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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.

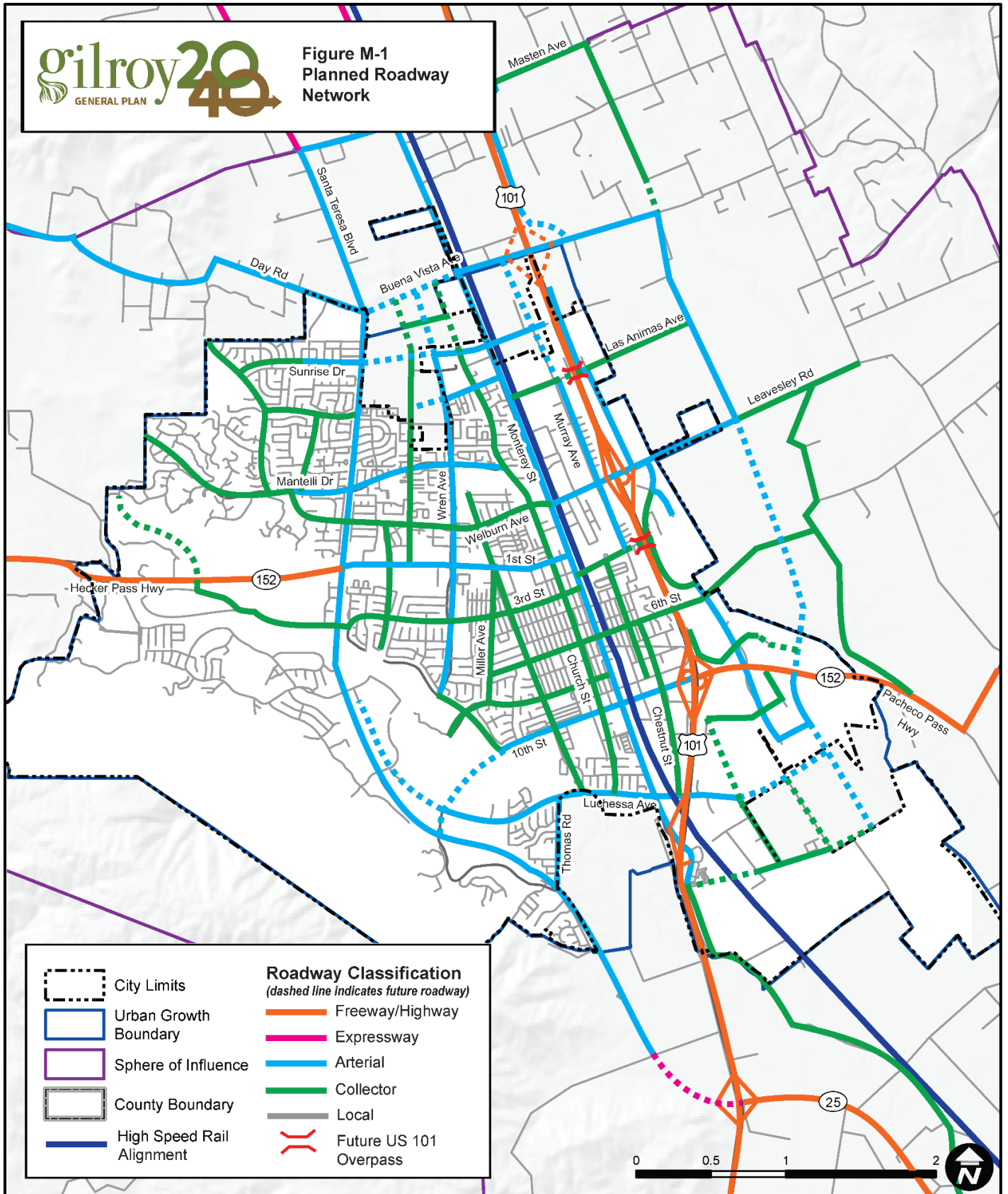
Changes to the Bicycle Network do not require a General Plan amendment.

