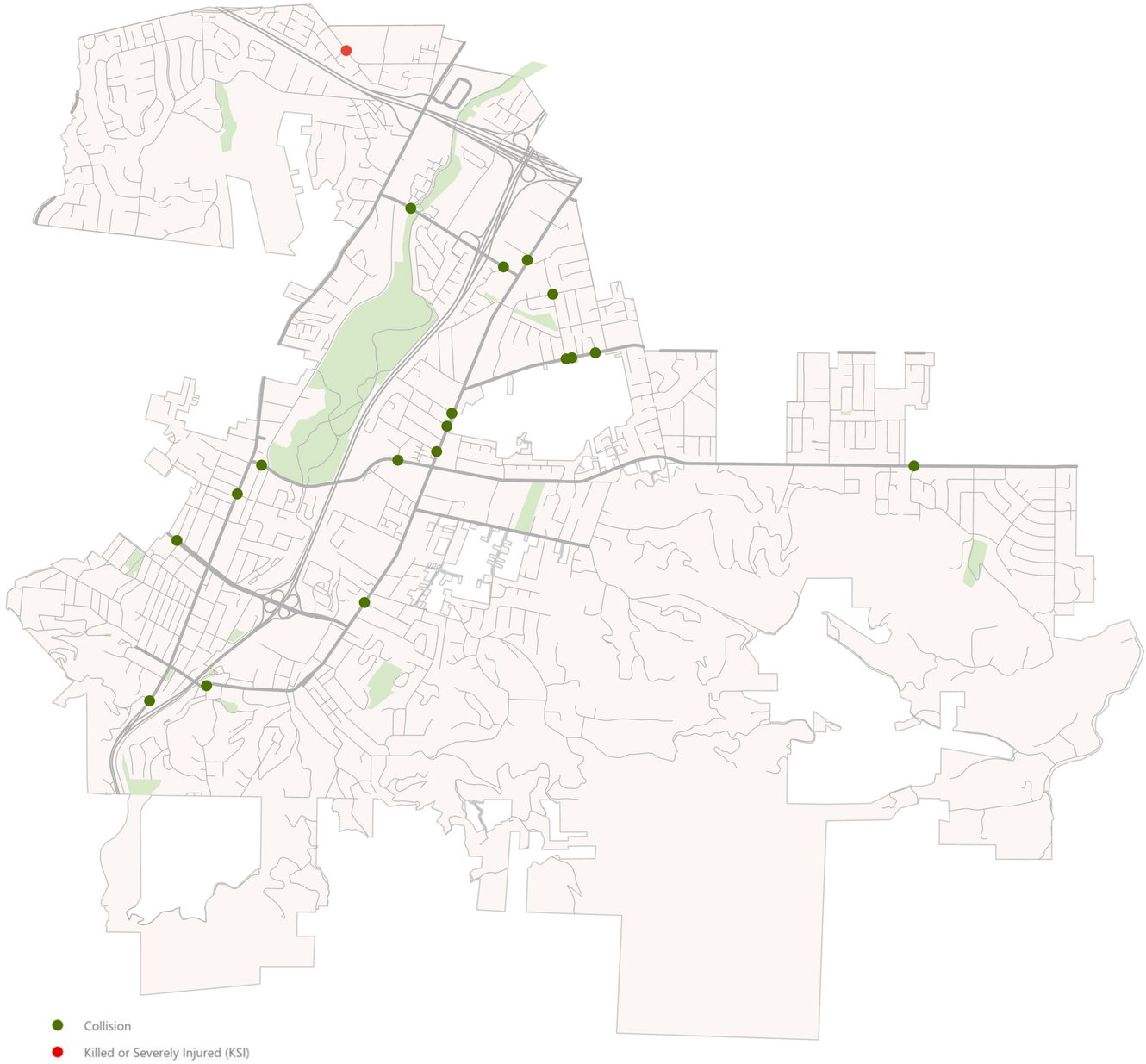
Broadside Unsignalized Vehicle

Description: Vehicle colliding with the side of another vehicle at unsignalized intersection

Factors: Vehicles are the involved party, collision type is broadside, location is unsignalized intersection

Number of Collisions: 22 Injury (6%); 1 KSI (3%)

Potential Countermeasures: Signing and Striping Improvements, Parking Restrictions, Turn Restrictions/Medians, Lane Reduction, Modified Intersection Control (All-way Stop or Signalization)



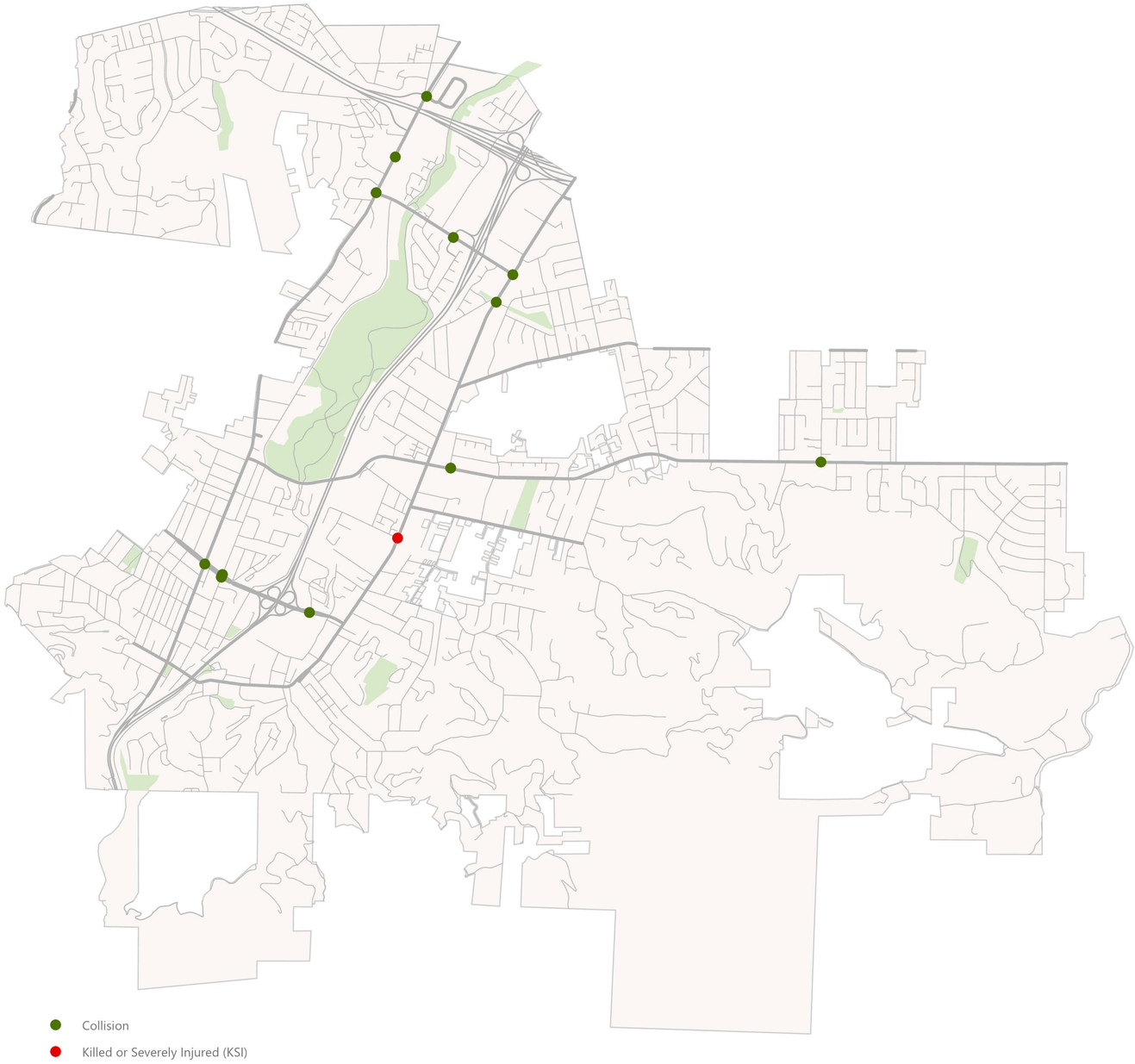
Red Light Violation

Description: Vehicles running red lights at signalized intersections

Factors: Vehicle is involved party, location is signalized intersection, violation is traffic signals and signs violation

Number of Collisions: 17 Injury (4%), 1 KSI (3%)

Potential Countermeasures: Advance Dilemma-zone Detection, Signal Timing and Phasing Improvements, Signal Equipment Upgrades, Education & Compliance



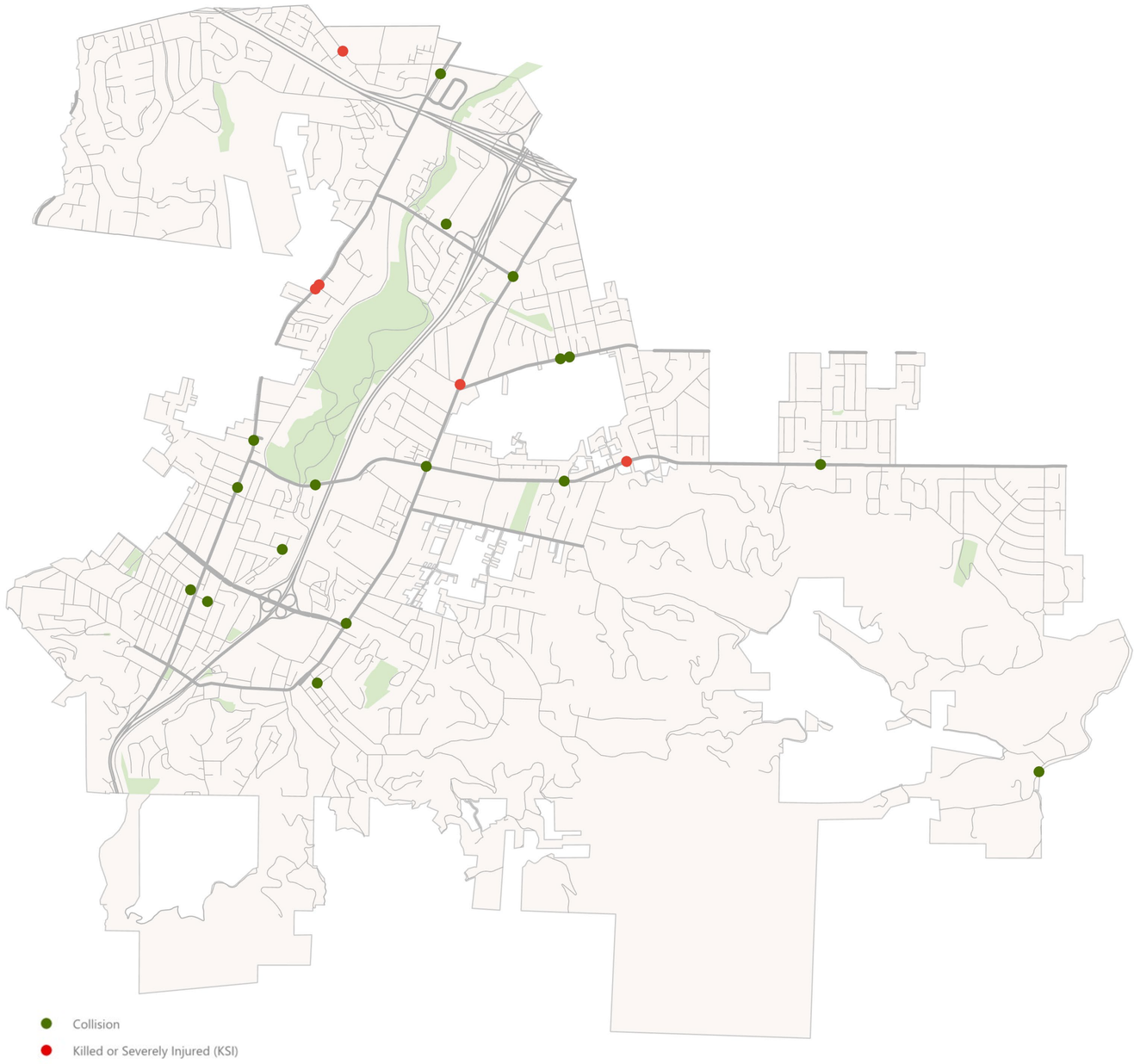
Driving Under The Influence

Description: Drivers driving under the influence of alcohol or drugs

Factors: Vehicle is involved party, at least one party was under influence of drugs or alcohol

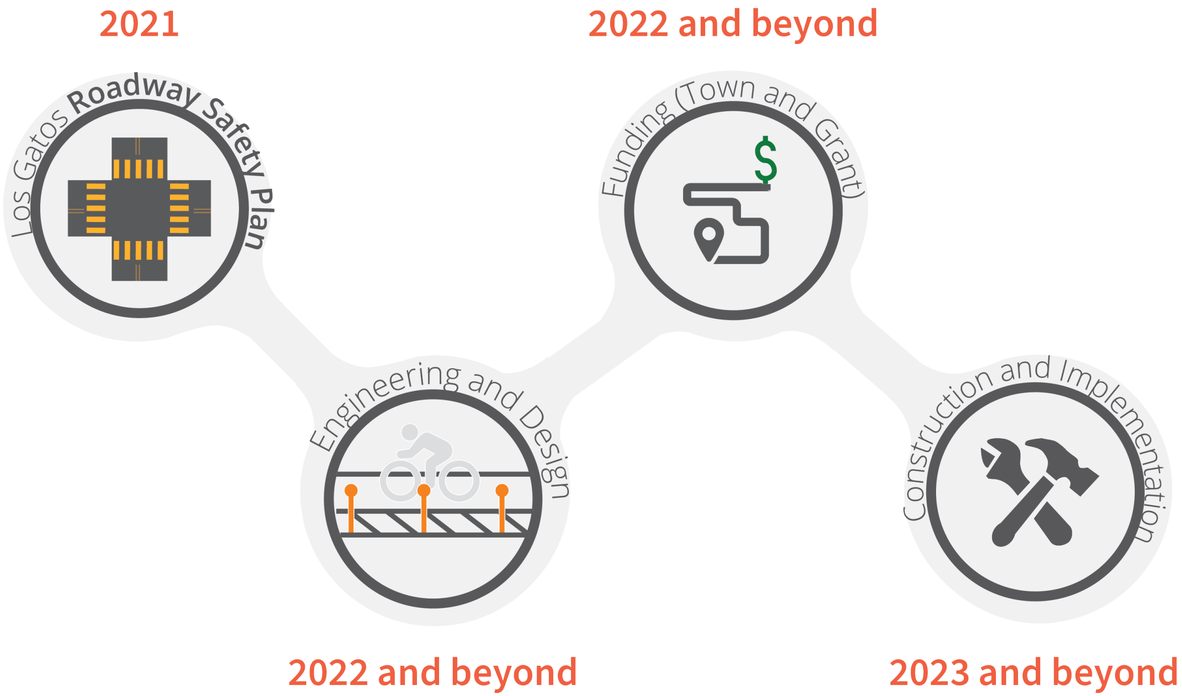
Number of Collisions: 25 Injury (6%), 5 KSI (16%)

Potential Countermeasures: Education, Enforcement, Vehicle Speed Feedback Sign, Traffic Calming (Speed Hump or Raised Crosswalk)



Next Steps

- Community Engagement
  - Project Webpage
  - Social Media
  - October 17th Farmer's Market
- Identify 10 Priority Emphasis Areas
- Present updates at Commission Meetings
- Conduct walk audits to discuss countermeasures
- Complete LRSP report documentation



Questions?

