CHAPTER SIX

Transportation and Circulation

Introduction

This chapter of the General Plan sets forth the City's goals, policies and implementing programs for Transportation and Circulation, including:

- Traffic Circulation and Parking
- Transit
- Bicycle and Pedestrian Circulation
Goals and Policies

12 Traffic Circulation and Parking

GOAL:  (a) A functional and balanced transportation system that provides access for all, is compatible with existing and proposed land uses, and minimizes emissions of air pollutants; (b) A coordinated multi-modal system that accommodates private motor vehicles, pedestrians, bicycles and mass transit.

Policy 12.01

Street System. Use the proposed major street system (designed to accommodate traffic at build-out of the General Plan) shown on the Circulation Map and the Bicycle Transportation Plan Map to guide long-term planning of the citywide circulation system.

Policy 12.02

System Function and Neighborhood Protection. Ensure that the existing and proposed highways, streets, bikeways and pedestrian paths serve the functions they are intended to serve, while protecting the character of residential neighborhoods.

Policy 12.03

Residential Street System Design. Design street systems in residential areas to encourage direct connections between neighborhoods; to encourage internal movement by bicycling and walking; and to provide safer and quieter neighborhoods.

Policy 12.04

Scenic Routes. Preserve the scenic character and ecology of the hillsides to the west of the City when designing circulation facilities. Any roadways that must pass through hillside areas will be designed so as to preserve the ecological and scenic character of the hillsides, and high quality vistas from scenic routes in the Planning Area will be preserved.

Policy 12.05

Uvas Creek Bridge Service. New development will not be permitted southwest of Uvas Creek unless such development provides adequate bridge service.
Policy 12.06
Expressway Access. Limit driveway intersections on Santa Teresa Boulevard and Hecker Pass Highway to maximize safety and traffic-carrying capacity, and to maintain the high-speed inter-city character of these expressway routes. Street intersections shall be minimal, with an average spacing of one-half mile between intersections.

Policy 12.07
Commercial Driveways. To minimize traffic conflicts, keep commercial driveways to a minimum, located so as to prevent conflicts at intersections and with other driveways.

Policy 12.08
Standard Level of Service (LOS). Maintain traffic conditions at LOS C or better at Gilroy intersections and roadways, allowing some areas (as specified on the ‘Level of Service D Areas’ Map, page 6-11) subject to the timing and other limitations imposed by the Gilroy Urban Growth Boundary Initiative) to operate at LOS D or better. Exceptions to this standard will be allowed only where the City Council determines that the improvements needed to maintain the City’s standard level of service at specific locations are infeasible.

Policy 12.09
LOS and Air Quality. Maintain the City’s Standard Level of Service whenever feasible to minimize traffic congestion and thereby minimize exposure to carbon monoxide, since vehicles generate less air pollutant emissions at higher speed.

Policy 12.10
Land Use and Congestion. Promote land use planning that helps to reduce automobile trips, thereby reducing congestion and helping to achieve air quality goals. In particular, strive for a balance of jobs and housing in future development to provide Gilroy residents the opportunity to work within Gilroy, and reduce long distance commuting both to and from Gilroy. The jobs-housing balance must strive for parity in the total number of jobs to the total number of housing units, as well as in the salary ranges of jobs compared to the costs of housing prices and rents.
Policy 12.11  
**On-site Parking.** Ensure adequate on-site parking in new developments to meet the needs of residents, employees, and patrons, in keeping with the requirements of the City's Zoning Ordinance. For residents and businesses in the Downtown area, parking requirements should be determined in accordance with the provisions of the City's Downtown Parking Ordinance.

Policy 12.12  
**Shared Parking.** Encourage shared parking facilities where uses on the same or adjoining sites have parking requirements at different times of the day or week.

**Transit**

**GOAL:** Local and regional public transit systems that are responsive to the changing needs of Gilroy area residents.

Policy 13.01  
**Transit and Development.** Plan new residential and commercial development to fully accommodate, enhance, and facilitate public transit, including pedestrian and bicycle access to transit.

Policy 13.02  
**Park and Ride Lots.** Designate specific areas for Park and Ride lots, with supporting commercial and transit activities.

Policy 13.03  
**Transit-Oriented Development.** Encourage higher density residential and mixed use developments in close proximity to transit services, especially in the vicinity of the Downtown Caltrain station and multi-modal transit center.