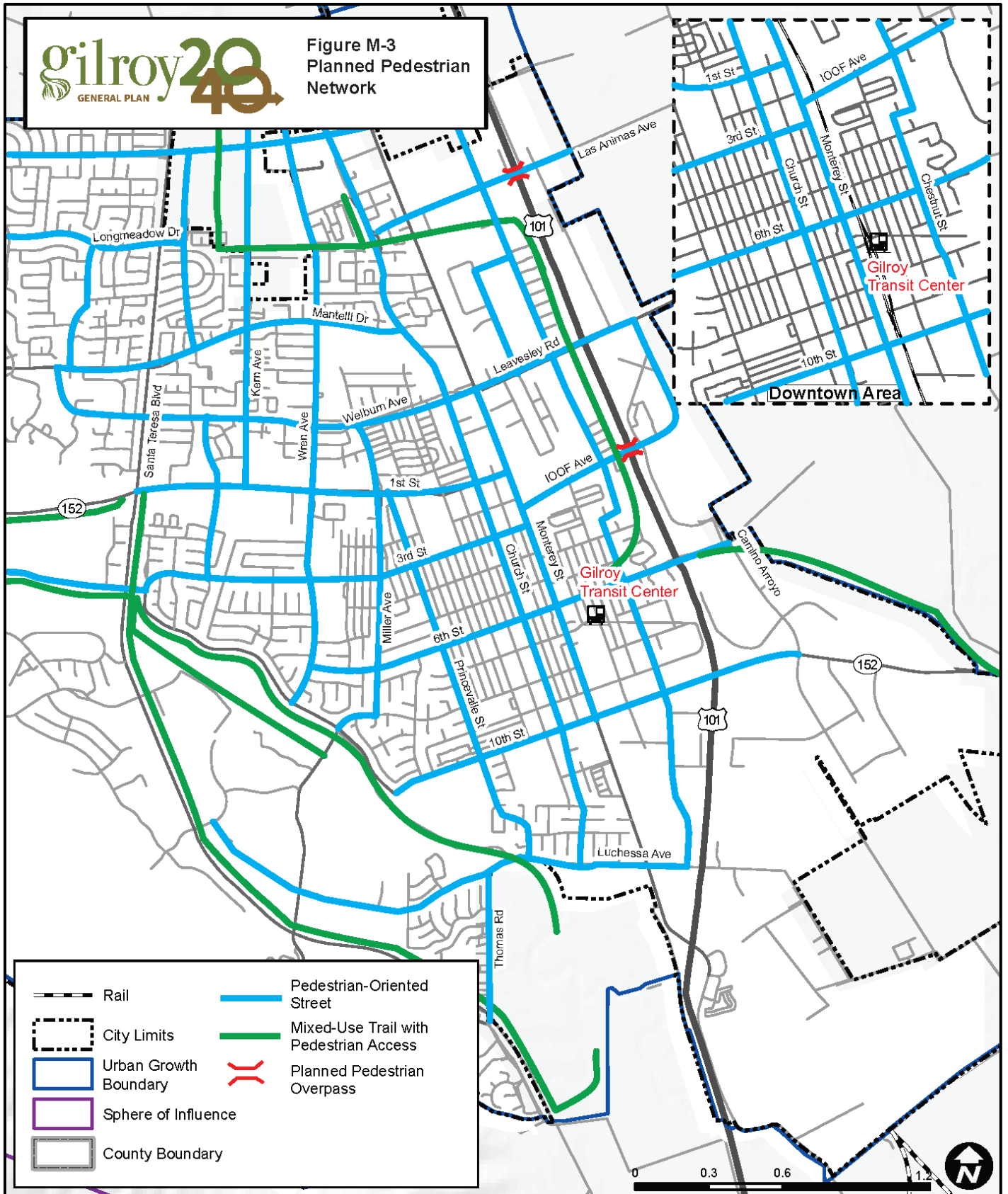
- **Figure M-3: Planned Pedestrian Network.** This figure identifies the network of pedestrian routes that are planned to serve the future land uses within the city. Two categories of pedestrian routes are planned:
 - a) Pedestrian-Oriented Street – A street which provides efficient walking corridors 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.
 - 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.