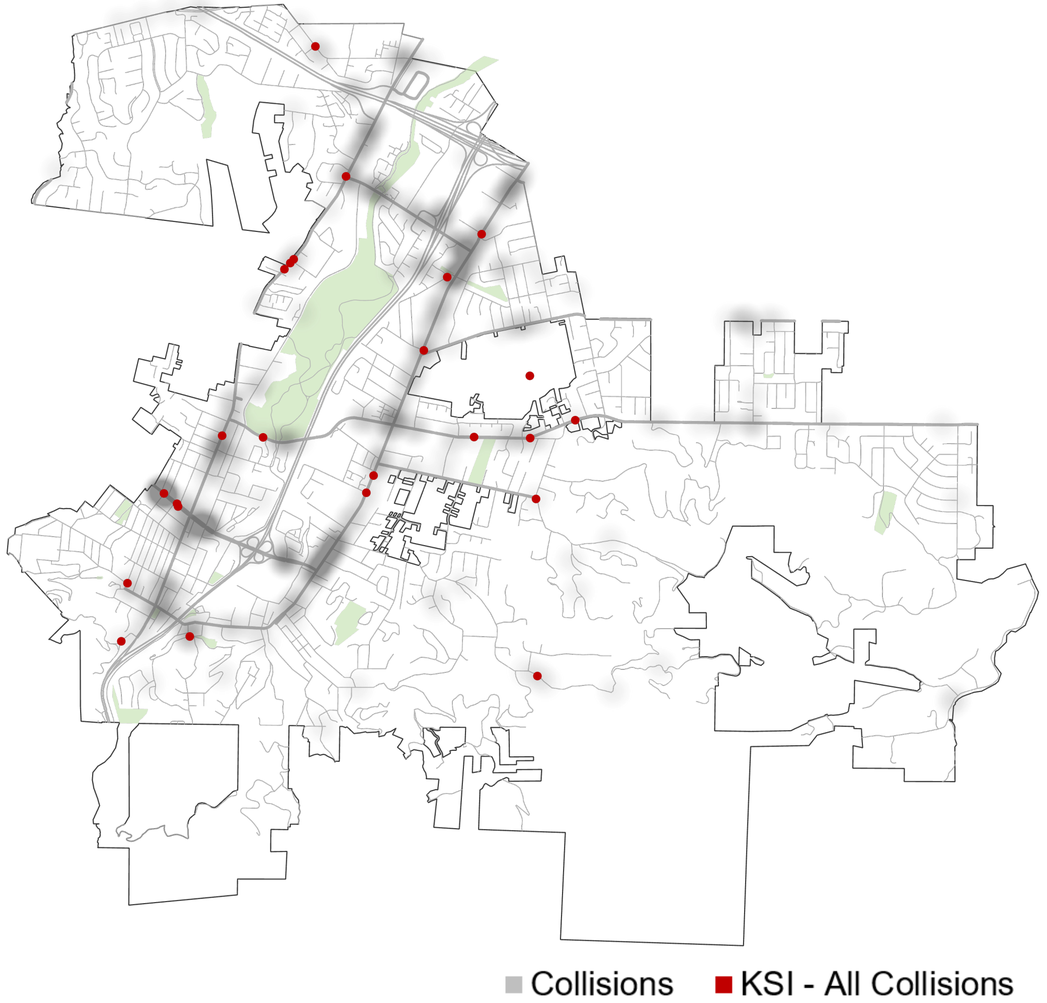
Town of Los Gatos
Local Roadway Safety Plan
Priority Emphasis Areas

FEHR PEERS

Funded by a Caltrans HSIP Grant

Los Gatos LRSP

- Town-wide Vision Statement
- Existing Conditions Data Analysis
- Stakeholder Engagement
- Community Engagement
- Collision Profile Development
- Draft Priority Emphasis Areas



Analysis Period: 2015-2019

Coverage: Local Public Streets (excluding SR-17 & SR-85 freeways)

Data Source: Injury Collisions Reported to Los Gatos Monte Sereno Police Department, Accessed via Transportation Injury Mapping System (TIMS)

Draft Priority Emphasis Areas

Intersection Emphasis Areas

~~a. Los Gatos Saratoga Rd and Montgomery St~~

~~b. Los Gatos Saratoga Rd and University Ave~~

~~c. Winchester Blvd and Lark Ave~~

~~d. Winchester Blvd and Wimbledon Dr~~

~~e. Los Gatos Blvd and Blossom Hill Rd~~

f. Blossom Hill Rd and Vasona Park Rd

Segment Emphasis Areas

g. Tait Ave: W Main St and Los Gatos Saratoga Rd

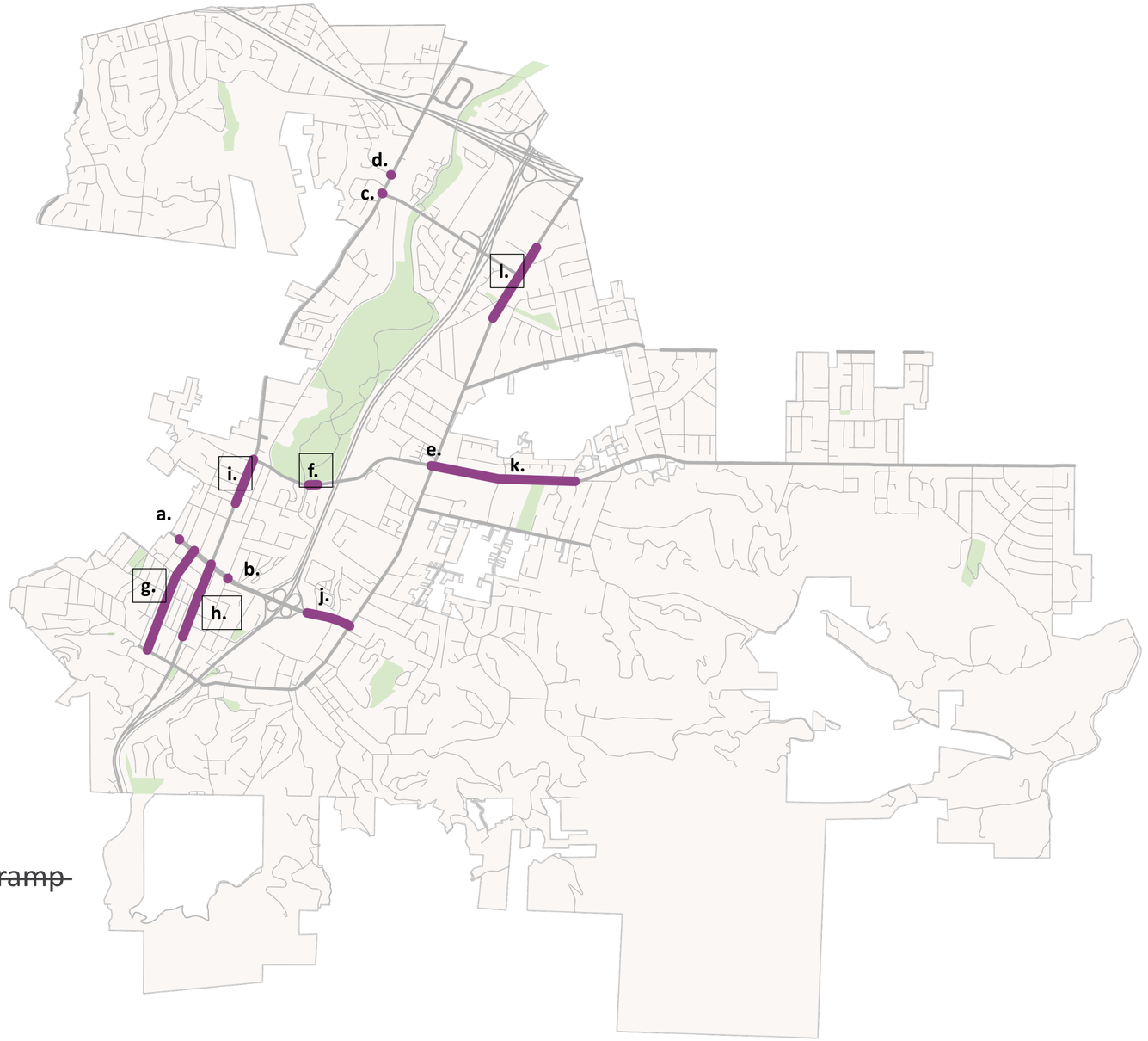
h. Santa Cruz Ave: Main St and Los Gatos Saratoga Rd

i. N Santa Cruz Ave: Blossom Hill Rd and Thurston St

~~j. Los Gatos Saratoga Rd: Los Gatos Blvd and HWY 17 off ramp~~

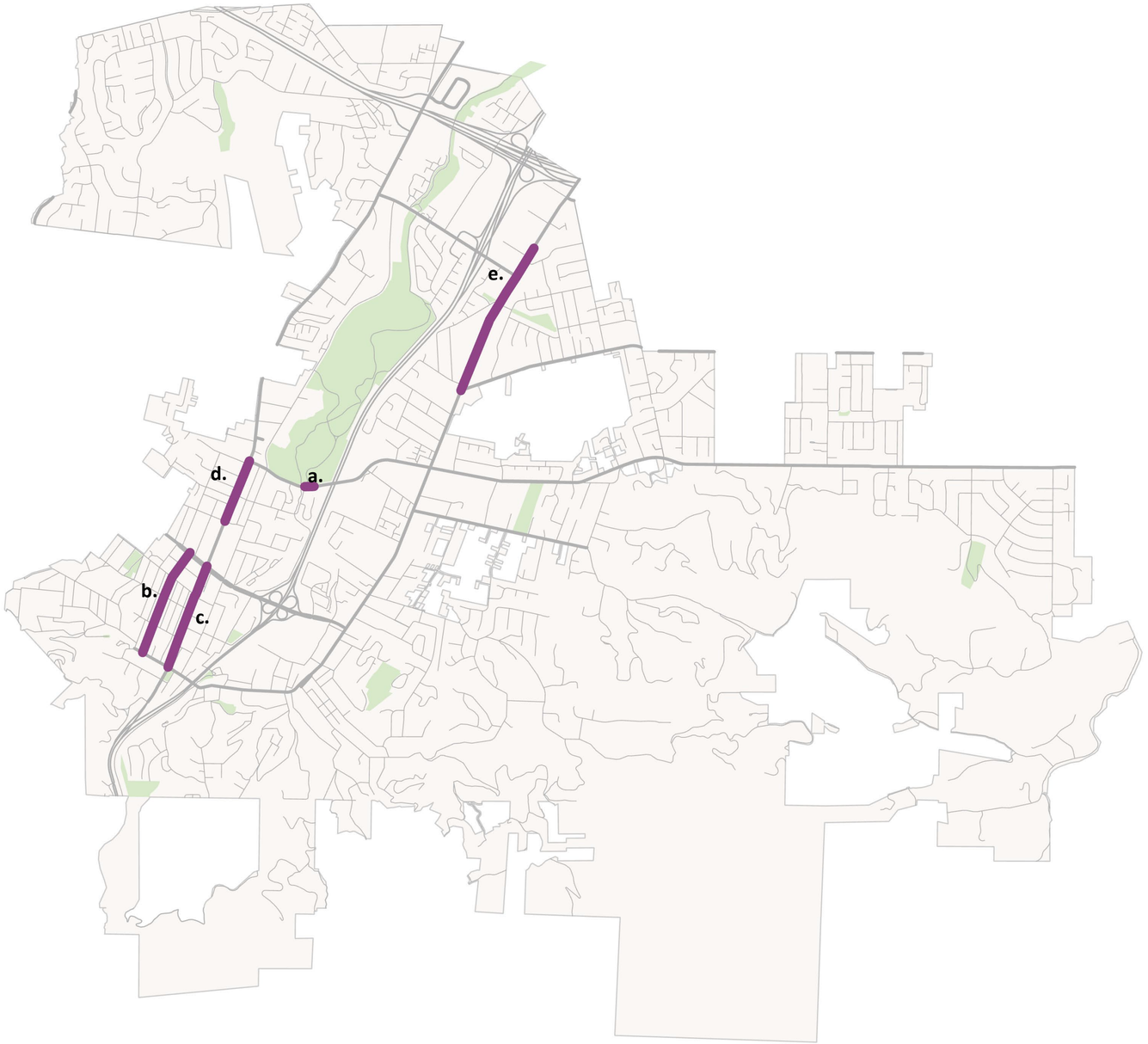
~~k. Blossom Hill Rd: Los Gatos Blvd and Winterbrook Rd~~

l. Los Gatos Blvd: Bennett Way to Garden Ln



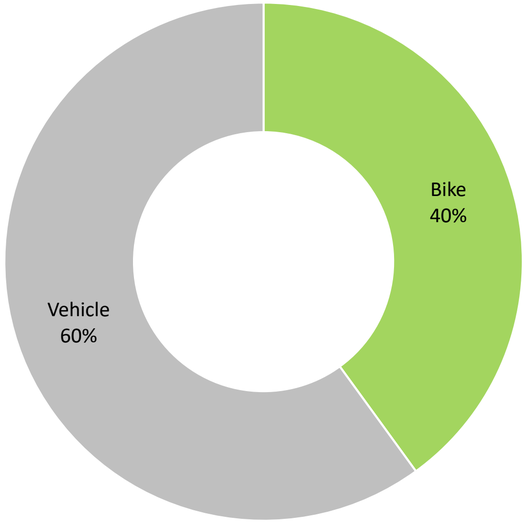
Draft Priority Emphasis Areas

a. Blossom Hill Rd and Vasona Park Rd
b. Tait Ave: W Main St and Los Gatos Saratoga Rd
c. Santa Cruz Ave: W Main St and Los Gatos Saratoga
d. N Santa Cruz Ave: Blossom Hill Rd and Thurston St
e. Los Gatos Blvd: Bennett Way to Garden Ln



Blossom Hill Rd and Vasona Park Rd

Total Injury Collisions	**5**
KSI Collisions	**0**



Top Injury Collision Factors

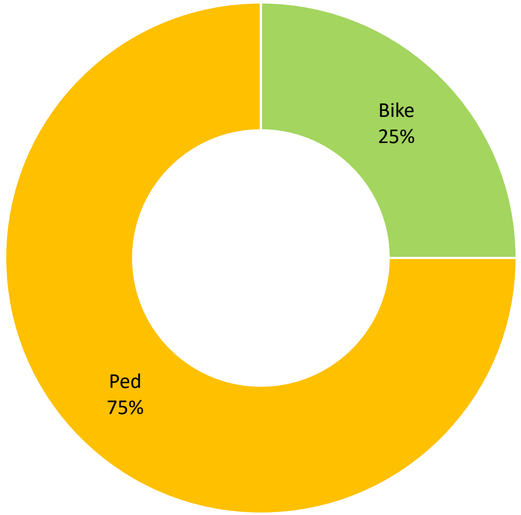
- Unsafe Speed
- DUI

Collision Profiles

- Age 60+ Collisions
- Walking or Bicycling on a Major Roadway
- Midblock Bicycle Collisions
- Speed Related Conflict
- Driving Under the Influence

