

Excerpt from July 28, 2015 Bicycle and Pedestrian Commission Draft Minutes
Discussion Related to the Draft General Plan Mobility Element Policy Text and Diagrams

Staff member, Lee Butler discussed a brief overview of the General Plan Mobility process; where we've been, where we're at and where we're heading.

The forming of the General Plan Advisory Committee (GPAC) was accomplished during Phase 1. Gathering information and preparing a Draft Background Report on key existing conditions, constraints, and opportunities occurred during phase 2. The Vision and Guiding Principles were developed under Phase 3. The future land use options for Gilroy were evaluated in phase 4, which similar to earlier phases, included community workshops, GPAC meetings, Planning Commission and City Council Study discussions. Phase 4 ultimately culminated in having the City Council approve a preferred land use alternative. They are currently in phase 5, preparation of the General Plan policy, implementation action, and goal text, and phase 6, Environmental Review, which are occurring concurrently. The public review phase of the draft policy, with its goals, policies, and implementation plan will be brought to GPAC for their review, including the text under review by the Commission this evening. Ultimately, the Planning Commission will make a recommendation on the policy text and CEQA review and the City Council will consider adoption of the Environmental Impact Report and approval of the new General Plan text document and land use map. The revision of the zoning code in phase 8 is already underway and will be completed subsequent to the approval of the New General Plan.

An overview of the Public Review Draft-Chapter 3: Mobility was discussed. The Mobility Element provides the framework for decisions in Gilroy concerning the citywide transportation system. The New General Plan draft text examines a variety of revised goals, policies and implementations. Some of the key highlights include:

- **Roadway Classifications** reflecting their function and relationship to surrounding land uses
- **Mobility Diagrams** showing the transportation networks that are planned to serve the future land uses within the City of Gilroy. The following diagrams were provided for review to the Bicycle Pedestrian Committee:
 - a. Figure M-1 (**Planned Roadway Network**)
 - b. Figure M-2 (**Planned Bicycle Network**)
 - c. Figure M-3 (**Planned Transit and Intercity Transportation**)
 - d. Figure M-4 (**Planned Trucking and Freight Rail Network**)
 - e. Figure M-5 (**Planned Pedestrian Network**)
- **General Mobility:**
 - Goal M 1:** *provide for a safe and efficient transportation system that serves all user*
- **Complete Streets:**
 - Goal M2:** *provide complete streets that balance the diverse needs of users of the public right-of-way with its extensive network of designated bicycle facilities.*
- **Pedestrian and Bicyclists:**

Goal M3: *Support bicycling and walking by providing a safe and extensive bicycle and pedestrian network.*

- **Transit: Goal M4:** *Plan for efficient and convenient local and regional transit systems that respond to the changing needs of Gilroy.*

- **Vehicular Traffic and Parking:**

Goal M5: *Provide a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking*

- **Goods Movement:**

Goal M6: *To provide an efficient system for goods movement that adequately serves the industrial and commercial areas of the City while protecting residents from potentially adverse impacts.*

- **Regional Cooperation**

Goal M7: *Maintain and increase cooperation between Gilroy and neighboring jurisdictions, regional organizations, and relevant State agencies.*

The draft text will be considered by the General Plan Advisory Committee on 08/12/15 and/or 08/26/15 for continuing refinement.

Upon the presentation, Staff person Lee Butler asked the Bicycle Pedestrian Committee for input.

Staff person Henry Servin stated that out of the 13 implementation measures, over 7 have been highly influenced by the Bicycle Pedestrian Commission in the past year.

In response to Figures M-1 and M-2, Commissioner Muniz suggested defining a Bicycle and Pedestrian Master Plan based on past suggestions and recommendations for the General Plan. Commissioner Muniz suggested that the new General Plan reference the VTA bicycle and pedestrian standards in order to capture the new practices, and he suggested that the plan should emphasize the distinction between the trail, bicycle and pedestrian (including sidewalk) networks. Commissioner Muniz suggested that an inter-city transit policy may be needed, likely under Goal 7. Commissioner Muniz suggested that Figure M-5 (the Pedestrian Network) should include the full trail network as planned.

Commissioner Lai asked if Lee Butler was working with the police department in regards to the laws and city as it pertains to pedestrian and bicycles. She alluded to a need for enforcement of laws, and asked if a policy should be added. Staff member Servin noted that the general plan is a high level document.

Lee Butler responded that he is coordinating with the police on various general plan text sections, though not on this specific issue at this point. He will look at the policies to see if amendments should be made to address bicycle usage, locations, and applicable laws, e.g., a new policy could read along the lines of "Design facilities and signage to encourage all forms of transportation, including bicyclist, pedestrians, skateboarders, Segways, and other transportation modes, to conform to applicable laws and safety regulations.

Commissioner Muniz stated there was little reference to lighting in the handout and asked if there would be a consideration on elaborating for the purpose of visibility, mobility and prevention of accidents, especially as it relates to people who are disabled.

Staff Person, Lee Butler reviewed the diagram called Figure M-2 (***Planned Bicycle Network***), stating it is a future network (long-term) pointing out some existing and some proposed bikeways with emphasis on east/west and north/south connections. This will help to prioritize future development of these connections ensuring the future network is developed accommodating most users. Private development projects may offer opportunities to supplement future capital investments in bicycle and pedestrian improvements through community benefit provisions.

Figure M-5 (***Planned Pedestrian Network***) shows an emphasis with east/west and north/south connections showing a variety bike network and pedestrian network with a number of additional crossings accommodating, pedestrian, bicyclists and motorists. In the future, pedestrian overpasses are planned on Las Animas Avenue, IOOF and Old Gilroy Street.

Since this is in work in progress and subject to change, comments and suggestions are welcome and encouraged by the BPC commission.