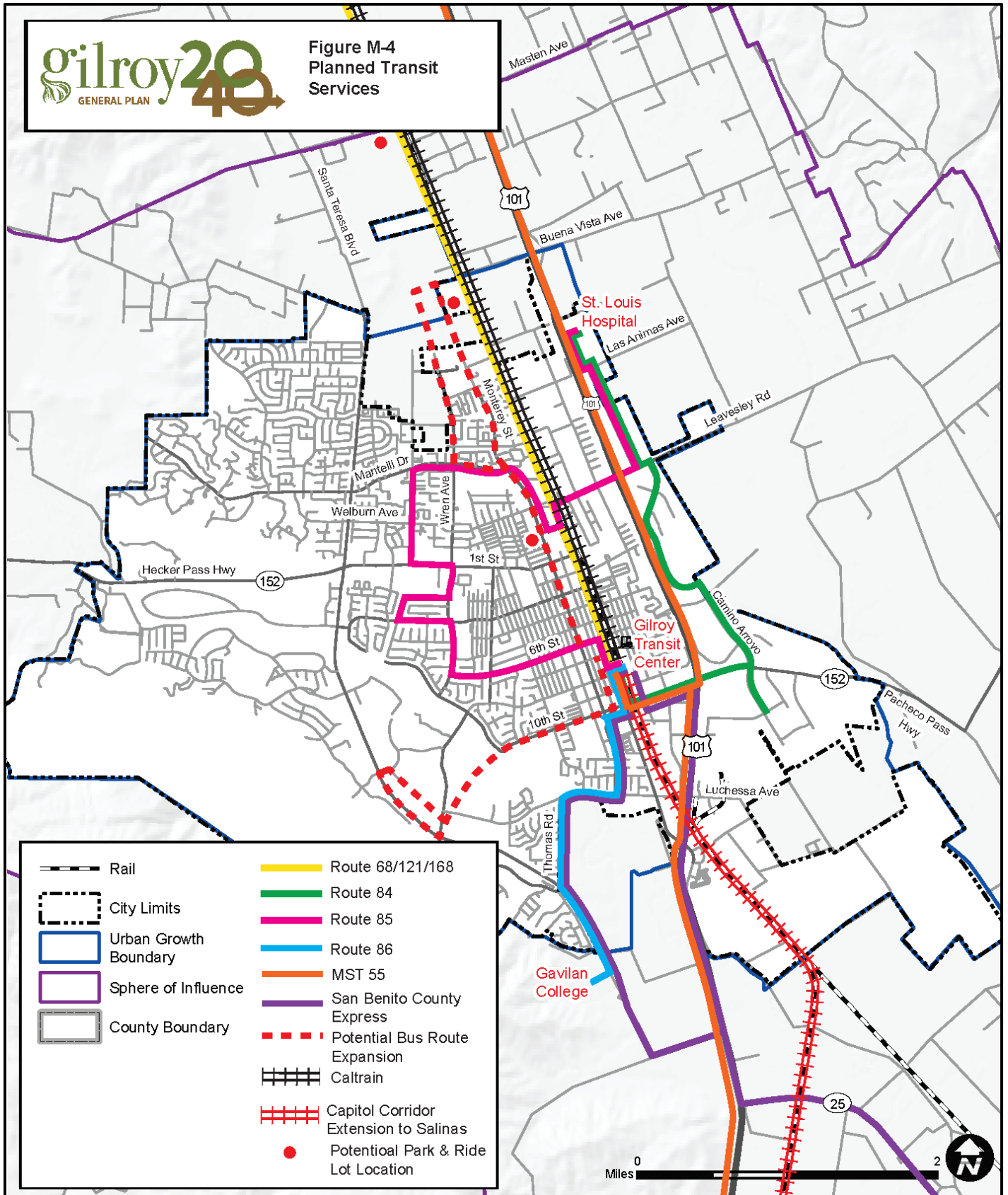
- **Figure M-4: Planned Transit and Intercity Transportation Network.** This figure identifies the network of existing and proposed bus, commuter rail (Caltrain), and passenger bus (Amtrak) stations and routes that are planned to serve the future land uses within the city. Changes to the Planned Transit and Intercity Transportation Network are subject to transit provider modifications and do not require a General Plan amendment.