Tait Ave: W Main St to Los Gatos Saratoga Rd

Total Injury Collisions	**4**
KSI Collisions	**1**



Top Injury Collision Factors

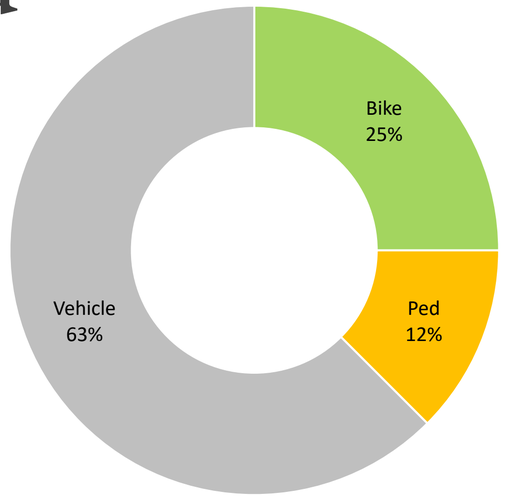
- Unsafe Speed
- Left Turn Violation
- Pedestrian crossing outside of crosswalk

Collision Profiles

- Age 60+ Collisions
- Unmarked Pedestrian Crossing
- Bicycle Collisions at Stop Signs

N Santa Cruz Ave: Main St to Los Gatos Saratoga Rd

Total Injury Collisions	**16**
KSI Collisions	**0**



Top Injury Collision Factors

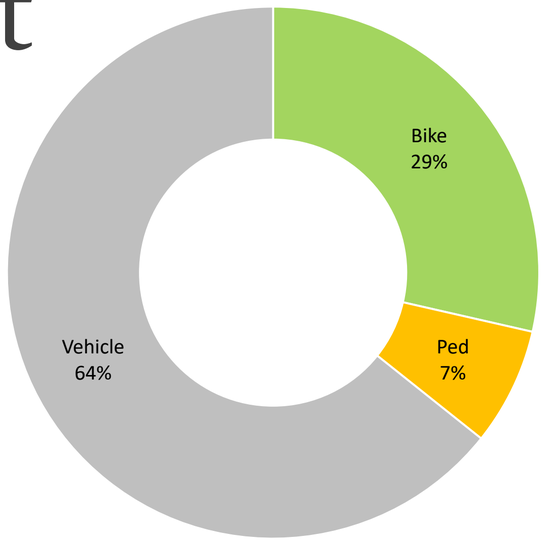
- Unsafe Speed
- Driver not yielding at crosswalk
- Failure to signal

Collision Profiles

- Age 60+ Collisions
- Failure to Yield to Pedestrians in Crosswalk
- Walking or Bicycling on a Major Roadway
- Bicycle Collisions at Stop Signs
- Midblock Bicycle Collisions
- Speed Related Conflict
- Red Light Violation

N Santa Cruz Ave: Blossom Hill Rd to Andrews St

Total Injury Collisions	**13**
KSI Collisions	**1**

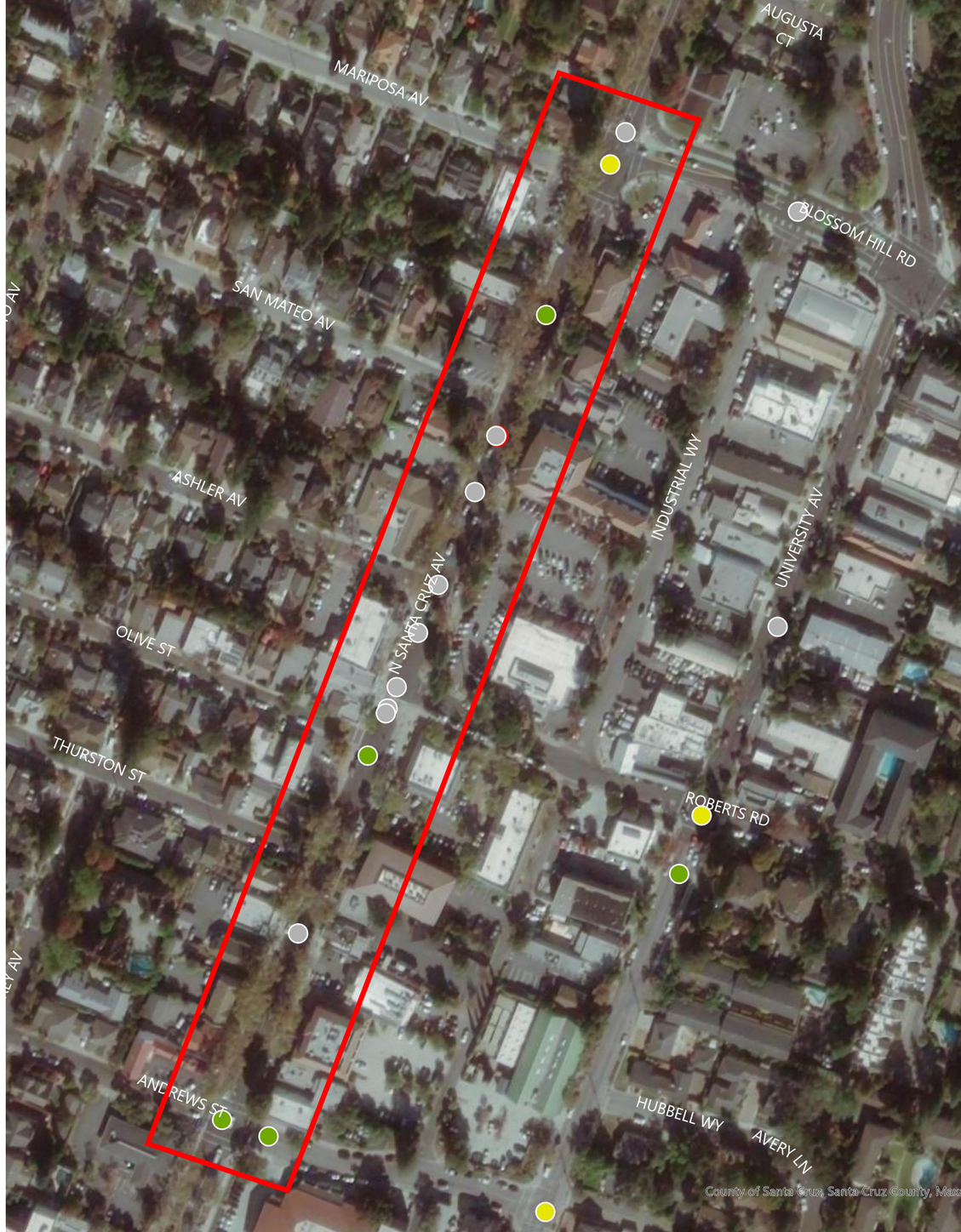


Top Injury Collision Factors

- Rear End
- Failure to Yield
- Left Turn Violation

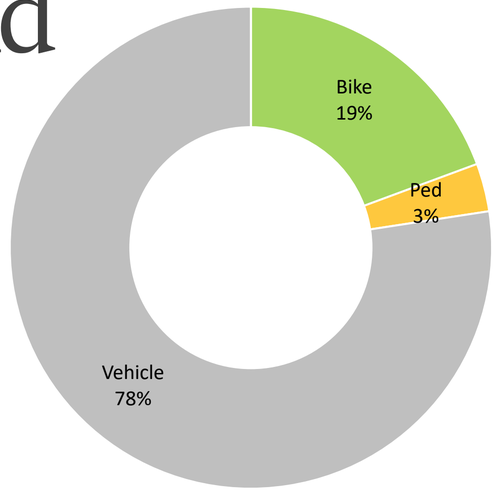
Collision Profiles

- Age 60+ Collisions
- Failure to Yield to Pedestrians in Crosswalk
- Walking or Bicycling on a Major Roadway
- Bicycle Collisions at Stop Signs
- Midblock Bicycle Collisions
- Speed Related Conflict
- Broadside Collisions at Unsignalized Intersections
- Driving Under the Influence



Los Gatos Blvd: Bennett Way to Los Gatos Almaden Rd

Total Injury Collisions	**31**
KSI Collisions	**2**

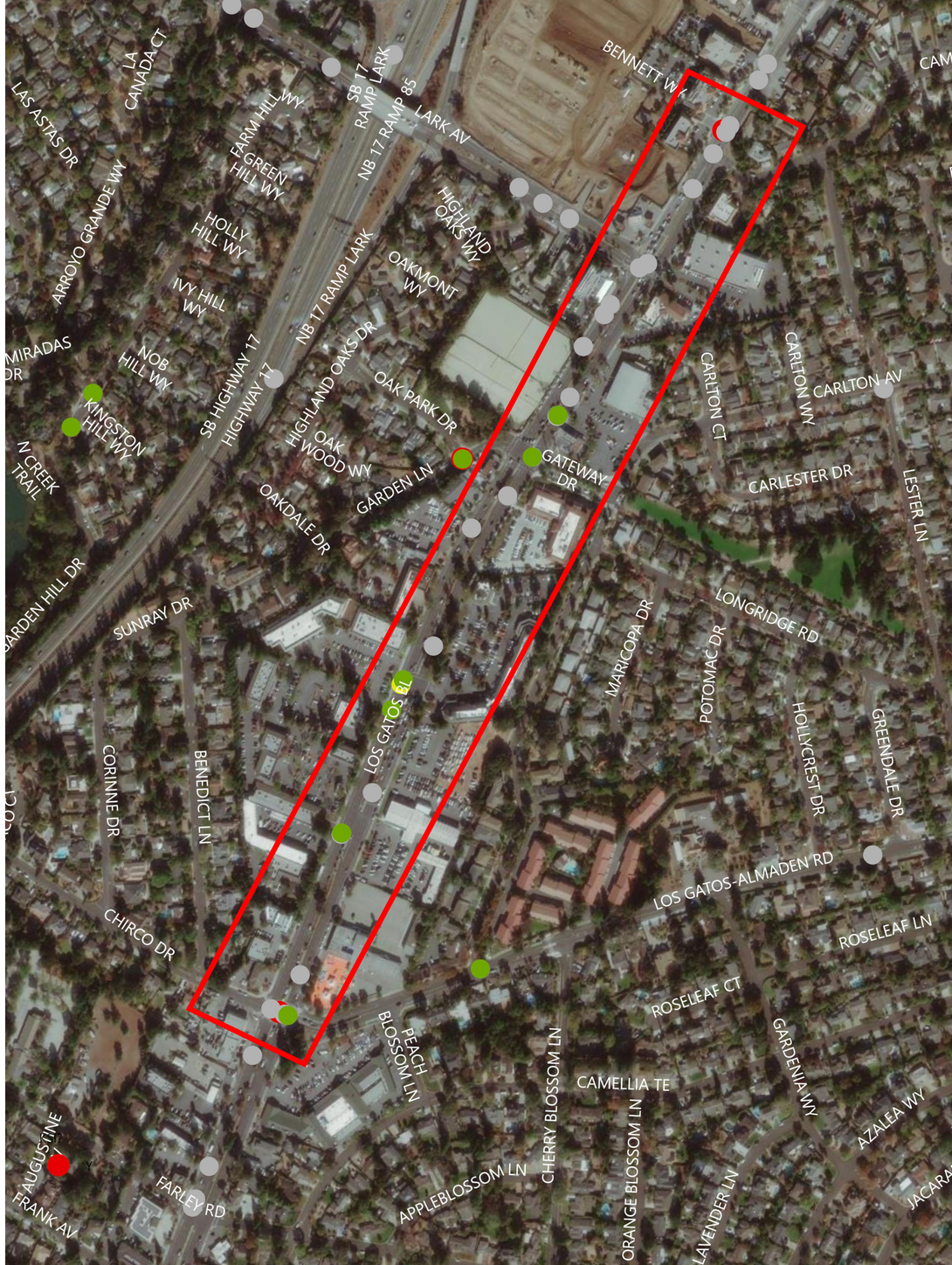


Top Injury Collision Factors

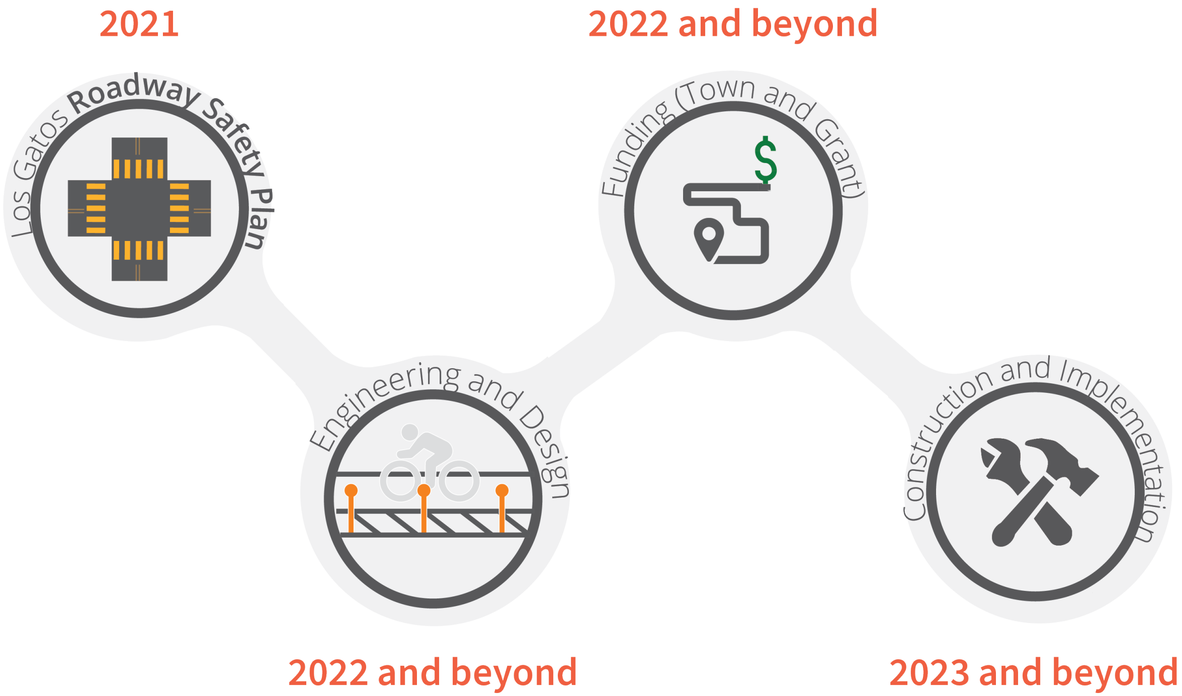
- Unsafe Speed
- Failure to yield
- Rear End
- Broadside

Collision Profiles

- Age 60+ Collisions
- Walking or Bicycling on a Major Roadway
- Midblock Bicycle Collisions
- Speed Related Conflict
- Broadside Collisions at Unsignalized Intersections
- Red Light Violation
- Driving Under the Influence



Next Steps



- Community Engagement
  - Project Webpage
  - Social Media
  - Doodle Poll https://doodle.com/poll/dwhqaed7q9sm3mtv
- Identify suitable countermeasures for Priority Emphasis Areas
- Conduct walk audits to discuss countermeasures
- Complete LRSP report documentation

Questions?