Policy 13.04  
**Regional Transit Services.** Support regional transit operations that serve the Gilroy area through coordination of planning efforts and development policies that promote transit use.
**Bicycle and Pedestrian Circulation**

**GOAL:** Bicycling and walking as significant transportation modes, promoting personal health and recreational enjoyment while minimizing energy consumption and environmental degradation.

**Policy 14.01**

**Non-Auto Modes of Travel.** Emphasize non-auto travel modes of transportation as a key strategy for achieving air quality goals. For example, encourage bicycle riding to school from an early age by providing safer bikeways between residential areas and schools and encourage the schools to provide secured bike racks and/or lockers.

**Policy 14.02**

**Land Use Planning to Promote Walking and Biking.** Promote compact, mixed use development patterns that encourage pedestrian and bicycle travel and transit use. For example, providing commercial services such as day care centers, restaurants, banks and stores near employment centers can reduce auto trips by promoting pedestrian travel. Providing neighborhood commercial and park uses within residential developments can reduce short auto trips by making pedestrian and bicycle trips feasible. Support implementation of the Neighborhood Districts, infill development, and mixed use development in the Downtown for their potential air quality benefits, as well as their other community benefits.

**Policy 14.03**

**Bicycle and Pedestrian Paths and Facilities.** Correct deficiencies, expand existing facilities, and provide for the design of safer, convenient and attractive bicycle and pedestrian facilities whenever possible. Proposed roadways will be planned to accommodate bicycle traffic in accordance with the bikeway designations set forth in the City's Bicycle Transportation Plan. Similarly, greenbelts, linear parks, public easements and drainages reserved in public open space will be planned to accommodate bike and pedestrian traffic if they are so designated in the Bicycle Transportation Plan.
Policy 14.04
Crossings. Design street crossings to provide for the safety needs of bicyclists and pedestrians. River and other crossings by bridges will be designed to accommodate bike lanes or paths in accordance with the designations set forth in the Bicycle Transportation Plan. Bridges for the exclusive use of pedestrians and bicycles should be considered whenever barriers exist which impede convenient and safe access.

Policy 14.05
Private Development of Bike and Pedestrian Facilities. Involve private development in providing bikeways, pedestrian pathways, and support facilities when such facilities pass through or about a development site.

Policy 14.06
Traffic Impact Fee for Bikeway Improvements. Use the comprehensive traffic impact fee to finance General Plan bikeway improvements in conjunction with roadway improvements.
Implementing Actions

12 Traffic Circulation and Parking

Action 12.A
Functional Street and Highway Improvements. Adopt the functional street and highway improvements indicated in the General Plan Map to facilitate maintenance of the City's Standard Level of Service. The major circulation improvements are listed in the General Plan appendices.

Action 12.B
Future Alignment Planning. Plan and reserve proposed expressway, arterial, collector street and bicycle path alignments in advance of development in areas in which increased traffic will be generated. Development will be set back along the entire right-of-way (ROW) with sufficient width to accommodate anticipated future traffic requirements.

Action 12.C
Local Street Design in Residential Neighborhoods. Encourage residential street designs that discourage high speed and high volume through-traffic, while providing for roadway connections between adjacent residential subdivisions and multiple points of access to nearby collectors and arterials. Residential street designs should include sidewalks as part of an interconnected pedestrian circulation system (with the exception of hillside areas) and curbside planting strips for street trees (with the exception of cul-de-sacs and private streets). In accordance with actions recommended by the Bay Area Air Quality Management District, consider including these and other traffic calming strategies in the City's capital improvement program.

Action 12.D
Collector Street Design in Residential Neighborhoods. Design Collector Streets in new residential areas to ensure an even distribution of traffic, to maintain the City's Standard Level of Service, and to protect and enhance the quality of the residential area.
Transportation and Circulation

**Action 12.E**

**Access for Public Safety Vehicles.** Require dual access on all streets serving 26 or more dwelling units to facilitate access by public safety vehicles.

**Action 12.F**

**Parking Standards.** Ensure the provision of adequate on-site parking in new development in accordance with the parking standards in the Zoning Ordinance.

**Action 12.G**

**Downtown Parking District.** Use the Downtown Specific Plan process to address parking coordination and design issues in the Downtown, and update the City’s Downtown Parking Ordinance as necessary to ensure adequate parking facilities while maintaining the area’s pedestrian orientation.

