

Public Review Draft

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Mobility

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Introduction

People and goods must be able to move within and through Gilroy to ensure community vitality and quality of life. When transportation networks are safe and efficient, they can contribute to the local economy, minimize impacts to the environment, and provide freedom of movement. When mobility networks are overburdened and inefficient, communities can fail to live up to their full potential, and the economy and overall quality of life can suffer. A network that supports a variety of modes, including pedestrians, cyclists, and transit users supports Gilroy's land use goals. Multimodal networks are a key component of successful mixed-use development, more livable neighborhoods, and a healthier downtown.

The Mobility Element provides the framework for decisions in Gilroy concerning the citywide transportation system. It seeks to create a balanced transportation network that supports and encourages walking, bicycling, and transit ridership. The goals and policies address a variety of topics, including multimodal transportation, complete streets, pedestrian facilities, bikeways, public transit, vehicular transportation, parking, and goods movement. The Mobility Element is drafted to be consistent with State mandates regarding complete streets.

Roadway Classifications

City streets and highways are classified by categories that reflect their function and relationship to surrounding land uses. Freeways have fully controlled access, high operating speeds and volumes, and little direct relationship to surrounding land uses. Local streets and alleys have low speeds and volumes and direct access to adjacent property. These classifications together form a network designed to safely and efficiently move vehicles within and through Gilroy.

Recently, new roadway classifications have arisen that may provide greater definition in helping a community better accommodate all forms of mobility, including vehicular. These classifications are known as the National Association of City Transportation Official Guidelines. Many of the new classifications have direct application to mobility goals already adopted by the City of Gilroy.

- **Freeways** are grade separated at each intersection with other roadways. U.S. 101 is the only freeway adjacent to Gilroy and traverses in a north-south direction.
- **Arterial roads** serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as “mobility,” rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to or through a neighborhood.
- **Collector roads** provide links between Local Streets and Arterials. They are designed to serve neighborhood traffic rather than cross-town traffic, though they may include trips between adjacent neighborhoods.
- **Local roads** serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

Mobility Diagrams

The Mobility Diagrams show the transportation networks that are planned to serve the future land uses within the City. The Mobility Diagrams are closely aligned with the Land Use Diagram provided in the Land Use Element. Policies and Implementation Programs in this section address how the city will implement the transportation networks referred in Figures M-1 through M-5.

The transportation networks that are planned to serve the future land uses within the city are identified in the following figures:

- **Figure M-1: Planned Roadway Network.** This figure identifies the network of existing and proposed freeways and arterial streets that are planned to serve the future land uses within the city. (See Roadway Classifications on previous page). Additions or deletions of planned intersections of freeways, arterial or collector roads will require a General Plan amendment. The alignments of such streets represent a general indication of the intended route between two intersections and changes to them do not require a General Plan amendment.
- **Figure M-2: Planned Bicycle Network.** This figure identifies the network of existing and proposed bicycle paths, bicycle lanes, and bicycle routes that are planned to serve the future land uses within the city.
 - a) Multi-Use Trail (Class I) – A bicycle trail that is separated from the vehicle travel lanes and designed to accommodate bicycles and pedestrians.
 - b) Bike Lane (Class II) – A separate lane for bicycles that is striped on the roadway.
 - c) Bike Route (Class III) – A route for bicyclists to ride on-street with no separate lane.

Changes to the Bicycle Network do not require a General Plan amendment.

- **Figure M-3: Planned Pedestrian Network.** This figure identifies the network of pedestrian routes that are planned to serve the future land uses within the city. Two categories of pedestrian routes are planned:
 - a) Pedestrian-Oriented Street –A street which provides efficient walking corridors between areas of the city. Such streets should receive a higher level of pedestrian-oriented amenities to be provided by both public and private development.

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- b) Multi-Use Trail – A trail is designed to accommodate both bicycles and pedestrians. These are portions of Multi-Use Trails shown on Figure M-2, the Planned Bicycle Network.

Changes to the Pedestrian Network do not require a General Plan amendment.