Appendix C: KSI Collisions

BerkeleySafeTREC

Crash Details for: Case ID 6678351

Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	09/01/2017 06:25
Location (Intersection)	Los Gatos Saratoga Rd & Massol Av
Dist. & Dir. from Intersection	21.00 ft West
State Highway	No
Geocoded Location	37.2305244, -121.983278

Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	1 - Fatal
PCF Violation Category	10 - Pedestrian Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	- - Not Stated	Yes	East	B - Proceeding Straight
2	2 - Pedestrian	N - Pedestrian	No	South	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	3 - Pedestrian	M - Male	84	1 - Killed

BerkeleySafeTREC

Crash Details for: Case ID 6718364

Crash Information

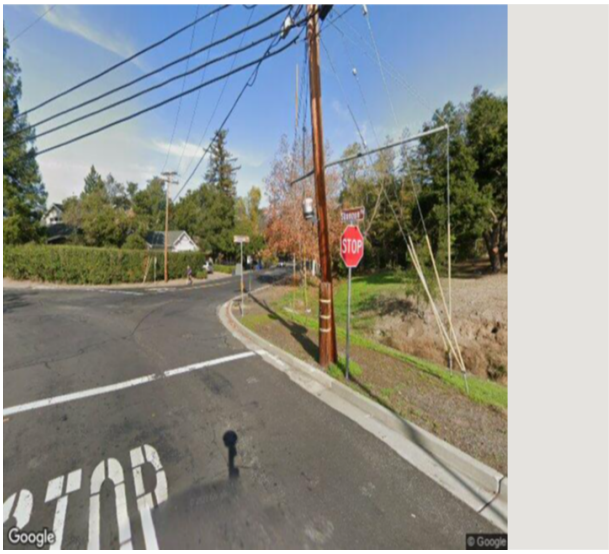
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	01/22/2015 01:23
Location (Intersection)	Shannon Rd & Short Rd
Dist. & Dir. from Intersection	41.00 ft East
State Highway	No
Geocoded Location	37.2305495, -121.9502915

Type of Crash	E - Hit Object
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	1 - Fatal
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	47	1 - Killed

BerkeleySafeTREC

Crash Details for: Case ID 6884188

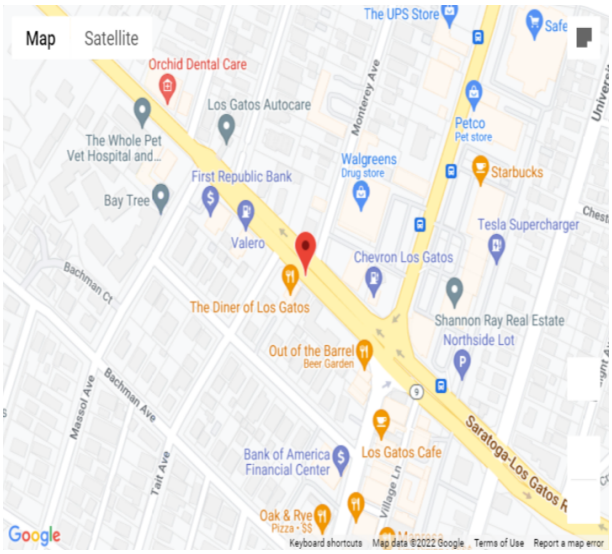
Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	03/06/2015 13:55
Location (Intersection)	Tait Av & Rt 9
Dist. & Dir. from Intersection	At Intersection
State Highway Info	Route Number 9 Side of Hwy N Postmile 10.970 Location Type I - Intersection
Geocoded Location	37.2296042, -121.9819939

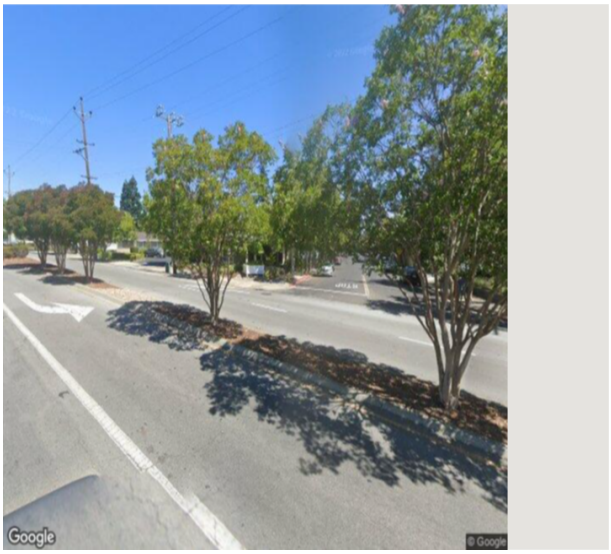
Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	2 - Injury (Severe)
PCF Violation Category	10 - Pedestrian Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	- - Not Stated	Yes	North	D - Making Right Turn
2	2 - Pedestrian	N - Pedestrian	No	West	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	3 - Pedestrian	F - Female	64	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 6915320

Crash Information

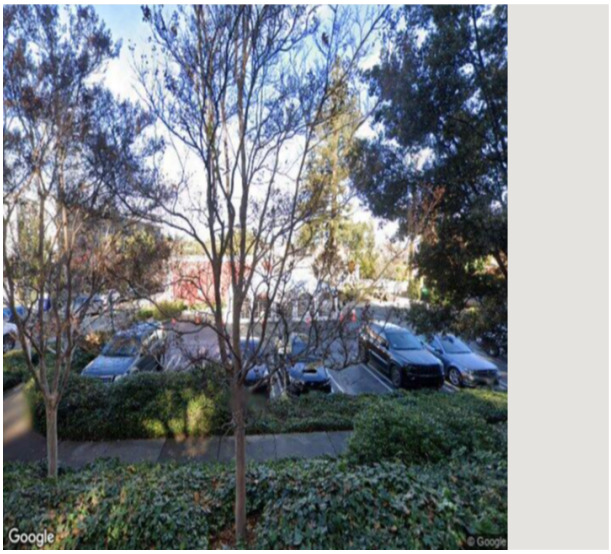
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	04/26/2015 17:24
Location (Intersection)	Pageant Wy & College Av
Dist. & Dir. from Intersection	49.00 ft East
State Highway	No
Geocoded Location	37.2203951, -121.9807738

Type of Crash	H - Other
Motor Vehicle Involved With	A - Non-Collision
Crash Severity	2 - Injury (Severe)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	Yes	East	L - Entering Traffic

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	M - Male	47	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 7006027

Crash Information

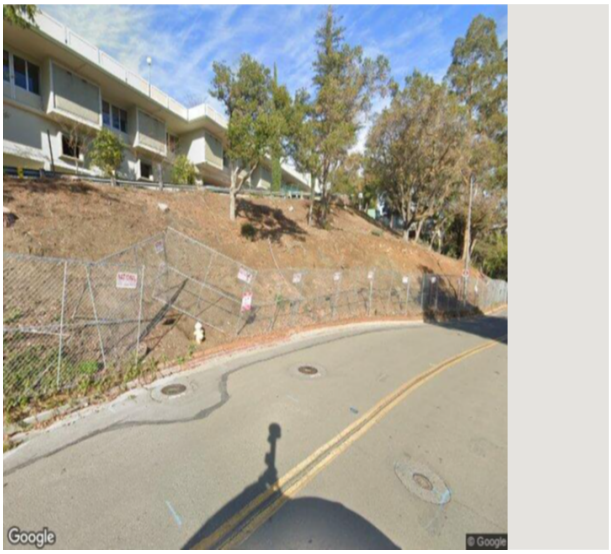
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	06/26/2015 06:08
Location (Intersection)	Wood Rd & S Santa Cruz
Dist. & Dir. from Intersection	525.00 ft West
State Highway	No
Geocoded Location	37.2199812, -121.986868

Type of Crash	H - Other
Motor Vehicle Involved With	A - Non-Collision
Crash Severity	1 - Fatal
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	Yes	East	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	F - Female	44	1 - Killed

BerkeleySafeTREC

Crash Details for: Case ID 7023345

Crash Information

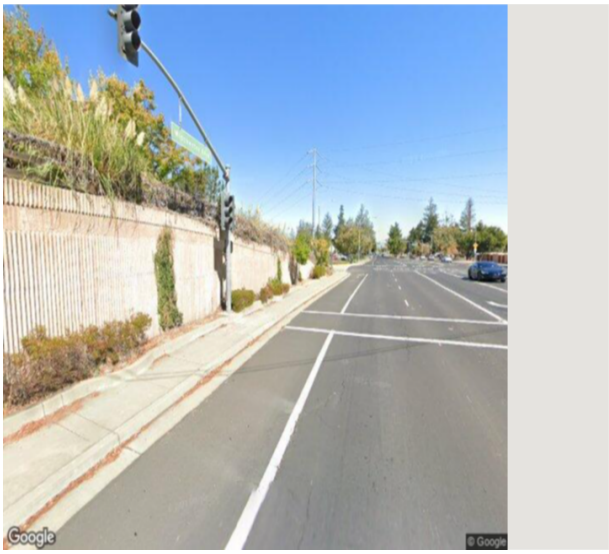
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	07/05/2015 15:59
Location (Intersection)	Winchester Bl & Lark Av
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	37.2532301, -121.96759

Type of Crash	H - Other
Motor Vehicle Involved With	A - Non-Collision
Crash Severity	2 - Injury (Severe)
PCF Violation Category	08 - Improper Turning
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	Yes	**Truck Accident**	No

Map View

Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	J - Changing Lanes
2	1 - Driver (including Hit and Run)	C - Motorcycle/Scooter	No	South	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	27	0 - No Injury
2	1 - Driver	M - Male	38	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 7098246

Crash Information

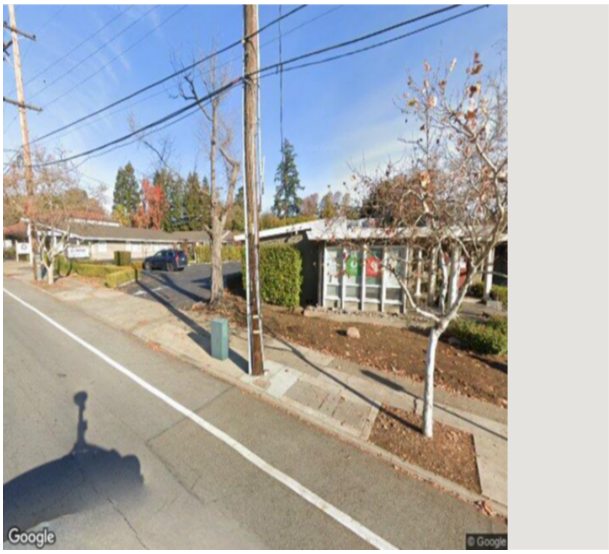
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	09/05/2015 12:26
Location (Intersection)	Rt 9 & Tait
Dist. & Dir. from Intersection	At Intersection
State Highway Info	Route Number 9 Side of Hwy S Postmile 10.960 Location Type H - Highway
Geocoded Location	37.2298117, -121.9821075

Type of Crash	D - Broadside
Motor Vehicle Involved With	G - Bicycle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	08 - Improper Turning
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	D - Making Right Turn
2	4 - Bicyclist	L - Bicycle	No	East	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	33	0 - No Injury
2	4 - Bicyclist	M - Male	47	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8106558

Crash Information

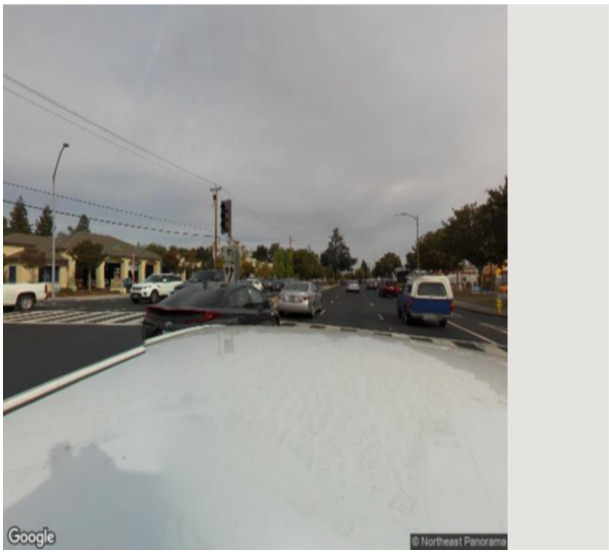
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	07/08/2016 00:15
Location (Intersection)	Los Gatos Bl & Los Gatos Almaden Rd
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	37.2409701, -121.9604499

Type of Crash	E - Hit Object
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	1 - Fatal
PCF Violation Category	01 - Driving or Bicycling Under the Influence of Alcohol or Drug
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	- - Not Stated	Yes	North	M - Other Unsafe Turning

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	52	1 - Killed

BerkeleySafeTREC

Crash Details for: Case ID 8156875

Crash Information

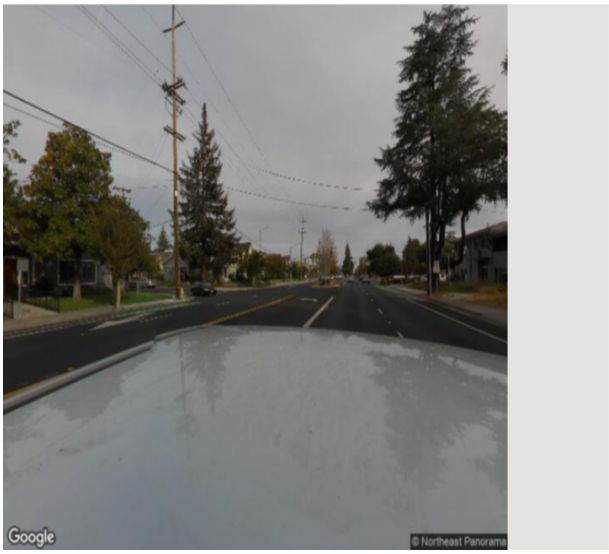
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	09/03/2016 11:54
Location (Intersection)	Los Gatos Bl & Shannon Rd
Dist. & Dir. from Intersection	334.00 ft South
State Highway	No
Geocoded Location	37.2320279, -121.9647326

Type of Crash	H - Other
Motor Vehicle Involved With	J - Other Object
Crash Severity	2 - Injury (Severe)
PCF Violation Category	00 - Unknown
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	No	North	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	M - Male	65	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8177766

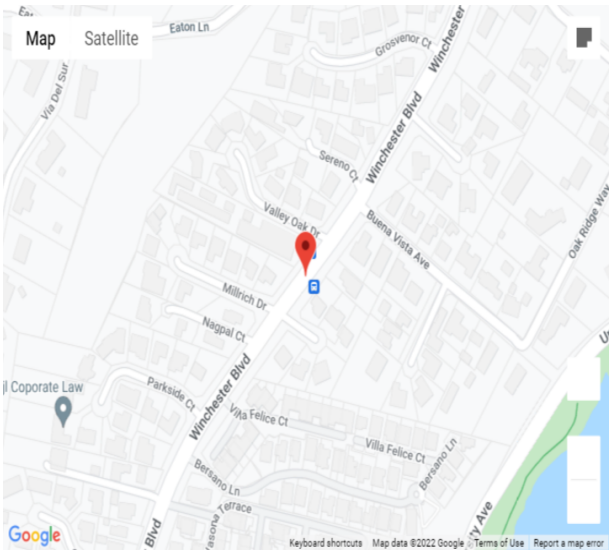
Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	10/17/2016 08:27
Location (Intersection)	Winchester Bl & Milani Ct
Dist. & Dir. from Intersection	146.00 ft North
State Highway	No
Geocoded Location	37.2465723, -121.9729064

