

**TOWN OF LOS GATOS
COMPLETE STREETS AND TRANSPORTATION COMMISSION
AGENDA
DECEMBER 12, 2024
41 MILES AVENUE
RJ BRYANT SERVICE CENTER
7:30 AM**

*Alice Miano, Chair
Jeff Suzuki, Vice Chair
Bill Ehlers, Commissioner
Erik Miller, Commissioner
Jeff Thompson, Commissioner
Vacant, Commissioner
Rushil Sharma, Youth Commissioner*

HOW TO PARTICIPATE

The Town of Los Gatos strongly encourages your active participation in the public process. If you are interested in providing oral comments during the meeting, you must attend in-person, complete a speaker's card, and return it to the staff. If you wish to speak to an item on the agenda, please list the item number on the speaker card. The time allocated to speakers may change to better facilitate the meeting. If you are unable to attend the meeting in-person, you are welcome to submit written comments via email to ppwcomment@losgatosca.gov.

Public Comment During the Meeting:

When called to speak, please limit your comments to three (3) minutes, or such other time as the Chair may decide, consistent with the time limit for speakers at a Town meeting.

Speakers at public meetings may be asked to provide their name and to state whether they are a resident of the Town of Los Gatos. Providing this information is not required.

Deadlines to Submit Written Comments:

If you are unable to participate in person, you may email with the subject line "Public Comment Item #_" (insert the item number relevant to your comment). Persons wishing to submit written comments to be included in the materials provided to the Commission must provide the comments as follows:

For inclusion in the agenda packet: 11:00 a.m. the Friday before the Commission meeting.
For inclusion in the agenda packet supplemental materials: by 11:00 a.m. on the day before the Commission meeting.

Persons wishing to make an audio/visual presentation on any agenda item must submit the presentation electronically, either in person or via email to ppwcomment@losgatosca.gov by 3:00 p.m. the day before the Commission meeting.

CALL MEETING TO ORDER

ROLL CALL

CONSENT ITEMS *(Items appearing on the Consent are considered routine Town business and may be approved by one motion. Members of the public may provide input on any Consent Item(s) when the Chair asks for public comment on the Consent Items.)*

1. Approve Complete Streets & Transportation Commission Regular Meeting Minutes of November 14, 2024.

VERBAL COMMUNICATIONS *(Members of the public are welcome to address the Complete Streets and Transportation Commission on any matter that is not listed on the agenda and is within the subject matter jurisdiction of the Commission. To ensure all agenda items are heard, this portion of the agenda is limited to 30 minutes. In the event additional speakers were not able to be heard during the initial Verbal Communications portion of the agenda, an additional Verbal Communications will be opened prior to adjournment. Each speaker is limited to three minutes or such time as authorized by the Chair.)*

OTHER BUSINESS *(Up to three minutes may be allotted to each speaker on any of the following items.)*

2. Youth Commission Report (Verbal Report).
3. Safe Routes to School Quarterly (Verbal Report)
4. AB413 (No Parking Near Crosswalks) Implementation (Attachment)
5. June 2024 - June 2025 Ad Hoc Committee Reports
 - a. Beach Traffic – Vice Chair Suzuki and Commissioner Miller (Attachment)
 - b. VTA Bus Passes – Chair Miano and Vice Chair Suzuki (Verbal)
 - c. Bike and Pedestrian Master Plan - Commissioners Thompson and Miller (Verbal)
6. PPW Department Report
 - a. Project Updates (Verbal Report)
 - i. Trailhead Connector Project
 - ii. Shannon Road Bicycle and Pedestrian Project
 - iii. 2024 Paving Project
 - b. Parks and Public Works Department (Attachment)
Recommendation: Receive update and provide information attached

COMMISSIONER REPORTS

ADJOURNMENT: Next meeting scheduled: January 9, 2025

ADA NOTICE In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Clerk's Office at (408) 354-6834. Notification at least two (2) business days prior to the meeting date will enable the Town to make reasonable arrangements to ensure accessibility to this meeting. [28 CFR §35.102-35.104]



**TOWN OF LOS GATOS
COMPLETE STREETS AND
TRANSPORTATION COMMISSION
REPORT**

MEETING DATE: 12/12/2024
ITEM NO: 1

**MINUTES OF THE COMPLETE STREETS AND TRANSPORTATION COMMISSION
REGULAR MEETING
NOVEMBER 14, 2024**

The Complete Streets and Transportation Commission of the Town of Los Gatos conducted its Regular monthly meeting on Thursday, November 14, 2024, at 7:30 a.m.

MEETING CALLED TO ORDER AT 7:30 A.M.

ROLL CALL

Present: Chair Alice Miano, Vice Chair Jeff Suzuki, Commissioners Bill Ehlers, Erik Miller, Jeff Thompson and Youth Commissioner Alternative Elijah Asheghian. Absent: Youth Commissioner Rushil Sharma.

CONSENT ITEMS

1. Approve Complete Streets & Transportation Commission Minutes of October 10, 2024.
MOTION: Motion by Commissioner Suzuki to approve Consent Item 1.
Seconded by Youth Commissioner Asheghian.
VOTE: Motion passed: 6-0

OTHER BUSINESS

2. Youth Commissioner Report - Elijah Asheghian (Verbal Report)
Youth Commissioner Asheghian introduced himself and reported on the Youth Commission's resolution and work plan to the Town Council. Commission asked questions and discussed. Director Burnham introduced Town Engineer Heap to further discussed traffic safety concerns.
3. June 2024 – June 2025 Ad Hoc Committee Reports (Verbal Reports)
 - a. Beach Traffic – Vice Chair Suzuki and Commissioner Miller
Commissioner Miller and Vice Chair Suzuki reported an update on the revisions of the beach traffic plan. Director Burnham advised the commission on producing a recommendation to Town Council. Commission discussed this item.
 - b. VTA Bus Passes – Chair Miano and Vice Chair Suzuki
Chair Miano and Commissioner Suzuki reported on a meeting with VTA to discuss a program for providing bus passes to high school students and senior citizens.

Public Speaker, Wendy Riggs inquired about high school ridership.

Youth Commissioner Asheghian volunteered to gather data on ridership.

The Commission further discussed.

- c. Bike and Pedestrian Master Plan – Commissioners Thompson and Miller
Commissioner Thompson and Miller reported on the attached Bike and Pedestrian Master Plan Ad Hoc Report. Commission discussed this item.

4. PPW Department Report

Director Burnham announced openings within the CSTC and is now accepting applications.

a. Project Updates (Verbal Report)

- i. Trailhead Connector Project

Director Burnham provided an update on this item.

- ii. Shannon Road Bicycle and Pedestrian Project

Town Engineer Heap provided an update on this project.

- iii. 2024 Paving Project

Town Engineer Heap provided an update on this project.

Youth Commissioner Asheghian left at 8:10 am.

The Commission asked questions and continued the discussion on these projects.

b. Future Agenda Items (Attachment)

Recommendation: Receive update and provide information

Director Burnham presented the attachment and discussed future items.

COMMISSIONER REPORTS

Commissioner Miller verbally reported on the VTA BPAC meeting and the Santa Clara County Active Transportation Plan.

Commissioner Miller requested adding the Valley Water Project to the agenda for discussion and review due to impacts on bike lanes.

Commissioner Miano reported that the VTA Community Advisory Committee November meeting was cancelled.

Commissioner Ehlers inquired about the detour during the Fantasy of Lights. The Commission discussed and Director Burnham confirmed that staff will coordinate with the County next year.

ADJOURNMENT - Meeting adjourned at 8:30 a.m.

This is to certify that the foregoing is a true and correct copy of the minutes of the November 14, 2024 Regular Meeting as approved by the Complete Streets & Transportation Commission.

/s/ Nicolle Burnham, PPW Director



TOWN OF LOS GATOS
COMPLETE STREETS AND
TRANSPORTATION COMMISSION

MEETING DATE: 12/12/2024

ITEM NO.: 4

DATE: December 5, 2024
TO: Complete Streets and Transportation Commission
FROM: Nicolle Burnham, Parks and Public Works Director
SUBJECT: AB413 (No Parking Near Crosswalks) Implementation

RECOMMENDATION:

Receive an informational report from the Parks and Public Works Department staff on AB413 California Daylighting Law and the Town's implementation plan.

BACKGROUND:

According to the California Office of Traffic and Safety (OTS), California's pedestrian fatality rate is almost 25% higher than the national average. [Assembly Bill 413 \(AB 413\)](#) (Attachment 1) known as the California Daylighting Law, was enacted to enhance pedestrian and bicycle safety at intersections. The law encourages the removal of visual obstructions, such as parked vehicles, near crosswalks and intersections, allowing drivers and pedestrians to see each other more clearly. This practice, known as "daylighting," involves creating a minimum clear sight distance by restricting parking within 20 feet of crosswalks. Attachment 2 demonstrates how the new law would benefit visibility in advance of a crosswalk. Research from the Federal Highway Administration (FHWA) demonstrates that daylighting can reduce pedestrian-related crashes by up to 30%. Daylighting has been proven to reduce collisions, increase visibility for all road users, and promote safer, more pedestrian-friendly communities. Implementing AB 413 in Los Gatos aligns with the Town's Connect Los Gatos Plan by promoting enhancements to provide safer bicycle and pedestrian mobility alternatives. While the safety benefits are well-supported, this report evaluates the practical implications of AB 413 and identifies an outreach strategy, implementation plan, and enforcement efforts.

ANALYSIS:

PREPARED BY: Gary Heap
Town Engineer, Parks and Public Works

AB413 would prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present and does not require the installation of red curbing or signage to prohibit parking. This is the approximate length of a large truck or vehicle and would typically require the removal of one parking space. Attachments 2 and 3 show how the new law would impact Downtown and residential parking areas. This new law applies to all local jurisdictions unless overridden by municipal exemptions or modifications. While red curbing is not required by this new law, Parks and Public Works (PPW) and Los Gatos-Monte Sereno Police Department (PD) staff believe it will be important to install red curbing at high pedestrian locations to both educate the public and support enforcement of the parking restriction. This could have a significant impact to parking when implemented.

An evaluation of parking impacts of AB413 implementation in the Downtown Area, including Santa Cruz Avenue, University Avenue, and Main Street would remove fifty-two (52) existing parking spaces. This “letter of the law” evaluation considered crossing locations at both marked and unmarked locations. Implementation in the residential neighborhoods could also create a significant loss of parking spots near intersections, where parking may already be limited.

Outreach

Prior to implementation of AB413 and the installation of red curbing, staff will need to conduct significant outreach to the community and the areas impacted by the recommended phased red curbing installation approach. This will include education and outreach through various means including the creation of an AB413 web page for the Town’s website, social media outreach, and a potential media release. There are several good examples of AB413 web pages to use as examples including those on the Livermore, Oxnard, Oceanside, Pinole, and Monterey web sites. Planning for this outreach is on-going, and staff proposes to create an AB413 web page for Los Gatos over the next several weeks and upload it to the Towns web site by the end of January. The social media campaign would begin once the web page is created.

Implementation Plan

PPW staff plans a phased approach to applying AB413 parking restrictions through the Town. This is supported by the PD and is consistent with the implementation efforts occurring in our surrounding communities, including Campbell. Public Works plans to complete its evaluation and begin the installation of required red curbing in the Downtown area starting in early February 2025. This will provide time for outreach efforts to occur prior to removal or parking. For this first phase, staff is considering the Downtown area to include Santa Cruz Avenue between Wood Road and Blossom Hill Road, University Avenue between Main Street and Blossom Hill Road, and Main Street between Bayview Avenue and Jackson Street. PPW will first

install red curbing in the Downtown area in advance of existing marked crosswalks. This would require installation of red curbing and removal of parking at fifteen (15) locations in advance of existing crosswalks. Staff would continue to monitor the unmarked crossings in the Downtown and work with PD to provide necessary red curbing at additional locations of high pedestrian crossings or pedestrian collisions. After the Downtown locations are addressed, staff will next focus on areas around schools, parks, and other high pedestrian facilities including senior residential areas.

Enforcement

Through discussions with Sergeant Kalipo Kauwelo, the Police Department (PD) is aware of AB413 (Daylighting Law) which will make changes to VC 22500 as it relates to parking near crosswalks. He indicated that one of PD's traffic safety goals is to reduce property damage, injuries and deaths due to vehicles collisions and they recognize the state's efforts to increase pedestrian safety by creating a larger visual field for drivers approaching crosswalks. According to Sgt. Kauwelo, the PD is prepared and capable to enforce this new vehicle code in a similar way they view most other vehicle code violations. The PD incorporates the five E's into their overall traffic safety model (engineering, education, encouragement, enforcement and evaluation). Parking and patrol officers have the authority to enforce the vehicle code using their discretion based upon the circumstances at the time. Generally, an officer can consider the following when witnessing a violation: verbal warning, written warning and citation. It's an escalating process each officer can consider when balancing the "spirit of the law" and the "letter of the law."

