

6 TRANSPORTATION ELEMENT

A. *Introduction*

This Element addresses various aspects of transportation including the hierarchy of highways, roadway capacity, hillside circulation, cut-through traffic, and public transit. This element also addresses a convenient, safe, and accessible trails and bikeways system that promotes alternative modes of transportation such as walking and bicycling. When designing or making improvements to the circulation system, the Town shall conserve prominent land forms, minimize the removal of trees, minimize grading, and ensure that proposed infrastructure, parking, and street improvements are well landscaped and compatible with the surrounding neighborhoods and undeveloped areas.

The goals, policies, and actions in the Transportation Element are consistent and interdependent with the other elements of the General Plan. This Element meets State-mandated requirements.

The Transportation Element includes the following sections:

- ◆ **Introduction:** A description of the contents of the Transportation Element.
- ◆ **Roadway System and Standards:** Definitions and descriptions of the types of roadways and service standards for Los Gatos.
- ◆ **Existing Transportation Conditions:** A description of traffic operations in Los Gatos.
- ◆ **Other Transportation Networks and Facilities:** Descriptions of bikeways and trails, truck routes, rail, bus, paratransit, parking facilities, and pedestrian facilities.
- ◆ **Planned and Proposed Transportation Improvements:** Descriptions of planned and proposed transportation improvements for regional and local transportation infrastructure in Los Gatos.
- ◆ **Goals, Policies, and Actions:** A list of goal, policy, and action statements that are intended to improve transportation and circulation in Los Gatos.

B. Roadway System and Standards

This section describes the regional highway system, local circulation system, and level of service standards for Los Gatos. The functional roadway classifications described in this section are illustrated on Figure TRA-1.

1. Regional Highway System

Three major highways—Highways 9, 17, and 85—run through Los Gatos and create two major interchanges, one in the northern end of Los Gatos and one in the southern end. Highway 17 runs north-south through Los Gatos, connecting to San Jose and Santa Cruz and providing regional access to Interstate 880 and Highway 85. Highway 9 runs east-west through the southern end of Los Gatos, connecting to Highway 17, and south through the Santa Cruz Mountains to Highway 1. Highway 85 runs east-west through the northern end of Los Gatos and provides regional access to Highway 101 and south San Jose, Interstate 280, Interstate 880/Highway 17, and Highway 87 (Guadalupe Freeway).

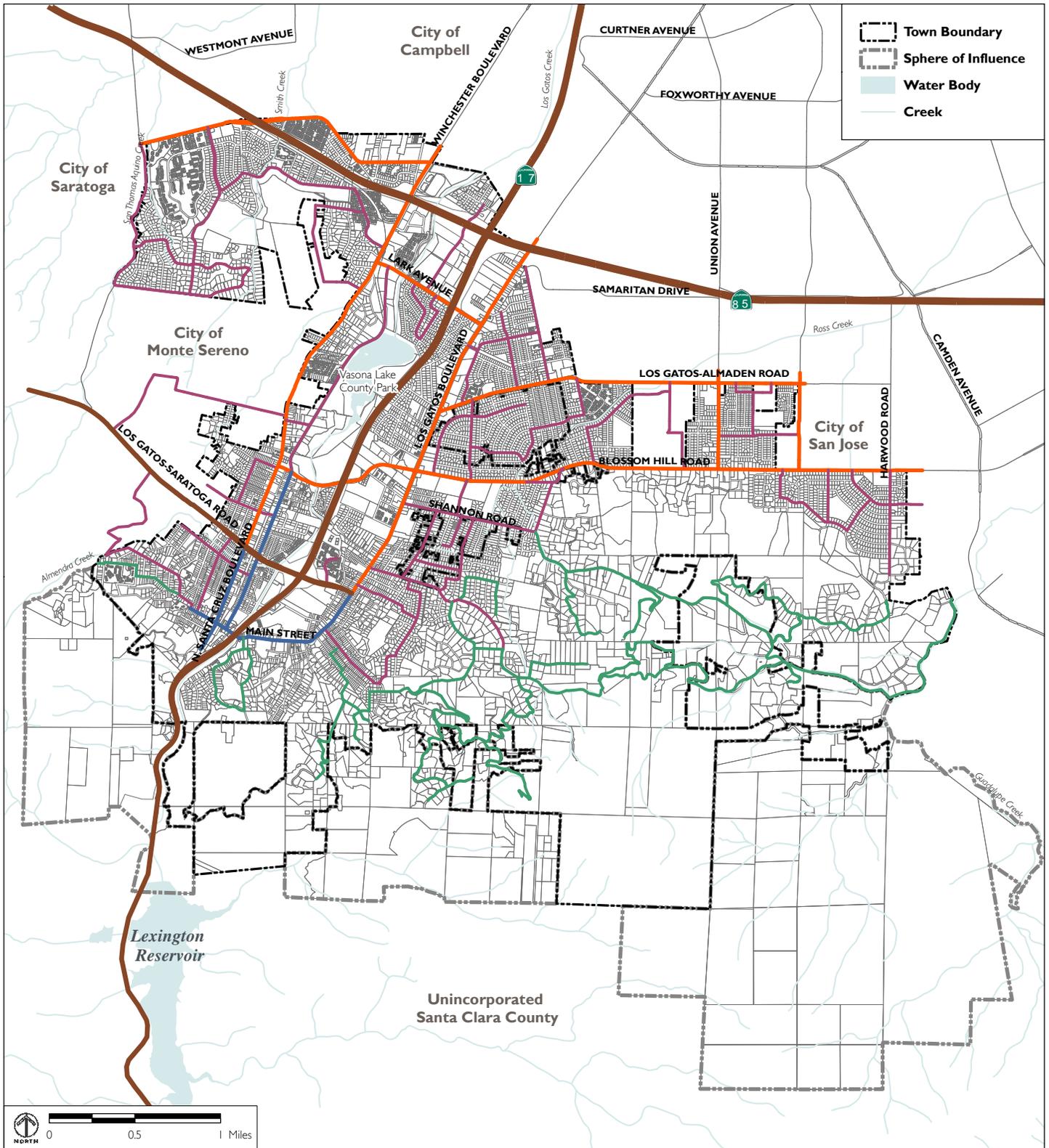
2. Functional Classifications of the Local Circulation System

In Los Gatos, the local street system is organized in a hierarchy of six types of roadways. Arterial streets, collector streets, neighborhood collector streets, hillside collector streets, local streets, and special design streets augment the regional highway system by serving local automobile traffic. This hierarchy is based on the degree of mobility and amount of local access provided by a roadway.

a. Arterial Streets

Arterial streets are designed to facilitate two or more lanes of traffic in each direction and provide intra-community travel and access to the county-wide highway system. Arterial streets may be divided by a median island that controls left turns and provides lanes for left-turn movements. Access to community arterials should be provided at collector roads and local streets.

An arterial street serves a large volume of vehicular traffic with intersections at grade and generally has direct access to abutting property, with geometric



Source: Town of Los Gatos, 2008.

- Highway
- Arterial
- Collector
- Neighborhood Collector
- Hillside Collector

FIGURE TRA-1

FUNCTIONAL CLASSIFICATION OF ROADWAYS

design and traffic control measures used to expedite the safe movement of through traffic. Examples of arterial streets include Los Gatos Boulevard and Blossom Hill Road.

b. Collector Streets

A collector street provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network. Collectors serve abutting property and carry traffic to the other collectors and arterials. Examples of collector streets include Main Street and North Santa Cruz Avenue.

c. Neighborhood Collector Streets

A neighborhood collector street is located in an identifiable neighborhood and carries traffic that is predominantly generated within that neighborhood. Examples of neighborhood collector streets include Shannon Road and Wedgewood Avenue.

d. Hillside Collector Streets

A hillside collector street serves abutting property in the hillside areas, carrying traffic to arterial streets or other collectors. The cross-section of the hillside collector is dictated by grade, topography, and the presence of biological resources. In general, two lanes with or without sidewalks along one side (depending on topography) are provided. College Avenue is an example of a hillside collector street.

e. Local Streets

Local streets provide for neighborhood traffic movement with direct access to abutting property. These streets carry traffic from individual properties to collector and arterial streets, and are designed to discourage through traffic. Most of the residential streets in Los Gatos fall into this category.

f. Special Design Streets

Special design streets are utilized where warranted by unique land use, circulation conditions, or environmental conditions. These streets can either be

arterial streets, collectors, existing local hillside streets, or scenic residential streets. Their design will take into consideration the following features:

- ◆ Retention of existing physical amenities;
- ◆ Protection of existing trees within the existing right-of-way; and
- ◆ Special treatment of transition sections when conforming to standard street sections.