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	09 - Automobile Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	- - Not Stated	Yes	East	E - Making Left Turn
2	1 - Driver (including Hit and Run)	- - Not Stated	No	South	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	1 - Driver	M - Male	26	5 - Suspected Serious Injury
2	2 - Passenger	F - Female	26	6 - Suspected Minor Injury

BerkeleySafeTREC

Crash Details for: Case ID 8177785

Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	10/07/2016 14:08
Location (Intersection)	Blossom Hill Rd & Linda Av
Dist. & Dir. from Intersection	296.00 ft East
State Highway	No
Geocoded Location	37.2361744, -121.9469173

Type of Crash	A - Head-On
Motor Vehicle Involved With	- - Not Stated
Crash Severity	2 - Injury (Severe)
PCF Violation Category	01 - Driving or Bicycling Under the Influence of Alcohol or Drug
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	N - Crossed Into Opposing Lane
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	B - Proceeding Straight

Victims: 3

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	F - Female	71	5 - Suspected Serious Injury
1	1 - Driver	M - Male	24	5 - Suspected Serious Injury
2	1 - Driver	F - Female	79	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8424406

Crash Information

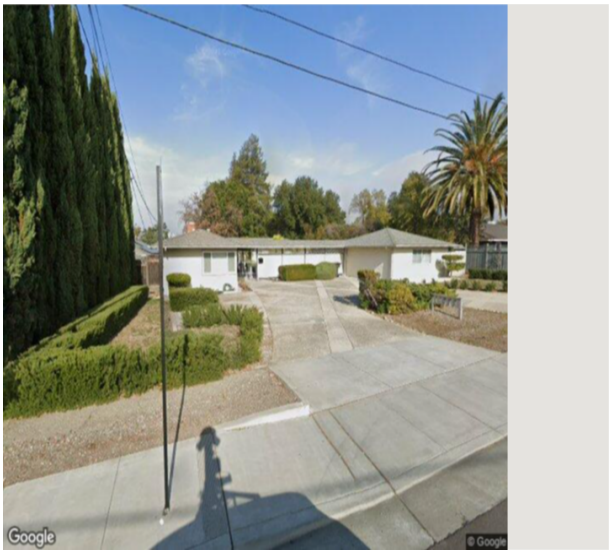
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	07/27/2017 16:50
Location (Intersection)	Blossom Hill Rd & Old Blossom Hill Rd
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	37.23486, -121.95088

Type of Crash	D - Broadside
Motor Vehicle Involved With	G - Bicycle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	Yes	North	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	F - Female	14	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8551184

Crash Information

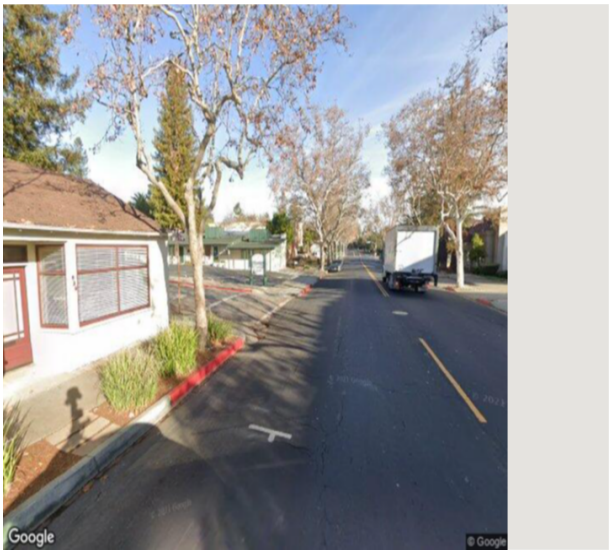
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	12/23/2017 09:14
Location (Intersection)	North Santa Cruz Av & San Mateo Av
Dist. & Dir. from Intersection	42.00 ft South
State Highway	No
Geocoded Location	37.2346919, -121.9782004

Type of Crash	C - Rear End
Motor Vehicle Involved With	E - Parked Motor Vehicle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	06 - Improper Passing
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	Yes	**Truck Accident**	No

Map View

Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	C - Motorcycle/Scooter	Yes	North	I - Passing Other Vehicle
2	3 - Parked Vehicle	A - Passenger Car/Station Wagon	No	North	O - Parked

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	34	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8572307

Crash Information

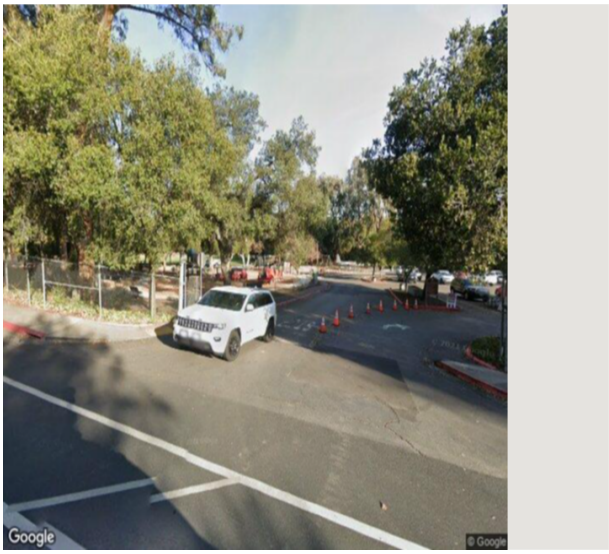
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	02/06/2018 18:04
Location (Intersection)	Blossom Hill Rd & Oak Meadow Dr
Dist. & Dir. from Intersection	94.00 ft West
State Highway	No
Geocoded Location	37.2346115, -121.9745636

Type of Crash	H - Other
Motor Vehicle Involved With	A - Non-Collision
Crash Severity	2 - Injury (Severe)
PCF Violation Category	00 - Unknown
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	No	East	A - Stopped

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	M - Male	36	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8572772

Crash Information

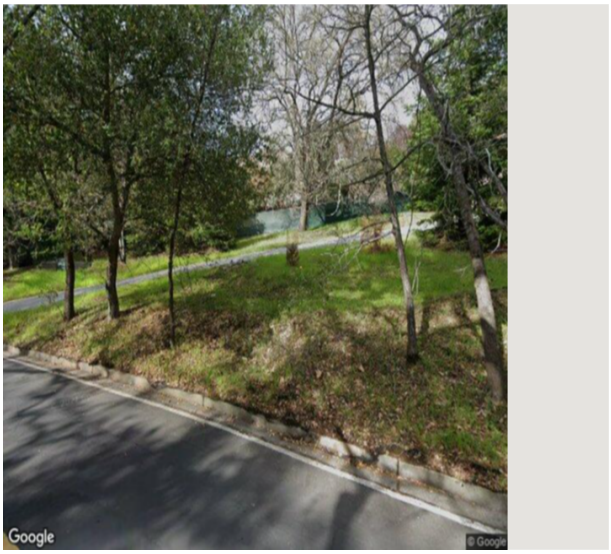
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	02/10/2018 11:19
Location (Intersection)	Kennedy Rd & Forrester Rd
Dist. & Dir. from Intersection	282.00 ft East
State Highway	No
Geocoded Location	37.2179756, -121.949913

Type of Crash	F - Overturned
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	2 - Injury (Severe)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	Yes	West	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	F - Female	51	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8624887

Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	05/17/2018 16:37
Location (Intersection)	Los Gatos Bl & Bennett Wy
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	37.2492714, -121.9554596

Type of Crash	B - Sideswipe
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	03 - Unsafe Speed
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	Yes	**Truck Accident**	No

Map View

Street View

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	C - Motorcycle/Scooter	Yes	South	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	A - Stopped

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	34	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8651985

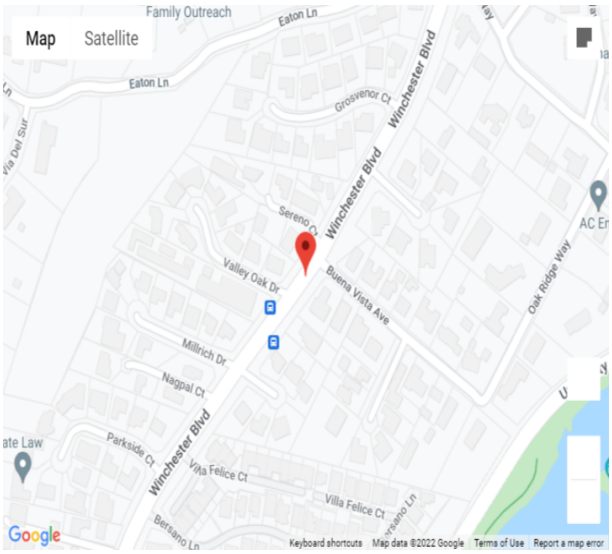
Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	08/19/2018 02:50
Location (Intersection)	Winchester Bl & Buena Vista St
Dist. & Dir. from Intersection	61.00 ft South
State Highway	No
Geocoded Location	37.2470131, -121.9723969

Type of Crash	A - Head-On
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	01 - Driving or Bicycling Under the Influence of Alcohol or Drug
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	North	A - Stopped

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	21	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8696613

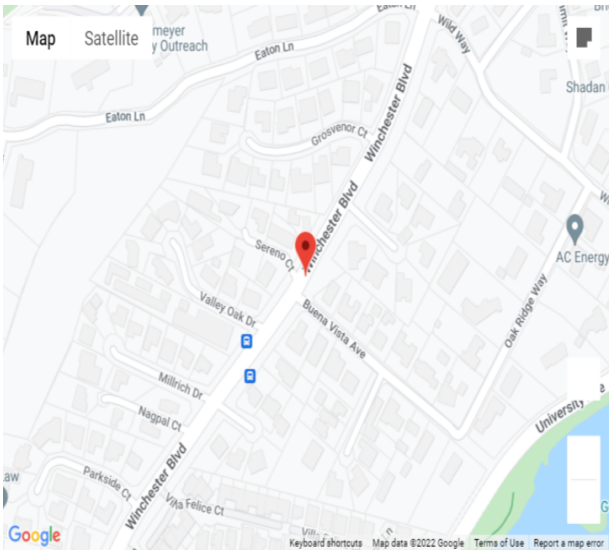
Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	08/19/2018 02:49
Location (Intersection)	Winchester Bl & Buena Vista St
Dist. & Dir. from Intersection	70.00 ft North
State Highway	No
Geocoded Location	37.2472763, -121.9720917

Type of Crash	B - Sideswipe
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	2 - Injury (Severe)
PCF Violation Category	01 - Driving or Bicycling Under the Influence of Alcohol or Drug
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View

Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	South	E - Making Left Turn

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	21	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 8707167

Crash Information

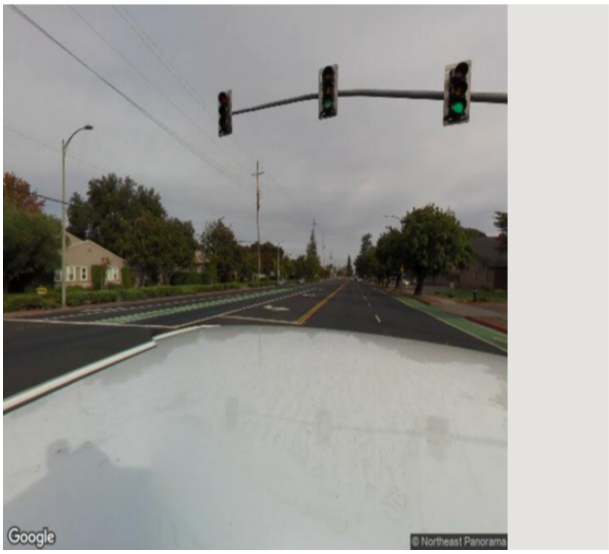
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	09/22/2018 09:28
Location (Intersection)	Los Gatos Bl & Nino Av
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	37.2308006, -121.965332

Type of Crash	D - Broadside
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	E - Making Left Turn

Victims: 3

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	77	5 - Suspected Serious Injury
2	1 - Driver	F - Female	44	7 - Possible Injury
2	2 - Passenger	M - Male	998	7 - Possible Injury

BerkeleySafeTREC

Crash Details for: Case ID 8855187

Crash Information

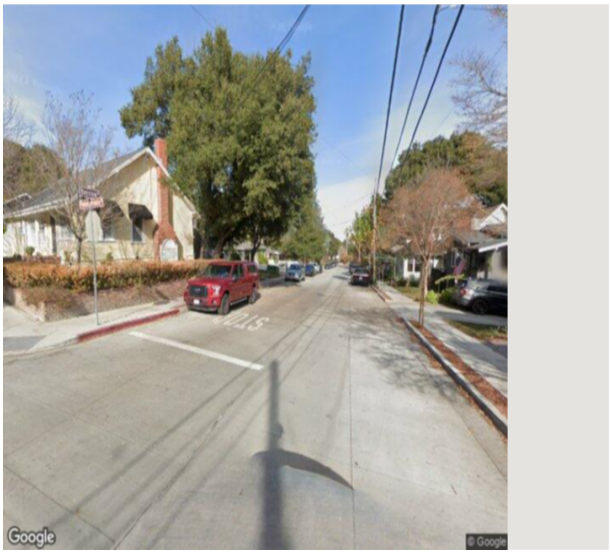
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	04/17/2019 08:25
Location (Intersection)	Bayview Av & Pennsylvania Av
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	37.2240982, -121.9863892

Type of Crash	E - Hit Object
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	2 - Injury (Severe)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 1

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	- - Not Stated	Yes	East	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	76	5 - Suspected Serious Injury
1	2 - Passenger	F - Female	998	7 - Possible Injury

BerkeleySafeTREC

Crash Details for: Case ID 8911103

Crash Information

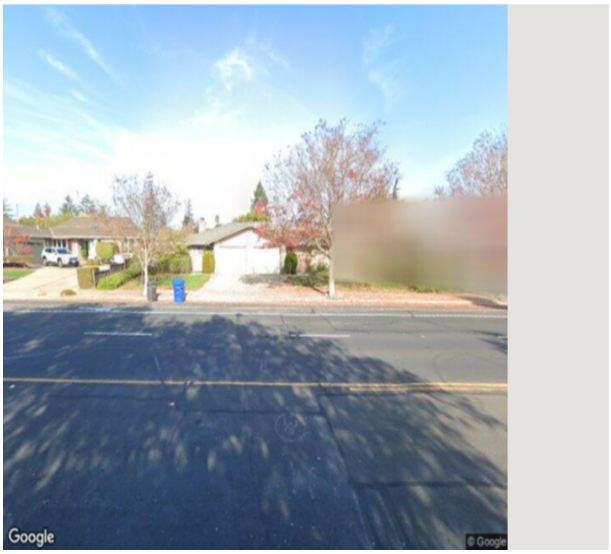
County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	12/16/2019 11:40
Location (Intersection)	Blossom Hill Rd & Cherry Blossom Ln
Dist. & Dir. from Intersection	514.00 ft East
State Highway	No
Geocoded Location	37.2348595, -121.9558563

Type of Crash	C - Rear End
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	1 - Fatal
PCF Violation Category	07 - Unsafe Lane Change
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	Yes	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	B - Proceeding Straight
2	2 - Pedestrian	N - Pedestrian	No	West	R - Other
3	3 - Parked Vehicle	A - Passenger Car/Station Wagon	No	West	O - Parked

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	3 - Pedestrian	M - Male	66	1 - Killed

BerkeleySafeTREC

Crash Details for: Case ID 8927191

Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	08/10/2019 16:00
Location (Intersection)	Garden Ln & Oak Park Dr
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	37.2461815, -121.9584732