Next Steps

1. Outreach Followed by Phased Implementation

- Develop and distribute educational materials to raise public awareness about the new rules and their rationale.
- Begin enforcement in high-priority areas (e.g., Downtown intersections with high pedestrian traffic or collision history) to maximize safety benefits while minimizing disruption.
- Next consider implementing AB413 requirements around school zones, parks, and other high pedestrian areas including around senior facilities.

2. Improved Markings

- Install clear curb markings at daylighted zones to reduce ambiguity and ensure consistency.
- Install red curbing in advance of existing marked crosswalks.
- Monitor unmarked crosswalk locations and install curb markings as necessary.

3. Monitor and Adjust

- Conduct regular evaluations of safety outcomes, public feedback, and enforcement effectiveness to refine the implementation approach over time.

Conclusion

AB 413 presents an opportunity to enhance pedestrian safety and reduce traffic collisions, aligning with California's broader goals for sustainable urban development. However, the legislation's impact on parking availability and the challenges associated with enforcement highlight the need for thoughtful implementation and ongoing adjustments. Proactive measures will be critical to balancing safety objectives with the practical needs of Los Gatos.

FISCAL IMPACT:

There is some cost associated with the implementation of AB413 requirements. Efforts to install needed red curbing, to conduct follow-up evaluations of the implementation's effectiveness, and additional enforcement will all be in addition to staff's current workload. According to language within AB413, the California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement. At this time, however, cost associated with these activities will be managed within current programs.

Attachments:

1. Assembly Bill 413
2. Visibility Benefits of AB413
3. Downtown Compliance Diagram
4. Neighborhood Compliance Diagram

Assembly Bill No. 413

CHAPTER 652

An act to amend Section 22500 of the Vehicle Code, relating to vehicles.

[Approved by Governor October 10, 2023. Filed with Secretary
of State October 10, 2023.]

LEGISLATIVE COUNSEL'S DIGEST

AB 413, Lee. Vehicles: stopping, standing, and parking.

Existing law prohibits the stopping, standing, or parking of a vehicle in certain places and under certain conditions, including within an intersection, on a sidewalk or crosswalk, or in front of a fire station. Existing law additionally authorizes local jurisdictions to, by ordinance, restrict parking in certain areas, at certain times, and for certain reasons, and to establish metered parking.

This bill would prohibit the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present, as specified. The bill would, prior to January 1, 2025, authorize jurisdictions to only issue a warning for a violation, and would prohibit them from issuing a citation for a violation, unless the violation occurs in an area marked using paint or a sign.

By restricting parking in certain areas, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

The people of the State of California do enact as follows:

SECTION 1. Section 22500 of the Vehicle Code is amended to read:

22500. A person shall not stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:

(a) Within an intersection, except adjacent to curbs as may be permitted by local ordinance.

(b) On a crosswalk, except that a bus engaged as a common carrier or a taxicab may stop in an unmarked crosswalk to load or unload passengers when authorized by the legislative body of a city pursuant to an ordinance.

(c) Between a safety zone and the adjacent right-hand curb or within the area between the zone and the curb as may be indicated by a sign or red paint on the curb, which sign or paint was erected or placed by local authorities pursuant to an ordinance.

(d) Within 15 feet of the driveway entrance to a fire station. This subdivision does not apply to any vehicle owned or operated by a fire department and clearly marked as a fire department vehicle.

(e) (1) In front of a public or private driveway, except that a bus engaged as a common carrier, schoolbus, or a taxicab may stop to load or unload passengers when authorized by local authorities pursuant to an ordinance.

(2) In unincorporated territory, where the entrance of a private road or driveway is not delineated by an opening in a curb or by other curb construction, so much of the surface of the ground as is paved, surfaced, or otherwise plainly marked by vehicle use as a private road or driveway entrance, shall constitute a driveway.

(f) On a portion of a sidewalk, or with the body of the vehicle extending over a portion of a sidewalk, except electric carts when authorized by local ordinance, as specified in Section 21114.5. Lights, mirrors, or devices that are required to be mounted upon a vehicle under this code may extend from the body of the vehicle over the sidewalk to a distance of not more than 10 inches.

(g) Alongside or opposite a street or highway excavation or obstruction when stopping, standing, or parking would obstruct traffic.

(h) On the roadway side of a vehicle stopped, parked, or standing at the curb or edge of a highway, except for a schoolbus when stopped to load or unload pupils in a business or residence district where the speed limit is 25 miles per hour or less.

(i) Except as provided under Section 22500.5, alongside curb space authorized for the loading and unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb erected or painted by local authorities pursuant to an ordinance.

(j) In a tube or tunnel, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility.

(k) Upon a bridge, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility, and except that buses engaged as a common carrier in local transportation may stop to load or unload passengers upon a bridge where sidewalks are provided, when authorized by local authorities pursuant to an ordinance, and except that local authorities pursuant to an ordinance or the Department of Transportation pursuant to an order, within their respective jurisdictions, may permit parking on bridges having sidewalks and shoulders of sufficient width to permit parking without interfering with the normal movement of traffic on the roadway. Local authorities, by ordinance or resolution, may

permit parking on these bridges on state highways in their respective jurisdictions if the ordinance or resolution is first approved in writing by the Department of Transportation. Parking shall not be permitted unless there are signs in place, as may be necessary, to indicate the provisions of local ordinances or the order of the Department of Transportation.

(l) In front of or upon that portion of a curb that has been cut down, lowered, or constructed to provide wheelchair accessibility to the sidewalk.

(m) In a portion of a highway that has been designated for the exclusive use of public transit buses.

(n) (1) (A) Within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present.

(B) Notwithstanding subparagraph (A), a local authority may establish a different distance if both of the following requirements are met:

(i) A local authority establishes the different distance by ordinance that includes a finding that the different distance is justified by established traffic safety standards.

(ii) A local authority has marked the different distance at the intersection using paint or a sign.

(2) Notwithstanding paragraph (1), a local authority may permit commercial vehicle loading or unloading within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present if both of the following requirements are met:

(A) A local authority authorizes the commercial vehicle loading and unloading by ordinance and identifies the crosswalk or crosswalks in the ordinance.

(B) A local authority has marked the commercial loading and unloading areas with paint or signage.

(3) Notwithstanding paragraph (1), a local authority may permit parking for bicycles or motorized scooters within 20 feet of a crosswalk.

(4) Prior to January 1, 2025, jurisdictions may only issue a warning, and shall not issue a citation, for a violation unless the violation occurs in an area marked using paint or a sign.

SEC. 2. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

O

AB413 – California Daylighting Law Visibility Benefits



A person shall not stop, park, or leave standing any vehicle whether attended or unattended...

...within 20 feet of the vehicle approach side of any marked or unmarked crosswalk.

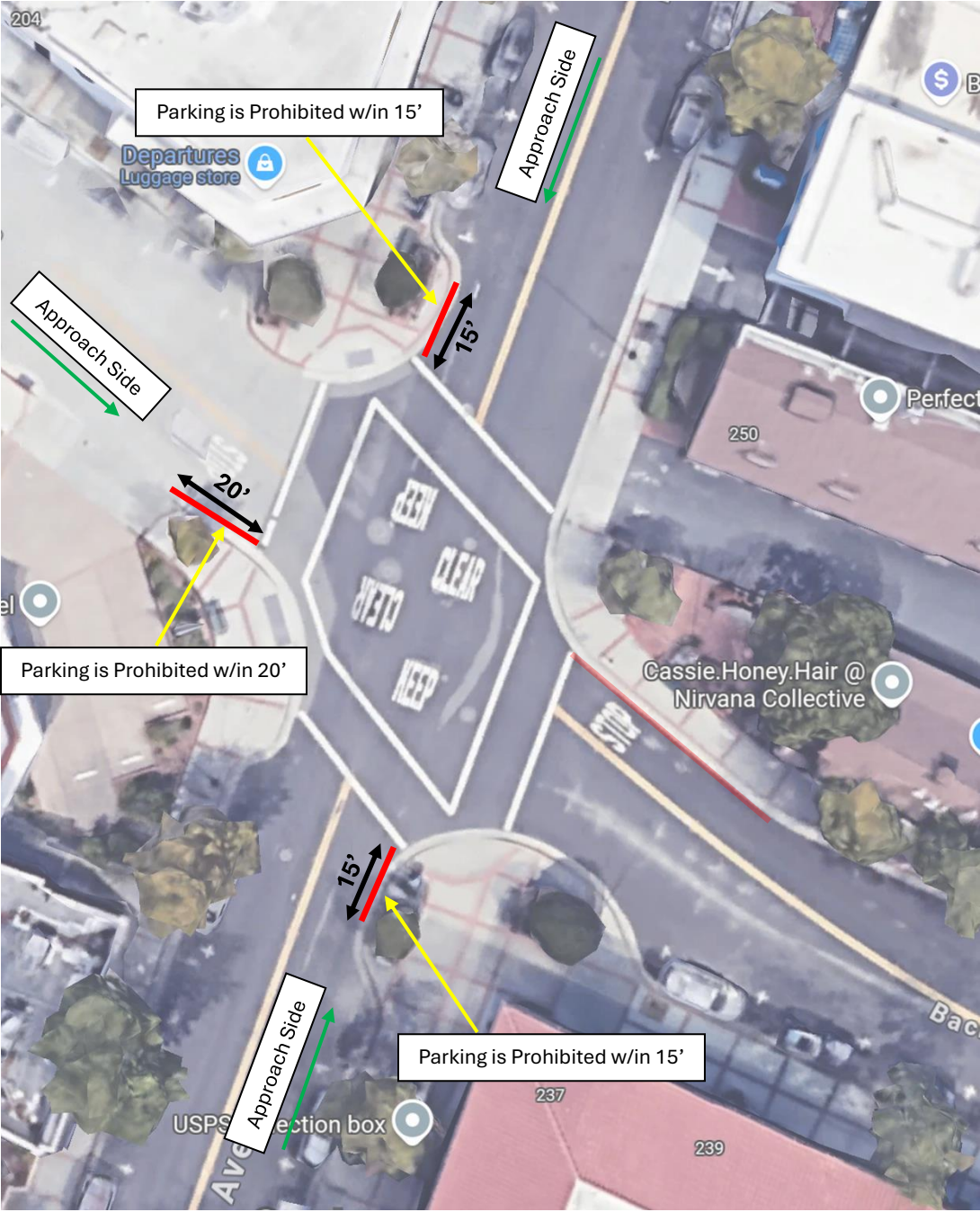


...or within 15 feet of any crosswalk where a curb extension is present.

Images from Oxnard Police Department

California Assembly Bill 415, also known as “Daylighting”, goes into effect statewide on January 1, 2025. This new law prohibits stopping or parking your car within 20 feet of a marked or unmarked crosswalk. Twenty feet is approximately the length of a large vehicle. This new State law helps increase visibility of pedestrians and bicyclists entering the crosswalk.

AB413 – Daylighting Law Downtown Compliance With and Without Curb Extensions



AB413 – Daylighting Law Neighborhood Compliance



Recommendation to Launch a Capital Project to Research and Plan Beach Traffic Mitigation

Beach traffic is possibly the most common complaint among the community members of Los Gatos. The last few months have been no exception. People are eager for the town to take further action on beach traffic.

The Town of Los Gatos has previously implemented a number of congestion mitigation measures with mixed results and sparse data analysis. For this reason, the Beach Traffic Ad Hoc Committee (BTAC) with the approval of the Complete Streets and Transportation Commission, recommends that the Los Gatos Town Council launch a capital project.

This capital project would dedicate resources to study and simulate:

1. Existing beach traffic patterns
2. The impacts of potential mitigation strategies drafted by BTAC included in the exhibits herein.

To be clear, this recommendation is to *only* launch a capital project to study and simulate traffic patterns. Exhibits 2 and 3 provide potential larger-scale strategies to deal with portions of beach traffic, but they are ultimately conceptual in nature—their implementation is not part of the recommendation. However, we would like to simulate how these exhibits, or elements of these exhibits, would impact traffic in Los Gatos.

The Current Challenges of Beach Traffic Management

During weekends, traffic volumes exceed the capacity of Highway 17, leading to congestion that spills over into local roads. Beach traffic is, by its nature, a regional problem. It is the opinion of BTAC that, since Los Gatos does not control the source or the destination of beach traffic, entirely “solving” for beach traffic is not within the Town’s authority or capacity.

Car traffic *will* flow through Los Gatos. Even before the proliferation of navigation apps, many long-time residents remember beach traffic— apps and population growth have amplified the problem to the extent that its effects are unbearable.