- **Figure M-4: Planned Transit and Intercity Transportation Network.** This figure identifies the network of existing and proposed bus, commuter rail (Caltrain), and passenger bus (Amtrak) stations and routes that are planned to serve the future land uses within the city. Changes to the Planned Transit and Intercity Transportation Network are subject to transit provider modifications and do not require a General Plan amendment.
- **Figure M-5: Planned Trucking and Freight Rail Network.** This figure identifies the network of existing and proposed truck routes and freight rail lines that are planned to serve the future land uses within the city. Truck routes are key goods movement corridors and are important to the Gilroy economy. Truck routes are intended to allow truck traffic to pass through the City with minimal impact on residential neighborhoods as well as local vehicular and pedestrian traffic. Changes to the Planned Truck Routes will require a General Plan amendment.

Note: Diagrams to be provided separately.

General Mobility

Residents, visitors, and businesses rely on Gilroy's multi-modal transportation network. Located in the southern part of Santa Clara County, the transportation system in Gilroy serves both regional and local travel needs. Regional travel occurs primarily on U.S. 101, which runs in a north-south direction through the city, and on SR 152, which is primarily an east-west route. Local travel is carried via a network of streets and trails. Caltrain provides commuter rail service to San Jose. The Transportation Authority of Monterey County (TAMC) and the Santa Clara Valley Transportation Authority (VTA) provide express bus service to Monterey and San Jose respectively. Greyhound and Amtrak provide intercity bus service to other cities in California and beyond.

Preliminary plans for the California High Speed Rail project include a station in Gilroy, most likely to be located Downtown, adjacent to the existing train station. An additional General Plan policy will be developed when the project plans are approved.

Goal M 1

Provide for a safe and efficient transportation system that serves all users. [New Goal, Consultants]

M 1.1 Transportation Network

Develop a coordinated transportation network consistent with the Mobility Diagrams (Figures M-1 through M-5).

[Existing GP, 12.01, modified] **MPSP**

M 1.2 Street Network Hierarchy

Provide a transportation network that has a hierarchy of arterial, collector, and local streets to efficiently move bicycle, pedestrian, and vehicular traffic. [Existing GP, 12.02]

SO

M 1.3 NACTO Classification System

Consider the application of context-sensitive roadway classification system used by the National Association of City Transportation Officials (NACTO). [New policy, City staff]

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M 1.4 Residential Traffic

Protect residential streets from excess traffic. [New Policy, Consultants] **SO**

M 1.5 Transportation Network Connectivity

Develop a transportation network that connects users of all modes to destinations in Gilroy. [New Policy, Consultants]

MPSP

M 1.6 Street Safety and Accessibility

Design streets and transportation facilities that are safe and accessible to people of all abilities, including those with limited mobility. [New Policy, Consultants] **SO**

M 1.7 Reduce Vehicle Miles Traveled

Reduce vehicle miles traveled (VMT) and greenhouse gas emissions by developing a transportation network that makes it convenient to use transit, ride a bicycle, walk, or use other non-automobile modes of transportation.

[Existing GP, 14.01, modified] **MPSP**

M 1.8 Street Landscaping

Require landscaping as a part of all new street design, including street trees, landscaped medians and buffers, and high-quality street furniture. [New Policy, Consultants] **SO**

RDR

M 1.9 Interconnected Residential Streets

Encourage street patterns that provide direct access between neighborhoods for automobiles, pedestrians, and bicycles and connections to nearby neighborhood commercial services. Where access is not provided through the design of the street system, require easements for pedestrian and bicycle access (e.g., between cul-de-sacs).

[Existing GP, 12.03, 14.E] **RDR**

M 1.10 Private Streets

Require private streets to function similar to public streets. Private streets shall include sidewalks, street trees, and promote connectivity. [New Policy, Consultants] **RDR**

M 1.11 Planned Major Streets Through Non-urban Areas

Planned Arterial and Collector Streets located outside the Urban Growth Boundary are not intended to serve urban land uses, but rather to provide required north/south

transportation capacity for the planned employment land uses in the southeast portion of Gilroy. [New Policy, City staff] **MPSP**

M 1.12 Transportation Demand Management

Encourage existing and proposed development to incorporate TDM measures such as car-sharing, transit passes, and unbundling of parking (requiring separate purchase or lease of a parking space) where such measures will result in a reduction in vehicle miles travelled, reduction of required amount of parking or an increase in the use of alternate transportation modes. [New Policy, City staff]