Examples of special design streets in Los Gatos include North Santa Cruz Avenue and Montebello Way.

3. Level of Service Standards

Level of service is a scale that measures the amount of auto traffic that a roadway or intersection accommodates, based on such factors as maneuverability, driver dissatisfaction, and delay at intersections. The Town of Los Gatos utilizes the level of service measurements established for Santa Clara County by the VTA. Based on these measurements, it is possible to determine the impact of auto traffic at intersections throughout the Town.

Levels of service are best represented by a letter scale that ranges from level of service (LOS) A to LOS F. As shown in Table TRA-1, LOS A represents the fastest flow of traffic and LOS F represents significantly congested conditions. LOS D is an acceptable level of traffic operation at intersections in Los Gatos.

C. Existing Transportation Conditions

Los Gatos is a member of the Santa Clara County Congestion Management Agency (CMA). The primary goals of the CMA are to increase the efficiency of existing transit and roadway systems, plan the best capital improvements to these systems, and improve the local land use decision-making process. The CMA prepares and the Santa Clara Valley Transportation Authority (VTA) adopts the biennial Congestion Management Program (CMP). The CMP is a comprehensive program designed to reduce traffic congestion, enhance the effectiveness of land use decision-making and improve air quality.

TABLE TRA-1 INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service (LOS)	Description	Average Control Delay Per Vehicle	
		Signalized (sec/veh.)	Unsignalized (sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop-and-go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Source: Transportation Research Board, *Highway Capacity Manual 2000*, National Research Council, 2000.

There are five CMP routes in Los Gatos: Highways 9, 17, and 85; Los Gatos Boulevard from Highway 85 to Lark Avenue; and Lark Avenue from Los Gatos Boulevard to Highway 17. There are three CMP intersections in Los Gatos that are reviewed annually in conformance with CMP requirements: Lark Avenue and Los Gatos Boulevard; Highway 9 and Santa Cruz Avenue; and Highway 9 and University Avenue.

In accordance with the CMP’s transportation impact analysis guidelines, any land use project that generates 100 or more new peak hour trips must be submitted to the CMA to ensure that the additional traffic impact is mitigated

on any road or intersection, regardless of jurisdiction. In accordance with Town policy, any land use project that adds 20 or more new peak hour trips is required to prepare a comprehensive traffic analysis report.

Traffic operations, under current traffic conditions, were evaluated at 38 signalized and unsignalized intersections selected by Town staff. Traffic volumes were collected during the school year during weekday AM and PM peak periods, which are from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., respectively. Results of the level of service analysis are presented in Table TRA-2, along with the minimum jurisdictional standard for acceptable level of service and current traffic control at each intersection. According to evaluation results, the intersection of Lark Avenue and University Avenue does not currently satisfy operational standards. Detailed evaluation results are included in the Los Gatos 2020 General Plan EIR.

D. Other Transportation Networks and Facilities

1. Trails and Bikeways

Los Gatos contains several multi-use trails and bikeways, which provide important connections and recreational opportunities for residents and visitors. Figure TRA-2 indicates the locations of existing and proposed bikeways and multi-use trails within Los Gatos. Los Gatos has several bikeway types and trails, described below.

- ◆ **Class I Paved Multi-Use Trail:** A Class I Multi-Use Trail is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation.
- ◆ **Class II Paved Bike Lanes:** Class II Bike Lanes are preferential use areas within a roadway designated for bicycles.
- ◆ **Class III Paved Bike Routes:** Class III Bike Routes are signed bike routes that provide a connection through residential, downtown, and rural/hillside areas to Class I and Class II bike lanes. Bike Routes serve as transportation routes within neighborhoods to parks, schools, and other community amenities.