However, Los Gatos is not wholly powerless in combating the effects of beach traffic.

First, Los Gatos has potential options in determining *where* car traffic flows. Currently, beach traffic cuts through major thoroughfares in town. As our major thoroughfares reach maximum capacity, beach traffic spills into the adjacent neighborhoods (referred to as “spillover” hereafter). Los Gatos has limited

capacity and authority to entirely stop beach traffic on major thoroughfares. But it has the ability to limit congestion to those thoroughfares and prevent spillover.

Previous measures to close off certain points of entry into targeted neighborhoods have historically decreased spillover into those neighborhoods while increasing spillover into other neighborhoods, effectively offloading congestion from one neighborhood to another. Additionally, frustrated by congestion, many drivers simply disregard traffic laws; Los Gatos, with its limited resources, often does not have the capacity to provide traffic enforcement on beach traffic regulations. This has led some to conclude that any effort to curtail beach traffic is futile— drivers will always find a way to circumvent whatever regulation or impediment the town implements.

BTAC observes that the results of previous efforts do not prove the futility of curtailing beach traffic, but instead prove flaws in previous approaches— targeting individual neighborhoods and/or relying on the continual physical presence of police officers are infeasible in the long run. Learning from these previous results, future approaches should therefore be:

1. Holistic, targeting multiple neighborhoods simultaneously
2. Infrastructure-oriented as opposed to enforcement-dependent. If drivers are unable to use *any* of the neighborhoods as shortcuts because of physical barriers (e.g. bollards), then drivers will be compelled to remain in the major thoroughfares in town.

Secondly, Los Gatos may further encourage walking, biking, and public transit through infrastructural improvements that increase safety, accessibility, capacity, and overall pleasantness. Future beach traffic efforts should aim to move people first and foremost with cars being just one of several means to travel.

As the population of the greater Bay Area grows with time, our current transportation infrastructure is ultimately unsustainable. Traffic of all kinds, including beach, school, and commuter traffic, will continue to worsen over time. If we want the town to limit the increasingly harmful effects of car congestion, encouraging other forms of transportation is a long-term necessity.

There are 3 exhibits in this memo. Exhibit 1 describes an approximation of some current beach traffic patterns. Exhibits 2 and 3 describe proposals to curtail spillover, employing bollards and conversions of some two-way streets to one-way streets to prevent traffic from cutting through neighborhoods but allowing neighborhood residents to enter and exit freely. Note that Exhibits 2 and 3 are mutually exclusive— they are not intended to be implemented in their entirety simultaneously.

These proposals are ultimately conceptual— any effective proposal will need trained professionals running traffic simulations to evaluate them.

What about Navigation Apps?

As noted above, before the proliferation of navigation apps, beach traffic was a problem. However, apps seem to have increased the visibility of neighborhood shortcuts, creating spillovers that are particularly disruptive and painful.

There have been proposals for the Town to deceive traffic apps through false reports of traffic, spoofing slow traffic, or even false reports of road closures. The goal of these false reports is to prevent navigation apps from recommending drivers to use certain streets.

Indeed, users have found that false reports can work in the short run in reducing traffic. However, companies do eventually discover false reports, at which point they ignore the false input, and recommend drivers back onto the road. The end result is that traffic resumes as normal.

Los Gatos currently has a good relationship with Waze and Google Maps to report road closures; if the Town starts falsely reporting roads as closed, we run the risk of those companies not trusting our legitimate reports, compromising our ability to coordinate with these firms in the future.

Some people have proposed legislation that bars navigation apps from routing traffic through neighborhood streets. In our opinion, that could be a feasible long-term solution, but successfully lobbying for state-level legislation to compel that is not trivial or quick. In the meantime, measures that the Town can unilaterally implement should be considered.

In the opinion of BTAC, physically changing our streets to more intentionally reflect our desired usage of them is a better long-term solution that will be resilient to changes in algorithms and other corporate black boxes.

Exhibit 1: Current Traffic Patterns

Exhibit 1 visualizes some of the well-known current beach traffic flows through Los Gatos on three of its major thoroughfares: Winchester Boulevard, University Avenue, and Los Gatos Boulevard. Exhibit 1 also shows how traffic spills into neighborhood streets.

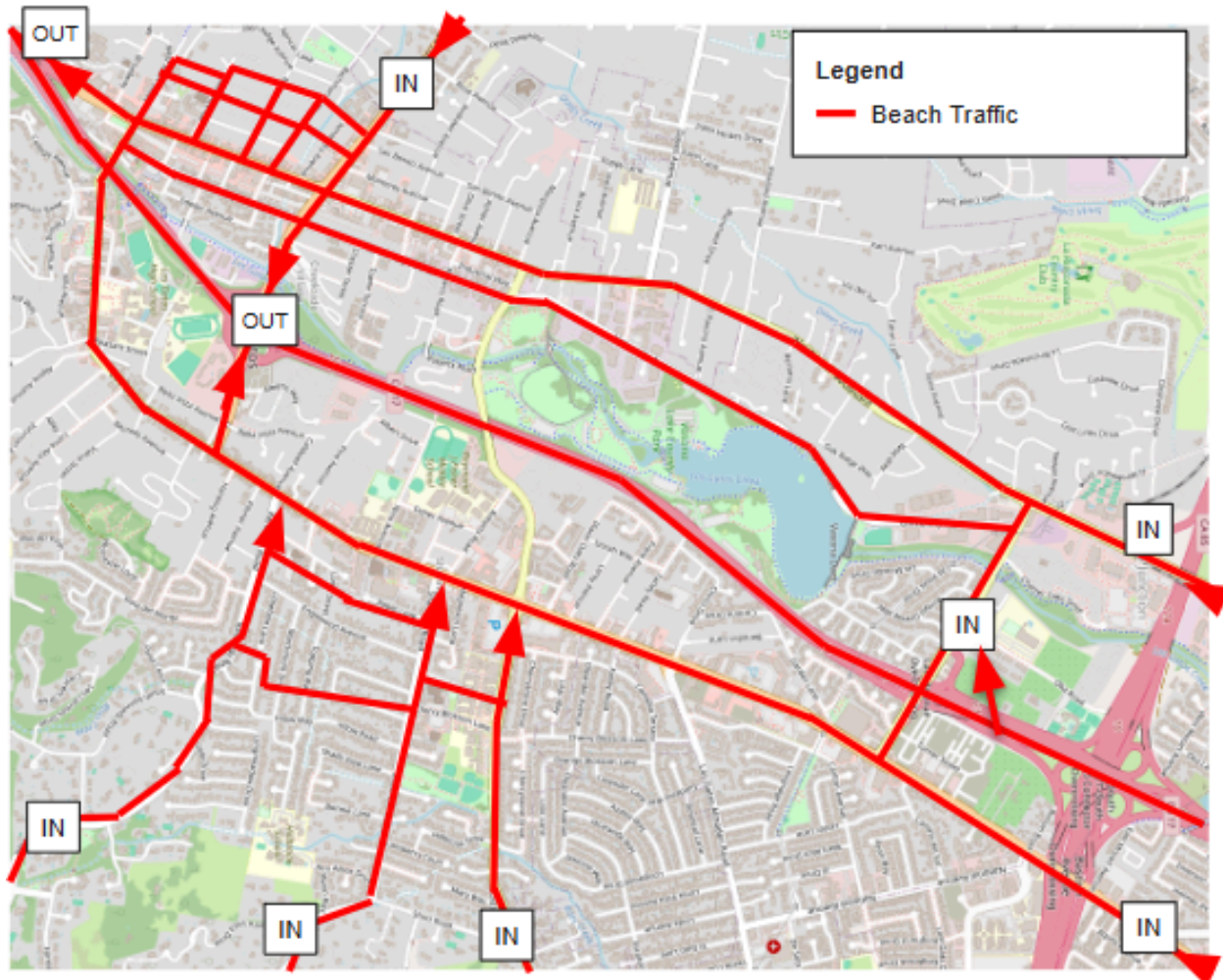


Exhibit 1: Some of the Existing Beach Traffic Patterns

The entry points, labeled “IN” on the map, show the entry points of beach traffic *onto the map*, not Los Gatos in general. These entry points are:

- Highway 17 Exit onto Lark Ave, feeding into all three thoroughfares
- Winchester from south-bound traffic, originating from Highway 17, Highway 85, and Winchester in Campbell
- Los Gatos Blvd, originating from Highway 85 and Bascom Ave in San Jose
- Highway 9, originating from Saratoga and potentially Highway 85 there

The exit points, labeled “OUT” on the map, show our expected egress of beach traffic from the town.

Those exit points are:

- Highway 9 feeding Highway 17
- Wood Road, feeding Highway 17
- Lark Avenue might feed Highway 17, but given the traffic build up starts there, we don't anticipate this happening all the time

Because this is a concept map, we must acknowledge that this does not exhaustively show every neighborhood that has been impacted by beach traffic. The purpose of the recommended capital project is precisely to better understand existing beach traffic patterns. The Town does not have access to continuous or exhaustive traffic data, historical traffic data from companies like Google is unavailable, and scraping such information goes against their terms of service.

In all of our exhibits, the Almond Grove is used as an example of a neighborhood impacted by our proposals. Beach traffic is also known to impact Union Avenue, Blossom Hill Road, and Shannon Road on especially high-intensity days.

The Almond Grove does experience some traffic, but the Right turn prohibition on the weekends from 10 am to 3 pm is reasonably effective at diverting the worst of the traffic from Navigation apps.

We are aware that traffic impacts Los Gatos Boulevard and its feeder roads like Union Avenue, Blossom Hill Road, Shannon Road, and Kennedy Road, and are pondering solutions, but do not have any proposals at this time. Our proposed Exhibits mainly concern the North side of town and traffic that flows to and from Winchester Boulevard and University Avenue. We are currently considering potential traffic mitigation measures in other parts of town.

The Almond Grove does experience some traffic, but the right turn prohibition on the weekends from 10 am to 3 pm is reasonably effective at diverting the worst of the traffic from Navigation apps.

Exhibit 2: University Bike Boulevard Proposal

Exhibit 2 proposes transforming University Boulevard into a calm corridor for cyclists, buses, and pedestrians to traverse town. This plan employs bollards to divert cross-town car traffic from University to Winchester Blvd / N. Santa Cruz. The first primary benefit is the increased capacity for bike traffic through a major thoroughfare in town. The second primary benefit is the ability to establish dedicated bus lanes, increasing the speed, predictability, and, therefore, desirability of using buses. Currently, buses and their passengers are forced to sit through beach traffic. With a University Bike Boulevard, bus passengers would be able to move faster than if they were to traverse by car. With little to no car traffic, this route would also improve access for emergency vehicles.

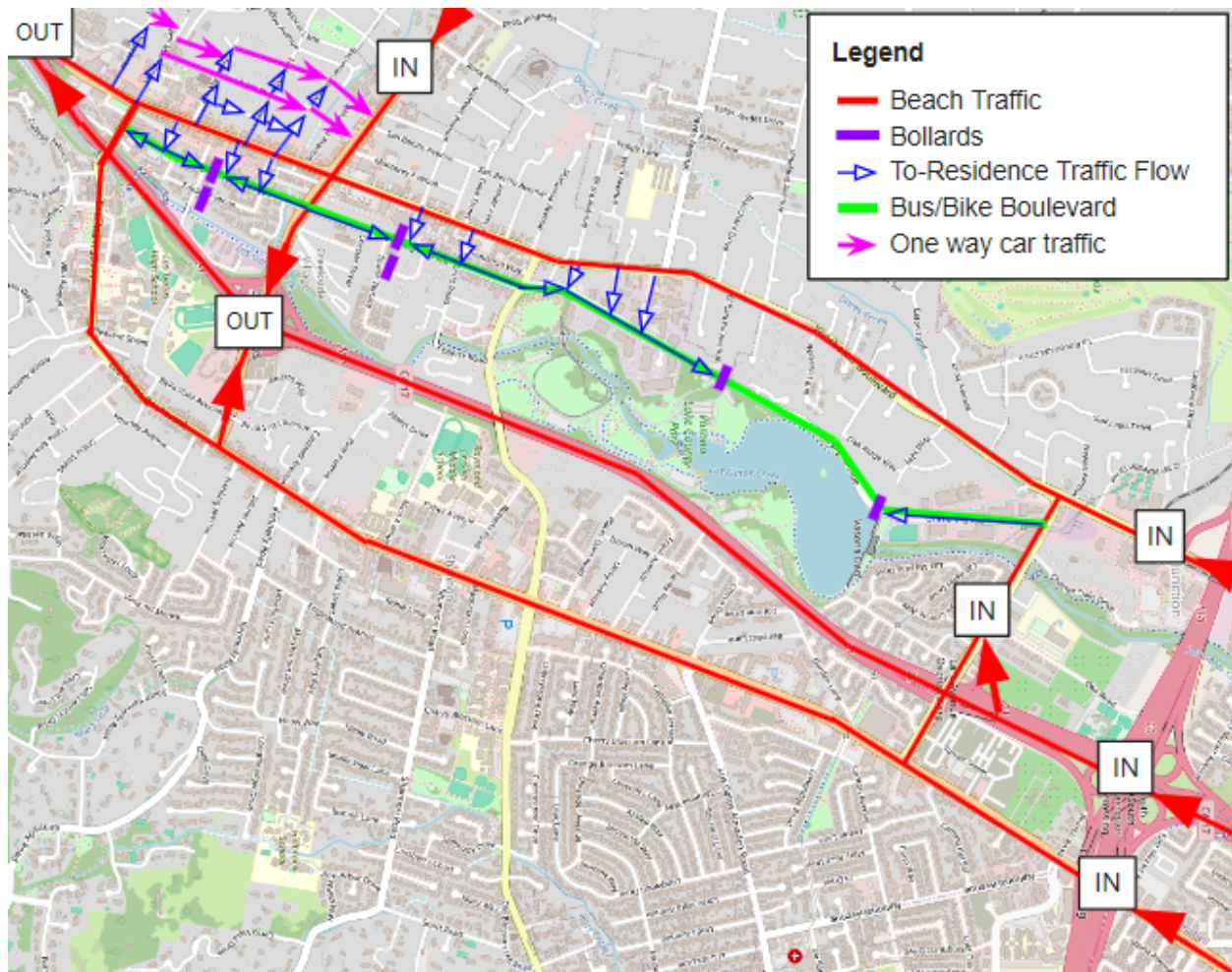


Exhibit 2: University Bike Boulevard Concept

Within the neighborhoods across University, residents would still be able to drive to and from their homes; the route might be slightly more circuitous, but this would eliminate the multi-block line of cars idling in front of their homes during beach traffic.