Type of Crash	G - Vehicle/Pedestrian
Motor Vehicle Involved With	B - Pedestrian
Crash Severity	2 - Injury (Severe)
PCF Violation Category	11 - Pedestrian Violation
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	5 - Other	- - Not Stated	Yes	West	L - Entering Traffic
2	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	No	North	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	5 - Other	M - Male	14	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 9017761

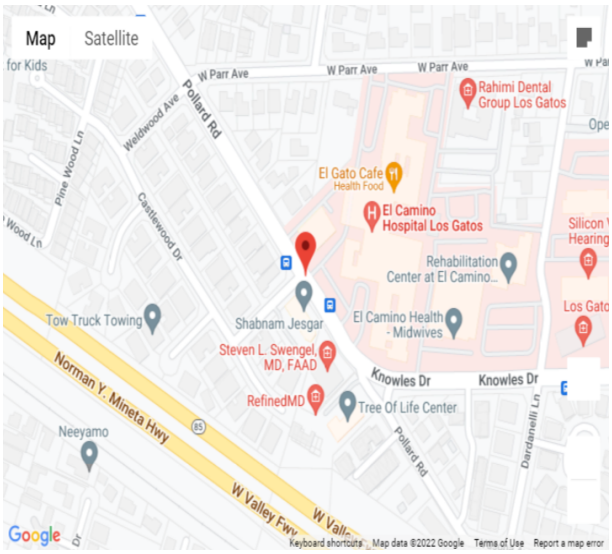
Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	12/23/2019 00:38
Location (Intersection)	Teakwood Av & Pollard Rd
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	37.2624016, -121.9704666

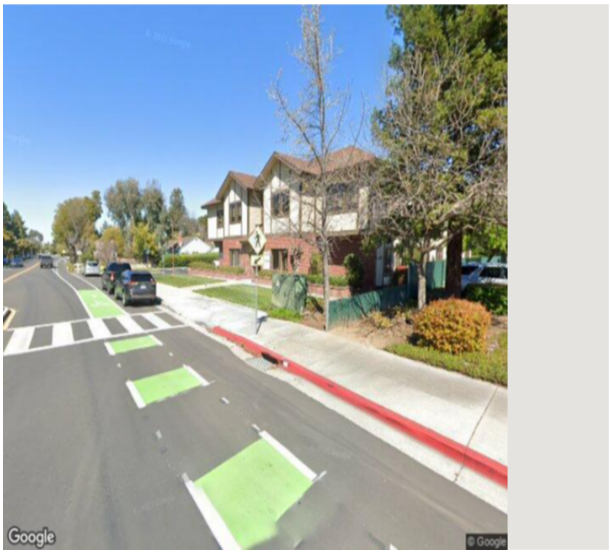
Type of Crash	D - Broadside
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	2 - Injury (Severe)
PCF Violation Category	01 - Driving or Bicycling Under the Influence of Alcohol or Drug
Weather	A - Clear
Alcohol Involved	Yes

Pedestrian Accident	No	**Bicycle Accident**	No
Motorcycle Accident	No	**Truck Accident**	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	E - Making Left Turn
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	O - Parked
3	3 - Parked Vehicle	A - Passenger Car/Station Wagon	No	South	O - Parked

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	43	5 - Suspected Serious Injury

BerkeleySafeTREC

Crash Details for: Case ID 91039603

Crash Information

County	Santa Clara
City	Los Gatos
Date & Time (M/D/Y)	07/16/2019 19:15
Location (Intersection)	Longwood Dr & Escobar Ave
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	37.2392693, -121.9510117

Type of Crash	D - Broadside
Motor Vehicle Involved With	G - Bicycle
Crash Severity	2 - Injury (Severe)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

Pedestrian Accident	No	**Bicycle Accident**	Yes
Motorcycle Accident	No	**Truck Accident**	No

Map View

Street View

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	4 - Bicyclist	L - Bicycle	No	East	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	North	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	4 - Bicyclist	M - Male	66	5 - Suspected Serious Injury

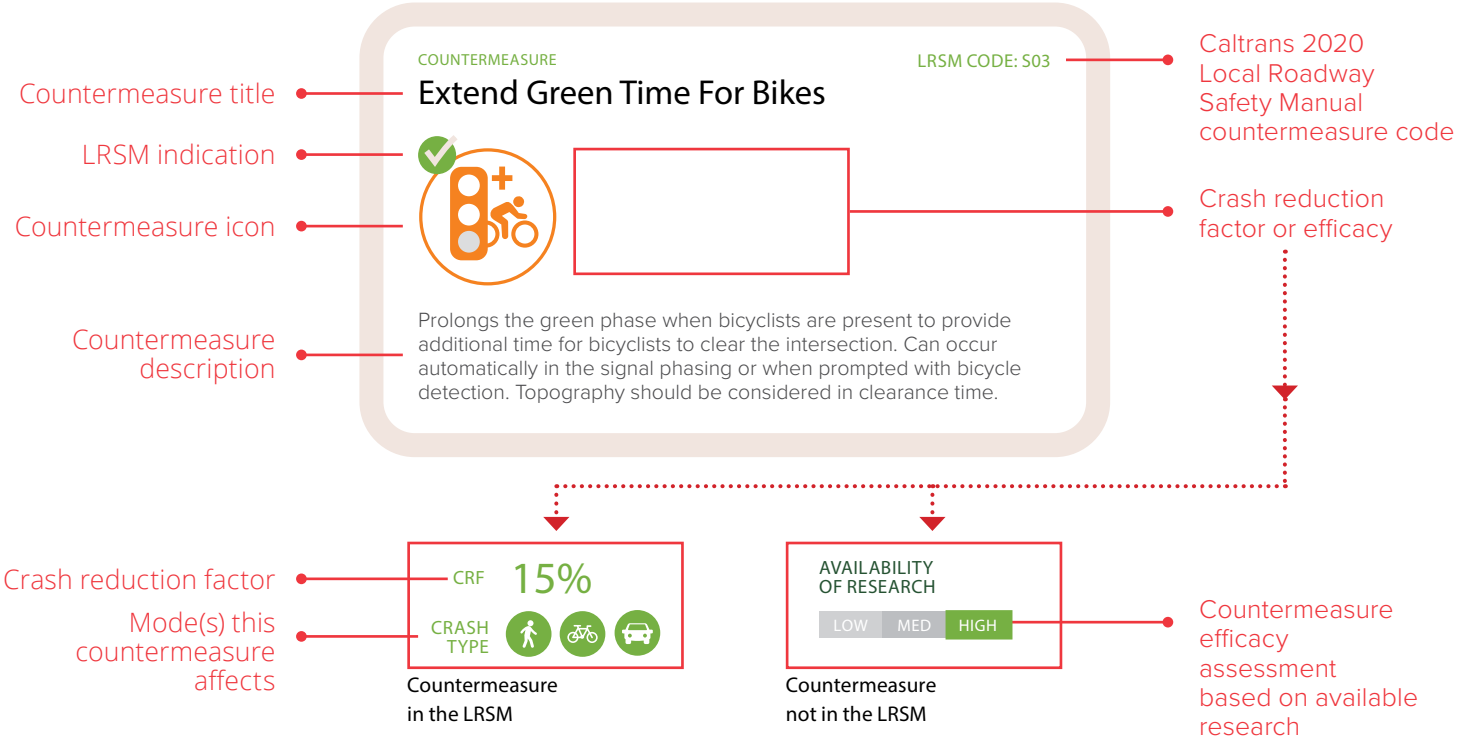
Appendix D: Countermeasure Toolbox

connect walk gather SKIP LOS GATOS BIKE SKATE PLAY stay

Safety Countermeasures Toolbox

Many of the countermeasures are Caltrans-approved, with an associated Crash Reduction Factor (CRF) and crash type (i.e., all modes, bicycle and pedestrian crashes only, etc.) as outlined in the 2020 California Local Roadway Safety Manual (LRSM). The higher the CRF (100% being the highest), the greater the expected reduction in crashes. Countermeasures not in the LRSM are scored on a "low-medium-high" AVAILABILITY OF RESEARCH scale based on proven safety studies; otherwise, denoted as "N/A" when limited safety studies are available. The higher the AVAILABILITY OF RESEARCH rating, the greater the expected reduction in crashes.

What You'll See Inside:



Safety Research Sources

A Vision for Transportation Safety, SFMTA and SFDPH for TRB, 2015.
Application of Pedestrian Crossing Treatments for Streets and Highways, NCHRP, 2016.
California Local Roadway Safety Manual, Caltrans, FHWA & SafeTrec, 2020.
Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments, NCHRP, 2017.
Evaluation of Bicycle-Related Roadway Measures, Pedestrian and Bicycle Information Center, 2014.
Evaluation of Pedestrian-Related Roadway Measures, Pedestrian and Bicycle Information Center, 2014.

Safety Countermeasures Toolbox

SUMMARY OF COUNTERMEASURES

✓ INCLUDED IN LRSM

A. SIGNAL TIMING & PHASING

Additional Signal Heads ✓
Extend Green Time For Bikes ✓
Extend Pedestrian Crossing Time ✓
Extend Yellow and All Red Time ✓
Flashing Yellow Turn Phase
Green Wave ✓
Leading Pedestrian Interval ✓
New Traffic Signal ✓
Pedestrian Phase Recall
Pedestrian Scramble ✓
Permissive Lefts To Protected ✓
Reduce Cycle Lengths ✓
Separate Right-Turn Phasing

B. INTERSECTION & ROADWAY DESIGN

Close Slip Lane
Convert 2-Way Stop to All-Way Stop ✓
Lane Narrowing
New Sidewalk ✓
Partial Closure/Diverter ✓
Protected Intersection
Raised Intersection ✓
Raised Median ✓
Realign Intersection to 90 Degrees
Repurpose Extra Travel Lanes
Road Diet ✓
Roundabout ✓
Speed Humps or Speed Tables
Splitter Island ✓
Turn Radius Reduction
Widen Shoulder ✓

C. SIGNS & MARKINGS

Advance Stop Bar ✓
Advance Yield Markings ✓
Bicycles May Use Full Lane Sign ✓
No Right Turn On Red
Parking Restrictions/Daylighting ✓
Radar Speed Feedback Sign ✓
Time-Based Turn Restriction
Turn Prohibition
Wayfinding
Yield To Pedestrians Sign ✓

D. BIKEWAY DESIGN

Bicycle Crossing (Solid Green Paint)
Bicycle Ramps
Bicycle Signal/Exclusive Bike Phase ✓
Bike Box ✓
Bike Detection
Bike Friendly Drains

D. BIKEWAY DESIGN (continued)

Class I Bicycle Path Or Trail ✓
Class II Bike Lane ✓
Class IV Separated Bikeway ✓
Floating Transit Island
Green Bike Lane Conflict Zone Markings
Mixing Zone
"On Roadway" Bicycle Sign ✓
Parking Buffer
Shared Sidewalk Sign
Signing and Striping in Support of Bicycle Boulevard ✓
Traffic Calming in Support of Bicycle Boulevard
Trail Crossing
Two-Stage Turn Queue Bike Box
Widen Sidewalk

E. PEDESTRIAN CROSSINGS

ADA Ramps & Audible Push Button Upgrades ✓
Curb Extensions
Extended Time Pushbutton ✓
High-Visibility Crosswalk ✓
Pedestrian Countdowns ✓
Pedestrian Detection ✓
Pedestrian Hybrid Beacon ✓
Pedestrian Lighting ✓
Pedestrian Median Barrier ✓
Pedestrian Refuge Island ✓
Raised Crosswalk ✓
Remove Crossing Prohibition ✓
Restripe Crosswalk ✓
Rectangular Rapid Flashing Beacon ✓
Upgrade Curb Ramp

F. OTHER

Access Management/Close Driveway
Curbside Management
Far-Side Bus Stop
Intersection, Street-Scale Lighting ✓
Keep Roadway Clear Of Debris
Remove Obstructions For Sightlines ✓

G. LOW-COST AND QUICK-BUILD

Hardened Centerline ✓
Paint and Plastic Curb Extension
Paint and Plastic Median ✓
Paint and Plastic Mini Circle
Paint and Plastic Pedestrian Refuge Area ✓
Paint and Plastic Separated Bikeway ✓
Paint and Plastic Turn Radius Reduction
Traffic Diverter

A. SIGNAL TIMING & PHASING

LRSM COUNTERMEASURE

COUNTERMEASURE
Additional Signal Heads
LRSM CODE: S02

CRF 15%

CRASH TYPE

Additional signal heads allow drivers to anticipate signal changes farther away from intersections, decreasing the likelihood of driver error resulting in a collision.

COUNTERMEASURE
Extend Green Time For Bikes
LRSM CODE: S03

CRF 15%

CRASH TYPE

Prolongs the green phase when bicyclists are present to provide additional time for bicyclists to clear the intersection. Can occur automatically in the signal phasing or when prompted with bicycle detection. Topography should be considered in clearance time.

COUNTERMEASURE
Extend Pedestrian Crossing Time
LRSM CODE: S03

CRF 15%

CRASH TYPE

Increases time for pedestrian walk phases, especially to accommodate vulnerable populations such as children and the elderly.

COUNTERMEASURE
Extend Yellow and All Red Time
LRSM CODE: S03

CRF 15%

CRASH TYPE

Extending yellow and all red time allows drivers and bicyclists to safely cross through a signalized intersection before conflicting traffic movements are permitted to enter the intersection.

COUNTERMEASURE
Flashing Yellow Turn Phase

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Flashing yellow turn arrow alerts drivers to proceed with caution and decide if there is a sufficient gap in oncoming traffic to safely make a turn. To be used only when a pedestrian walk phase is not called. Protected only phases should be used when pedestrians are present.

COUNTERMEASURE
Green Wave
LRSM CODE: S03

CRF 15%

CRASH TYPE

Occurs when a series of traffic signals are coordinated to allow for uninterrupted bicycle traffic flow through those intersections in at least one direction. Coordinating signals to allow for bicyclist progression gives bicyclists and pedestrians more time to safely cross through the 'green wave' intersections.

COUNTERMEASURE
Leading Pedestrian Interval
LRSM CODE: S03

CRF 60%

CRASH TYPE

Gives people walking a head start, making them more visible to drivers turning right or left. "WALK" signal comes on a few seconds before the cars get their green light. May be used in combination with No Right Turn on Red restrictions.

COUNTERMEASURE
New Traffic Signal
LRSM CODE: NS03

CRF 25%

CRASH TYPE

New traffic signals can help to organize travel of all modes at an intersection, limiting interactions between vehicles, pedestrians, and bicyclists with conflicting movements. Using this countermeasure for HSIP applications requires documentation of signal warrants.

A. SIGNAL TIMING & PHASING

LRSM COUNTERMEASURE

COUNTERMEASURE

Pedestrian Phase Recall

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Signals can be put in “recall” for key time periods of day such as peak business hours or school drop-off/pick-up times. During these periods the “ WALK” signal would be displayed every signal cycle without prompting by a pedestrian push button.

COUNTERMEASURE

LRSM CODE: S19PB

Pedestrian Scramble

CRF 40%

CRASH TYPE

This is a form of pedestrian ‘walk’ phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians to safely cross through the intersection in any direction, including diagonally.

COUNTERMEASURE

LRSM CODE: S06/S07

Permissive Lefts to Protected

CRF 30%-55%

CRASH TYPE

Provides a protected green arrow phase for left turning vehicles while showing a red light for both on-coming traffic and parallel pedestrian crossings. Eliminates conflicts between pedestrians and left-turning vehicles.

