



## 5. Mobility Element

The Mobility Element is designed to address all aspects of moving of people and goods. This Element uses a holistic approach to sustainable transportation methods that focuses on strategies for reducing vehicle miles traveled, enhancing a multimodal transportation system, and enhancing infrastructure for bicyclists, pedestrians, and transit riders. The goal of this Element is to reduce the impacts from motor vehicles and promote alternative forms of transportation that will reduce the local and regional effects of climate change. Los Gatos can do its part by creating a more walkable community where reliance on the vehicle is reduced and non-driving forms of transportation will be more feasible. This Element also addresses the typical aspects of a transportation network including roadways, parking, and the movement of goods (i.e., truck traffic).

The goals, policies, and implementation programs in the Mobility Element are consistent and interdependent with the other elements of the General Plan.

The Mobility Element includes the following sections:

### Contents

Section	Title	Page
Key Terms .....		5-2
5.1	Reduce Vehicle Miles Traveled .....	5-3
5.2	Bicycle and Pedestrian Facilities .....	5-4
5.3	Multimodal System/Complete Streets.....	5-8
5.4	Transit Services and Facilities .....	5-9
5.5	Transportation Systems .....	5-11
5.6	Roadways .....	5-12
5.7	Parking .....	5-19
5.8	Goods Movement.....	5-20
5.9	Implementation Programs.....	5-22

## Key Terms

**Bikeway Types.** Bikeways are typically classified into one of four classes depending on their design and placement.

- **Class I bikeways (bike paths)** are also described as bike paths, shared paths (shared with pedestrians), and multi-use paths, and provide a completely separate right-of-way designated for the exclusive use of bicyclists and pedestrians with minimized vehicle and pedestrian cross-flow.
- **Class II bikeways (bike lanes)** are lanes for bicyclists generally adjacent to outer vehicle travel lanes with special lane markings, pavement legends, and signage.
- **Class III bikeways (bike routes)** are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bike right-of-way or lane striping.
- **Class IV bikeways (cycle tracks or protected bike lanes)** provide a right-of-way designated exclusively for bicycle travel within a roadway and which are protected from other vehicle traffic with devices, including, but not limited to, grade separation, flexible posts, inflexible physical barriers, or parked cars.

**Complete Streets.** A transportation policy and design approach that requires streets to be planned, designed (such as the inclusion of street trees and bioswales), operated, and maintained to enable safe and convenient access for all users regardless of their mode of transportation (such as vehicle, bicycle, and walking), age, and ability.

**Cut-through Traffic.** Vehicle trips that pass entirely through the Town without stopping to visit locations in Town or patronize local businesses or job centers.

**Level of Service (LOS).** A quantitative measure used to rate a roadway segment's traffic flow characteristics during peak hours. LOS acts as an indicator of roadway performance relative to locally established standards for quality of service based on measures of speed, density, and congestion that are designated using letters from "A" (good) to "F" (poor). LOS can assist in determining when roadway capacity improvements are needed.

**Multimodal.** This term refers to transportation planning that considers various modes (i.e., vehicles, bicycles, walking, public transit) and the connections between these modes.

**Multi-Use Trails.** Trail systems designed to facilitate multiple modes of use, such as pedestrians and bicyclists.

**Traffic Impact Fees (TIF).** Traffic Impact Fees are set by the Town Council to implement the Town's Transportation Impact Policy. The fee is adjusted periodically to meet the objectives of the Transportation Impact Policy.

**Traffic Impact Policy.** A policy that provides guidance in implementing traffic impact fees and mitigation for California Environmental Quality Act (CEQA) transportation impacts. The Traffic Impact Policy applies to all land use entitlements, land use projects, and transportation improvements Town-wide.

**Transit Stop.** A stop on a transit line that supports connection between multiple transportation modes (multimodal travel).

**Transportation Demand Management (TDM).** TDM strategies are used to reduce vehicle travel, with an emphasis on reducing travel during peak periods. TDM is intended to reduce congestion and improve traffic flow without having to increase the capacity or physical size of a section of transportation infrastructure. TDM strategies and programs could include, but are not limited to, measures such as alternative work schedules, bicycle parking, showers, and route maps for employees, subsidized transit passes, and future measures as programs and technologies evolve.