If implemented correctly, the bollards along this route would be able to be raised and lowered by the town as needed. During beach traffic, a simple key-operated bollard could allow emergency services to drive up, drop the bollard, and proceed to an emergency almost unimpeded by the beach traffic, not to mention more safely than the alternative of driving in the opposing traffic lane. This is the main reason Exhibit 3 extends along Vasona Lake; that would give Fire Trucks from the Winchester Station or Ambulances from Good Sam and further a route straight into Downtown.

If we look further afield to places in Europe and Sunnyvale, we could use automatic bollards that could be lowered by an electronic signal. These automatic bollards would be useful to bus services in town, especially since they have recently altered their routes not to go Downtown because beach traffic delayed them too much. After a bus lowers an automatic bollard, it would encounter little to no traffic, enabling VTA to run nearly unimpeded bus services through town during beach traffic hours.

Regardless of which bollard control system is selected, the town also has the option to lower the bollards as needed for special events (like creating bypasses during the holiday parade) or in the event of an emergency evacuation.

A University Bike Boulevard ensures that residents and visitors have multiple ways to travel quickly across Los Gatos during Beach Traffic, substantially increasing its potential throughput.

Lastly, we believe that, as an infrastructural improvement, a University Bike Boulevard would contribute to the “small town character” of Los Gatos. There would be less pollution from car traffic, families could feel safer biking through town, and the areas that surround this route would be more tranquil and vibrant.

Exhibit 3: Permanent Promenade Proposal

Exhibit 3 proposes establishing the Promenade as a permanent installation, cutting off the Southbound Wood Road entrance to Highway 17, and improving the bike infrastructure on N Santa Cruz Ave from Blossom Hill to the Promenade.

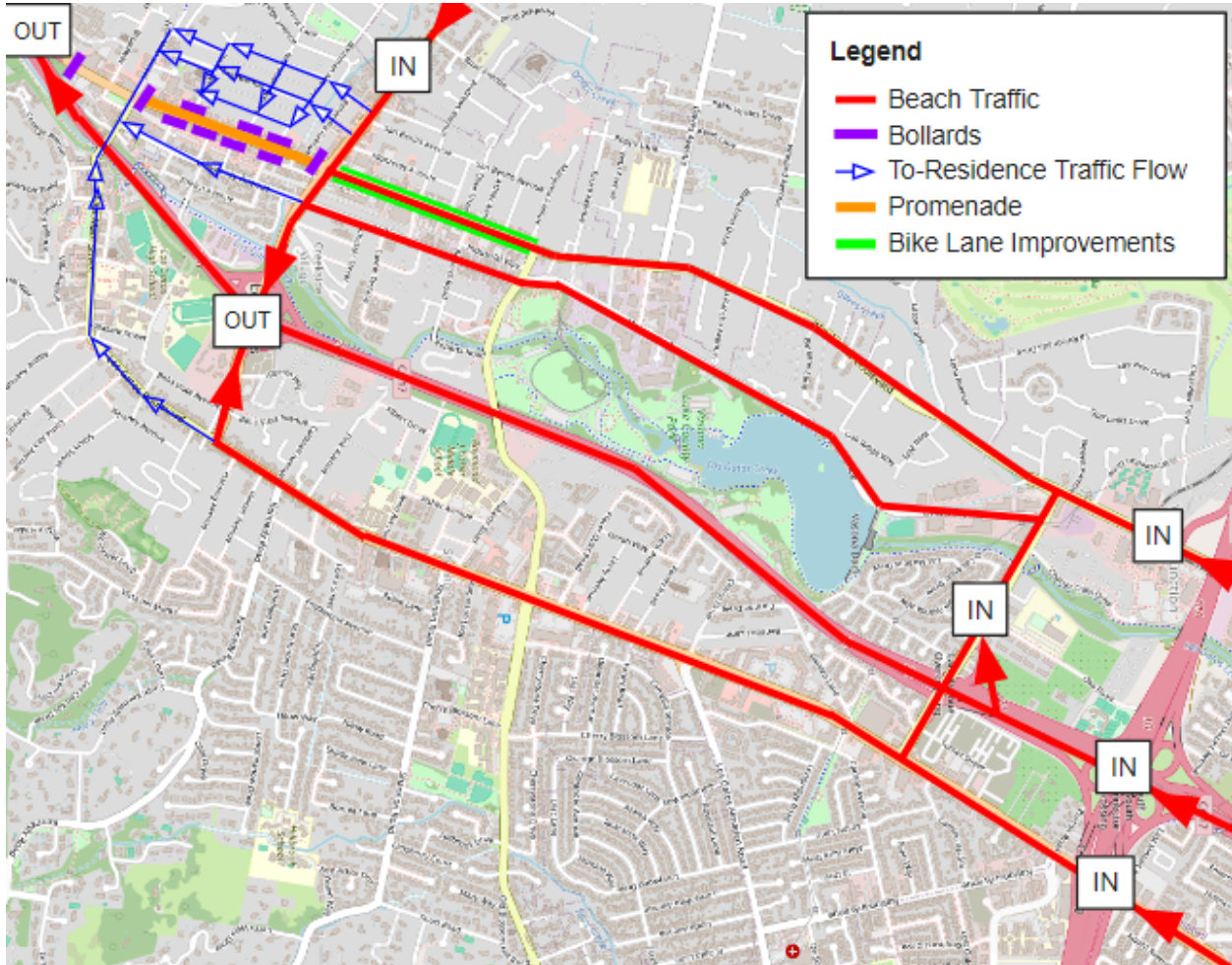


Exhibit 3: Permanent Promenade Concept

During the pandemic, Los Gatos hosted several Promenade Events where N Santa Cruz Ave was closed to car traffic from Highway 9 to W Main St on Thursday night, leaving the space for dining, shopping, mingling, and live music. By and large, residents of the community loved the Promenades, with many requests to bring them back, but the Town cited the expense of closing the street as the reason that more events could not be held. It is our understanding that much of the expense of hosting the events was having town staff set up and tear down the barriers and signage to temporarily close the street, as well as additional police presence to patrol and enforce the road closures.

The Promenades were so loved that a private group paid to hold another event, called the Taste of Los Gatos, with the same road closures.

It is BTAC's assertion that permanently installing the Promenade controls and signage **could be economically sustainable, with** a slightly higher upfront cost, but we would eliminate the cost to set up and tear down the previous temporary events.

A Permanent Promenade would create a primarily pedestrianized Downtown with access to cyclists. Without cars taking up most of the public right of way, the Downtown would become more spacious and a more desirable location to walk, bike, shop, and experience life. The Downtown would physically be able to accommodate more people, restaurant seating, greenery, and other aesthetic and functional improvements. It would also result in increased potential capacity for commercial activity.

If implemented, a Permanent Promenade would become a defining feature of Los Gatos, enhancing our small-town character. During Farmer's Markets and the previous Promenades, families and children could be found playing in the streets, something that is only possible if there is no car traffic. A Permanent Promenade would make the Downtown a more appealing space for families and visitors.

Exhibit 3 illustrates how this Permanent Promenade might be implemented conceptually. Where previous attempts at curtailing car traffic in one neighborhood have led other neighborhoods to suffer from spillover, Exhibit 3 shows how cars can be prevented from using neighborhoods as shortcuts— cars may enter neighborhoods on one end, but are prevented from exiting on the other end. Residents of these neighborhoods would still be able to enter and leave their own homes freely.

By blocking every potential shortcut through neighborhoods, drivers will be compelled to remain in the major thoroughfares in town. While the Promenade would be closed to car traffic, the bollards would be collapsible, enabling emergency services to access the downtown as needed, and even allow regular car traffic for extreme circumstances like wildfire evacuation. **We could also collapse the bollards during certain time periods, like the early morning, to allow business deliveries via the Promenade.**

With the completion of the quick build protected bike lanes on Winchester Blvd, there was a noticeable increase in the number of people cycling for casual transportation, namely more children and families. However, the bike lane ends abruptly just past Blossom Hill, where Winchester transitions into N Santa Cruz Ave, with no calm alternative route. BTAC observes that the cyclists on N Santa Cruz Ave mostly consist of sport cyclists and e-bike riders.

We need to extend the Winchester Bike lanes to the Promenade to give residents of Los Gatos a safe and calm way to reach the promenade, regardless of how congested car traffic is. Thus the proposed plan would transform Downtown Los Gatos into an even more desirable destination with a permanent pedestrian mall, along with bike lanes on N Santa Cruz Ave to let local residents comfortably travel the full length of Los Gatos regardless of how much car traffic there is.

To better understand how local residents were impacted by beach traffic and how they view the previous promenades, on June 9th, 2024, the BTAC conducted an informal survey by knocking on doors along University Ave adjacent to the downtown and asking residents the following questions:

1. To travel within the town, how often do you walk versus bike versus drive?
2. How does beach traffic affect your transportation choice?
3. What is your opinion on the previous Promenade? Would you like to see more Promenades in the future?

We knocked on dozens of doors and were able to interview 8 residents **who were present in their homes at the time**. Broadly speaking, all of the residents drive to varying extents and all of them stated that beach traffic reduced their tendency to drive. During beach traffic hours, residents opt to either walk to a local establishment (e.g. a restaurant) or just stay indoors, dissuaded from venturing outside. To reach a destination within the town, 7 out of 8 residents walked or cycled more than a third of the time.

All but one of the residents viewed the previously held promenade in a very favorable light; the one who did not was indifferent. We told some 3 of interviewees that we were contemplating making the promenade a permanent feature in town, and, for all 3 interviewees, the response to that proposal was excited and positive.

This survey indicates that previously held promenades had a positive local effect on some residents along University Ave. Residents did not complain of any negative effects. **To reiterate, this survey is informal and not exhaustive. Nevertheless, the Promenades have been greeted with a largely positive reception by the residents of the Town.** A substantial proportion of residents walk or bike to travel within town, and a Promenade would help further encourage this.

Our proposal suggests closing the Southbound Wood Road entrance to Highway 17; this is done to remove the pressure of traffic traveling through University Avenue to reach 17. We intend to leave the Northbound Exit from 17 into Downtown open for the convenience of our neighbors in the Mountains. CalTrans has previously opposed closing any part of Wood Road, so we may have to contemplate a variety of options of where the promenade ends.

Community FAQ and Other Considerations

All of the questions and concerns we have received so far have not mentioned the explicit recommendation in this memo—the capital project to study and simulate the existing traffic. People we’ve spoken to have been generally supportive of the capital project.

We considered the possibility that our proposal may potentially worsen traffic on the major thoroughfares in town. However, given that those roads are already at maximum capacity during beach traffic, we believe that congestion will remain the same if some of our proposals are implemented.