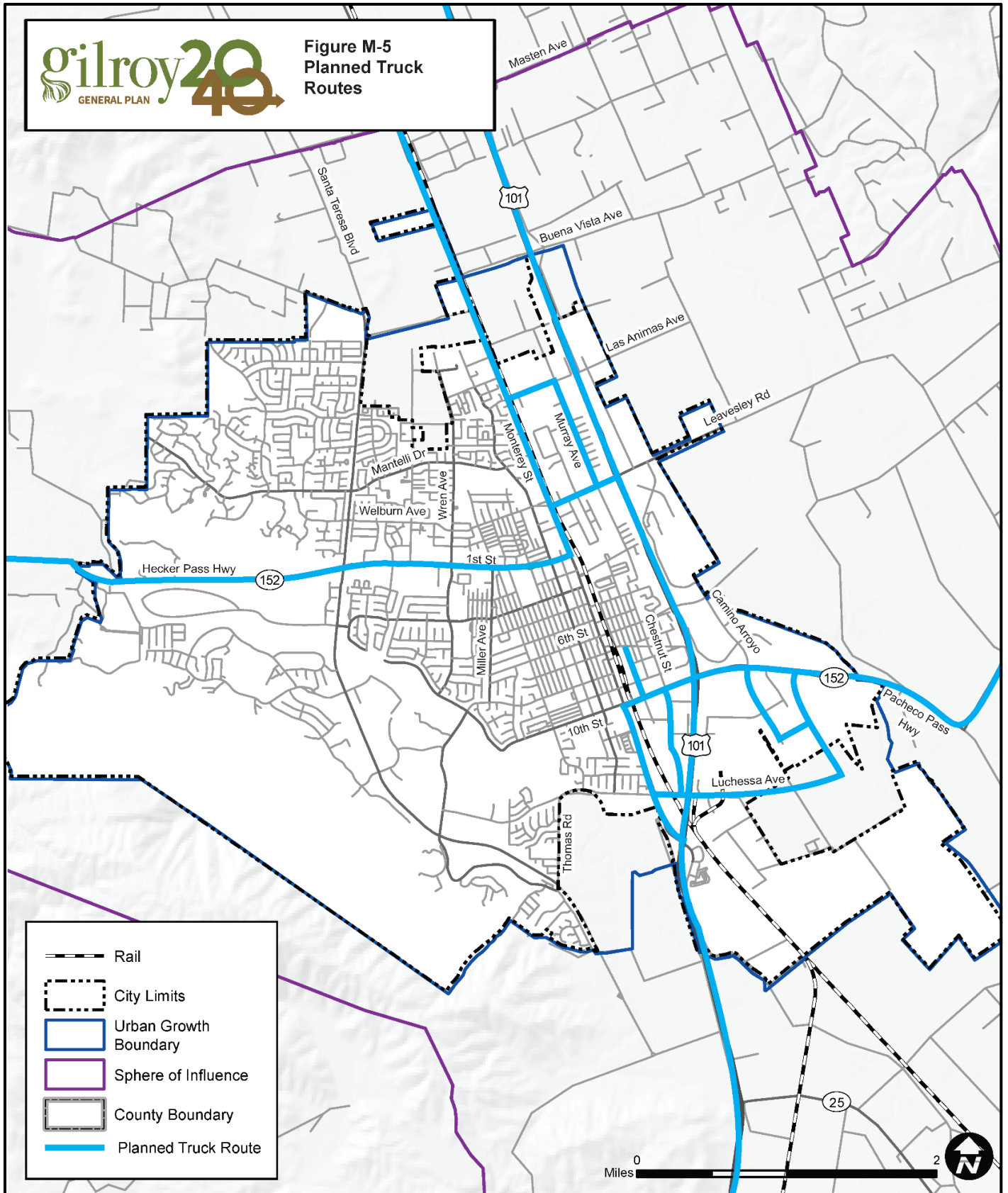
- **Figure M-5: Planned Trucking and Freight Rail Network.** This figure identifies the network of existing and proposed truck routes and freight rail lines that are planned to serve the future land uses within the city. Truck routes are key goods movement corridors and are important to the Gilroy economy. 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.