**Vehicle Miles Traveled (VMT).** VMT measures the total amount of vehicular travel by the population of a specific area and is used to analyze potential air quality and greenhouse gas impacts. VMT is also the required method used for the evaluation of environmental impacts as required under CEQA.

### 5.1 Reduce Vehicle Miles Traveled

In evaluating environmental impacts related to development, the State of California now requires municipalities to use Vehicles Miles Traveled (VMT), as specified under SB 743. Historically, most cities and towns, including Los Gatos, evaluated traffic impacts based on roadway segment and/or intersection Level of Service (LOS). The LOS metric looked at the change in the number of vehicles on a roadway compared to the roadway's capacity or the wait time at an intersection to judge capacity impacts. The Town's VMT standard estimates the total miles traveled as part of a project and can be assessed by evaluating their impact on the Town's VMT standard. The transportation impact of future development projects can be measured against this standard, allowing the Town to adopt strategies to achieve both LOS and VMT targets.

While vehicle LOS is no longer to be used as a measure of transportation impacts for CEQA review of land use projects and land use plans, Los Gatos will retain an LOS standard in their local transportation policies for evaluating physical improvements. This way, the LOS analysis could be used as additional information to aid in the decision-making process that would be outside of the CEQA document.

The Town's goals for the next 20 years are well-aligned with the State's intent in switching to VMT. Those goals are to promote:

- The reduction of greenhouse gas emissions;
- The development of multimodal transportation networks (i.e., networks that serve a variety of users including pedestrians, bicyclists, transit riders and drivers); and
- A diversity of land uses (i.e., neighborhoods with housing, jobs, shops, and services in close proximity to each other).

To adequately address the Town's current reliance on single-occupancy vehicles, the Town must focus on creating strategies and incentives to reduce vehicle usage and encourage alternative modes of transportation. One method for reducing VMT is to incorporate a Transportation Demand Management (TDM) model. TDM is the application of strategies to reduce vehicle travel, with an emphasis during peak periods of travel, to reduce congestion, improve traffic flow, and reduce overall reliance on vehicles and vehicular trips.

The following goals and policies address the reduction of vehicle miles traveled.

MOB-1	Reduce vehicle miles and manage vehicle congestion through a complete transportation network.
MOB-1.1 <small>SUS</small>	<b>Require TDM for Development Proposals</b> Require all development and redevelopment proposals with more than 10 housing units or over 5,000 square feet of non-residential square footage to include a detailed, sustainable, and measurable Transportation Demand Management (TDM) program with accountability requirements to ensure the TDM measures are achieved.
MOB-1.2	<b>Incentivize Reduced Vehicle Trips</b> Coordinate with employers to create incentives that reduce employee vehicle trips.

### MOB-1.3 **Link Development and Transit**

**SUS** Development near transit stops shall provide TDM programs or facilities that encourage transit use for all types of trips.

### MOB-1.4 **Employer Shuttle Services**

**SUS** Encourage employers with over 100 employees to develop shuttle services (i.e., corporate busing) to transport employees to and from the worksite. Entities may form transportation management associations (TMAs) to pool resources to fund TDM measures.

## 5.2 Bicycle and Pedestrian Facilities

The Town's bicycle and pedestrian facilities consist of sidewalks, bicycle paths and lanes, crosswalks, pedestrian signals, curb ramps, and street lighting along various roadways within Los Gatos as well as a variety of accessible trails and pathways. These provide bicycle and pedestrian connectivity throughout the Town.

The Santa Clara Countywide Bicycle Plan synthesizes other local and County plans into a comprehensive 20-year cross-county bicycle corridor network and expenditure plan. The long-range countywide transportation plan and the means by which projects compete for funding and prioritization are documented in the Valley Transportation Plan (VTP) 2040 (adopted in 2014). Santa Clara Valley Transportation Authority (VTA) has adopted the Santa Clara Countywide Bicycle Plan (May 2018), which is a planned bicycle network of 24 routes of countywide or interjurisdictional significance.

The Town completed its Bicycle and Pedestrian Master Plan in 2017, with a focused update in 2020, which proposes an enhanced bicycle and pedestrian network that provides safe access to key destinations in Town. The Los Gatos Bicycle and Pedestrian Master Plan identifies pedestrian improvements, gaps in the pedestrian network, and pedestrian enhancement prioritization. It identifies several network recommendations and prioritized projects for Class I, II, III, and IV bikeways, which includes numerous Safe Routes to School projects.