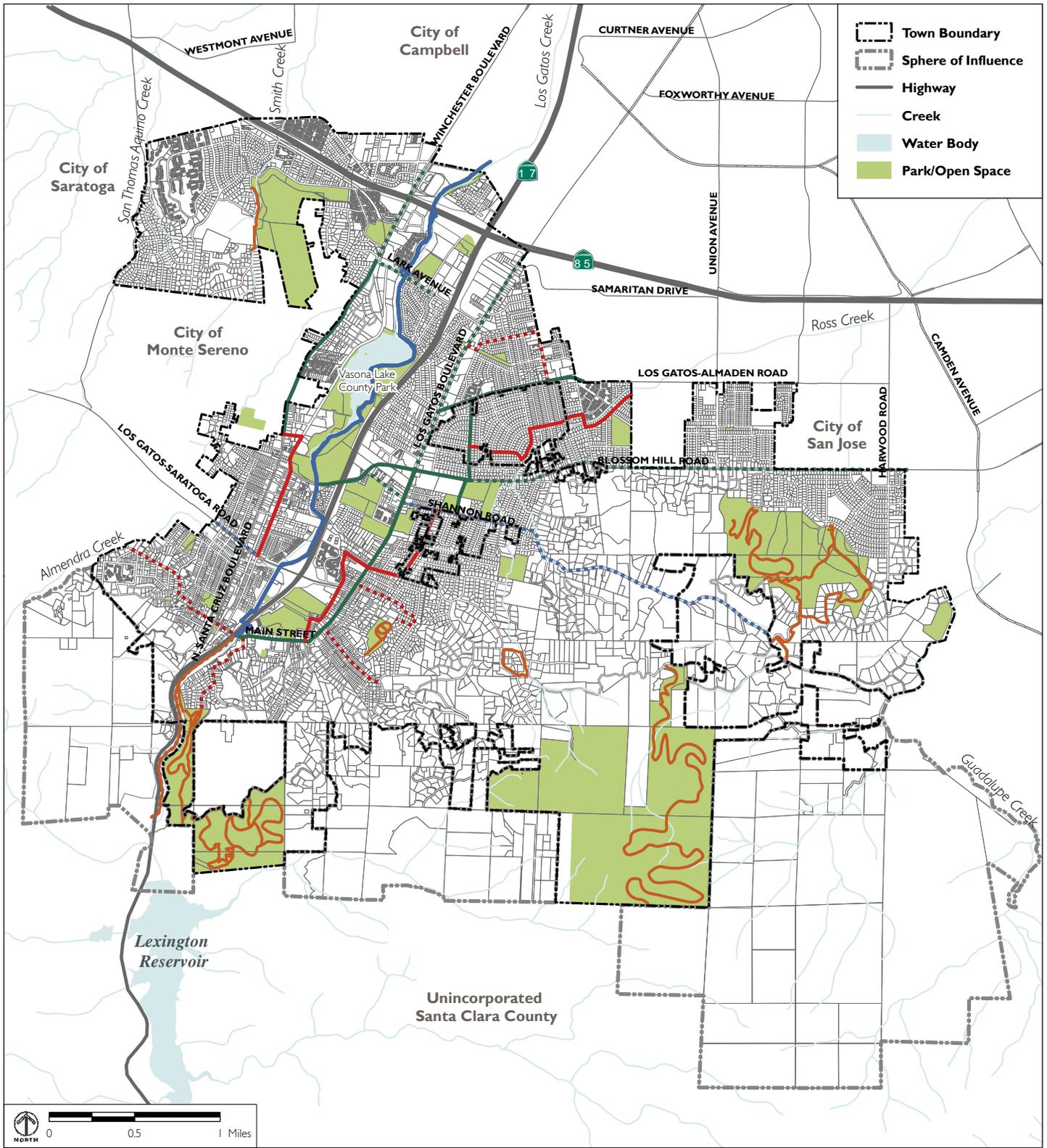
TABLE TRA-2 EXISTING LEVEL OF SERVICE SUMMARY

Int. #	Intersection	Control	Criteria	LOS	Existing AM	Existing PM	Critical Approach(es)	
					Delay (Sec- onds)	Delay (Sec- onds)		
1	Winchester Blvd. and Knowles Dr.	Signal	D	C	28.9	D+	36.3	NB, SB
2	Winchester Blvd. and Hwy 85 NB On Ramp	Signal	D	B	12.3	B	17.9	SB
3	Winchester Blvd. and Hwy 85 NB Off Ramp	Signal	D	B	17.1	B	13.3	NB
4	Winchester Blvd. and Lark Ave.	Signal	D	C	24.2	C+	21.7	WB, SB
5	Lark Ave. and Oka Rd.	Signal	D	B-	18.4	C+	20.3	WB
6	Lark Ave. and Hwy 17 SB Ramps – Garden Hill Dr.	Signal	D	C	26.7	C	29.1	WB, EB
7	Lark Ave. and Hwy 17 NB Ramps	Signal	D	B	17.4	D	39.4	WB
8	Los Gatos Blvd. and Samaritan Dr.	Signal	D	D	39.4	D	39.0	NB, WB
9	Los Gatos Blvd. and Lark Ave.	Signal	D	D+	36.3	D+	38.2	NB, EB
10	Los Gatos Blvd. and Blossom Hill Rd.	Signal	D	C	30.2	C-	33.5	WB
11	Los Gatos Blvd. and Roberts Rd. – Shannon Rd.	Signal	D	C	31.0	C+	20.9	SB, NB
12	Los Gatos Blvd. and Van Meter School	Signal	D	B	16.0	A	8.4	SB
13	Los Gatos Blvd. and Kennedy – Caldwell	Signal	D	C	27.7	C	24.1	NB
14	Los Gatos Blvd. and Los Gatos – Saratoga Rd.	Signal	D	C-	32.2	D	45.9	SB
15	Los Gatos - Saratoga Rd. and University Ave.	Signal	D	C+	22.0	C	29.2	EB
16	W. Main St. and University Ave.	Signal	D	B-	19.1	C	23.5	WB, EB
17	Santa Cruz Ave. and W. Main St.	Signal	D	C	25.6	C	28.2	NB
18	N. Santa Cruz Ave. and Los Gatos – Saratoga Rd.	Signal	D	D	41.8	D+	38.6	WB, EB
19	Santa Cruz – Winchester Blvd. and Blossom Hill – Mariposa Ave.	Signal	D	C	31.7	C	29.5	WB, NB
20	Blossom Hill Rd. and E. Roberts Rd.	Signal	D	C	23.0	B	14.2	EB

TABLE TRA-2 EXISTING LEVEL OF SERVICE SUMMARY (CONTINUED)

Int. #	Intersection	Control	Criteria	LOS	Existing		Critical Approach(es)	
					AM	PM		
					Delay (Sec- onds)	LOS	Delay (Sec- onds)	
21	Blossom Hill Rd. and Cherry Blossom Lane	Signal	D	B	17.3	B	13.2	WB
22	Blossom Hill Rd. and Union Ave.	Signal	D	B-	18.1	D	47.1	WB, EB
23	Los Gatos – Almaden Rd. and Union Ave.	Signal	D	D+	38.0	D+	37.6	WB, SB
24	Winchester Blvd. and Daves Ave.	Signal	D	B-	19.0	B	16.4	SB
25	Lark Ave. and University Ave.	Two- Way	D	A	9.4	F	71.7	NB
	<i>Worst Case Approach – Northbound</i>	Stop	D	F	115.6	F	487.4	
26	Pollard Rd. and More Ave.	Signal	D	C	24.0	B-	19.6	WB, EB
27	Knowles Dr. and Dardanelli Lane	Signal	D	B+	10.5	B	16.0	WB, EB
28	Winchester Blvd. and Wimbledon Dr.	Signal	D	C+	21.0	B	15.5	NB, SB
29	Los Gatos Blvd. and Hwy 85 SB Ramps	Signal	D	C	23.2	C+	20.0	NB
30	Los Gatos Blvd. and Garden Gateway	Signal	D	B-	19.7	B	17.3	NB, SB
31	Los Gatos Blvd. and Los Gatos Village Square	Signal	D	A	8.9	B	13.2	NB, SB
32	Los Gatos Blvd. and Almaden Rd. – Chirco Dr.	Signal	D	C	25.6	C	25.2	NB
33	N. Santa Cruz Ave. and Andrews St.	Signal	D	B	14.1	B	16.5	SB, NB
34	Blossom Hill Rd. and University Ave.	Signal	D	C+	20.8	C+	22.4	WB, EB
35	Blossom Hill Rd. and W. Roberts Rd.	Signal	D	B	14.2	B	17.0	WB, EB
36	Blossom Hill Rd. and Leigh Ave.	Signal	D	A	9.5	B-	18.3	WB, EB
37	Blossom Hill Rd. and Harwood Rd.	Signal	D	B	14.8	B	16.4	WB, EB
38	Los Gatos – Almaden Rd. and National Ave.	Signal	D	B	12.1	B-	19.1	WB, EB

Source: Kimley-Horn and Associates, Inc., 2010.



Source: Town of Los Gatos, 2008; DC&E, 2007; Midpeninsula Regional Open Space District, 2008



FIGURE TRA-2

BIKEWAYS AND MULTI-USE TRAILS

- ◆ **Unpaved Recreation Trails:** An unpaved recreation trail is a semi-natural trail used by pedestrians, equestrians, and/or bicycles that should provide connections to Open Space District or Santa Clara County trail systems.

i. Los Gatos Bikeways

Los Gatos also contains on-street bikeways that enable bicyclists to travel within the community, as well as connect to larger trail networks. Class II bikeways are striped bike lanes that give bicyclists shared use of the roadway. Class III bike routes share the roadway with vehicular traffic and include signs to direct bicyclists and drivers.

ii. Los Gatos Creek Trail

As a dedicated pathway for non-motorized activities and with a minimum width of 8 feet to accommodate two-way travel, the portion of the Los Gatos Creek Trail north of where Main Street intersects Highway 17 is the only recognized Class I bikeway in Los Gatos. South of the Main Street-Highway 17 intersection, the Los Gatos Creek Trail becomes an unpaved, multi-use trail leading to Lexington Reservoir.

iii. Open Space Trails

In addition to the Los Gatos Creek Trail, all of the open space areas, as well as some of the Town's parks, contain trails that are appropriate for hiking, biking, jogging, horseback riding, and other informal non-motorized activities. These trails are located in Belgatos Park, Novitiate Park, Worcester Park, the Heinz Open Space, Santa Rosa Open Space Area, St. Joseph's Hill Open Space Preserve, and the Sierra Azul Open Space Preserve.

2. Truck Routes

The following roadways provide truck routes through Los Gatos:

- ◆ Highway 17
- ◆ Highway 85
- ◆ Los Gatos Boulevard
- ◆ Winchester Boulevard
- ◆ Los Gatos – Almaden Road
- ◆ Blossom Hill Road
- ◆ Los Gatos – Saratoga Road (Highway 9)
- ◆ Lark Avenue

3. Freight Rail System

Union Pacific Railroad tracks run through the northwest corner of Los Gatos, immediately south of Highway 85 and east of Winchester Boulevard.

4. Passenger Rail

The Vasona Light Rail project is projected to extend the existing light rail line from the Winchester Station in Campbell to the Vasona Junction Station at Highway 85 and Winchester Boulevard in Los Gatos. The Vasona Light Rail will connect Los Gatos residents to bus service, Caltrain, and future transfers to other nearby cities. The timeframe of this extension project is subject to available funding.