**Figure M-4
Planned Transit Services**





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. Additional General Plan policies regarding the Gilroy station may be developed when the California High Speed Rail project plans are approved by the State.

Goal M 1

Provide for a safe and efficient transportation system that serves all users.

M 1.1 Transportation Network

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

M 1.4 Residential Traffic

Protect residential streets from excess traffic. **SO**

M 1.5 Transportation Network Connectivity

Develop a transportation network that connects users of all modes to destinations in Gilroy. **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. **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. **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. **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). **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. **RDR**
- M 1.11 Planned Major Streets Through Non-Urban Areas**
 Planned Arterial and Collector Streets traversing land located outside the Urban Service Area with non-urban land use designations are not intended to serve urban uses, but rather to provide transportation capacity for future planned urban land uses. Such roadways will be designed with limited access to adjacent properties. **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. **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. **RDR FB**

M 1.14 Transportation Demand Management Program

Review and update the Transportation Demand Management program for consistency with Gilroy 2040 General Plan and Valley Transportation Authority Vehicle Miles Traveled reduction strategies. **MPSP**

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.

M 2.1 Serving All Users

Provide safe, consistent, and convenient travel along and across streets to serve all users, including pedestrians, the disabled, bicyclists, motorists, movers of commercial goods, and users and operators of public transportation.

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. **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. **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. **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. **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. **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. **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.

M 3.1 Roadway Design

Encourage the design of all future roads, bridges, and facilities to accommodate bicycle and pedestrian travel. **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. **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 in a transportation analysis or environmental review process. **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). **SO**

M 3.5 Bicycle and Pedestrian Transportation Plan

Maintain and implement a Bicycle and Pedestrian Transportation Plan and Mobility Diagrams M-2 and M-3 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. **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. **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 and Pedestrian 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. **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. **MPSP**

- M 3.9 Bicycle Parking**
 Require adequate short- and long-term bicycle parking for all land uses except for single-family residential uses. **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. **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. **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 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. Facilitate completion of segments of regional trails within Gilroy, such as the Bay Area Ridge Trail, along with possible trailheads. **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. **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. **IGC**
- 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. **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. **MPSP**

M 3.17 Traffic Impact Fee for Bicycle/Pedestrian Improvements

Support and finance the construction of pedestrian and bicycle improvements specified in the Mobility Diagrams by using the comprehensive traffic impact fee. **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. **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), TAMC (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.

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. **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. **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. **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. **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

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.

populations, including senior citizens and the mobility impaired. These services should connect to VTA and Caltrain transit systems. **JP**

M 4.6 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. **IGC**

M 4.7 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. **JP**

M 4.8 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. **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.