MPSP

M 1.13 Transportation Funding

Ensure new development fully funds the construction of transportation facilities required to meet the City's LOS policy and other required transportation mitigation, including roadways, trails, and transit stops. [New Policy, Consultants] **RDR FB**

Complete Streets

Gilroy uses a complete streets approach to the design of its transportation network. Complete streets are designed for all users in mind, including those of varying abilities, and may include sidewalks, bicycle lanes, dedicated transit lanes, and safer intersections. Careful planning and coordinated development of complete streets infrastructure can improve public health by encouraging active lifestyles and improving roadway safety; it can provide economic benefits to property owners and businesses; and it can decrease pollution. Policies in this section guide the overall provision of a balanced multi-modal system of transportation facilities and services in Gilroy.

Goal M 2

Provide complete streets that balance the diverse needs of users of the public right-of-way. [Source: New Goal; Consultants]

M 2.1 Serving All Users

Provide safe, consistent, and convenient travel along and across streets to serve all users, including pedestrians, the

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disabled, bicyclists, motorists, movers of commercial goods, and users and operators of public transportation. [New Policy, Consultants] **MPSP**

M 2.2 Complete Street Standards

Adopt, maintain, and implement complete streets standards consistent with the NACTO Guidelines that are applicable to adjacent land uses and sensitive to nearby neighborhoods. [New Policy, Consultants] **MPSP**

M 2.3 Routine Practice

Continue to work towards making complete streets practices (e.g., considering and accommodating all users and all modes within the appropriate context) a routine part of everyday transportation decision-making. [New Policy, Consultants] **MPSP RDR**

M 2.4 Context Sensitive Streets

Consider the land use and urban design context of adjacent properties in both residential and business districts as well as urban, suburban, and rural areas when designing complete streets. [New Policy, Consultants] **MPSP RDR**

M 2.5 Complete Street Conversions

Identify streets that could be made more complete by adding bicycle lanes, and/or pedestrian amenities. Such street improvements should be considered for inclusion in the Capital Improvement Plan. [New Policy, Consultants] **MPSP**

M 2.6 Private Complete Streets

Encourage large private developments (e.g., office parks, apartment complexes, retail centers) to provide internal complete streets that connect to the existing public roadway system and provide a seamless transition to existing and planned transportation facilities. [New Policy, Consultants] **RDR**

M 2.7 Safe Street Crossings

Design street crossings to provide for the safety needs of bicyclists and pedestrians. Bridge crossings over creeks and at other locations shall be designed to accommodate bicycle lanes or paths in accordance with the designations set forth in the Bicycle and Pedestrian Transportation Plan. Bridges for the exclusive use of pedestrians and bicycles

should be considered whenever barriers exist that impede convenient and safe access. [Existing GP, 14.04, modified]

SO

Pedestrians and Bicyclists

Gilroy's extensive network of designated bicycle facilities, combined with temperate weather, relatively flat topography in the central section, and rolling foothills surrounding the city, provide an excellent setting for both recreational and commuter bicycling. Pedestrians in Gilroy also benefit from the favorable weather and network of sidewalks and paths. Although much of Gilroy's roadway infrastructure was originally built to serve a car-oriented city, significant progress has been made in providing a more pedestrian- and bicycle-friendly environment. Policies in this section aim to further that progress and support the development of facilities designed to keep bicyclists and pedestrians safe while offering a convenient way of traversing Gilroy.

Goal M 3

Support bicycling and walking by providing a safe and extensive bicycle and pedestrian network. [New Goal, Consultants]

M 3.1 Roadway Design

Require the design of all future roads, bridges, and facilities to accommodate bicycle and pedestrian travel. [Existing GP, 14.G, modified] RDR

M 3.2 New Development

Require new development to include a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities in accordance with the Mobility Diagrams. [New Policy, Consultants] RDR

M 3.3 Sidewalk Network Gaps

Fill gaps in the city's existing sidewalk network as funds become available. New development in the vicinity of such gaps shall contribute to such projects when there is a nexus to do so, as a community benefit, or as an off-setting measure for a transportation impact, such as one identified

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in a transportation analysis or environmental review process. [New Policy, Consultants] **SO**

M 3.4 Bicycle and Pedestrian Path Network

Develop and maintain a network of paths along linear parks, public easements, drainages, and other open space areas to accommodate bicycle and pedestrian traffic (Figures M-2 and M-3). [Existing GP, 14.03] **SO**