5. Bus Service

In 2010, the VTA provides bus service throughout the Town on the Regular Bus and Community Bus routes listed below. Community Buses are short, 25-passenger buses that serve routes with smaller riderships and offer reduced fares.

- ◆ Route 27 – Regular Bus from Santa Teresa Hospital to Good Samaritan Hospital
- ◆ Route 48 – Community Bus from Los Gatos Civic Center to Winchester Transit Center
- ◆ Route 49 – Community Bus from Santa Cruz and Main to Winchester Transit Center
- ◆ Route 61 – Regular Bus from Good Samaritan Hospital to Sierra and Piedmont, via Camden
- ◆ Route 62 – Regular Bus from Good Samaritan Hospital to Sierra and Piedmont, via Union

6. Paratransit

The VTA, in partnership with OUTREACH, provides paratransit services to individuals with disabilities that prevent their independent use of VTA bus and light rail services. As VTA's paratransit broker, OUTREACH schedules and manages services delivered to eligible customers through contracts with sedan, accessible van, and taxi service providers.

7. Parking

Los Gatos has a variety of parking options throughout the Town, including on-street parking with and without time restrictions, and off-street parking lots. Some off-street lots have time restrictions and others do not. In some specifically designated residential neighborhoods a parking permit is required. The Police Department is responsible for the Parking Management Program in Los Gatos.

8. Pedestrian Facilities

The Town's pedestrian facilities consist of sidewalks along various roadways within Los Gatos. These provide pedestrian connectivity throughout the Town. Sidewalk facilities are primarily included as part of the transportation network along and connecting Arterial, Collector, Neighborhood, and Local streets. The Los Gatos Creek Trail is also used by pedestrians to access the Downtown area and parks from residential areas.

E. Planned and Proposed Transportation Improvements

This section describes planned and proposed improvements to the regional and local transportation infrastructure in Los Gatos.

1. Regional Improvements

VTA's recently adopted 2035 Valley Transportation Plan (VTP) includes proposed transportation improvements for all Santa Clara County communities, including Los Gatos. Table TRA-3 lists the proposed improvements in the Town of Los Gatos that are included in the final draft of the VTP for 2035.

2. Local Intersection and Roadway Improvements

The following road improvements shall be undertaken in order to accommodate the future development allowed under the 2020 General Plan and to alleviate existing traffic congestion. Any road widening improvements shall be justified based on a determination that alternative means of congestion relief are infeasible.

TOWN OF LOS GATOS
 2020 GENERAL PLAN
 TRANSPORTATION ELEMENT

TABLE TRA-3 PROPOSED TRANSPORTATION IMPROVEMENTS, 2035 VTP

Project Location	Project Description	Cost
VTP 2035 Local Street Program		
Los Gatos	Hwy 9 Gateway Enhancements at University Ave. and North Santa Cruz Ave.	\$3.0 M
Los Gatos	Blossom Hill Rd. at University Ave. Intersection Improvements	\$1.0 M
Los Gatos	Blossom Hill Rd. and Union Ave. Intersection Improvements	\$3.0 M
Los Gatos	Los Gatos – Almaden Rd. Improvements	\$2.5 M
Los Gatos	Los Gatos Blvd. Widening – Lark Ave. to Samaritan Dr.	\$0.8 M
Los Gatos	Union Ave. Widening and Sidewalks	\$0.6 M
Los Gatos	Wedgewood Avenue Traffic and Pedestrian Safety Improvements - Phase II	\$1.0 M
Los Gatos	Wood Rd. Gateway on Santa Cruz Ave.	\$1.0 M
VTP 2035 Highway Constrained Program		
Los Gatos, Saratoga, San Jose, Campbell	Hwy 85 Northbound Auxiliary Lanes from North of Winchester Blvd. to Saratoga Ave.	\$18.0 M
Los Gatos, Saratoga, San Jose, Campbell	Hwy 85 Southbound Auxiliary Lanes from North of Winchester Blvd. to Saratoga Ave.	\$18.0 M
VTP 2035 Highway Program		
Caltrans, All Santa Clara County	Hwy 85 HOT Lanes: US 101 from South San Jose to Mountain View (Conversion)	\$72.0 M
VTP 2035 Intelligent Transportation System Program		
Los Gatos	Town of Los Gatos Traffic Signal System Upgrade	\$0.3 M
VTP 2035 Bicycle Program		
Los Gatos, Saratoga	Hwy 9 Bicycle and Pedestrian Safety Improvements	\$2.7 M
Los Gatos	Hwy 9 – Los Gatos Creek Trail connector	\$1.0 M
Los Gatos	Blossom Hill Road sidewalks and bicycle lanes	\$0.8 M
VT.P.2035 Transit Program		
Los Gatos, San Jose Campbell	Hwy 17 Bus Service Improvements	\$2.0 M
Los Gatos, Campbell	Vasona Junction	\$99.0 M

a. Intersection improvements

Intersection improvements are planned at the following intersections:

- ◆ **Los Gatos – Saratoga Road (Highway 9) and University Avenue:** Widen University Avenue by adding turn lanes, install protected left-turn signal phases, modify intersection corners, close the median opening for safety improvements, and reconstruct the intersection as a Downtown gateway to improve safety for pedestrians, bicyclists, and vehicular traffic. Widen University Avenue to add a southbound right-turn lane and extend northbound right-turn lane to Boyer Lane. This project has been awarded Highway Safety Improvement Program (HSIP) grant funds.
- ◆ **Blossom Hill Road and Los Gatos Boulevard:** Add a second eastbound left-turn lane and extend southbound left-turn lane.
- ◆ **Lark Avenue and University Avenue:** Install traffic signal and signal interconnect connecting to Winchester Boulevard.
- ◆ **Winchester Boulevard and Knowles Drive:** Add an eastbound left turn lane and right turn overlap phase.
- ◆ **Winchester Boulevard and Lark Avenue:** Provide a dedicated receiving lane for a westbound right turn.
- ◆ **Los Gatos Boulevard and Samaritan Drive:** Add a third northbound through lane. Add a westbound right turn overlap phase. The addition of the westbound right turn overlap phase is outside the jurisdiction of Los Gatos and is the responsibility of the City of San Jose if the projected level of congestion occurs. Widen Burton Road as needed.
- ◆ **Los Gatos Boulevard and Lark Avenue:** Add a third southbound through lane, remove parking on the south side of Los Gatos Boulevard between Lark Avenue and the first driveway south of Lark Avenue to provide sufficient room for a fourth lane in that section of the roadway. Change the southbound right turn to a free right with the widening of Lark Avenue. Add a third northbound left-turn lane if the projected queuing occurs requiring stacking space. Add a third eastbound left turn lane.

- ◆ **Los Gatos – Saratoga Road (Highway 9) and North Santa Cruz Avenue:** Add a southbound right turn overlap phase and prohibit the eastbound U-turn movement. Reconstruct as a Downtown gateway.
- ◆ **Los Gatos – Almaden Road and Union Avenue:** Restripe the westbound approach to a through-shared-left lane and a right-turn lane and add a westbound right turn overlap phase. Restripe the northbound right turn lane to a through-shared-right turn lane. The improvements at this intersection are outside the jurisdiction of Los Gatos and are the responsibility of San Jose if the projected level of congestion occurs.
- ◆ **National Avenue and Samaritan Drive:** Work with adjacent property owners, the City of San Jose and future developments to improve traffic safety and flow at this intersection.

b. Roadway improvements

Roadway improvement projects are planned on the following roadways:

i. *Blossom Hill Road*

- ◆ **Bridge Widening at Highway 17:** Reconstruct and widen bridge over Highway 17 to provide sidewalks and bike lanes on both sides, and evaluate the need for additional street lighting and traffic lanes based on safety considerations for pedestrians and bicyclists.
- ◆ **Blossom Hill Park to Union Avenue:** Widening only to provide for left-turn storage lanes, bicycles and pedestrians and safety improvements.
- ◆ **Union Avenue to Westhill Drive:** Widening only as additional land becomes available through right-of-way dedications associated with development approvals, or as additional funding sources become available to the Town for the purpose of acquiring additional land for right-of-way and infrastructure improvements.
- ◆ **Cherry Blossom Lane to Camino Del Cerro:** Addition of sidewalk and bike lanes.
- ◆ **Union Avenue to Regent Drive:** Widen to conform with the roadway width east of Regent Drive.