Once beach traffic is limited only to the major thoroughfares, it is likely that navigation apps will recommend fewer drivers to cut through Los Gatos because they recognize that there will be less capacity for cars. Intentionally lowering the capacity engenders *reduced demand*, a known phenomenon where reducing the capacity of a roadway results in reduced total traffic, as drivers decide to take alternate routes or change their destination. Our primary concern currently is to manage spillover traffic when both the major thoroughfares and the neighborhoods are at maximum capacity.

Nevertheless, we believe that approving this capital project is the first necessary step for any serious, well-considered solution to combat beach traffic, regardless of whether that solution originates from Exhibit 2, Exhibit 3, or elements of either Exhibit of this memo.

The questions we've received have been exclusively focused on Exhibits 2 and 3.

Q: What is a traffic simulation?

A: It is software that takes the design of existing roadways and real life traffic counts to allow traffic planners to simulate traffic flows, both on a larger systemic level or a micro, per-car scale. For local governments, they cost money.

Most importantly, traffic simulations allow planners to test hypothetical “what if” scenarios. For example, these simulations could show how traffic could be impacted by connecting (or disconnecting) certain roads with each other, increasing or decreasing the number of lanes in roads, the speed limit of roads, and how roads could handle varying levels of traffic volume.

Additionally, as infrastructure plans are drafted for the town, they enable us to identify potential issues before the plan is implemented. For this reason, traffic simulations are known for saving money in the long run.

Another benefit is that traffic simulations allow us to plan on a broader scale. It can be difficult to anticipate how changing the function of many roads simultaneously can impact traffic in general. We reiterate for exhibits 2 and 3 above that we cannot definitively anticipate how they would impact the town. While we believe there is a strong chance that the exhibits with some refinements could be beneficial, a traffic simulation could improve our understanding of how they would work.

We should also note that if the Town decides to pursue using traffic simulations, they could be used for a wide variety of infrastructure projects. For example, it could be used to help plan projects that help manage school traffic.

Q: Why isn't East Los Gatos addressed in these exhibits?

A: Drafting and creating these exhibits takes time. We have contemplated East Los Gatos, but have not arrived at any conclusions of how to take on beach traffic holistically. We wanted to propose the capital project sooner rather than later, and we will continue contemplating potential courses of action for East

Los Gatos in the future. The primary purpose of this recommendation is to gather data and create traffic simulations that will help plan major changes throughout the Town, including East Los Gatos.

Q: Wouldn't Exhibits 2 and 3 worsen car traffic in certain areas of Los Gatos?

A: The basic answer is that we can't be sure without testing them, either in simulation or the real world. The proposed solutions trade slightly reduced car throughput at destinations for significant improvements in throughput for pedestrians, cyclists, and transit, which can be much more efficient methods of transportation.

We been asked about the following areas:

- Ridgecrest: Simulations will be useful to examine potential impacts in more depth, but traffic on this road has been noted during particularly bad backups on Highway 9 (including those not related to beach traffic). A potential solution would be to block off the road with plastic bollards that will deter normal traffic, but could be driven over during emergency evacuations.
- Industrial Way: We're unsure how Beach Traffic impacts Industrial way currently or under our proposed solutions. This is where data collection and simulation are very helpful. That said, it wouldn't be that hard to add bollards to divert through traffic from using it as another thoroughfare.
- East Side: Without any changes, almost certainly; people have previously observed an increase in traffic on the East side of Los Gatos when changes were implemented that impacted traffic on the West side. The Town has identified Los Gatos Boulevard as an area to address in the Bike Ped Master Plan, so the data and simulation from this Capitol project could be invaluable to combine with neighborhood input for any changes on that side of town.
- Downtown: Both exhibits trade car throughput for bicycle and pedestrian throughput, so car traffic could get potentially worse, particularly in the short term as people learn the changes. That said, many of our streets and roads are already at capacity during beach traffic. More importantly, both exhibits add infrastructure that makes it generally more pleasant and safe to walk and bike around town, which takes cars off the street. Exhibit 2 also adds the opportunity for bus transit to move through town unimpeded by traffic. Buses have much higher passenger capacities than cars. If our goal is to ensure that there are ways for large numbers of people through the town regardless of how many cars are trying to cram themselves through our streets, encouraging other forms of transportation with good infrastructure is necessary. Another possibility is that car traffic remains roughly the same in the long run because of reduced demand, a concept described before this FAQ.

Q: Would it be possible to use cameras to detect and mail tickets to cars that block intersections?

A: The Town does not currently use the license plate readers for ticketing on traffic violations. There are local governments in Southern California that do implement these, sometimes referred to as "gridlock cameras." Whether we have the administrative capacity to mail tickets to these drivers is currently unclear.

Q: How will the changes proposed in Exhibits 2 or 3 impact school pick-up and drop-off?

A: This depends on a number of factors. Both Exhibits provide safer streets for bikes and pedestrians for students. Parents may be more likely to encourage their children to bike or walk if they know that certain streets are very safe. Exhibit 2 in particular opens possibilities for more efficient bus routes that could skip traffic, increasing the desirability of taking the bus to school. Ultimately, traffic simulations would be necessary to have a functional approximation of the impacts of these proposals.

If our aim is to reduce school car traffic, we should aim to make other forms of transportation more desirable and practical. Having students primarily transport themselves to school by biking, walking, and bussing is not unimaginable— this used to be the norm.

Q: Previous promenade events did not necessarily increase revenues for businesses. How would merchants be impacted by Exhibit 3?

A: For the previous promenades, merchants did not immediately benefit because the Promenades we've held were not necessarily focused on increasing the number of visiting customers in shops. They were events to attract people to the Downtown area with attractions on the street. During normal operational hours, the focus of everyday visitors traversing the Permanent Promenade would be on our local stores, which could benefit our merchants.

As for the potential impact of the Permanent Promenade in Exhibit 3, we think there could be long-term economic benefits for the town. The potential number of customers that could fit in the downtown at any given time would increase multifold. There would be far more potential for on-street events and community activities that the town could hold with shops in the immediate vicinity.

Some have raised the possibility that Downtown may lose some customers as a result of the promenade. The first group of potential lost customers is those who visit shops that they notice on their way to the beach, who we will call “drive-by customers.” The second group may consist of those who are only willing to access shops by parking on a nearby curb and are unwilling to use the parking lots off of University Boulevard and Victory Lane, who we will call “curbside customers.”

For “drive-by customers,” if there is a substantial increase in foot traffic through the Downtown, the “walk-by customers” would likely more than compensate. It’s much physically easier to browse curiously for shops while walking— people have more time to notice and contemplate shopping at a store they are passing by than if they were in a car. For “curbside customers,” our answer overlaps with our perspective on the next question.

In our view, we are trading important streets for having higher potential peaks of commercial activity and engagement at all hours.

Q: Wouldn't closing N Santa Cruz Ave hurt our businesses because there would be less access and parking to the area?

A: Again, it is difficult to arrive at a conclusion without a traffic simulation.

The impact on businesses of removing curbside parking in front of businesses is worth discussion. For example, the Town, at the request of businesses, decided to remove roughly a third (~34 parking spots, by our count) of its available curbside parking on N Santa Cruz to install parklets. This decision has largely been vindicated because it has increased the carrying capacity of businesses to serve customers, while making the Downtown generally feel more vibrant and social. This has been a largely popular decision among both residents and merchants.

In implementing the permanent promenade, we will be trading highly convenient curbside car parking for greatly increased pedestrian space and the option for a significantly higher concentration of bike parking, as a car parking space can hold 12 bikes. If Exhibit 3 is implemented, drivers will no longer be able to park on a curb of N Santa Cruz Avenue, walk out of their car, and take a few steps to enter a shop. This loss of parking spots should be accounted for in their potential impact on businesses.

For that reason, BTAC conducted a manual in-person count of parking spaces and businesses along the proposed street of the Promenade in Exhibit 3. We wanted to understand the number of potential customers who can visit shops from these spaces.

On N Santa Cruz from Main Street to Highway 9, we counted a total of 87 curbside parking spots, excluding attached parking lots, 120 businesses that have a door that opens directly facing the sidewalk, and another 117 businesses clearly visible from curbside in alleyways or larger buildings. In other words, there are 87 parking spaces for 237 businesses, or roughly one parking spot for every three businesses on N Santa Cruz. If we assume that there is an average of 1.5 passengers per vehicle,¹ there are approximately 130.5 customers who park curbside, or one potential patron for every two stores.

To be clear, the estimate of the ratio above is an approximation relying on certain assumptions. However, we do believe that the economic impact of losing customers who cannot park in these specific spots is limited—there isn't much customer capacity lost if we were to remove parking spots.

There is also an opportunity cost in keeping our current parking spaces. As noted before, each parking spot can hold approximately 12 bikes.² If we converted all 87 curbside parking spots to become bike parking instead, the town would have a capacity to hold 1,044 bikes, or 4.4 potential customers per business. This is roughly a nine-fold increase in customer capacity compared to what currently exists for our current parking spots. Additionally, a nine-fold increase in capacity is almost certainly an underestimate, because unused space curbside that cannot currently fit a car, but can otherwise fit a bike, is not included in this calculation.

Whether more customers would be willing to bike and park to shop is an open question. But it is undeniable that the capacity for commerce would dramatically increase with a promenade. If the Town manages to encourage using bicycles sufficiently in town, the town's customer base would be much larger

¹ U.S. Department of Energy (DOE), Oak Ridge National Lab (2022) Transportation Energy Data Book Edition 40.

² <https://www.sfmta.com/blog/store-your-bike-style-introducing-new-parking-option>

than it is currently. This is not unrealistic— many areas in the United States and around the world heavily rely on bicycles for transportation.

Q: Promenades sound like a good idea in theory. But are there any real-life examples of successful Permanent Promenades?

A: Yes. Other South Bay cities have implemented similar ideas, often referred to as Car Free Streets or Pedestrian Malls. Examples include:

- San Jose closed N San Pedro St. from W St John St. to W Santa Clara St. to create an outdoor dining zone and pedestrian area for San Pedro Square as early as 2016. That has been so successful that the City Council voted to make it permanent as of May 2024.³
- Mountain View City Council established three sections of Pedestrian Mall on Castro Street between West Evelyn Ave and California Street (leaving the East-West cross streets open) in October of 2022. It has been quite popular, and the town is actively seeking to continue to improve it, with discussions of eventually making it permanent.⁴
- After a successful pilot road closure in June 2023, Redwood City Council unanimously voted to close the 2000 block of Broadway and Redwood Creek to vehicle traffic in January 2024. During surveys to inform the vote, 93% of respondents supported the street closure, and 14 of 15 participating businesses supported it. There has been additional community interest in closing other streets too.⁵
- Palo Alto City Council initially closed California Avenue in June 2020 as a summer pilot. After the pilot, the Council extended it repeatedly until finally voting to permanently close it to cars in November 2024⁶. 80% of residents were in favor of keeping the street car-free, and some restaurants had seen a 40% increase over pre-pandemic business⁷.
- San Mateo City Council voted to establish a year-round Pedestrian Mall on B Street from 1st to 3rd Ave, and staff began work on a Pedestrian Mall Improvements Project, which continues to this day⁸. In 2024, City Staff reported that there were no vacancies on the Pedestrian Mall, which signals its success⁹.

As we research previous cases of pedestrian malls and car-free streets, we observed that resident sentiment seems to overwhelmingly favor them.

³ <https://sjdowntown.com/next-steps-for-san-pedro-pedestrian-walkway/>

⁴

<https://www.mountainview.gov/our-city/departments/public-works/roads-and-transportation/transportation-planning/castro-pedestrian-mall-feasibility-study>

⁵

<https://www.rwcpulse.com/recent-news/2024/01/11/redwood-city-permanently-closes-stretch-of-downtown-broadway/>

⁶

<https://www.cityofpaloalto.org/Departments/Transportation/Transportation-Projects/Car-Free-Streets-Cal-Ave.-Ramona-Street>

⁷ <https://www.paloaltoonline.com/news/2023/11/02/should-palo-altos-california-avenue-be-reopened-to-cars/>

⁸ <https://www.cityofsanmateo.org/4448/B-Street-Pedestrian-Mall-Improvements>

⁹ https://www.reddit.com/r/SanMateo/comments/1bu7lyc/pedestrian_mall_update/

Recommendation to Launch a Capital Project to Research and Plan Beach Traffic Mitigation

Beach traffic is possibly the most common complaint among the community members of Los Gatos. The last few months have been no exception. People are eager for the town to take further action on beach traffic.

The Town of Los Gatos has previously implemented a number of congestion mitigation measures with mixed results and sparse data analysis. For this reason, the Beach Traffic Ad Hoc Committee (BTAC) with the approval of the Complete Streets and Transportation Commission, recommends that the Los Gatos Town Council launch a capital project.

This capital project would dedicate resources to study and simulate:

1. Existing beach traffic patterns
2. The impacts of potential mitigation strategies drafted by BTAC included in the exhibits herein.