M 3.5 Bicycle and Pedestrian Transportation Plan

Maintain and implement a Bicycle and Pedestrian Transportation Plan and Mobility Diagrams M-2 and M3 that guide investment in Gilroy's bicycle and pedestrian networks. These networks should connect residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. [New Policy, Consultants] **MPSP**

M 3.6 Bicycle and Pedestrian Priority

Prioritize designs that favor pedestrian and bicycle circulation improvements over those for vehicular circulation on existing or proposed streets that provide opportunities to expand walking and bicycling as viable alternative modes of transportation, particularly on streets identified in Figures M-2 and M-3. Such improvements could include separate bicycle lanes, wider sidewalks, and bicycle/pedestrian-friendly intersection improvements. [New Policy, Consultants] **MPSP**

M 3.7 Pedestrian and Bicycle Facility Design Guidelines

Develop and maintain design guidelines for pedestrian and bicycle facilities based on VTA's Bicycle Technical Guidelines, VTA's Community Design and Transportation Program Manual of Best Practices, and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, when feasible, that result in the construction of pedestrian and bicycle improvements that are attractive, functional, and accessible. [New Policy, Consultants] **MPSP**

M 3.8 Bicycle Improvement Design Standards

Reference the VTA's Bicycle Technical Guidelines and the National Association of City Transportation Officials standards in the design of bike-related improvements. [New Policy, City staff] **MPSP**

M 3.9 Bicycle Parking

Require adequate short- and long-term bicycle parking for all land uses except for single-family residential uses.

[Existing GP, 14.D] **RDR**

M 3.10 Public Involvement

Promote bicycling and walking in the community as a means of transportation and exercise through educational programs and outreach campaigns. [New Policy, Consultants] **PI**

M 3.11 Bicycle Parking at City Facilities

Provide bicycle parking at all City parks and public facilities (e.g., city hall) sufficient to accommodate anticipated demand. [New Policy, Consultants] **SO**

M 3.12 Inter-Regional Bicycle Connectivity

Support Santa Clara County Parks Department, Santa Clara County Roads and Airports Department, and the State Highway Department (Caltrans) in their efforts to develop a south county bike lanes, routes, and trails, particularly as they provide inter-regional connectivity between Gilroy and its neighbors. Promote connectivity between city, county, and state bicycle improvements by coordinating the city's Bicycle and Pedestrian Master plans with the South County Circulation Element, County Trails Master Plan, and other relevant pedestrian and bicycle plans. [New Policy, City staff]

IGC

M 3.13 Road Maintenance and Bicycles

Maintain and improve the quality of the surface of the right-hand portion of existing roads as well as the travel lanes so that they are suitable for bicycle travel, regardless of whether or not bikeways are designated. [Existing GP, 14.F]

SO

M 3.14 Safe Routes to School

Encourage the construction of facilities and provision of programs so that Gilroy children can walk or bicycle to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs. [New Policy, Consultants]

IGC

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M 3.15 **Bicycle Paths for Emergency Access**

Design bicycle paths to be wide enough for emergency vehicles to use if other emergency routes do not exist. Use removable bollards or other devices to prevent vehicles other than emergency and maintenance vehicles from using the bike paths. [Existing GP, 14.I] **SO**

M 3.16 **Pedestrian Signage**

Explore the development of a program, possibly as part of the city's existing wayfinding program, to allow permanent or temporary signage that encourages walking in pedestrian-oriented areas, particularly Downtown. [New Policy, City staff] **MPSP**

M 3.17 **Traffic Impact Fee for Bicycle/Pedestrian Improvement**

Support and finance the construction of pedestrian and bicycle improvements specified in the Mobility Diagrams by using the comprehensive traffic impact fee. [Existing GP, 14.06] **FB**

M 3.18 **Grant Funding for Facilities and Programs**

Identify regional, State, and Federal funding programs and secure funding for pedestrian and bicycle facilities and programs. [New Policy, Consultants] **FB**

Transit

Gilroy is served by a wide variety of transit services. Local service is provided by four VTA bus routes serving all neighborhoods within the city. Regional and intercity service is provided by VTA (to San Jose and to employment centers in Santa Clara, Sunnyvale and Mountain View), Caltrain (from Gilroy to San Francisco and many cities in between), TMAC (to Monterey and Salinas), San Benito County Transit (SBT) (to Hollister and San Juan Bautista), and Greyhound Lines, Inc. Intercity employer-sponsored bus service is also provided by bus operators for employees of Silicon Valley companies such as Google, Yahoo, Genentech, and Apple. Such robust transit service helps reduce miles traveled by cars, reduce greenhouse gas emissions, and improve air quality. Transit also reduces wear and tear on Gilroy's roads. Policies in this section ensure that Gilroy residents are well-served by public and private transportation options.