ii. Lark Avenue

- ◆ **Winchester Boulevard to Highway 17:** Widen the road to four to six lanes with a median and bike lanes.
- ◆ **Highway 17 to Los Gatos Boulevard:** Widen the road to four to six lanes with a median and bike lanes, and provide two westbound right-turn storage lanes for the metered northbound Highway 17 on-ramp.
- ◆ **University Avenue Intersection:** Install traffic signal and interconnect with Winchester Boulevard.

iii. Los Gatos Boulevard

- ◆ **Lark Avenue to Samaritan Drive:** Widen the unimproved segments along the east side of Los Gatos Boulevard from approximately Camino del Sol to approximately Samaritan Drive with a consistent curb, gutter and sidewalk treatment as present on the existing improved segments. Add a third through lane for the northbound approach of Los Gatos Boulevard south of the Samaritan Drive intersection.
- ◆ **Camino del Sol to Blossom Hill Road:** Provide bike lanes.
- ◆ **Shannon Road to Nino Avenue:** Construct landscaped medians.
- ◆ **Van Meter School Driveway to Spencer Avenue:** Construct landscaped median.
- ◆ **Nodes:** Develop nodes at Blossom Hill Road, Los Gatos/Almaden Road, New Town/Village Square, Lark Avenue and at the new entrance to the North Forty area.
- ◆ **Gateway:** Locate a gateway feature at Samaritan Drive.

iv. Pollard Road

- ◆ **San Tomas Aquino Creek to Burrows Road/San Tomas Aquino Road:** Widen the road to four lanes plus a median and bike lanes.
- ◆ **Burrows Road/San Tomas Aquino Road to West Parr Avenue:** Widen the road to four lanes plus bike lanes.

- ◆ **West Parr Avenue to Knowles Drive:** Widen the road to four lanes with no parking, plus bike lanes.
- ◆ **Knowles Drive from Pollard Avenue to Winchester Boulevard:** Widen the road to four lanes plus bike lanes.

v. *Santa Cruz Avenue*

- ◆ **Highway 17 to Broadway:** Construct a roundabout at Wood Road and other traffic calming improvements.

vi. *Union Avenue*

- ◆ **Blossom Hill Road to Los Gatos – Almaden Road:** Widen the road to four lanes plus parking and bike lanes.

vii. *Los Gatos Saratoga Road (Highway 9)*

- ◆ **University Avenue to Los Gatos Boulevard:** Construct a pedestrian/bicycle bridge connecting to the Los Gatos Creek Trail. If feasible, install a bicycle lane across the Highway 17 bridge connecting to Los Gatos Boulevard.

3. Local Bikeway Improvements

a. Bike Lanes

The following streets shall have striped and signed Class II bike lanes, if feasible. Roads marked with a (*) shall be reviewed to determine if bike lanes can safely be striped.

- ◆ **Bicknell Road*** from Quito Road to More Avenue
- ◆ **Blossom Hill Road*** between Santa Cruz Avenue and easterly Town limits (Existing between Santa Cruz Avenue and Cherry Blossom Lane)
- ◆ **Cherry Blossom Lane** from Shannon Road to Los Gatos/Almaden Road (Existing)
- ◆ **Fisher Avenue*** from Roberts Road to Nino Avenue
- ◆ **Knowles Drive*** from Winchester Boulevard to Pollard Road
- ◆ **Lark Avenue** between Winchester Boulevard and Los Gatos Boulevard

- ◆ **Los Gatos/Almaden Road** from Los Gatos Boulevard to easterly Town limits (Existing)
- ◆ **Los Gatos Boulevard** between Samaritan Drive and East Main Street (Existing from Blossom Hill Road to East Main Street)
- ◆ **Los Gatos/Saratoga Road*** from Los Gatos Boulevard to westerly Town limits (Existing between University Avenue and westerly Town limits)
- ◆ **East Main Street** from bridge to Los Gatos Boulevard (Existing)
- ◆ **More Avenue** from Bucknell Road to Pollard Road
- ◆ **Nino Avenue*** from Fisher Avenue to Los Gatos Boulevard
- ◆ **Pollard Road*** from Knowles Drive to Quito Road
- ◆ **Roberts Road*** between Blossom Hill Road and Los Gatos Boulevard
- ◆ **Shelburne Way** from Winchester Boulevard to University Avenue
- ◆ **Union Avenue*** from Blossom Hill Road to Los Gatos-Almaden Road
- ◆ **University Avenue** from Shelburne Way to Blossom Hill Road
- ◆ **Winchester Boulevard** between Shelburne Way and northern Town limits (Existing from Shelburne Way to Wimbledon Drive)

b. Bike Routes

The following streets shall be designated and signed as Class III bike routes, if feasible. Roads marked with a (*) shall be reviewed to determine if bike lanes can safely be striped.

- ◆ **Bay View Avenue** from West Main Street to Pennsylvania Avenue
- ◆ **Bella Vista Avenue** from New York Avenue to Caldwell Avenue
- ◆ **Blossom Valley Drive** from Westchester Drive to Pinehurst Avenue (partially in San Jose)
- ◆ **Caldwell Avenue** from Bella Vista Avenue to Los Gatos Boulevard
- ◆ **Camino del Cerro** from Escobar Avenue to Blossom Hill Road
- ◆ **Carlton Avenue** from Gateway Drive to Carlton School (partially in San Jose)
- ◆ **Cypress Street** from Loma Alta Avenue to Phillips Road
- ◆ **Emergency access road/trail** from Harwood Road to Santa Rosa Drive
- ◆ **Emergency access road/trail** from Harwood Road to Madera Drive
- ◆ **Englewood Avenue** from Shannon Road to Kennedy Road
- ◆ **Escobar Avenue** from Lilac Lane to Camino del Cerro

- ◆ Gateway Drive from Los Gatos Boulevard to Carlton Avenue
- ◆ Glen Ridge Avenue from Pennsylvania Avenue to Hernandez Avenue
- ◆ Harwood Road from Blossom Hill Road to end
- ◆ Hernandez Avenue from Glen Ridge Avenue to Ridgecrest Avenue
- ◆ Hicks Road* from Camden Avenue to Arnerich Road
- ◆ Kennedy Road* from Los Gatos Boulevard to Shannon Road
- ◆ Lester Lane from Los Gatos/Almaden Road to Carlton Avenue
- ◆ Lilac Lane from Oleander Avenue to Escobar Avenue
- ◆ Loma Alta Avenue from Los Gatos Boulevard to Cypress Street
- ◆ West Main Street from the bridge to Bay View Avenue
- ◆ Miles Avenue from University Avenue to Los Gatos Creek Trail
- ◆ National Avenue from Los Gatos/Almaden Road to Samaritan Drive
- ◆ New York Avenue from Pleasant Street to Bella Vista Avenue
- ◆ Oleander Avenue from Cherry Blossom Lane to Lilac Lane
- ◆ Pennsylvania Avenue from Bay View Avenue to Glen Ridge Avenue
- ◆ Phillips Road from Cypress Avenue to South Kennedy Road
- ◆ Pinehurst Avenue from Blossom Valley Drive to Los Gatos/Almaden Road
- ◆ Pleasant Street from East Main Street to New York Avenue
- ◆ Ridgecrest Avenue from Hernandez Avenue to Highway 9 (Monte Sereno)
- ◆ Roxbury Lane from Wedgewood Avenue to More Avenue
- ◆ Santa Rosa Drive from Shannon Road to end
- ◆ Shannon Road* from Los Gatos Boulevard to Hicks Road
- ◆ South Kennedy Road from Kennedy Road to Kennedy Road
- ◆ Taft Drive from Westchester Drive to Los Gatos/Almaden Road (San Jose)
- ◆ University Avenue from West Main Street to Blossom Hill Road and from Shelburne Way to Lark Avenue
- ◆ Wedgewood Avenue from Wimbledon Drive to Roxbury Lane
- ◆ Wimbledon Drive from Winchester Boulevard to Wedgewood Avenue
- ◆ Westchester Drive from Camino del Cerro to Taft Drive (partially in San Jose)

F. Goals, Policies, and Actions

The following goals, policies, and actions are intended to improve transportation and circulation in Los Gatos.