To be clear, this recommendation is to *only* launch a capital project to study and simulate traffic patterns. Exhibits 2 and 3 provide potential larger-scale strategies to deal with portions of beach traffic, but they are ultimately conceptual in nature—their implementation is not part of the recommendation. However, we would like to simulate how these exhibits, or elements of these exhibits, would impact traffic in Los Gatos.

The Current Challenges of Beach Traffic Management

During weekends, traffic volumes exceed the capacity of Highway 17, leading to congestion that spills over into local roads. Beach traffic is, by its nature, a regional problem. It is the opinion of BTAC that, since Los Gatos does not control the source or the destination of beach traffic, entirely “solving” for beach traffic is not within the Town’s authority or capacity.

Car traffic *will* flow through Los Gatos. Even before the proliferation of navigation apps, many long-time residents remember beach traffic— apps and population growth have amplified the problem to the extent that its effects are unbearable.

However, Los Gatos is not wholly powerless in combating the effects of beach traffic.

First, Los Gatos has potential options in determining *where* car traffic flows. Currently, beach traffic cuts through major thoroughfares in town. As our major thoroughfares reach maximum capacity, beach traffic spills into the adjacent neighborhoods (referred to as “spillover” hereafter). Los Gatos has limited

capacity and authority to entirely stop beach traffic on major thoroughfares. But it has the ability to limit congestion to those thoroughfares and prevent spillover.

Previous measures to close off certain points of entry into targeted neighborhoods have historically decreased spillover into those neighborhoods while increasing spillover into other neighborhoods, effectively offloading congestion from one neighborhood to another. Additionally, frustrated by congestion, many drivers simply disregard traffic laws; Los Gatos, with its limited resources, often does not have the capacity to provide traffic enforcement on beach traffic regulations. This has led some to conclude that any effort to curtail beach traffic is futile— drivers will always find a way to circumvent whatever regulation or impediment the town implements.

BTAC observes that the results of previous efforts do not prove the futility of curtailing beach traffic, but instead prove flaws in previous approaches— targeting individual neighborhoods and/or relying on the continual physical presence of police officers are infeasible in the long run. Learning from these previous results, future approaches should therefore be:

1. Holistic, targeting multiple neighborhoods simultaneously
2. Infrastructure-oriented as opposed to enforcement-dependent. If drivers are unable to use *any* of the neighborhoods as shortcuts because of physical barriers (e.g. bollards), then drivers will be compelled to remain in the major thoroughfares in town.

Secondly, Los Gatos may further encourage walking, biking, and public transit through infrastructural improvements that increase safety, accessibility, capacity, and overall pleasantness. Future beach traffic efforts should aim to move people first and foremost with cars being just one of several means to travel. As the population of the greater Bay Area grows with time, our current transportation infrastructure is ultimately unsustainable. Traffic of all kinds, including beach, school, and commuter traffic, will continue to worsen over time. If we want the town to limit the increasingly harmful effects of car congestion, encouraging other forms of transportation is a long-term necessity.

There are 3 exhibits in this memo. Exhibit 1 describes an approximation of some current beach traffic patterns. Exhibits 2 and 3 describe proposals to curtail spillover, employing bollards and conversions of some two-way streets to one-way streets to prevent traffic from cutting through neighborhoods but allowing neighborhood residents to enter and exit freely. Note that Exhibits 2 and 3 are mutually exclusive— they are not intended to be implemented in their entirety simultaneously.

These proposals are ultimately conceptual— any effective proposal will need trained professionals running traffic simulations to evaluate them.

What about Navigation Apps?

As noted above, before the proliferation of navigation apps, beach traffic was a problem. However, apps seem to have increased the visibility of neighborhood shortcuts, creating spillovers that are particularly disruptive and painful.

There have been proposals for the Town to deceive traffic apps through false reports of traffic, spoofing slow traffic, or even false reports of road closures. The goal of these false reports is to prevent navigation apps from recommending drivers to use certain streets.

Indeed, users have found that false reports can work in the short run in reducing traffic. However, companies do eventually discover false reports, at which point they ignore the false input, and recommend drivers back onto the road. The end result is that traffic resumes as normal.

Los Gatos currently has a good relationship with Waze and Google Maps to report road closures; if the Town starts falsely reporting roads as closed, we run the risk of those companies not trusting our legitimate reports, compromising our ability to coordinate with these firms in the future.

Some people have proposed legislation that bars navigation apps from routing traffic through neighborhood streets. In our opinion, that could be a feasible long-term solution, but successfully lobbying for state-level legislation to compel that is not trivial or quick. In the meantime, measures that the Town can unilaterally implement should be considered.

In the opinion of BTAC, physically changing our streets to more intentionally reflect our desired usage of them is a better long-term solution that will be resilient to changes in algorithms and other corporate black boxes.

Exhibit 1: Current Traffic Patterns

Exhibit 1 visualizes some of the well-known current beach traffic flows through Los Gatos on three of its major thoroughfares: Winchester Boulevard, University Avenue, and Los Gatos Boulevard. Exhibit 1 also shows how traffic spills into neighborhood streets.

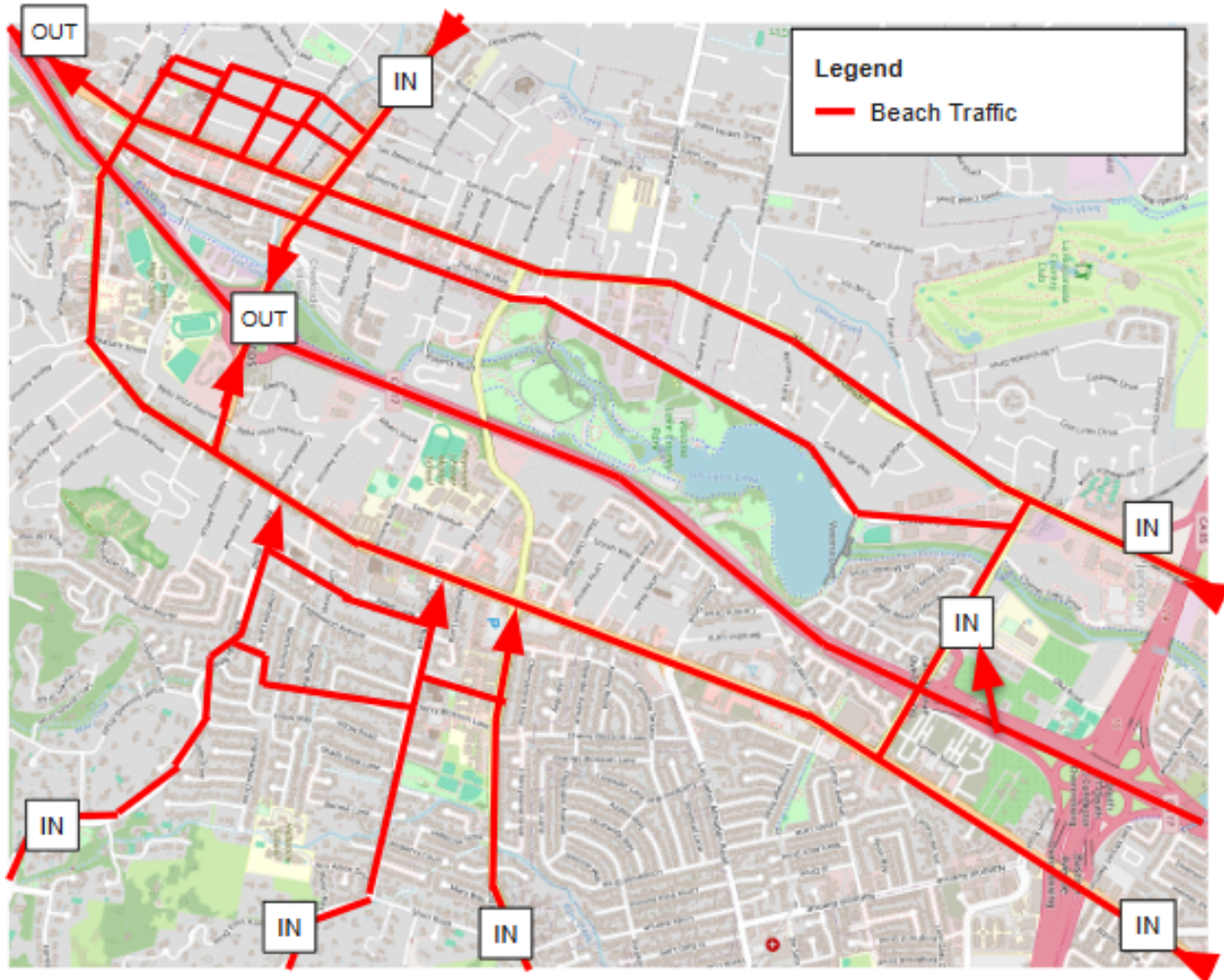


Exhibit 1: Some of the Existing Beach Traffic Patterns

The entry points, labeled “IN” on the map, show the entry points of beach traffic *onto the map*, not Los Gatos in general. These entry points are:

- Highway 17 Exit onto Lark Ave, feeding into all three thoroughfares
- Winchester from south-bound traffic, originating from Highway 17, Highway 85, and Winchester in Campbell
- Los Gatos Blvd, originating from Highway 85 and Bascom Ave in San Jose
- Highway 9, originating from Saratoga and potentially Highway 85 there

The exit points, labeled “OUT” on the map, show our expected egress of beach traffic from the town.

Those exit points are:

- Highway 9 feeding Highway 17
- Wood Road, feeding Highway 17
- Lark Avenue might feed Highway 17, but given the traffic build up starts there, we don't anticipate this happening all the time

Because this is a concept map, we must acknowledge that this does not exhaustively show every neighborhood that has been impacted by beach traffic. The purpose of the recommended capital project is precisely to better understand existing beach traffic patterns. The Town does not have access to continuous or exhaustive traffic data, historical traffic data from companies like Google is unavailable, and scraping such information goes against their terms of service.

In all of our exhibits, the Almond Grove is used as an example of a neighborhood impacted by our proposals. Beach traffic is also known to impact Union Avenue, Blossom Hill Road, and Shannon Road on especially high-intensity days.

The Almond Grove does experience some traffic, but the Right turn prohibition on the weekends from 10 am to 3 pm is reasonably effective at diverting the worst of the traffic from Navigation apps.

We are aware that traffic impacts Los Gatos Boulevard and its feeder roads like Union Avenue, Blossom Hill Road, Shannon Road, and Kennedy Road, and are pondering solutions, but do not have any proposals at this time. Our proposed Exhibits mainly concern the North side of town and traffic that flows to and from Winchester Boulevard and University Avenue. We are currently considering potential traffic mitigation measures in other parts of town.

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Exhibit 2: University Bike Boulevard Proposal

Exhibit 2 proposes transforming University Boulevard into a calm corridor for cyclists, buses, and pedestrians to traverse town. This plan employs bollards to divert cross-town car traffic from University to Winchester Blvd / N. Santa Cruz. The first primary benefit is the increased capacity for bike traffic through a major thoroughfare in town. The second primary benefit is the ability to establish dedicated bus lanes, increasing the speed, predictability, and, therefore, desirability of using buses. Currently, buses and their passengers are forced to sit through beach traffic. With a University Bike Boulevard, bus passengers would be able to move faster than if they were to traverse by car. With little to no car traffic, this route would also improve access for emergency vehicles.