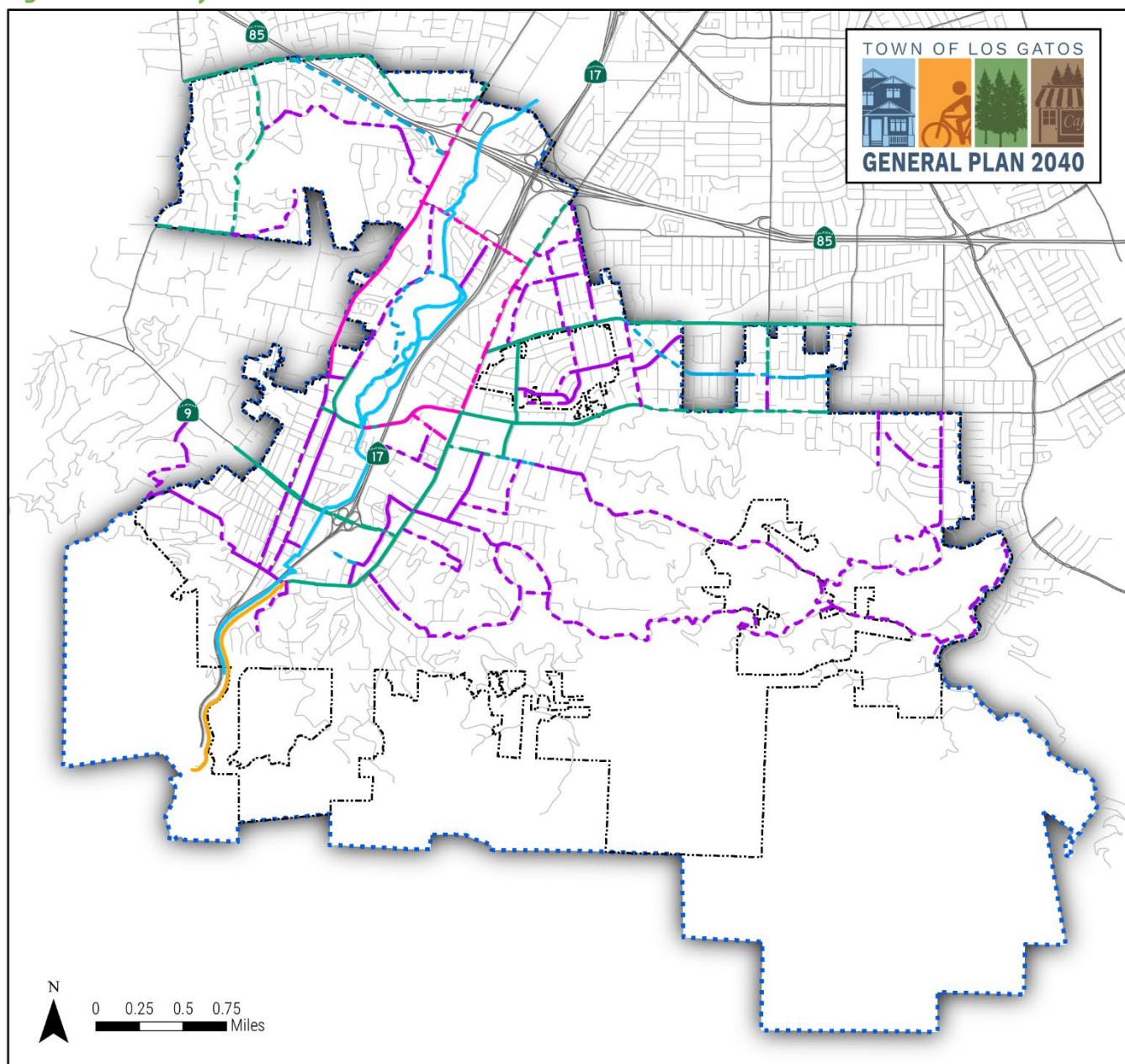
Bicycle and pedestrian facilities are identified in the Santa Clara County Trails Master Plan which provides a network of regional trails that integrate with local trails, forming a comprehensive network of existing and planned trails. The County of Santa Clara maintains and updates this Master Plan. The Town's own Trails Master Plan identifies existing and local trails that the Town seeks to develop.