 Goal TRA-1	To develop transportation systems that meet current and future needs of residents and businesses.
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Policies

- Policy TRA-1.1 Development shall not exceed transportation capacity.
-  Policy TRA-1.2 Design and implement the transportation system to be consistent with environmental goals and policies, energy conservation, land use, and small town character.
-  Policy TRA-1.3 Evaluate the effects of all circulation and other transportation improvements on air pollution, noise, and use of energy prior to issuing any zoning approval.
- Policy TRA-1.4 Consider the fiscal implications to the Town of the construction and operation of all circulation and transportation improvements and the enforcement of any associated regulations.
- Policy TRA-1.5 Make effective use of the traffic-carrying ability of Los Gatos's arterials and collectors while considering the needs of pedestrians, bicyclists, and adjacent residents.
- Policy TRA-1.6 Initiate and participate in regional efforts to meet regional transportation needs.

Actions

- Action TRA-1.1 Continue to participate in the planning and design of regional transportation systems.

Action TRA-1.2 Monitor traffic flow and roadway conditions. Identify deficiencies and develop improvement measures for roadways and intersections on a continuous basis.

Goal TRA-2 To create and maintain a safe, efficient and well-designed roadway network.

Policies

Policy TRA-2.1  Vehicular, bicyclist, and pedestrian safety should be an important factor in the design of roadways.

Policy TRA-2.2 Incorporate plans for all users (motor vehicles, transit vehicles, bicyclists, and pedestrians) when constructing or modifying a roadway.

Policy TRA-2.3 The Town shall obtain fee title to all land required to be dedicated for public streets.

Policy TRA-2.4 New development shall minimize the number of driveway openings and curb cuts.

Policy TRA-2.5 Discourage single access roads of extended length, and restrict development along such roads.

Policy TRA-2.6 Street improvements such as curb cuts, sidewalks, bus stop turnouts, bus shelters, light poles, traffic signals, benches, and trash containers shall be planned as an integral part of development projects to ensure safe movement of people and vehicles and minimize disruption to the streetscape.

Policy TRA-2.7  Consider using roundabouts as an alternative to signalized or traditionally controlled intersections to calm traffic and increase the capacity of intersections.

Policy TRA-2.8  Develop “complete streets” within the Town that include landscaping and shared space for bicycles, cars, pedestrians, and transit.

Actions

Action TRA-2.1 Develop and adopt standards for arterial and collector streets pursuant to the functional classification of the local circulation system. The characteristics of these streets shall protect the integrity of the circulation system and protect neighborhood streets from the intrusion of through traffic.

Action TRA-2.2 Adopt street standards that reflect the existing character of the neighborhood, while taking into account safety and maintenance considerations.

Action TRA-2.3 Update, as needed, Town standards for street widths, curbs, gutters, sidewalks, and electroliers so that new development fits within existing neighborhoods.

Action TRA-2.4 Update Plan Lines and amend the Town Plan Line Ordinance to reflect this General Plan.

Action TRA-2.5  Revise the Los Gatos Boulevard Plan to incorporate “complete street” strategies.

Action TRA-2.6  Develop and implement a Streets Master Plan that incorporates “complete street” strategies.

Goal TRA-3 To prevent and mitigate traffic impacts from new development.

Policies

- Policy TRA-3.1 All development proposals shall be reviewed to identify and mitigate project traffic impacts pursuant to the Town's traffic impact policy.
- Policy TRA-3.2 Review development proposals to ensure that the circulation system and on-site or public parking can accommodate any increase in traffic or parking demand generated by the proposed development, subject to the considerations and findings required by the Town's Traffic Impact Policy.
- Policy TRA-3.3 All new developments shall be evaluated to determine compliance with the Town's level of service policy for intersections.
- Policy TRA-3.4 New projects shall not cause the level of service for intersections to drop more than one level if it is at Level A, B, or C and not drop at all if it is at D or below.
- Policy TRA-3.5 If project traffic will cause any intersection to drop more than one level if the intersection is at LOS A, B, or C, or to drop at all if the intersection is at LOS D or below, the project shall mitigate the traffic so that the level of service will remain at an acceptable level.
- Policy TRA-3.6  Pedestrian and bicycle safety shall not be compromised to improve or maintain the level of service of an intersection.
- Policy TRA-3.7 All traffic reports shall include analyses of nearby uses with unusual or unique traffic generation factors or peak hours (e.g. pre-schools, faith communities, private clubs, quasi-public uses).

- Policy TRA-3.8 New development shall be required to upgrade public improvements on project frontages to meet current Town standards.
- Policy TRA-3.9 Developers shall contribute to the cost of the future installation of traffic signals or future traffic signal modifications as a condition of approval.
- Policy TRA-3.10 Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems and all other options, such as demand management and alternative modes, have been exhausted. Where capacity is increased, improvements shall balance the needs of motor vehicles with those of pedestrians and bicyclists.
- Policy TRA-3.11 Roadway improvements and dedications shall be required for any development proposal with an associated traffic impact.
- Policy TRA-3.12 The maximum level of mitigation measures shall be required for transportation impacts adjacent to sensitive receptors, including residences, schools, and hospitals.
- Policy TRA-3.13  All major development proposals shall be required to include a detailed, verifiable transportation demand management (TDM) program for consideration by the Town during the review of the development application.
- Policy TRA-3.14 Minimize opportunities for regionally-generated traffic to cut through Los Gatos.

Actions

- Action TRA-3.1 Include all of the projects listed in Section E.2, Local Intersection and Roadway Improvements, and E.3, Local Bike-

way Improvements, above, in the Capital Improvements Program (CIP).

Goal TRA-4	To ensure that future changes to Highway 17 do not negatively impact the quality of life or small-town character of Los Gatos.
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Policies

Policy TRA-4.1 Highway 17 should not be widened to provide additional travel lanes south of Lark Avenue.

Policy TRA-4.2 There should not be an interchange at Blossom Hill Road.

Policy TRA-4.3 Highway 17 between Los Gatos and Santa Cruz should not be widened to provide additional travel lanes or be converted to a freeway.

Policy TRA-4.4 The Planning Commission and Town Council shall review all new or modified connections with Highway 17 within the Town.

Policy TRA-4.5 Work with other local jurisdictions and the State to develop effective ways to reduce regionally generated Highway 17 congestion and cross-town traffic that do not involve adding freeway lanes or interchanges.

Goal TRA-5	To ensure that Los Gatos's streets are safe for all users, including drivers, cyclists, and pedestrians.
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Policies

Policy TRA-5.1 Reduce traffic speeds via design strategies rather than relying on enforcement.

- Policy TRA-5.2 Inhibit the flow of through traffic in established neighborhoods to the extent feasible, without impacting the freedom of movement of residents or diverting traffic to other neighborhood streets.
- Policy TRA-5.3 Limit widening of non-arterial streets to that which accommodates safety improvements and bicycle/pedestrian improvements rather than widening to increase capacity for through traffic.
- Policy TRA-5.4 Limit new development that increases commercial traffic flow through residential neighborhoods.
- Policy TRA-5.5 Consider traffic calming devices such as lane narrowing, widening medians, or heavy landscaping to discourage cross-town commute and short-cut traffic.
- Policy TRA-5.6 Consider the use of alternative street surfacing materials, traffic diverters, special designs, and stop signs to prevent through traffic on residential streets.
- Policy TRA-5.7 Assist citizens in solving traffic concerns in residential neighborhoods in accordance with the Neighborhood Traffic Calming (NTC) Program. The NTC Program is designed to be an effective, systematic, and fair method for achieving the most appropriate solutions.
- Policy TRA-5.8 Review neighborhood traffic impacts from new development projects. Require developer participation in the cost of installation of traffic calming measures as a condition of approval, if applicable.