Goal M 4

Plan for efficient and convenient local and regional transit systems that respond to the changing needs of Gilroy. [Existing Goal]

M 4.1 Access to Transit

Work with the VTA to maximize the opportunity for all residents to have access to safe and convenient public transit options. [New Policy, Consultants] **MPSP**

M 4.2 Transit and Development

Require new development to fully accommodate, enhance, and facilitate public transit, including pedestrian and bicycle access to transit. [Existing GP, 13.01] **RDR**

M 4.3 Regional Transit Services

Support regional transit operations that serve the Gilroy area through coordination of planning efforts and development policies that promote transit use. [Existing GP, 13.04] **JP**

M 4.4 Shuttle Service

Encourage private entities and transit providers to establish shuttle services to Gilroy's commercial and tourist areas. Support public and private efforts and activities to bridge gaps in existing transit service. [New Policy, Consultants] **MPSP JP**

M 4.5 Private Transportation

Encourage privately-owned transit systems, such as taxicabs, "real-time ridersharing" companies, employer shuttles, and private bus companies, to provide additional transit services, particularly to serve special needs populations, including senior citizens and the mobility impaired. These services should connect to VTA and Caltrain transit systems. [New Policy, Consultants] **JP**

M 4.6 Park and Ride Land Lots

Pursue funding for the acquisition of land and construction of future park-and-ride lots at various locations to serve the Neighborhood District North Area when it is brought into the Urban Service Area. Monitor transit usage, evaluate the needs for additional park and ride lots, and explore funding opportunities for implementation of park and ride facilities

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that will promote greater transit ridership. [Existing GP, revised, 13.A] **SO**

- M 4.7 Santa Clara Valley Transportation Authority (VTA)**
Coordinate with VTA on the planning of new transit routes within Gilroy and maintain a strong relationship with VTA management to ensure continued cooperation. [New Policy, Consultants] **IGC**
- M 4.8 Updated Transit Plan**
Coordinate with VTA in their evaluation and development of a transit needs and opportunities study to use in the development of a new transit plan. [New Policy, City staff] **JP**
- M 4.9 Consider Transit in Planning and Development Proposals**
Coordinate with VTA on advance planning projects and development proposals that may have implications for public transit and consider the VTA's Transit Sustainability Policy/Service Design Guidelines. [New Policy, City staff] **JP**

Vehicular Traffic and Parking

The City of Gilroy is served by an extensive network of freeways, arterials, collectors, and local streets. Located at the junction of U.S. 101 and SR 152, Gilroy serves regional traffic in all directions. Access to local destinations, such as residential neighborhoods, employment areas, shopping centers, schools, and recreational areas is provided by the entire roadway network. Planning for roadways near new development can ensure that the roadway system maintains sufficient capacity and mobility. Policies in this section provide for the needs of cars, trucks, and other vehicles on the streets that connect Gilroy. Policies in this section also provide for convenient and appropriate vehicle parking facilities.

Goal M 5

Provide a safe and efficient network of streets for cars and trucks, as well as provide vehicle parking to meet the city's needs. [New Goal, Consultants]

M 5.1 Standard Level of Service (LOS)

Maintain traffic conditions at LOS C or better at Gilroy intersections and roadways, allowing some commercial and industrial areas (e.g., downtown Gilroy, First Street corridor) to operate at LOS D or better. [Existing GP, 12.08, modified]

RDR MPSP

M 5.2 Safe Travel

Provide roadways to allow for the safe travel of all vehicles, pedestrians and bicyclists. [New Policy, Consultants] SO