Additional pedestrian 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 a notable trail used by pedestrians and bicyclists to access the Downtown area and parks from residential areas.

The existing and future bicycle network in the Town of Los Gatos is illustrated on Figure 5-1.

## 5. Mobility Element

Figure 5-1 Bicycle Facilities



**Bikeways**

- Existing Class I
- Existing Class II
- Existing Class III
- Existing Class IV

**Proposed Class I**

- Proposed Class II
- Proposed Class III
- Proposed Class IV
- Existing Bikeway - Unpaved

 **Town of Los Gatos**

 **Planning Area/  
Sphere of Influence**

The following goals and policies address bicycle and pedestrian facilities in Los Gatos.

MOB-2	Provide continuous, safe, and efficient bikeway and pedestrian facilities.
<b>MOB-2.1</b> <b>SUS</b>	<b>Roads for Both Bicycles, Pedestrians, and Vehicles</b> Roads designated as bicycle routes (Class III) shall be constructed and maintained to be safe for bicycles, pedestrians, and vehicles.
<b>MOB-2.2</b>	<b>Improve Bicycling in the Town</b> Support planning and design upgrades to bicycling infrastructure, support bicycling education, and encourage other programs to improve bicycling in the Town.
<b>MOB-2.3</b>	<b>Support Regional Bicycle Network</b> Support regional partners to create a complete and comprehensive bicycle network connecting the Town to other regional destinations.
<b>MOB-2.4</b> <b>SUS</b>	<b>Identify Areas to Improve Bicycle and Pedestrian Facilities</b> Ensure all planning processes, such as master plans and specific plans, identify areas where bicycle and pedestrian improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, provision of pedestrian crossings every half mile on all arterial and collector roadways, improved lighting, and adding new street furniture, benches, and seating to promote walkable environments. This will also include providing median refuges, bike-friendly signals, enhanced bulb-outs, and wayfinding signage to popular local destinations for cyclists and pedestrians along bikeways and at major street crossings.
<b>MOB-2.5</b> <b>SUS</b>	<b>Avoid Negative Impacts on Bicycle Use</b> All new development shall be designed to enhance the safety or convenience of bicycle use through the Town.
<b>MOB-2.6</b>	<b>Through-Access for Bicyclists and Pedestrians</b> Require all developments with a frontage greater than 300 feet to provide through-access for bicyclists and pedestrians to adjacent developments, paths, or bicycle facilities.
<b>MOB-2.7</b> <b>EJ HC</b>	<b>Safe Routes to Schools</b> Coordinate with all schools that serve Los Gatos to enhance safe bicycling and pedestrian facilities used to access the schools.
<b>MOB-2.8</b>	<b>Employer Support for Bicycle Commuters</b> Require employers greater than 100 employees of new or remodeled places of business, to provide covered and secure bicycle parking and locker facilities for their bicycle commuters.
<b>MOB-2.9</b> <b>SUS</b>	<b>Bicycling Amenities for Public Use</b> Encourage and facilitate the provision of bicycling amenities, such as parking facilities and lockers, at schools, parks, shopping areas, and parking in all parking lots Town-wide.
<b>MOB-2.10</b>	<b>Bicycle Valet at Large Events</b> Require all large community and commercial events to include a bicycle valet program as a permit condition of approval.
<b>MOB-2.11</b>	<b>Safe Pedestrian Access along Unimproved Roadways</b> Require adequate width of roadway clearance between edge of travel and/or edge of pavement, wider sidewalks, and mid-block crossings for pedestrian mobility and safety.