Actions

- Action TRA-5.1 Develop and implement appropriate traffic controls to protect residential neighborhoods from the impacts of

through traffic such as safety hazards, speeding, noise, and other disturbances in accordance with the adopted Neighborhood Traffic Calming policy.

Action TRA-5.2 Publicize the Town’s Neighborhood Traffic Calming (NTC) Program and implement the program in those neighborhoods that request it.

Action TRA-5.3 Periodically review the Town’s Neighborhood Traffic Calming (NTC) Program.

Action TRA-5.4  Install traffic-calming devices that encourage slower, safer through traffic.

Goal TRA-6	To improve traffic flow in the downtown and reduce the effect of downtown traffic on nearby commercial and residential areas.
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Policies

Policy TRA-6.1  Encourage the use of alternative transportation modes such as walking, bicycles, transit, or a shuttle system in the downtown area for environmental, energy-saving, parking, and circulation purposes.

Policy TRA-6.2  Develop a combined transit station and bus depot for all the various public transit modes that serve the Town. This hub should be located in a place and manner that minimizes impacts on neighboring businesses and other activities.

Policy TRA-6.3  The Town shall work with Santa Clara Valley Transportation Authority (VTA) and commercial carriers to improve transit service to, from, and within the Downtown and other areas of Los Gatos, and to increase ridership.

Policy TRA-6.4  Future development and redevelopment projects shall be evaluated to ensure that they have no negative effects on the safety or convenience of bicycle use through the downtown. Parking improvements in the Central Business District shall provide for bicycle parking.

Policy TRA-6.5 Require bicycle parking in private parking lots, and provide bicycle parking in all public lots in the Downtown.

Actions

Action TRA-6.1 Develop and implement appropriate traffic controls to protect downtown residential neighborhoods from the impacts of through traffic in terms of safety, speeding, noise, and other disturbances.

Action TRA-6.2 Develop and implement signalization improvements to increase traffic flow at the intersections of Santa Cruz Avenue and Main Street, University Avenue and Main Street, Santa Cruz Avenue and Los Gatos/Saratoga Road, and University Avenue and Los Gatos/Saratoga Road.

Action TRA-6.3  Monitor the actions taken to increase transit use to assess their effectiveness.

<p>Goal TRA-7 To ensure that hillside streets maintain the rural atmosphere, minimize disruption of ecological integrity, and provide safe and continuous access consistent with development allowed by the Hillside Specific Plan and Hillside Development Standards and Guidelines.¹</p>
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¹ Regarding access, see definition for “emergency access” in the Glossary.

Policies

- Policy TRA-7.1 Establish and maintain a road pattern that ensures adequate access for residents and emergency vehicles in both normal and emergency situations without introducing new through access roads that would invite unwanted traffic into the area, induce further development, or threaten plant or animal habitats or migration patterns.
- Policy TRA-7.2 In locations that are identified as Very High Fire Hazard Areas on the Town's Wildland Fire Severity Zone Map, provide secondary emergency access. If dual access is not possible or acceptable, the intensity of land use will be limited to available access.
- Policy TRA-7.3 Specially designed streets that conform to the Town's public hillside road standards shall be used in hillside areas to preserve scenic and ecological resources (e.g. heritage trees, native plant and wildlife habitat, prominent geologic formations, and the natural terrain).
- Policy TRA-7.4 Require new development located on single access roads in areas identified as Very High Fire Hazard Areas on the adopted Wildland Fire Severity Zone map to demonstrate an acceptable means of emergency access prior to approval. Emergency access shall discourage through traffic on hillside roads.
- Policy TRA-7.5 Road systems shall be designed to provide reliable access to remote areas both for access by emergency vehicles and egress by residents fleeing from a disaster.
- Policy TRA-7.6 Require all hillside streets, including new private roadways, to meet the Town's public roadway construction standards.

Policy TRA-7.7 Dual access is required for all zoning approvals and shall be provided first by loop roads, then by through-roads, and lastly by long cul-de-sac's with an emergency access connection to a public road.

Policy TRA-7.8 Prohibit installation of new public street lights on hillside streets.

Actions

Action TRA-7.1 Develop and adopt design standards and implement a maintenance program for emergency access points.

Action TRA-7.2 Develop and adopt design guidelines for hillside streets, including the making of appropriate findings, to ensure the preservation of plant and wildlife habitats and migration corridors.

Action TRA-7.3 Develop and adopt specific gradient and maximum length standards for steep roads.

Goal TRA-8	To improve mass transit within Los Gatos.
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Policies

Policy TRA-8.1  Encourage the development and use of mass public transportation systems within the Town and surrounding region.

Policy TRA-8.2  Coordinate with appropriate agencies and otherwise take initiative to plan and develop adequate transportation service for Town residents (e.g. bus, Santa Cruz express bus, rail, shuttle, light rail, jitney).

Policy TRA-8.3  Work with transportation agencies to determine the feasibility and means of financing a Town-wide shuttle system.

- Policy TRA-8.4  Coordinate with appropriate agencies to provide transit service in the Town for seniors, school children, low income people, the physically disabled, and other groups with special needs.
- Policy TRA-8.5  Encourage the use of the transit system by requiring developers to provide bus shelters and on-going maintenance as part of their developments, when appropriate.
- Policy TRA-8.6  Support State and County efforts to reduce automobile use and provide improved mass transit systems.
- Policy TRA-8.7  Facilitate Santa Clara Valley Transportation Authority (VTA) services in Los Gatos through the provision of bus shelters and other means.
- Policy TRA-8.8  Where feasible and appropriate, all new projects that are near existing transit services and/or destinations such as shopping areas, community centers, senior housing, and medical facilities shall be required to provide covered and partially enclosed shelters consistent with Santa Clara Valley Transportation Authority (VTA) Standards that are adequate to buffer wind and rain, and have at least one bench at each public transit stop.

Actions

- Action TRA-8.1  Develop and adopt a Transportation Master Plan with multimodal transportation requirements.
- Action TRA-8.2  Work with Santa Clara Valley Transportation Authority (VTA) to provide kiosks, bulletin boards and/or signs devoted to providing local public transit information.

 Goal TRA-9	To reduce reliance on the automobile by promoting alternative modes of transportation in the transportation system.
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Policies

- Policy TRA-9.1  Make land use decisions that encourage walking, bicycling, and public transit use.
- Policy TRA-9.2  Encourage bicycling and walking as energy conserving, non-polluting alternatives to automobile travel.
- Policy TRA-9.3  Design and implement transportation systems for the bicyclist, pedestrian, and equestrian consistent with the policies and programs in the Environment and Sustainability Element.
- Policy TRA-9.4  Encourage private entities to develop and maintain transit, pedestrian, equestrian, and bicycle facilities.
- Policy TRA-9.5  Alternative transportation means shall be required whenever the traffic generated by a development would result in a significant increase in air pollution, traffic congestion, or noise.
- Policy TRA-9.6  Require development proposals to include amenities that encourage alternate forms of transportation that reduce pollution or traffic congestion as a benefit to the community (e.g. bicycle lockers/racks, showers, dedicated van-pool or car-pool parking areas, dedicated shuttle services, innovative bus shelter designs).

Action

- Action TRA-9.1  Seek funding for the design and implementation of transportation systems for the bicyclist, pedestrian, and equestrian.

 Goal TRA-10 To encourage increased levels of bicycling and walking.
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Policies

- Policy TRA-10.1  Design, construct, and maintain safe bicycle paths, lanes, and route connections.
- Policy TRA-10.2  Encourage schools, parks, and shopping areas to provide bicycling amenities, such as parking facilities and lockers.
- Policy TRA-10.3  Coordinate with local agencies to provide educational programs on safe bicycling for all ages.
- Policy TRA-10.4  Continue to support the Bicycle Advisory Committee.
- Policy TRA-10.5  Roads designated as bicycle routes should be constructed to be safe for both bicycles and vehicles.
- Policy TRA-10.6  Develop a system of bicycle lanes and bicycle routes to foster bicycle use throughout the Town.
- Policy TRA-10.7  Provide median refuges, bike-friendly signals, and signs at key minor street crossings.
- Policy TRA-10.8  Paint the bicycle symbol on the pavement to designate shared use facilities.