M 5.3 Promote Non-Auto Modes of Transportation

Consider offering incentives as part of a multimodal system approach, for projects that incorporate travel demand management techniques and promote transit ridership, biking, and walking in order to reduce air pollution, energy consumption, and greenhouse gas emissions. [New Policy, Consultants] RDR MPSP

M 5.4 Transportation Performance Metrics

Apply useful and informative transportation performance metrics and thresholds, including vehicle miles traveled (VMT), in a manner consistent with State law and the community value expressed in the goals and policies of this general plan when measuring transportation system impacts for subsequent projects, making General Plan consistency determinations, and developing transportation financing programs. [New Policy, Consultants] RDR MPSP

FB

M 5.5 Intersections

Provide for the safe travel and efficient movement of all transportation modes at intersections, in part by optimizing existing signal phasing and timing. Investigate the feasibility of alternative intersection traffic control methods, such as roundabouts, before new traffic signals are installed. [New Policy, Consultants] SO

Level of Service

Level of Service (LOS) is a qualitative description of traffic operating conditions. A LOS of A represents free flowing traffic, and a LOS of F represents severe traffic congestion with substantial delays. LOS A may be preferable in some situations, but LOS A in downtown Gilroy would mean it was empty. In general, the strict enforcement of LOS standards has forced cities to make transportation improvements that favor automobiles and hurt other modes of transportation. Adopting a more flexible LOS approach allows cities to consider other modes of transportation when evaluating traffic impacts and making roadway improvements.

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M 5.6 Road Maintenance

Maintain roadways to allow for the safe travel of all vehicles, pedestrians, and bicyclists. Emphasize preventative maintenance to reduce costs associated with roadway replacement. [New Policy, Consultants] **SO**

M 5.7 Traffic Calming

Prepare and adopt a traffic calming policy that discourages speeding and cut-through traffic in neighborhoods. The adopted policy should establish thresholds, list acceptable traffic calming measures, and outline an implementation process for new and existing neighborhoods. [New Policy, Consultants] **MPSP**

M 5.8 Commercial Driveways

Require new commercial development to minimize commercial driveways and locate them to prevent conflicts at intersections and with other driveways. Also encourage the reduction of duplicative existing commercial driveways. [Existing GP, 12.07] **RDR**

M 5.9 U.S. 101 Landscaping and View Protection

Coordinate with Caltrans and Santa Clara County to provide additional landscaping along the U.S. 101 right-of-way to enhance its attractiveness, recognizing that it is the primary “visitor-serving” traffic artery in the Planning Area. Also, encourage new developments facing U.S. 101 to provide landscape screening and to protect and enhance existing views of farmland and surrounding hills. [Existing GP, 6.03, modified] **IGC**

M 5.10 Capital Improvement Plan

Maintain and implement a five-year capital improvement plan that addresses all components of the multi-modal transportation network. [New Policy, Consultants] **FB**

M 5.11 Parking

Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of alternative transportation. [Existing GP, 12.F, modified] **SO**

M 5.12 Minimum Parking Standards

Consider eliminating or reducing minimum parking standards for private vehicles in transit-oriented

developments, mixed-use developments and developments in high density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other alternative modes of transportation. [New Policy, Consultants] **RDR** **MPSP**

M 5.13 On-Street Parking

If all other appropriate street modifications are determined to be infeasible, consider removing or restricting existing on-street parking in areas of critical width in order to facilitate traffic flow and accommodate bicycle lanes. [Existing GP, 14.H] **SO**

M 5.14 Downtown Parking

Seek creative solutions to manage the downtown parking supply and demand, recognizing that a combination of public and private efforts are needed to balance the supply and demand. [Existing GP, 12.G] **RDR**

M 5.15 Roundabouts

Investigate the feasibility of roundabout intersection control at new and existing intersections as a more sustainable alternative to traffic signals. [New Policy, Consultants] **SO**

M 5.16 Railroad Crossing Grade Separations

To the extent possible, require the grade separation of main line railroads and major arterial streets, particularly those of six lanes or more. Maximize the use of available State and Federal funds for grade-separated railroad crossings and encourage railroad companies to pay their equitable share of any such projects. [New Policy, Consultants] **RDR** **JP**

M 5.17 Parking Lot Landscaping

Establish standards for landscaping and trees in new parking lots and encourage retrofit and enhancements of existing lots. [New Policy, Consultants] **MPSP**