**Action 12.H**

**Traffic Impact Fee.** Establish a comprehensive traffic impact fee for new development to be used to finance General Plan roadway improvements.

**Action 12.I**

**County Coordination.** Work with Santa Clara County to adopt official plan lines for all circulation facilities designated on the General Plan map that are within the jurisdiction of the County.

**Action 12.J**

**Signal Timing.** In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, continue and expand local signal timing programs.

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13 **Transit**

**Action 13.A**

**Park and Ride Land Set-asides.** Reserve land in the vicinity of the Monterey/Buena Vista intersection, Monterey/Masten-Fitzgerald intersection, and/or other suitable sites for potential park and ride lots to support ride-sharing and commuter bus service.
Action 13.B
Transit Oriented Development Downtown. Use the Downtown Specific Plan process to identify sites for potential Transit Oriented Development near the Downtown Caltrain station, and to identify strategies for encouraging such development.

Action 13.C
Interagency Cooperation for Transit Services. Work with the County of Santa Clara transit planning effort to plan for new rail and/or other express services to northern Santa Clara County and the rest of the Bay Area.

Action 13.D
Signal Preemption for Buses. In accordance with the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan, study signal pre-emption for buses on arterial streets with a high volume of bus traffic.

14 Bicycle and Pedestrian Circulation

Action 14.A
Trail and Pathway Implementation. Work with the County in implementing trails and bike paths planned locally as part of the County-wide network in the County Trails and Pathways Master Plan. New development along designated trail or bikeway corridors should be required to dedicate land and construct the designated facility.

Action 14.B
Bicycle Transportation Plan. The City should implement the comprehensive City Bicycle Transportation Plan. Developers shall be responsible for implementing planned bike paths/lanes within and along the frontage of their parcels.

Action 14.C
Bridge Crossings. Work with Caltrans and the Santa Clara Valley Water District to provide bike and pedestrian bridge crossings across the South Valley Freeway and drainage channels.
**Action 14.D**

**Bike Parking and Storage.** Work with the Valley Transportation Authority (VTA) to develop standards for providing bike racks and lockers at major transit stops, and encourage safe and adequate facilities for storing and locking bicycles at trip destinations such as business and employment centers, recreation areas, and major public facilities. New public institutions, shopping centers, industrial centers, apartments and condominiums should provide bicycle parking as well as automobile parking.

**Action 14.E**

**Easements for Pedestrian and Bicycle Access.** Encourage street patterns that provide direct access between neighborhoods for autos, pedestrians, and bicycles. Where access is not provided through the design of the street system, require developers to provide easements for pedestrian and bicycle access (e.g., between cul-de-sacs). Designate and design easements to ensure clear sight lines into and through the easement from adjacent roadways; to minimize maintenance requirements; and to address other security and adjacency issues. Easements should be provided at the ends of cul-de-sacs and other locations where they do not directly abut private property.

**Action 14.F**

**Road Surfacing.** Strive to 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.

**Action 14.G**

**Roadway Design.** Encourage the design of all future roads, bridges and facilities in residential and commercial areas to accommodate bicycle and pedestrian travel.

**Action 14.H**

**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 bike lanes.
Action 14.I
Bike Paths for Emergency Access. Design bike paths to be wide enough for emergency vehicles where other emergency routes do not exist, located and designed to enhance the personal safety of bicyclists. Use removable bollards or other devices to prevent vehicles other than emergency and maintenance vehicles from using the bike paths.

Action 14.J
Bikeway Planning and Design Criteria. Follow the criteria for bikeways outlined in the California Department of Transportation's publication Planning and Design Criteria for Bikeways in California.

Action 14.K
Bicycle and Pedestrian Improvements to Improve Air Quality. Implement the following bicycle-related improvements to implement the recommendations of the Bay Area Air Quality Management District in the 2000 Clean Air Plan:

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.
'LEVEL OF SERVICE D AREAS' MAP

COLLECTOR
ARTERIAL
EXPRESSWAY
FREEWAY
GRADE SEPARATION

ROADWAYS AT LOS D YEAR 2020 BOUNDARY

Gilroy 2020 General Plan

Higgins Associates
NOTE: WHEN BIKE LANE AND PATHS ARE BOTH ON THE SAME ROAD SECTION, NO LANE IS NECESSARY ON THE SIDE OF THE ROAD WHICH HAS THE PATH.