Actions

- Action TRA-10.1  Identify and improve sidewalks and crosswalks as needed to make continuous and safe pedestrian connections.
- Action TRA-10.2  Study amending the Town Code to require bicycle parking in specific types of projects.

Action TRA-10.3  Consider amending the Town Code to require destination support at employment centers, i.e. bicycle parking, showers, and route maps for employees.

Action TRA-10.4  Add noses on the medians at intersections to slow left-turning traffic and provide a pedestrian refuge.

<p>Goal TRA-11  To provide a safe and efficient system of bicycle and multiple use trails throughout the Town, creating a non-motorized connection to recreational and commuting destinations.</p>

Policies

Policy TRA-11.1 Development plans proposed in an area near a bicycle path or hiking trail shall be forwarded to the Town’s Bicycle Advisory Committee and/or Parks Commission for review.

Policy TRA-11.2  Roads (noted by an asterisk in Section E.3.b, Local Bikeway Improvements, above) shall not be designated or signed as bike routes until they are upgraded to safely handle both bicycle and automobile traffic.

Policy TRA-11.3  Trails should be:

- a. Located so as not to impact existing homes wherever possible.
- b. Located within the open space areas of subdivisions that have dedicated open space as a condition of subdivision approval.
- c. “Cross-country” type, as opposed to trails bordering roads, wherever possible.

- d. Located on the first property to develop, if a trail location is adaptable to either of two adjacent properties.

Policy TRA-11.4  “Cross-country” trail easements shall be wide enough to contain the trail and provide sufficient area on both sides to buffer surrounding properties from trail users.

Policy TRA-11.5  Require dedication of easements and construction of trails, as a condition of approval for all hillside development applications.

Policy TRA-11.6  Trail dedication shall be included as a condition of approval for any development which includes a section of trail shown on the Trails Plan.

Policy TRA-11.7  Cooperate in implementing the 1995 Santa Clara County Master Trails Plan by including the following proposed trail routes within the Town of Los Gatos that provide critical linkages to the region:

- a. Shannon Road (R1-A)
- b. Los Gatos/Saratoga Road (R1-A)
- c. Southern Pacific Rail Corridor (C-9)
- d. Santa Rosa Trail to Kennedy Lime Kiln Trail

Actions

Action TRA-11.1  Develop and implement a Bicycle and Pedestrian Master Plan that will result in a comprehensive bicycle and pedestrian network throughout the Town.

Action TRA-11.2  Perform a “gap” analysis to identify major projects to complete the trails and bikeways system.

Action TRA-11.3  Publish a users map of the Town’s trails and bikeways system.

Goal TRA-12 To ensure a well-designed and well-maintained system of trails that connects the Town and open space areas.

Policies

- Policy TRA-12.1 Maximize the involvement of the private sector in the maintenance and construction of trails within the Town.
- Policy TRA-12.2 Trails should be safe, continuous, interconnected and designed for pedestrians, and where appropriate, equestrians and/or bicyclists and be compatible with regional trail plans.
- Policy TRA-12.3 Design trails that are aesthetically pleasing, incorporating landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.
- Policy TRA-12.4 Consider needs of the disabled, seniors, and children when designing trail facilities.
- Policy TRA-12.5 During development the Town should ensure that the linkage from trails to trails, and from trails to roads is given priority.
- Policy TRA-12.6 Encourage voluntary groups to assist in trail maintenance in coordination with the Department of Parks and Public Works.
- Policy TRA-12.7 Encourage the formation of Home Owners Associations, so that the maintenance expenses for trails that pass through subdivisions and/or planned developments will be borne by the property owners in the subdivision or planned development.

Actions

Action TRA-12.1 Develop and fund a program (including provisions for in-lieu fees) to obtain easements along portions of the designated trail system where development is considered unlikely or there is not a nexus to require dedication.

Action TRA-12.2 Develop and adopt detailed trail design standards that:



- a. Limit all new access to pedestrians and, where appropriate, equestrians and/or bicyclists;
- b. Provide multiple use opportunities;
- c. Protect the natural ecology;
- d. Conform to regional trail design standards;
- e. Determine trail width, establish policies regarding fencing along trails, and detail type of fencing to be used;
- f. Incorporate erosion control measures; and
- g. Prohibit motorcycles, motorized off-road vehicles, and mopeds.

Action TRA-12.3 Monitor conservation easements for public trails on private property to ensure that trails are maintained.

Goal TRA-13 To provide adequate parking for existing and proposed uses, and to minimize impacts on surrounding residential neighborhoods.

Policies

Policy TRA-13.1 The Town's parking standards shall be adequate to meet demand.

- Policy TRA-13.2 Provide an adequate number of parking spaces in all new development.
- Policy TRA-13.3 Require adequate parking in commercial areas so as not to impact or affect adjacent residential properties.
- Policy TRA-13.4 Consider permit parking on a case-by-case basis if requested by neighborhoods affected by non-residential development.
- Policy TRA-13.5 Provide for safe pedestrian circulation in parking lots without unnecessarily eliminating parking spaces.
- Policy TRA-13.6 Provide staff support for administrating the parking program.

Actions

- Action TRA-13.1  Develop and adopt a parking management plan to include incentives and disincentives for appropriate employee parking, including parking credits for the use of public transit and/or ridesharing.
- Action TRA-13.2 Develop and adopt appropriate parking controls to protect downtown residential neighborhoods from the encroachment of downtown shoppers and employees.
- Action TRA-13.3 Periodically review Town Code parking requirements and standards to ensure that they are adequate to meet demand.

Goal TRA-14 To ensure that there is adequate parking in Downtown to meet the needs of Los Gatos residents and visitors.

Policies

- Policy TRA-14.1 Promote the formation of an assessment district and/or consider the use of the various parking and business improvement programs authorized by State law to help finance the construction of parking facilities and/or alternatives to parking.
- Policy TRA-14.2 Revenues collected (from fines, fees, meters, and permits) shall accrue to the district to help pay for maintenance, enforcement, capital replacement, later phases of the parking district, and parking alternatives or programs to maximize use of facilities for parking and alternatives to parking, such as shuttle buses, more employee lots, bicycles, bus passes, etc.
- Policy TRA-14.3 Stand-alone parking facilities in Downtown Los Gatos should be at or below grade. All parking facilities shall exhibit excellence in design, minimize impacts on adjacent property, and be consistent with the Town's character.
- Policy TRA-14.4 To the extent possible, locate parking facilities in relation to the primary approach direction of users in order to minimize internal circulation within the Central Business District/East Main Street area.

Actions

- Action TRA-14.1 Develop a revenue collection plan.
- Action TRA-14.2 Develop a plan for implementing improvements on one or more of the parking facilities listed below to increase available parking:
- a. Bachman Avenue/Highway 9 Parking Lot
 - b. Royce Street/Bachman Avenue Parking Lot
 - c. Grays Lane/Royce Street Parking Lot

- d. Station Way Parking Lot
- e. Farwell Parking Lot

Action TRA-14.3 Develop and adopt adequate design criteria to ensure parking facilities that are aesthetically pleasing, well designed for parking maneuverability, properly signed for ease of use, properly located to attract traffic as it approaches the Downtown, and made as inconspicuous as possible through the use of landscaping, berms, screening, and the like.

Action TRA-14.4 Maximize the utilization of existing parking lots and spaces to meet Downtown business and residential demands.

Action TRA-14.5  Implement programs for pedestrian, bicycle, and transit-oriented systems to supplement parking in the Central Business District.

TOWN OF LOS GATOS
2020 GENERAL PLAN
TRANSPORTATION ELEMENT