Goods Movement

The movement of goods, either via roadway or rail, is a key component of the economic vitality and growth of Gilroy and the entire region. U.S. 101 provides regional truck travel to the San Francisco Bay Area and to southern California. SR 152 provides regional truck travel between Silicon Valley and Salinas Valley along

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U.S. 101 and the Central Valley along Interstate 5, east of the Pacheco Pass. SR 152 also accommodates smaller trucks between U.S. 101 and Watsonville and SR 1. In addition to the State highways, the City of Gilroy has designated certain streets as truck routes. Freight rail service in Gilroy is operated by Union Pacific Railroad. The rail corridor presently running through Gilroy stretches from Oakland to San Luis Obispo. Policies in this section balance the efficient movement of goods with the impacts associated with truck and rail traffic.

Goal M 6

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. [New Goal, Consultants]

M 6.1 Truck Routes

Maintain and update its commercial truck routes map as needed to ensure the needs of business are met while minimizing potential adverse impacts to the rest of the community. [New Policy, Consultants] **MPSP**

M 6.2 Off-Peak Deliveries

Encourage business owners to schedule deliveries during off-peak traffic periods in residential, commercial, or mixed-use areas. [New Policy, Consultants] **MPSP**

M 6.3 Goods Movement by Rail

Coordinate with railroad operators to facilitate the transport by rail of goods through the city. [New Policy, Consultants] **RDR JP**

M 6.4 Goods Movement by Rail

Limit residential development along designated truck routes in Figure M-5 or design the residential to reduce truck traffic's impacts on residents. [New Policy, City staff] **MPSP**

Regional Cooperation

Transportation systems rarely follow jurisdictional lines, and travelers expect to be able to move smoothly from one place to the next. Several of the critical transportation facilities in Gilroy, including the Caltrain, U.S. 101, and SR 152, are operated by another agency. The policies in this section are intended to ensure a strong connection between transportation networks in the region.

Goal M 7

Maintain and increase cooperation between Gilroy and neighboring jurisdictions, regional organizations, and relevant State agencies. [New Goal, Consultants]

M 7.1 Regional Communication

Maintain formal and informal lines of communication between State and regional agencies such as Caltrans and VTA to ensure cooperation in the development of transportation systems and the implementation of State and regional transportation plans. [New Policy, Consultants]

IGC

M 7.2 County Coordination

Work with Santa Clara County on the development of transportation facilities within the General Plan planning area but within the jurisdiction of the County, including trails and bicycle paths in the County Trails Master Plan.

[Existing GP, 12.I, 14.A] IGC

M 7.3 Bridge Crossings

Work with Caltrans and the Santa Clara Valley Water District to provide bicycle and pedestrian bridge crossings across the South Valley Freeway (U.S. 101) and water district drainage facilities. [Existing GP, 14.C] IGC

M 7.4 Intercity Rail

Coordinate with Amtrak, Caltrain, Transportation Agency for Monterey County (TAMC), the San Benito Express, and the Capital Corridor Joint Powers Authority to plan for new intercity rail service to San Benito and Monterey counties.

[New Policy, Consultants] IGC

M 7.5 Intercity Transit

Coordinate with the VTA, TAMC, San Benito Express, and the Capital Corridor Joint Powers Authority to explore future opportunities for new transit services to northern Santa Clara County and the rest of the Bay Area. [Existing GP, 13.C]

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M 7.6 Expanded Caltrain Service

Coordinate with Caltrain to add additional off-peak service to Gilroy. Work with Caltrain to increase service in the reverse commute direction. [New Policy, Consultants] IGC

M 7.7 High Speed Rail Coordination

Support State and regional efforts to bring a high speed rail station to Gilroy. Develop plans and programs to accommodate high speed rail. [New Policy, Consultants]