COUNTERMEASURE

LRSM CODE: S03

Reduce Cycle Lengths

CRF 15%

CRASH TYPE

Traffic signal cycles should be kept short (preferably 90 seconds maximum) to reduce pedestrian delay. When delay is significant, pedestrians are more inclined to ignore signal indications.

COUNTERMEASURE

Separate Right-Turn Phasing

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Provides a green arrow phase for right-turning vehicles. Avoids conflicts between right-turning traffic and bicyclists or pedestrians crossing the intersection on their right.

B. INTERSECTION & ROADWAY DESIGN

LRSM COUNTERMEASURE

COUNTERMEASURE

Close Slip Lane

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Modifies the corner of an intersection to remove the sweeping right turn lane for vehicles. Results in shorter crossings for pedestrians, reduced speed for turning vehicles, better sight lines, and space for landscaping, green infrastructure, and other amenities.

COUNTERMEASURE

LRSM CODE: NS02

Convert 2-Way Stop to All-Way Stop

CRF 50%

CRASH TYPE

Converting 2-way stops to all-way stops prevents motorists, bicyclists, and pedestrians from having to cross free-flowing lanes of traffic at a side-street stop-controlled intersection and reduces the risk of collision.

COUNTERMEASURE

Lane Narrowing

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

A reduction in lane width produces a traffic calming effect by encouraging motorists to travel at slower speeds where existing lanes are over-designed, lowering the risk of collision with bicyclists, pedestrians, and other motorists.

COUNTERMEASURE

LRSM CODE: R34PB

New Sidewalk

CRF 80%

CRASH TYPE

Sidewalks and walkways are “pedestrian lanes” that provide people with space to travel within the public right-of-way that is separated from roadway vehicles. They are associated with reduced crashes where pedestrians were walking along the roadway.

COUNTERMEASURE

LRSM CODE: S14/NS15

Partial Closure/Diverter

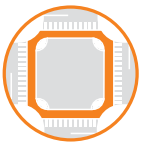
CRF 50%

CRASH TYPE

A roadway treatment that restricts through vehicle movements using physical diversion while allowing bicyclists and pedestrians to proceed through an intersection in all directions.

COUNTERMEASURE

Protected Intersection



AVAILABILITY OF RESEARCH

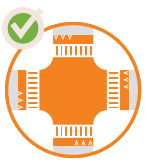
LOW | MED | HIGH

Protected intersections use corner islands, curb extensions, and colored paint to delineate the bicycle path across an intersection and allow a two-stage left-turn for bicycles parallel to the crosswalk. Provides space for drivers to yield outside the travel lane.

COUNTERMEASURE

LRSM CODE: R36PB

Raised Intersection



CRF 35%

CRASH TYPE

Elevates the intersection to bring vehicles to the sidewalk level. Serves as a traffic calming measure by extending the sidewalk context across the road.

COUNTERMEASURE

LRSM CODE: S12/NS14/R08

Raised Median

CRF 25%

CRASH TYPE

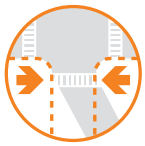
A concrete or landscaped area, between the two directions of travel. Reduces vehicular speeding and discourages risky turning movements.

B. INTERSECTION & ROADWAY DESIGN

LRSM COUNTERMEASURE

COUNTERMEASURE

Realign Intersections to 90 Degrees



AVAILABILITY OF RESEARCH

LOW | MED | HIGH

By eliminating acute or obtuse angles between intersection roadways, intersection sight distance may be improved, allowing motorists to see pedestrians more easily.

COUNTERMEASURE

Repurpose Extra Travel Lanes

AVAILABILITY OF RESEARCH

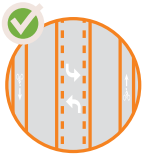
LOW | MED | HIGH

Repurposing travel lanes at spot locations, such as extra receiving lanes at an intersection, is a strategy used to make space for other safety improvements such as, widening sidewalks, creating space for bicycle, pedestrian, or transit lanes, and other improvements.

COUNTERMEASURE

LRSM CODE: R14

Road Diet



CRF 30%

CRASH TYPE

Depending on the street, road diets may change the number of lanes, turn lanes, center turn lanes, bike lanes, parking lanes, and/or sidewalks. Road diets optimize street space to benefit all users by improving the safety and comfort of pedestrians and bicyclists, and reducing vehicle speeds and the potential for rear end collisions.

COUNTERMEASURE

LRSM CODE: S16/NS04/NS05

Roundabout

CRF VARIES

CRASH TYPE

Roundabouts are circular intersections designed to eliminate left turns by requiring traffic to travel in a counter-clockwise direction and exit to the right. Installed to manage vehicular speeds, reduce pedestrian exposure, improve safety at intersections through eliminating angle collisions, and help traffic flow more efficiently.

COUNTERMEASURE

Speed Humps or Speed Tables

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

These traffic calming devices use vertical deflection to raise the entire wheelbase of a vehicle and encourage motorists to travel at slower speeds to avoid damage to the undercarriage of an automobile.

COUNTERMEASURE

LRSM CODE: NS13

Splitter Island

CRF 40%

CRASH TYPE

A raised area that separates the two directions of travel on the minor street approach at an unsignalized intersection or roundabout. Helps channelize traffic in opposing directions of travel. Typically installed at skewed intersections or where speeds on minor roads are high.

COUNTERMEASURE

Turn Radius Reduction

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Modifies the corner of an intersection to reduce turning radii for vehicles. Results in shorter crossings for pedestrians, reduced speed for turning vehicles, better sight lines, and space for landscaping, green infrastructure, and other amenities.

COUNTERMEASURE

LRSM CODE: R15

Widen Shoulder

CRF 30%

CRASH TYPE

Widened shoulders create a separated space for bicyclists and also provide motor vehicle safety benefits, such as space for inoperable vehicles to pull out of the travel lane.

C. SIGNS & MARKINGS

LRSM COUNTERMEASURE

COUNTERMEASURE

Advance Stop Bar

LRSM CODE: S20PB

CRF 15%

CRASH TYPE

A stop bar placed 5 to 7 feet ahead of the crosswalk at stop signs and signals reduces instances of vehicles encroaching on the crosswalk.

COUNTERMEASURE

Advance Yield Markings

LRSM CODE: NS07

CRF 25%

CRASH TYPE

Yield lines are placed 20 to 50 feet in advance of pedestrian crossings to increase visibility of pedestrians. Can reduce the likelihood of a multiple-threat crash at unsignalized midblock crossings.

COUNTERMEASURE

Bicycles May Use Full Lane Sign

LRSM CODE: NS05

CRF 15%

CRASH TYPE

A sign placed on roads with lanes that are too narrow to allow safe side-by-side passing to indicate that bicyclists may occupy the full lane. This discourages unsafe passing by motorists.

COUNTERMEASURE

No Right Turn On Red

AVAILABILITY OF RESEARCH

LOW MED HIGH

Can help prevent crashes between vehicles turning right on red from one street and through vehicles on the cross street, and crashes involving pedestrians. Should be considered where exclusive pedestrian "WALK" phases, LPIs, sight distance issues, or high pedestrian volumes are present.

COUNTERMEASURE

Parking Restrictions/Daylighting

LRSM CODE: NS11

CRF 20%

CRASH TYPE

By restricting parking at curbs in front of intersection crosswalks, sight lines are cleared between pedestrian crossings and oncoming motorists, reducing the risk of collision. Reducing visibility obstructions caused by parked vehicles, known as daylighting, allows all users to better gauge interactions.

COUNTERMEASURE

Radar Speed Feedback Sign

LRSM CODE: R26

CRF 30%

CRASH TYPE

A roadway treatment that uses radar to alert drivers to their actual speed relative to the posted speed limit, encouraging drivers who exceed to the speed limit to slow down.

COUNTERMEASURE

Time-Based Turn Restriction

AVAILABILITY OF RESEARCH

LOW MED HIGH

Restricts left-turns or right-turns during certain time periods when there may be increased potential for conflict (e.g., peak periods, school hours).

COUNTERMEASURE

Turn Prohibition

AVAILABILITY OF RESEARCH

LOW MED HIGH

Bans left or right turns at locations where a turning vehicle may conflict with pedestrians in the crosswalk or where opposing traffic volume is high. Reduces pedestrian interaction with vehicles when crossing. Important tool when road diets are infeasible and a grid network of streets is present.

C. SIGNS & MARKINGS

LRSM COUNTERMEASURE

COUNTERMEASURE

Wayfinding

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

A network of signs that highlight nearby pedestrian and bicycle facilities. Can help to reduce crossings at locations with poor sight distance or limited crossing enhancements.

COUNTERMEASURE

LRSM CODE: NS06

Yield To Pedestrians Sign

CRF 15%

CRASH TYPE

The “Yield Here to Pedestrians” (e.g. R1-5, R1-5a) signs alert drivers about the presence of pedestrians. These signs are required with Advance Yield Lines. Other sign types (e.g. R1-6) can be placed on the centerline in the roadway.

D. BIKEWAY DESIGN

LRSM COUNTERMEASURE

COUNTERMEASURE

Bicycle Crossing (Solid Green Paint)

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Solid green paint across an intersection that signifies the path of the bicycle crossing. Increases visibility and safety of bicyclists traveling through an intersection.

COUNTERMEASURE

Bicycle Ramps

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Connects bicyclists from the road to the sidewalk or a shared use path.

COUNTERMEASURE

LRSM CODE: S03

Bicycle Signal/Exclusive Bike Phase

CRF 15%

CRASH TYPE

A traffic signal directing bicycle traffic across an intersection. Separates bicycle movements from conflicting motor vehicle, streetcar, light rail, or pedestrian movements. May be applicable for Class IV facilities when the bikeway is brought up to the intersection.

COUNTERMEASURE

LRSM CODE: S20PB

Bike Box

CRF 15%

CRASH TYPE

A designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

COUNTERMEASURE

Bike Detection

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Bike detection is used at signalized intersections, either through use of push-buttons, in-pavement loops, or by video or infrared cameras, to call a green light for bicyclists and reduce delay for bicycle travel. Discourages red light running by bicyclists and increases convenience of bicycling.

COUNTERMEASURE

Bike Friendly Drains

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Bike friendly drains avoid placing grating in the right-of-way that may pose a hazard to bicyclists by increasing their risk of falling.

COUNTERMEASURE

LRSM CODE: R34PB

Class I Bicycle Path or Mixed Use Trail

CRF 80%

CRASH TYPE

Provides a completely separate right of way that is designated for the exclusive use of people riding bicycles and walking with minimal cross-flow traffic. Paths and trails offer opportunities for the lowest stress bicycle travel.

COUNTERMEASURE

LRSM CODE: R32PB

Class II Bike Lane

CRF 35%

CRASH TYPE

Using designated lane markings, pavement legends, and signage, bike lanes provide dedicated street space for bicyclists, typically adjacent to the outer vehicle travel lane.

D. BIKEWAY DESIGN

LRSM COUNTERMEASURE

COUNTERMEASURE

Class IV Separated Bikeway

LRSM CODE: R33PB

CRF 45%

CRASH TYPE

Space on the roadway set aside for the exclusive use of bicycles and physically separated from vehicle traffic. Types of separation may include, but are not limited to, grade separation, flexible posts, physical barriers, or on-street parking.

COUNTERMEASURE

Floating Transit Island

AVAILABILITY OF RESEARCH

LOW MED HIGH

An in-street transit boarding island is used in conjunction with a Class IV bike facility, separating transit traffic from bicycle traffic, reducing conflict between the two modes and lowering the risk of collision.

COUNTERMEASURE

Green Bike Lane Conflict Zone Markings

AVAILABILITY OF RESEARCH

LOW MED HIGH

Green pavement within a bicycle lane to increase visibility of bicyclists and to reinforce bicycle priority. The green pavement can be either as a corridor treatment or as a spot treatment in conflict areas such as frequently used driveways.

COUNTERMEASURE

Mixing Zone

AVAILABILITY OF RESEARCH

LOW MED HIGH

Places a suggested bike lane within the inside portion of a dedicated motor vehicle turn lane. Lane markings delineate space for bicyclists and motorists within the same lane and indicate the intended path for bicyclists to reduce conflict with turning motor vehicles.

COUNTERMEASURE

"On Roadway" Bicycle Sign

LRSM CODE: NS06/R22

CRF 15%

CRASH TYPE

Street sign that communicates to drivers that bicyclists are on the road. Signs enhance visibility for bicyclists, reminding drivers that they are on the road.

COUNTERMEASURE

Parking Buffer

AVAILABILITY OF RESEARCH

LOW MED HIGH

Pavement markings denoting door zone of parked vehicles to help bicyclists maintain safe positioning on the roadway.

COUNTERMEASURE

Shared Sidewalk Sign

AVAILABILITY OF RESEARCH

LOW MED HIGH

Signs communicate to pedestrians that bicyclists may also use the sidewalk and that bicyclists must yield to pedestrians.

COUNTERMEASURE

LRSM CODE: R32PB

Signing and Striping in Support of Bicycle Boulevard

CRF 35%

CRASH TYPE

Bicycle boulevards are roads that encourage low automobile traffic volumes and speeds through signing and striping while giving bicyclists priority and encouraging non-motorized travel.

D. BIKEWAY DESIGN

LRSM COUNTERMEASURE

COUNTERMEASURE

Traffic Calming in Support of Bicycle Boulevard

AVAILABILITY OF RESEARCH

LOW | MED | **HIGH**

Traffic calming includes measures that encourage slower speeds to bring automobile speeds closer to those of bicyclists. This has the effect of reducing in-lane passing, improving driver perception and reaction time, and reducing the severity of collisions.

COUNTERMEASURE

Trail Crossing

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

A continental crosswalk with a bike stamp in the middle, placed at locations where trails intersect with or cross the roadway.

COUNTERMEASURE

Two-Stage Turn Queue Bike Box

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

This roadway treatment provides bicyclists with a means of safely making a left or right turn at a multi-lane signalized intersection from a bike lane or cycle track on the opposite side of the lane. In this way, bicyclists are protected from the flow of traffic while waiting to turn.

COUNTERMEASURE

Widen Sidewalk

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Wide sidewalks can provide space for both pedestrians and bicyclists to use a shared facility. Wide sidewalks can be important for locations with high volumes of pedestrians.

E. PEDESTRIAN CROSSINGS

LRSM COUNTERMEASURE

COUNTERMEASURE

ADA Ramps & Audible Push Button Upgrades

LRSM CODE: S17PB

CRF 25%

CRASH TYPE

Curb ramps and push buttons must comply with Americans with Disability Act (ADA) standards for accessibility. Pushbuttons should be visible and conveniently located for pedestrians waiting at a crosswalk. Accessible pedestrian signals, including audible push buttons, improve access for pedestrians who are blind or have low vision.

COUNTERMEASURE

Curb Extensions

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Widens the sidewalk at intersections or midblock crossings to shorten the pedestrian crossing distance, to make pedestrians more visible to vehicles, and to reduce the speed of turning vehicles.

COUNTERMEASURE

Extended Time Pushbutton

LRSM CODE: S17PB

CRF 25%

CRASH TYPE

A pushbutton that can be pressed to request extra time for crossing the crosswalk, beyond the standard crossing time. Ideal near senior-serving land uses.