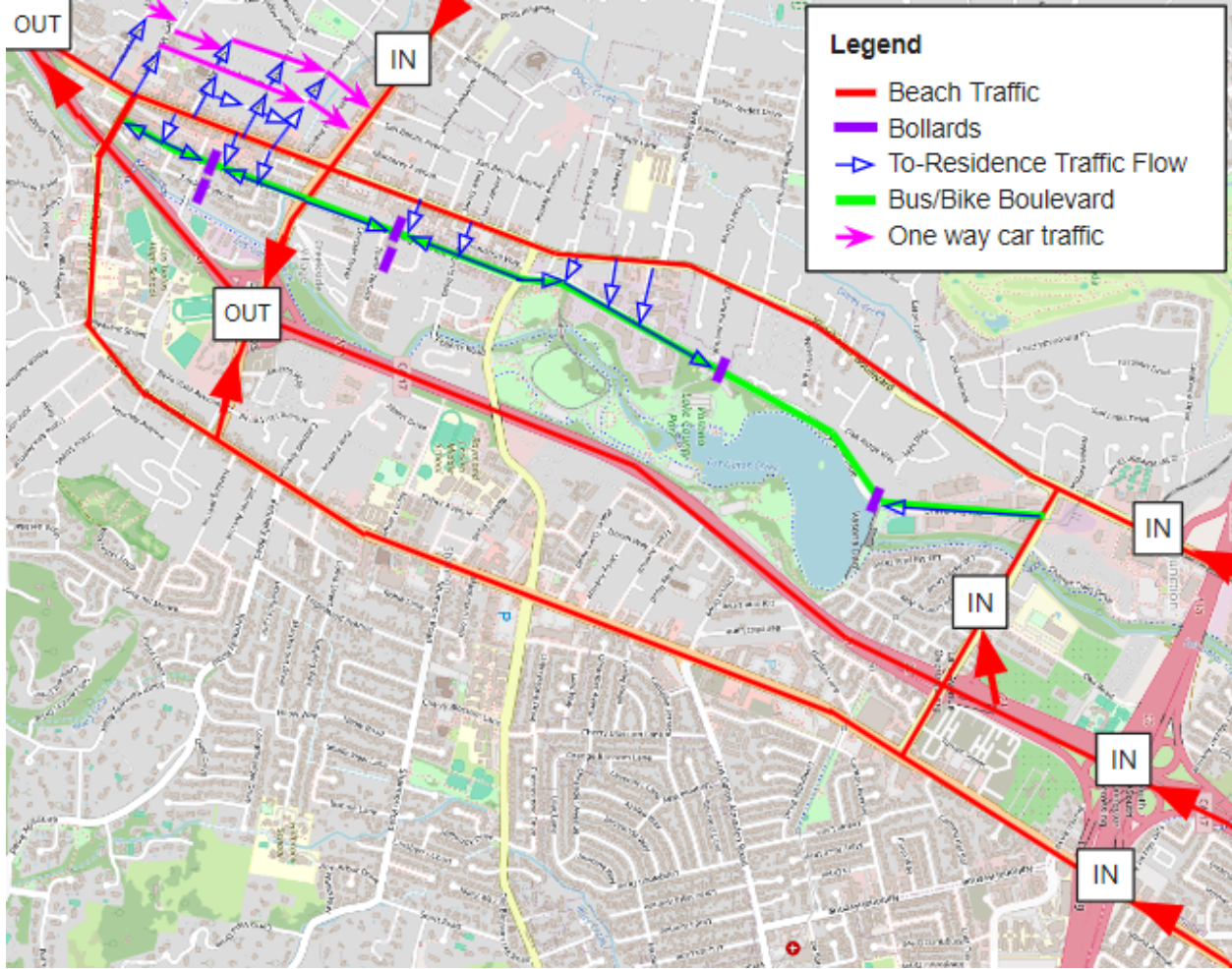


Exhibit 2: University Bike Boulevard Concept

Within the neighborhoods across University, residents would still be able to drive to and from their homes; the route might be slightly more circuitous, but this would eliminate the multi-block line of cars idling in front of their homes during beach traffic.

If implemented correctly, the bollards along this route would be able to be raised and lowered by the town as needed. During beach traffic, a simple key-operated bollard could allow emergency services to drive up, drop the bollard, and proceed to an emergency almost unimpeded by the beach traffic, not to mention more safely than the alternative of driving in the opposing traffic lane. This is the main reason Exhibit 3 extends along Vasona Lake; that would give Fire Trucks from the Winchester Station or Ambulances from Good Sam and further a route straight into Downtown.

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Lastly, we believe that, as an infrastructural improvement, a University Bike Boulevard would contribute to the “small town character” of Los Gatos. There would be less pollution from car traffic, families could feel safer biking through town, and the areas that surround this route would be more tranquil and vibrant.

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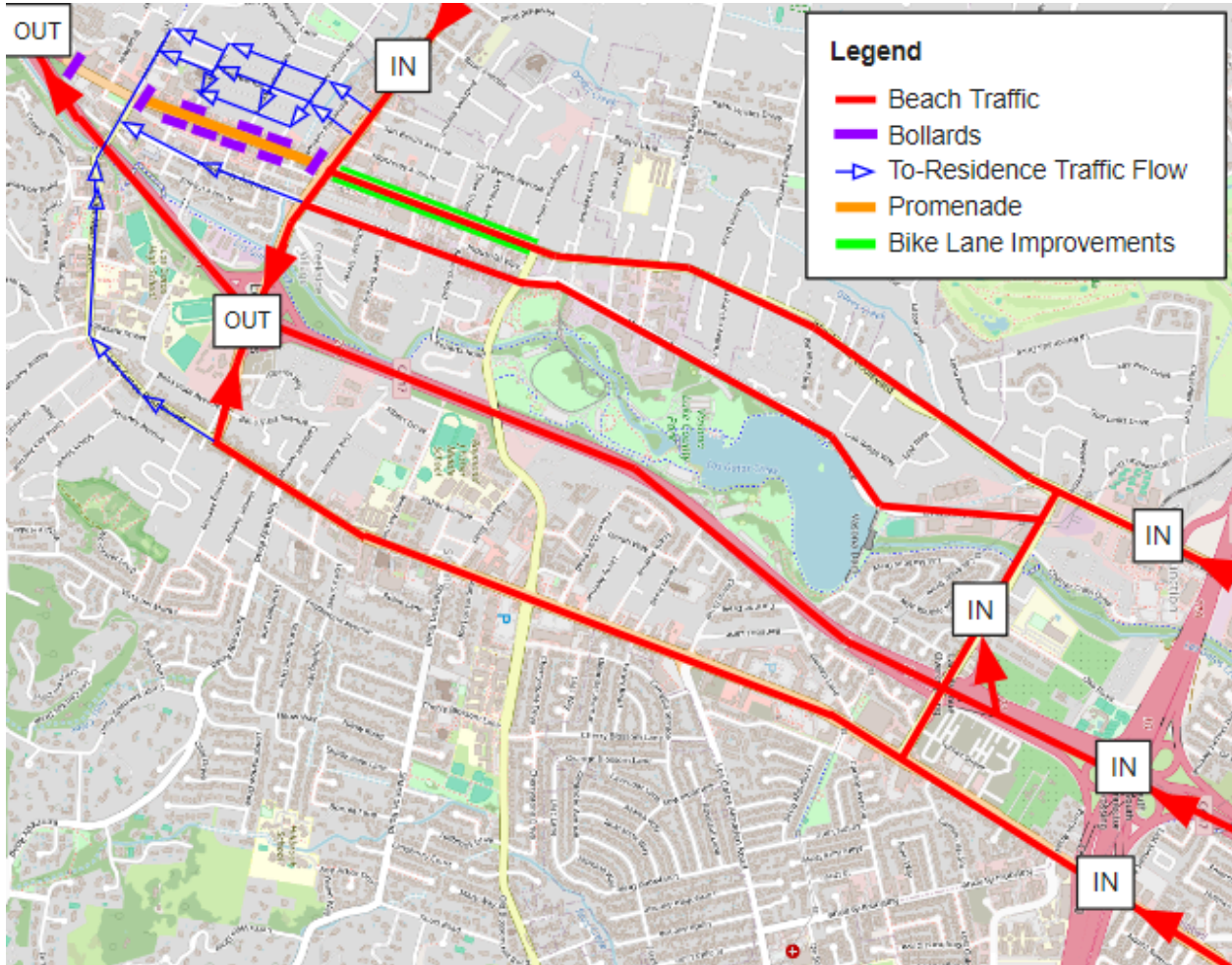


Exhibit 3: Permanent Promenade Concept

During the pandemic, Los Gatos hosted several Promenade Events where N Santa Cruz Ave was closed to car traffic from Highway 9 to W Main St on Thursday night, leaving the space for dining, shopping, mingling, and live music. By and large, residents of the community loved the Promenades, with many requests to bring them back, but the Town cited the expense of closing the street as the reason that more events could not be held. It is our understanding that much of the expense of hosting the events was having town staff set up and tear down the barriers and signage to temporarily close the street, as well as additional police presence to patrol and enforce the road closures.

The Promenades were so loved that a private group paid to hold another event, called the Taste of Los Gatos, with the same road closures.

It is BTAC's assertion that permanently installing the Promenade controls and signage could be economically sustainable, with a slightly higher upfront cost, but we would eliminate the cost to set up and tear down the previous temporary events.

A Permanent Promenade would create a primarily pedestrianized Downtown with access to cyclists. Without cars taking up most of the public right of way, the Downtown would become more spacious and a more desirable location to walk, bike, shop, and experience life. The Downtown would physically be able to accommodate more people, restaurant seating, greenery, and other aesthetic and functional improvements. It would also result in increased potential capacity for commercial activity.

If implemented, a Permanent Promenade would become a defining feature of Los Gatos, enhancing our small-town character. During Farmer's Markets and the previous Promenades, families and children could be found playing in the streets, something that is only possible if there is no car traffic. A Permanent Promenade would make the Downtown a more appealing space for families and visitors.

Exhibit 3 illustrates how this Permanent Promenade might be implemented conceptually. Where previous attempts at curtailing car traffic in one neighborhood have led other neighborhoods to suffer from spillover, Exhibit 3 shows how cars can be prevented from using neighborhoods as shortcuts— cars may enter neighborhoods on one end, but are prevented from exiting on the other end. Residents of these neighborhoods would still be able to enter and leave their own homes freely.

By blocking every potential shortcut through neighborhoods, drivers will be compelled to remain in the major thoroughfares in town. While the Promenade would be closed to car traffic, the bollards would be collapsible, enabling emergency services to access the downtown as needed, and even allow regular car traffic for extreme circumstances like wildfire evacuation. We could also collapse the bollards during certain time periods, like the early morning, to allow business deliveries via the Promenade.

With the completion of the quick build protected bike lanes on Winchester Blvd, there was a noticeable increase in the number of people cycling for casual transportation, namely more children and families. However, the bike lane ends abruptly just past Blossom Hill, where Winchester transitions into N Santa Cruz Ave, with no calm alternative route. BTAC observes that the cyclists on N Santa Cruz Ave mostly consist of sport cyclists and e-bike riders.

We need to extend the Winchester Bike lanes to the Promenade to give residents of Los Gatos a safe and calm way to reach the promenade, regardless of how congested car traffic is. Thus the proposed plan would transform Downtown Los Gatos into an even more desirable destination with a permanent pedestrian mall, along with bike lanes on N Santa Cruz Ave to let local residents comfortably travel the full length of Los Gatos regardless of how much car traffic there is.

To better understand how local residents were impacted by beach traffic and how they view the previous promenades, on June 9th, 2024, the BTAC conducted an informal survey by knocking on doors along University Ave adjacent to the downtown and asking residents the following questions:

1. To travel within the town, how often do you walk versus bike versus drive?
2. How does beach traffic affect your transportation choice?
3. What is your opinion on the previous Promenade? Would you like to see more Promenades in the future?

We knocked on dozens of doors and were able to interview 8 residents who were present in their homes at the time. Broadly speaking, all of the residents drive to varying extents and all of them stated that beach traffic reduced their tendency to drive. During beach traffic hours, residents opt to either walk to a local establishment (e.g. a restaurant) or just stay indoors, dissuaded from venturing outside. To reach a destination within the town, 7 out of 8 residents walked or cycled more than a third of the time.

All but one of the residents viewed the previously held promenade in a very favorable light; the one who did not was indifferent. We told some 3 of interviewees that we were contemplating making the promenade a permanent feature in town, and, for all 3 interviewees, the response to that proposal was excited and positive.

This survey indicates that previously held promenades had a positive local effect on some residents along University Ave. Residents did not complain of any negative effects. To reiterate, this survey is informal and not exhaustive. Nevertheless, the Promenades have been greeted with a largely positive reception by the residents of the Town. A substantial proportion of residents walk or bike to travel within town, and a Promenade would help further encourage this.

Our proposal suggests closing the Southbound Wood Road entrance to Highway 17; this is done to remove the pressure of traffic traveling through University Avenue to reach 17. We intend to leave the Northbound Exit from 17 into Downtown open for the convenience of our neighbors in the Mountains. CalTrans has previously opposed closing any part of Wood Road, so we may have to contemplate a variety of options of where the promenade ends.

Community FAQ and Other Considerations

All of the questions and concerns we have received so far have not mentioned the explicit recommendation in this memo—the capital project to study and simulate the existing traffic. People we’ve spoken to have been generally supportive of the capital project.

We considered the possibility that our proposal may potentially worsen traffic on the major thoroughfares in town. However, given that those roads are already at maximum capacity during beach traffic, we believe that congestion will remain the same if some of our proposals are implemented.

Once beach traffic is limited only to the major thoroughfares, it is likely that navigation apps will recommend fewer drivers to cut through Los Gatos because they recognize that there will be less capacity for cars. Intentionally lowering the capacity engenders *reduced demand*, a known phenomenon where reducing the capacity of a roadway results in reduced total traffic, as drivers decide to take alternate routes or change their destination. Our primary concern currently is to manage spillover traffic when both the major thoroughfares and the neighborhoods are at maximum capacity.