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 LOS D areas within City include the Gilroy Premium outlets, Gilroy Crossings, and Regency Commercial areas. 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 **RDR** **MPSP**

M 5.2 Safe Travel

Provide roadways to allow for the safe travel of all vehicles, pedestrians and bicyclists. **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. **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. **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. **SO**

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. **SO**

M 5.7 Traffic Calming

Continue to implement traffic calming measures that discourages speeding and cut-through traffic in neighborhoods. **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. **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. **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. **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. **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. **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. **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. **RDR**

M 5.15 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.

RDR JP

M 5.16 Parking Lot Landscaping

Establish standards for landscaping and trees in new parking lots and encourage retrofit and enhancements of existing lots. **MPSP**

M 5.17 Transportation Fee Ordinance

Require proposed new development to pay for on-site improvements to meet the needs of the development and its proportionate share of the costs for mitigating cumulative traffic impacts within the City of Gilroy. Use the Transportation Fee Ordinance to finance necessary off-site improvements equitably, including intersection and street improvements to maintain intersection levels of service, traffic safety improvements and improvements to reduce single occupant vehicle trips such as bicycle system enhancements, pedestrian improvements, and trip reduction measures. **RDR**

M 5.18 Traffic Studies

Require site-specific traffic studies for proposed new development that may result in a cumulative intersection level of service exceeding the acceptable level established in Policy M 5.1, create safety hazards, or other substantial impacts on the circulation system. **RDR**

M 5.19 Roadway Improvements Prioritization and Timing

Roadway improvements shall be periodically prioritized to be correlated with the distribution and pace of new development and to reflect the degree of need for mitigation. **MPSP**

M 5.20 Exceeding the Acceptable Level of Service

In addition to paying the transportation impact fee, proposed new development project must fund off-site circulation improvements which are needed as a result of project generated traffic, if:

- a) The level of service at the intersection drops below the level of service standard established by Policy M 5.1 when the project traffic is added,

and

- b) An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and
- c) The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program (CIP) from the date of application approval.

Off-site improvement costs may be reimbursed by the City if a reimbursement program is established throughout the timeframe of the City's Transportation Circulation Master Plan or at the time when the improvement was initially scheduled. **RDR**

M 5.21 Traffic Signal Installation

Require proposed new development to fund or install signalization at off-site unsignalized intersections if warranted based on a traffic analysis to determine the need for signalization that includes consideration of both existing and projected traffic and pedestrian volumes, traffic delays and interruptions, accident history, and proximity of sensitive land uses, such as schools. **RDR**

M 5.22 Roadway Improvement Right-of-Way Dedication

Require proposed new development to dedicate right-of-way, as shown in Appendix D, necessary for improvements to roadways on which the new development fronts. **RDR**

M 5.23 Bikeway Right-of-Way Dedication

Require proposed new development to dedicate right-of-way for bike lanes and paths shown on Figure M-2, where if the new development fronts on the planned bikeway or contributes to the need for the bikeway improvement. **RDR**

M 5.24 Trails Master Plan

Update the City's Trails Master Plan every five years to ensure it reflects the needs and current conditions, prioritizes capital improvement projects that creates and maintains a safe and logical bikeways system, provides adequate

bicycle parking, supports the City's Complete Streets Policy, and is coordinated with the countywide system. **RDR**

M 5.25 Pedestrian Circulation

Develop a pedestrian master plan and prioritized capital improvement program that creates and maintains a walkable environment in Gilroy and supports the City's Sustainable Transportation Actions. **RDR**

M 5.26 Pedestrian Facilities Adjacent to New Development

Require proposed new development to provide new or repair existing pedestrian facilities along project street frontages, including sidewalks, wheelchair ramps. Require that utility poles, signs, street lights, and street landscaping on sidewalks along project frontages be placed and maintained to permit wheelchair access and pedestrian use.

M 5.27 Pedestrian Safety

Prioritize pedestrian safety in the design of intersection and other roadway improvements. **RDR**

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 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.