IGC

Implementation Programs

Table 3-1: Mobility Implementation Programs	2016-2018	2019-2023	2024-2040	Annual	Ongoing
<p>1. NACTO Design Guidelines Evaluate the National Association of City Transportation Officials (NACTO) design guidelines to determine if the city should use them as a more current, context-sensitive roadway classification system. [New Program, City staff]</p> <p>Implements: M 1.3, M 2.2, M 3.8</p> <p>Responsibility: Public Works</p>	X	X	X		
<p>2. Traffic Impact Fee Maintain its traffic impact fees for new development, with the funds used to finance roadway and trail improvements. The fees should be reviewed annually. [Existing GP, 12.H]</p> <p>Implements: M 1.10</p> <p>Responsibility: Public Works</p>				X	
<p>3. Bicycle and Pedestrian Transportation Plan Review and update the Bicycle and Pedestrian Transportation Plan every five years to ensure it reflects the needs and current conditions in Gilroy. [Existing GP, 14.B, edited]</p> <p>Implements: M 3.5</p> <p>Responsibility: Public Works</p>	X	X	X		

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Table 3-1: Mobility Implementation Programs	2016-2018	2019-2023	2024-2040	Annual	Ongoing
<p>4. Bicycle and Pedestrian Improvements Implement the following bicycle-related improvements from the recommendations of the Bay Area Air Quality Management District:</p> <ul style="list-style-type: none"> a) Establish and maintain a bicycle advisory committee. b) Designate a staff person as a Bicycle Program Manager. c) Designate a staff person as a Pedestrian Program Manager. d) Provide bicycle safety education. [Existing GP, 14.K] <p>Implements: M 3.10 Responsibility: Public Works</p>	X				X
<p>5. Park and Ride Land Set-Asides Study Develop and implement a study, in coordination with Caltrain, Caltrans, and VTA, that provides direction on the development of park-and-ride lots in Gilroy. The study should consider mechanisms and locations for the development of park-and-ride lots. [New Program, Consultants]</p> <p>Implements: M 4.6 Responsibility: Community Development and Public Works</p>	X				

Table 3-1: Mobility Implementation Programs

	2016-2018	2019-2023	2024-2040	Annual	Ongoing
<p>6. Transportation Performance Metrics Conduct a study, based on the California Environmental Quality Act (CEQA) guidelines amendments adopted for the implementation of SB 743 (Steinberg, 2013) or other future state legislation, to analyze the potential for implementing vehicle miles traveled (VMT) congestion standards, while also considering the continued use of level of service (LOS) standards to require necessary public improvements from private development. The study should: 1) consider the applicability of using transportation performance metrics and thresholds for measuring transportation system impacts provided in the approved guidelines amendments, as well as for making General Plan consistency determinations and developing transportation financing program, and 2) evaluate the appropriate timing for this action, taking into consideration the need to better understand the necessary procedures for and likely effects of such a change. Based on this consideration, review, and update if needed, the General Plan LOS standards and policies to be consistent with the approved CEQA Guidelines amendments.</p> <p>Implements: M 5.4 Responsibility: Community Development and Public Works</p>	X				
<p>7. Signal Timing Maintain and expand its local signal timing programs, in accordance with the recommendations of the Bay Area Air Quality Management District. [Existing GP, 12.J]</p> <p>Implements: M 5.5 Responsibility: Public Works</p>					X

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Table 3-1: Mobility Implementation Programs	2016-2018	2019-2023	2024-2040	Annual	Ongoing
<p>8. Signal Preemption for Buses Conduct a study of signal pre-emption for buses on arterial streets with a high volume of bus traffic in coordination with VTA and other transit providers and in an effort to improve on-time performance and attract new riders. [Existing GP, 13.D]</p> <p>Implements: M 5.5 Responsibility: Public Works</p>	X				
<p>9. Traffic Calming Prepare and adopt a traffic calming policy that discourages speeding and cut-through traffic in neighborhoods. The adopted policy should establish thresholds, have a list of acceptable traffic calming measures, and outline an implementation process for new and existing neighborhoods. [New Program, Consultants]</p> <p>Implements: M 5.7 Responsibility: Public Works</p>	X				X
<p>10. Parking Standards Review and update its parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use developments. [New Program, Consultants]</p> <p>Implements: M 5-10, M 5-11, M 5-12 Responsibility: Community Development and Public Works</p>	X				

<p>11. Commercial Truck Routes</p> <p>Review and update its commercial truck routes on Mobility Diagram M-4 to minimize the impacts of truck traffic, deliveries, and staging in residential and mixed-use areas while recognizing the needs of commerce. [New Program, Consultants]</p> <p>Implements: M 6-1</p> <p>Responsibility: Community Development Public Works</p>	X				
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