Nevertheless, we believe that approving this capital project is the first necessary step for any serious, well-considered solution to combat beach traffic, regardless of whether that solution originates from Exhibit 2, Exhibit 3, or elements of either Exhibit of this memo.

The questions we've received have been exclusively focused on Exhibits 2 and 3.

Q: What is a traffic simulation?

A: It is software that takes the design of existing roadways and real life traffic counts to allow traffic planners to simulate traffic flows, both on a larger systemic level or a micro, per-car scale. For local governments, they cost money.

Most importantly, traffic simulations allow planners to test hypothetical "what if" scenarios. For example, these simulations could show how traffic could be impacted by connecting (or disconnecting) certain roads with each other, increasing or decreasing the number of lanes in roads, the speed limit of roads, and how roads could handle varying levels of traffic volume.

Additionally, as infrastructure plans are drafted for the town, they enable us to identify potential issues before the plan is implemented. For this reason, traffic simulations are known for saving money in the long run.

Another benefit is that traffic simulations allow us to plan on a broader scale. It can be difficult to anticipate how changing the function of many roads simultaneously can impact traffic in general. We reiterate for exhibits 2 and 3 above that we cannot definitively anticipate how they would impact the town. While we believe there is a strong chance that the exhibits with some refinements could be beneficial, a traffic simulation could improve our understanding of how they would work.

We should also note that if the Town decides to pursue using traffic simulations, they could be used for a wide variety of infrastructure projects. For example, it could be used to help plan projects that help manage school traffic.

Q: Why isn't East Los Gatos addressed in these exhibits?

A: Drafting and creating these exhibits takes time. We have contemplated East Los Gatos, but have not arrived at any conclusions of how to take on beach traffic holistically. We wanted to propose the capital project sooner rather than later, and we will continue contemplating potential courses of action for East

Los Gatos in the future. The primary purpose of this recommendation is to gather data and create traffic simulations that will help plan major changes throughout the Town, including East Los Gatos.

Q: Wouldn't Exhibits 2 and 3 worsen car traffic in certain areas of Los Gatos?

A: The basic answer is that we can't be sure without testing them, either in simulation or the real world. The proposed solutions trade slightly reduced car throughput at destinations for significant improvements in throughput for pedestrians, cyclists, and transit, which can be much more efficient methods of transportation.

We been asked about the following areas:

- Ridgecrest: Simulations will be useful to examine potential impacts in more depth, but traffic on this road has been noted during particularly bad backups on Highway 9 (including those not related to beach traffic). A potential solution would be to block off the road with plastic bollards that will deter normal traffic, but could be driven over during emergency evacuations.
- Industrial Way: We're unsure how Beach Traffic impacts Industrial way currently or under our proposed solutions. This is where data collection and simulation are very helpful. That said, it wouldn't be that hard to add bollards to divert through traffic from using it as another thoroughfare.
- East Side: Without any changes, almost certainly; people have previously observed an increase in traffic on the East side of Los Gatos when changes were implemented that impacted traffic on the West side. The Town has identified Los Gatos Boulevard as an area to address in the Bike Ped Master Plan, so the data and simulation from this Capitol project could be invaluable to combine with neighborhood input for any changes on that side of town.
- Downtown: Both exhibits trade car throughput for bicycle and pedestrian throughput, so car traffic could get potentially worse, particularly in the short term as people learn the changes. That said, many of our streets and roads are already at capacity during beach traffic. More importantly, both exhibits add infrastructure that makes it generally more pleasant and safe to walk and bike around town, which takes cars off the street. Exhibit 2 also adds the opportunity for bus transit to move through town unimpeded by traffic. Buses have much higher passenger capacities than cars. If our goal is to ensure that there are ways for large numbers of people through the town regardless of how many cars are trying to cram themselves through our streets, encouraging other forms of transportation with good infrastructure is necessary. Another possibility is that car traffic remains roughly the same in the long run because of reduced demand, a concept described before this FAQ.

Q: Would it be possible to use cameras to detect and mail tickets to cars that block intersections?

A: The Town does not currently use the license plate readers for ticketing on traffic violations. There are local governments in Southern California that do implement these, sometimes referred to as "gridlock cameras." Whether we have the administrative capacity to mail tickets to these drivers is currently unclear.

Q: How will the changes proposed in Exhibits 2 or 3 impact school pick-up and drop-off?

A: This depends on a number of factors. Both Exhibits provide safer streets for bikes and pedestrians for students. Parents may be more likely to encourage their children to bike or walk if they know that certain streets are very safe. Exhibit 2 in particular opens possibilities for more efficient bus routes that could skip traffic, increasing the desirability of taking the bus to school. Ultimately, traffic simulations would be necessary to have a functional approximation of the impacts of these proposals.

If our aim is to reduce school car traffic, we should aim to make other forms of transportation more desirable and practical. Having students primarily transport themselves to school by biking, walking, and bussing is not unimaginable— this used to be the norm.

Q: Previous promenade events did not necessarily increase revenues for businesses. How would merchants be impacted by Exhibit 3?

A: For the previous promenades, merchants did not immediately benefit because the Promenades we've held were not necessarily focused on increasing the number of visiting customers in shops. They were events to attract people to the Downtown area with attractions on the street. During normal operational hours, the focus of everyday visitors traversing the Permanent Promenade would be on our local stores, which could benefit our merchants.

As for the potential impact of the Permanent Promenade in Exhibit 3, we think there could be long-term economic benefits for the town. The potential number of customers that could fit in the downtown at any given time would increase multifold. There would be far more potential for on-street events and community activities that the town could hold with shops in the immediate vicinity.

Some have raised the possibility that Downtown may lose some customers as a result of the promenade. The first group of potential lost customers is those who visit shops that they notice on their way to the beach, who we will call “drive-by customers.” The second group may consist of those who are only willing to access shops by parking on a nearby curb and are unwilling to use the parking lots off of University Boulevard and Victory Lane, who we will call “curbside customers.”

For “drive-by customers,” if there is a substantial increase in foot traffic through the Downtown, the “walk-by customers” would likely more than compensate. It’s much physically easier to browse curiously for shops while walking— people have more time to notice and contemplate shopping at a store they are passing by than if they were in a car. For “curbside customers,” our answer overlaps with our perspective on the next question.

In our view, we are trading important streets for having higher potential peaks of commercial activity and engagement at all hours.

Q: Wouldn't closing N Santa Cruz Ave hurt our businesses because there would be less access and parking to the area?

A: Again, it is difficult to arrive at a conclusion without a traffic simulation.

The impact on businesses of removing curbside parking in front of businesses is worth discussion. For example, the Town, at the request of businesses, decided to remove roughly a third (~34 parking spots, by our count) of its available curbside parking on N Santa Cruz to install parklets. This decision has largely been vindicated because it has increased the carrying capacity of businesses to serve customers, while making the Downtown generally feel more vibrant and social. This has been a largely popular decision among both residents and merchants.

In implementing the permanent promenade, we will be trading highly convenient curbside car parking for greatly increased pedestrian space and the option for a significantly higher concentration of bike parking, as a car parking space can hold 12 bikes. If Exhibit 3 is implemented, drivers will no longer be able to park on a curb of N Santa Cruz Avenue, walk out of their car, and take a few steps to enter a shop. This loss of parking spots should be accounted for in their potential impact on businesses.

For that reason, BTAC conducted a manual in-person count of parking spaces and businesses along the proposed street of the Promenade in Exhibit 3. We wanted to understand the number of potential customers who can visit shops from these spaces.

On N Santa Cruz from Main Street to Highway 9, we counted a total of 87 curbside parking spots, excluding attached parking lots, 120 businesses that have a door that opens directly facing the sidewalk, and another 117 businesses clearly visible from curbside in alleyways or larger buildings. In other words, there are 87 parking spaces for 237 businesses, or roughly one parking spot for every three businesses on N Santa Cruz. If we assume that there is an average of 1.5 passengers per vehicle,¹ there are approximately 130.5 customers who park curbside, or one potential patron for every two stores.

To be clear, the estimate of the ratio above is an approximation relying on certain assumptions. However, we do believe that the economic impact of losing customers who cannot park in these specific spots is limited—there isn't much customer capacity lost if we were to remove parking spots.

There is also an opportunity cost in keeping our current parking spaces. As noted before, each parking spot can hold approximately 12 bikes.² If we converted all 87 curbside parking spots to become bike parking instead, the town would have a capacity to hold 1,044 bikes, or 4.4 potential customers per business. This is roughly a nine-fold increase in customer capacity compared to what currently exists for our current parking spots. Additionally, a nine-fold increase in capacity is almost certainly an underestimate, because unused space curbside that cannot currently fit a car, but can otherwise fit a bike, is not included in this calculation.

Whether more customers would be willing to bike and park to shop is an open question. But it is undeniable that the capacity for commerce would dramatically increase with a promenade. If the Town manages to encourage using bicycles sufficiently in town, the town's customer base would be much larger

¹ U.S. Department of Energy (DOE), Oak Ridge National Lab (2022) Transportation Energy Data Book Edition 40.

² <https://www.sfmta.com/blog/store-your-bike-style-introducing-new-parking-option>

than it is currently. This is not unrealistic— many areas in the United States and around the world heavily rely on bicycles for transportation.

Q: Promenades sound like a good idea in theory. But are there any real-life examples of successful Permanent Promenades?

A: Yes. Other South Bay cities have implemented similar ideas, often referred to as Car Free Streets or Pedestrian Malls. Examples include:

- San Jose closed N San Pedro St. from W St John St. to W Santa Clara St. to create an outdoor dining zone and pedestrian area for San Pedro Square as early as 2016. That has been so successful that the City Council voted to make it permanent as of May 2024.³
- Mountain View City Council established three sections of Pedestrian Mall on Castro Street between West Evelyn Ave and California Street (leaving the East-West cross streets open) in October of 2022. It has been quite popular, and the town is actively seeking to continue to improve it, with discussions of eventually making it permanent.⁴
- After a successful pilot road closure in June 2023, Redwood City Council unanimously voted to close the 2000 block of Broadway and Redwood Creek to vehicle traffic in January 2024. During surveys to inform the vote, 93% of respondents supported the street closure, and 14 of 15 participating businesses supported it. There has been additional community interest in closing other streets too.⁵
- Palo Alto City Council initially closed California Avenue in June 2020 as a summer pilot. After the pilot, the Council extended it repeatedly until finally voting to permanently close it to cars in November 2024⁶. 80% of residents were in favor of keeping the street car-free, and some restaurants had seen a 40% increase over pre-pandemic business⁷.
- San Mateo City Council voted to establish a year-round Pedestrian Mall on B Street from 1st to 3rd Ave, and staff began work on a Pedestrian Mall Improvements Project, which continues to this day⁸. In 2024, City Staff reported that there were no vacancies on the Pedestrian Mall, which signals its success⁹.

As we research previous cases of pedestrian malls and car-free streets, we observed that resident sentiment seems to overwhelmingly favor them.

³ <https://sjdowntown.com/next-steps-for-san-pedro-pedestrian-walkway/>

⁴

<https://www.mountainview.gov/our-city/departments/public-works/roads-and-transportation/transportation-planning/castro-pedestrian-mall-feasibility-study>

⁵

<https://www.rwcpulse.com/recent-news/2024/01/11/redwood-city-permanently-closes-stretch-of-downtown-broadway/>

⁶

<https://www.cityofpaloalto.org/Departments/Transportation/Transportation-Projects/Car-Free-Streets-Cal-Ave.-Ramona-Street>

⁷ <https://www.paloaltoonline.com/news/2023/11/02/should-palo-altos-california-avenue-be-reopened-to-cars/>

⁸ <https://www.cityofsanmateo.org/4448/B-Street-Pedestrian-Mall-Improvements>

⁹ https://www.reddit.com/r/SanMateo/comments/1bu7lyc/pedestrian_mall_update/



**TOWN OF LOS GATOS
COMPLETE STREETS AND
TRANSPORTATION COMMISSION**

MEETING DATE: 12/12/2024

ITEM NO.: 6.b.

DATE: December 5, 2024
TO: Complete Streets and Transportation Commission
FROM: Nicolle Burnham, Parks and Public Works Director
SUBJECT: Parks and Public Works Department Report

RECOMMENDATION:

The purpose of this information is to provide the Commission and members of the public a look at anticipated future agenda items.

BACKGROUND:

Potential future agenda items are presented below. This report will be updated monthly to reflect any items going on in the Parks and Public Works Department.

ANALYSIS:

January	Nominations for New Chair & Vice Chair
	VTA BPAC Member
	E-bike Considerations
February	Police Department Traffic Update

FISCAL IMPACT:

No Fiscal Impact

Attachments:

1. None

PREPARED BY: Nicolle Burnham
Director, Parks and Public Works