M 6.1 Truck Routes

Maintain and update information regarding commercial truck routes as needed to ensure the needs of business are met while minimizing potential adverse impacts to the rest of the community. **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. **MPSP**

M 6.3 Goods Movement by Rail

Coordinate with railroad operators to facilitate the transport by rail of goods through the city. **RDR JP**

M 6.4 Residential Uses Along Truck Routes

Limit residential development along designated truck routes or design the development to reduce truck traffic impacts on residents. **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.

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. **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. [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. [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. [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. [IGC](#)

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. [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. [IGC](#)

Implementation Programs

Table 3-1: Mobility Implementation Programs	2021-2023	2024-2028	2029-2040	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.</p> <p>Implements Policies: M 1.3, M 2.2, M 3.8</p> <p>Responsible Department: Public Works</p>	X	X	X		
<p>2. Traffic Impact Fee Maintain traffic impact fees for new development, with the funds used to finance roadway and trail improvements. The fees should be reviewed annually.</p> <p>Implements Policy: M 1.10</p> <p>Responsible Department: 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.</p> <p>Implements Policy: M 3.5</p> <p>Responsible Department: Public Works</p>	X	X	X		

Table 3-1: Mobility Implementation Programs	2021-2023	2024-2028	2029-2040	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 and pedestrian 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. <p>Implements Policy: M 3.10 Responsible Department: Public Works</p>	X				X

Table 3-1: Mobility Implementation Programs

	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p>5. 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 Policy: M 5.4 Responsible Departments: Community Development and Public Works</p>	X				
<p>6. Signal Timing Maintain and expand its local signal timing programs, in accordance with the recommendations of the Bay Area Air Quality Management District.</p> <p>Implements Policy: M 5.5 Responsible Department: Public Works</p>					X

Table 3-1: Mobility Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p>7. 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.</p> <p>Implements Policy: M 5.5 Responsible Department: Public Works</p>	X				
<p>8. 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.</p> <p>Implements Policy: M 5.7 Responsible Department: Public Works</p>	X				X
<p>9. Parking Standards Review and update parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use developments.</p> <p>Implements Policies: M 5.10, M 5.11, M 5.12 Responsible Departments: Community Development and Public Works</p>	X				

Table 3-1: Mobility Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p>10. Commercial Truck Routes Review and update 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.</p> <p>Implements Policy: M 6.1 Responsible Department: Public Works</p>	X				
<p>11. Average Vehicle Ridership Goals Update the average vehicle ridership goal for Gilroy for the year 2040 to achieve and measure progress towards a net increase in the use of commute alternatives and a reduction in vehicle trips.</p> <p>Implements Policy: M 1.12 Responsible Department: Community Development and Public Works</p>		X			

Table 3-1: Mobility Implementation Programs	2021-2023	2024-2028	2029-2040	Annual	Ongoing
<p>12. Update Municipal Code Update Municipal Code Chapter 25B to provide guidance to project applicants in identifying possible project-specific Transportation Demand Management measures that can be implemented to reduce Vehicle Miles Traveled and increase bicycle and pedestrian opportunities and vehicle ridership as part of the development review process, list Transportation Demand Management services and incentives that can be implemented by employers that reduce trips, and establish a five-year review cycle to measure the efficacy of program objectives and adjust the program as needed.</p> <p>Implements Policies: M 1.12, M 1.14</p> <p>Responsible Department: Community Development and Public Works</p>		X			
<p>13. Traffic Impact Fee Study Because the revenues derived from the Transportation Fee Ordinance offset only a small portion of the total costs of roadway improvements and are typically used to pay for the less substantial mitigations, the City will prepare a Traffic Impact Fee study to explore options for making up the deficit in situations where a proposed new development project is determined to cause a level of service degradation below the City’s goal. Options may include a requirement that the new development pay the full cost of off-site traffic improvements through the level of service assessment process, in addition to paying the impact fee, with a possible provision for reimbursement by the City.</p> <p>Implements Policies: M 5.1</p> <p>Responsible Department: Public Works</p>	X				