COUNTERMEASURE

High-Visibility Crosswalk

LRSM CODE: NS6/NS17/NS18

CRF 25%-35%

CRASH TYPE

A crosswalk that is designed to be more visible to approaching drivers. Crosswalks should be designed with continental markings, also known as ladder markings, and use high-visibility material such as inlay tape or thermoplastic tape instead of paint.

COUNTERMEASURE

Pedestrian Countdowns

LRSM CODE: S17PB

CRF 25%

CRASH TYPE

Displays “countdown” of seconds remaining on the pedestrian signal. Countdown indications improve safety for all road users, and are required for all newly installed traffic signals where pedestrian signals are installed.

COUNTERMEASURE

Pedestrian Detection

LRSM CODE: S17PB

CRF 25%

CRASH TYPE

An intersection treatment that relies on sensors to detect when a pedestrian is waiting at a crosswalk and automatically trigger the pedestrian ‘walk’ phase.

COUNTERMEASURE

Pedestrian Hybrid Beacon

LRSM CODE: NS23PB

CRF 55%

CRASH TYPE

Pedestrian-activated beacon used at mid-block crosswalks and side-street stop controlled crossing locations to notify oncoming motorists to stop with a series of red and yellow lights.

COUNTERMEASURE

Pedestrian Lighting

LRSM CODE: S1, NS1, R1

CRF 35%-40%

CRASH TYPE NIGHT TIME

At pedestrian crossings, research indicates pedestrian lighting should be placed 10 feet from the crosswalk, in between the approaching vehicles and the crosswalk. At intersections, pedestrian lighting should also be placed before the crosswalk on the approach into the intersection.

E. PEDESTRIAN CROSSINGS

LRSM COUNTERMEASURE

COUNTERMEASURE

Pedestrian Median Barrier

LRSM CODE: S13PB/R10PB

CRF 35%

CRASH TYPE

Pedestrian median barriers restrict pedestrians from crossing the median at locations where nearby crossings are available and midblock crossings may have poor sight distance or insufficient crossing enhancements for the conditions.

COUNTERMEASURE

Pedestrian Refuge Island

LRSM CODE: S12/NS19PB

CRF 25%-45%

CRASH TYPE

Pedestrian refuge islands provide a 6' minimum protected area for pedestrians at the center of the roadway. They reduce the exposure time for pedestrian crossing the intersection. They simplify crossings by allowing pedestrians to focus in one direction of traffic at a time.

COUNTERMEASURE

Raised Crosswalk

LRSM CODE: R36PB

CRF 35%

CRASH TYPE

The crosswalk is elevated to match the sidewalk to make pedestrians more visible to approaching vehicles. Typically located at midblock crossings, they encourage motorists to yield to pedestrians and reduce vehicle speed.

COUNTERMEASURE

Remove Crossing Prohibition

LRSM CODE: S18PB

CRF 25%

CRASH TYPE

Removes existing crossing prohibitions and provides marked crosswalk and other safety enhancements for pedestrians to cross the street.

COUNTERMEASURE

Restripe Crosswalk

LRSM CODE: NS07

CRF 25%

CRASH TYPE

Periodic restriping of crosswalks is necessary to ensure the traffic markings are visible. Crosswalk may be restriped with high visibility markings.

COUNTERMEASURE

Rectangular Rapid Flashing Beacon

LRSM CODE: NS22PB/R37PB

CRF 35%

CRASH TYPE

Pedestrian-activated flashing lights and additional signage enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings.

COUNTERMEASURE

Upgrade Curb Ramp

AVAILABILITY OF RESEARCH

LOW MED HIGH

Curb ramps must follow Americans with Disabilities Act (ADA) design guidelines. Tactile warning devices must be detectable to visually impaired pedestrians.

F. OTHER

LRSM COUNTERMEASURE

COUNTERMEASURE

Access Management/Close Driveway

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Vehicles entering and exiting driveways may conflict with pedestrians and with vehicles on the main road, especially at driveways within 250 feet of intersections. Closing driveways near intersections with high crash rates related to driveways may reduce potential conflicts.

COUNTERMEASURE

Curbside Management

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Curbside management can better prioritize reliable transit and safe bicycling infrastructure, freight deliveries, passenger pick-ups/drop-offs, green stormwater infrastructure, public spaces, and parking management.

COUNTERMEASURE

Far-Side Bus Stop

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

Far-side bus stops are located immediately after an intersection, allowing the bus to pass through the intersection before stopping for passenger loading and unloading. Far-side stops encourage pedestrians to cross behind the bus for greater visibility, and can improve transit service reliability.

COUNTERMEASURE

LRSM CODE: S01/NS01/R01

Intersection, Street-Scale Lighting

CRF 35%-40%

CRASH TYPE

NIGHT TIME

Street and intersection lighting helps make other road users or hazards more visible to motorists at night, improving driver perception and reaction time and reducing the risk of collision.

COUNTERMEASURE

Keep Roadway Clear of Debris

AVAILABILITY OF RESEARCH

LOW | MED | HIGH

A smoothly paved surface free of debris enhances safety for vehicles and bicyclists.

COUNTERMEASURE

LRSM CODE: NS11

Remove Obstructions For Sightlines

CRF 20%

CRASH TYPE

Remove objects that may prevent drivers and pedestrians from having a clear sightline. May include installing red curb at intersection approaches to remove parked vehicles (also called “daylighting”), trimming or removing landscaping, or removing or relocating large signs.

G. LOW-COST AND QUICK-BUILD

LRSM COUNTERMEASURE

COUNTERMEASURE

Hardened Centerline

LRSM CODE: S09

CRF 10%

CRASH TYPE

Uses paint to widen left-turn radii and rubber curb with plastic bollards on the receiving roadway's centerline to modify the angle of motorists turning left. Widening the turning radii of left-turning vehicles expands the field of vision for drivers and increases the visibility of pedestrians.

COUNTERMEASURE

Paint and Plastic Curb Extension

AVAILABILITY OF RESEARCH

LOW **MED** HIGH

Widens the sidewalk at intersections or midblock crossings to shorten the pedestrian crossing distance, to make pedestrians more visible to motorists, and to reduce the speed of turning vehicles.

COUNTERMEASURE

Paint and Plastic Median

LRSM CODE: S12/NS14/R08

CRF 25%

CRASH TYPE

A painted median with plastic posts, between the two directions of travel. Reduces vehicular speeding and discourages risky turning movements.

COUNTERMEASURE

Paint and Plastic Mini Circle

AVAILABILITY OF RESEARCH

LOW **MED** HIGH

Mini circles use paint and soft hit posts to replace stop-controlled intersections with a circular design that calms traffic and eliminates left turns. Installed to reduce vehicular speeds, improve safety at intersections by reducing severe collisions, and help traffic flow more efficiently.

COUNTERMEASURE

Paint and Plastic Pedestrian Refuge Area

LRSM CODE: S12/NS16

CRF 25%-45%

CRASH TYPE

Paint and plastic post pedestrian refuge spaces provide a designated area for pedestrians at the center of the roadway. Pedestrian refuge areas constructed from paint and plastic should be implemented in conjunction with additional safety projects, such as an Rectangular Rapid Flashing Beacon (RRFB) or road diet, to reduce pedestrian exposure.

COUNTERMEASURE

Paint and Plastic Separated Bikeway

LRSM CODE: R33PB

CRF 45%

CRASH TYPE

A lane on the roadway dedicated to bicycles that is physically separated from vehicles by a raised barrier of plastic posts and painted pavement.

COUNTERMEASURE

Paint and Plastic Turn Radius Reduction

AVAILABILITY OF RESEARCH

LOW **MED** HIGH

A painted corner with plastic posts to reduce the turning radii at an intersection. Results in reduced speed for turning vehicles, better sight lines, and reduced pedestrian exposure.

COUNTERMEASURE

Traffic Diverter

AVAILABILITY OF RESEARCH

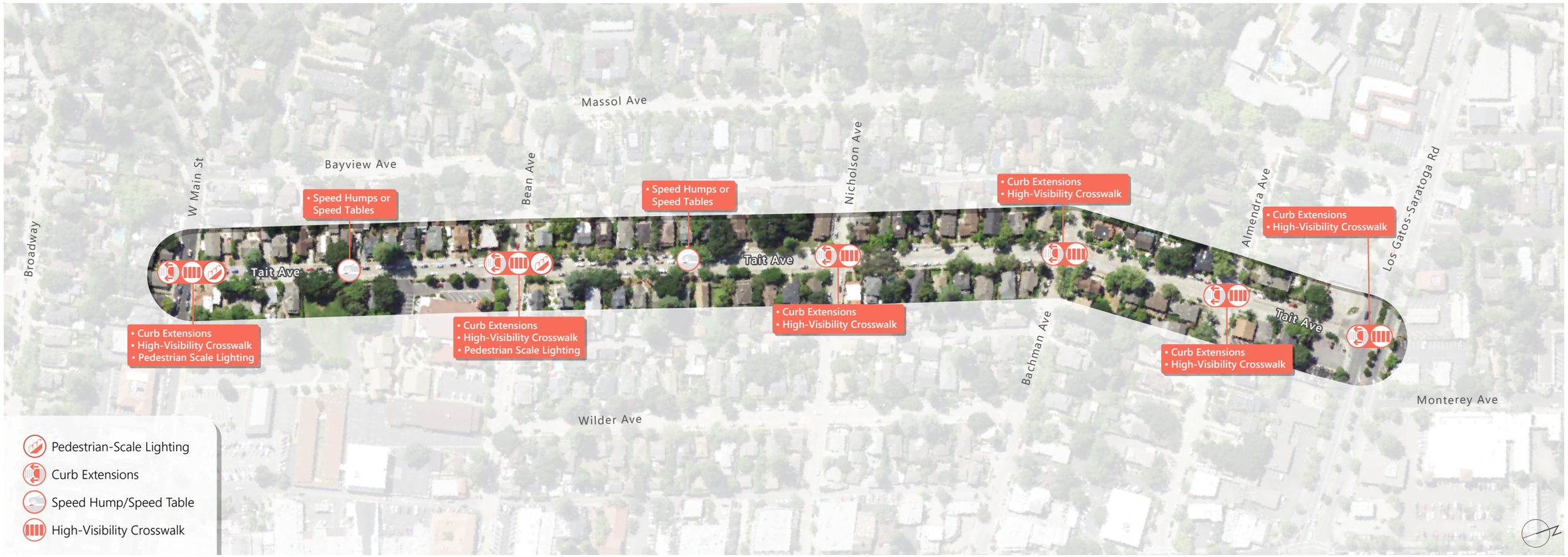
LOW MED **HIGH**

Traffic diverters use paint, plastic posts, and/or planters to divert auto traffic from a residential street. The diverters do allow bicycles to enter the approach, reducing conflict between bicyclists and vehicles.

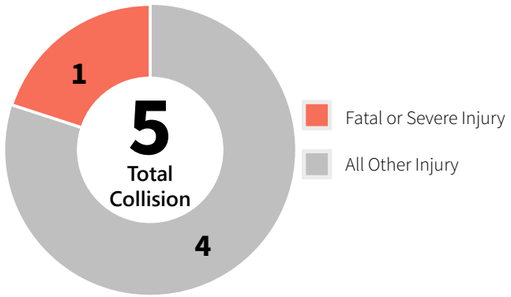
Appendix E:
Emphasis Area Cutsheets

Tait Avenue

between W. Main Street and Los Gatos Saratoga Road



Collision History (2015-2019)



Motor Vehicle	0
Bicycle	1
Pedestrian	4

Notable Collision Patterns

- **Pedestrian Crossing Outside of Crosswalk**
- **Speed-related conflict**
- **Left turn violation**

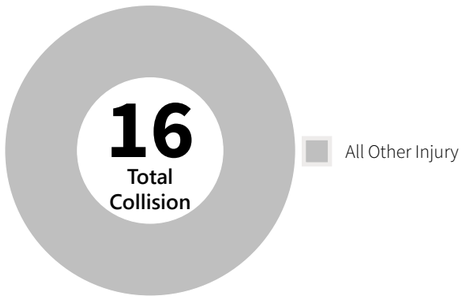
Collision Profiles

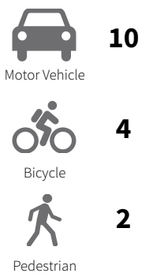
- Age 60+ Collisions
- Unmarked Pedestrian Crossing
- Bicycle Collisions at Stop Signs

N. Santa Cruz Avenue

between Main Street and Los Gatos Saratoga Road

Collision History (2015-2019)





Notable Collision Patterns

Pedestrian Crossing Outside of Crosswalk

Speed-related conflict

Failure to Signal

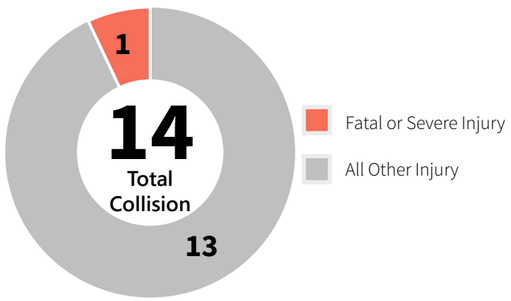
Collision Profiles

- Age 60+ Collisions
- Failure to Yield to Pedestrians in Crosswalk
- Walking or Bicycling on a Major Roadway
- Bicycle Collisions at Stop Signs
- Midblock Bicycle Collisions
- Speed Related Conflict
- Red Light Violation

N. Santa Cruz Avenue

between Blossom Hill Road and Andrews Street

Collision History (2015-2019)



Motor Vehicle	9
Bicycle	4
Pedestrian	1

Notable Collision Patterns

Left turn violation

Rear End

Failure to Yield

Collision Profiles

- Age 60+ Collisions
- Failure to Yield to Pedestrians in Crosswalk
- Walking or Bicycling on a Major Roadway
- Bicycle Collisions at Stop Signs
- Midblock Bicycle Collisions
- Speed Related Conflict
- Broadside Collisions at Unsignalized Intersections
- Driving Under the Influence

Blossom Hill Road

at Vasona Park Road/Roberts Road West

Collision History (2015-2019)

5
Total Collision

All Other Injury

Motor Vehicle	3
Bicycle	2
Pedestrian	0

Notable Collision Patterns

Driving Under the Influence

Speed-related conflict

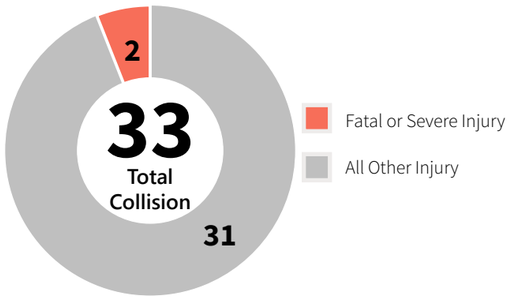
Collision Profiles

- Age 60+ Collisions
- Walking or Bicycling on a Major Roadway
- Midblock Bicycle Collisions
- Speed Related Conflict
- Driving Under the Influence

Los Gatos Boulevard

between Bennett Way and Los Gatos Almaden Road

Collision History (2015-2019)



Motor Vehicle	26
Bicycle	6
Pedestrian	1

Notable Collision Patterns

Rear End | **Speed-related conflict** | **Broadside** | **Failure to yield**

Collision Profiles

- Age 60+ Collisions
- Walking or Bicycling on a Major Roadway
- Midblock Bicycle Collisions
- Speed Related Conflict
- Broadside Collisions at Unsignalized Intersections
- Red Light Violation
- Driving Under the Influence