MOB-2.12	<b>Downtown Pedestrian Environment</b> Support pedestrian upgrades to sidewalks and connections between developments to create a more walkable Downtown.
MOB-3	Provide a well-designed and well-maintained system of trails that connect the Town and open space areas.
MOB-3.1	<b>Private Sector Involvement</b> Maximize the involvement of the private sector in the maintenance and construction of trails by encouraging voluntary groups to assist in trail maintenance in coordination with the Parks and Public Works Department.
MOB-3.2	<b>Safe, Continuous, and Interconnected Trails</b> <b>sus</b> Trails shall be safe, continuous, and interconnected with other trails and parking areas, designed for bicyclists and/or pedestrians and be consistent with other relevant plans, including the Los Gatos Bicycle and Pedestrian Master Plan.
MOB-3.3	<b>Aesthetically Pleasing Trails</b> Design trails that are aesthetically pleasing, incorporating native landscaping, buffering, scenic overlooks, and historic elements where possible to provide a variety of experiences.
MOB-3.4	<b>Homeowners Associations</b> Encourage existing homeowners' associations (HOA) to maintain trails that pass through their subdivisions. Require new HOAs for new subdivisions or planned developments to maintain trails that pass through their areas.
MOB-3.5	<b>Multi-Use Trails Specifications</b> <b>sus</b> The location of multi-use trails should: <ul style="list-style-type: none"><li>Traverse the open space areas of subdivisions that have dedicated open space as a condition of subdivision approval;</li><li>Traverse open areas, as opposed to trails bordering roads, wherever possible; and</li><li>Be built on the first property to develop if a trail location is adaptable to either of two adjacent properties.</li></ul>
MOB-3.6	<b>Multi-Use Trail Easements</b> Multi-use trail easements shall be wide enough to contain the trail and provide sufficient area on both sides to buffer surrounding properties from trail users.
MOB-3.7	<b>Dedication of Easements for Trails</b> <b>sus</b> Require, wherever feasible, the dedication of easements and construction of multi-use trails, as a condition of approval for all development applications, including any development which includes a section of trail shown on the latest Santa Clara County Countywide Trails Master Plan.
MOB-3.8	<b>Santa Clara County Countywide Trails Master Plan</b> <b>sus</b> Support the latest Santa Clara County Countywide Trails Master Plan by implementing the proposed trail routes within the Town in order to provide critical connections to the region.

## 5.3 Multimodal System/Complete Streets

A true multimodal system emphasizes alternative modes of travel beyond driving. A holistic approach provides a complete streets model where streets are designed to enable convenient, safe access for everyone and accommodating a broad range of transportation modes. This includes pedestrians, cyclists, motorists, and transit riders of all ages and abilities. Complete streets should be part of a comprehensive, integrated, and connected transportation network.

The California Complete Streets Act of 2008 (Assembly Bill 1358), as well as recent changes in CEQA and congestion management law, highlight a need for mobility elements to have a broader focus that emphasizes other travel modes beyond driving. It requires jurisdictions to provide local streets with facilities that meet the needs of all transportation system users (i.e., pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, youth, and families) when updating their general plans.

The following goals, policies are intended to improve multimodal transportation and incorporate complete streets in Los Gatos.

MOB-4	Encourage the development of a comprehensive and integrated transportation network with infrastructure and design features that allow safe and convenient travel for all users.
MOB-4.1	<b>Complete Streets</b> <b>SUS</b> Apply complete streets principles in transportation projects within the Town as defined in the Town's Complete Streets Policy.
MOB-4.2	<b>Reduce Vehicle Speeds</b> Reduce vehicle speeds using engineering and design techniques, community education, and evaluation and planning strategies rather than relying solely on enforcement.
MOB-4.3	<b>Wide Sidewalks for Shared Use</b> Require wide sidewalks between eight and ten feet in width in commercial and mixed-use areas to allow shared use by pedestrians and non-motorized modes of transportation as directed by the Town Engineer.
MOB-4.4	<b>Limit Widening of All Roadways</b> Limit widening of all roadways for additional vehicular capacity and prioritize improvements within the right-of-way for bicycle and pedestrian facilities to increase roadway capacity without impeding emergency access requirements.
MOB-4.5	<b>Consider Special Populations</b> <b>EJ</b> Plan for the needs of people with disabilities, seniors, and children when designing trail facilities and bicycle and pedestrian facilities.
MOB-5	Support a non-driving Los Gatos by reducing reliance on the automobile and promoting alternative modes of transportation. <b>SUS</b>

MOB-5.1	<b>Prioritize Non-Driving Transportation Modes</b> <b>SUS</b> Prioritize the use of non-driving transportation modes such as walking, bicycling, transit, a shuttle system, and other forms of personal mobility that are energy conserving and non-polluting.
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### MOB-5.2 **Development of Transportation Facilities by Private Entities**

**SUS**

Encourage private entities to develop and maintain publicly accessible transportation facilities, including transit, pedestrian, and bicycle facilities.

### MOB-5.3 **Non-Vehicular Transportation Requirement**

**SUS**

New developments that would result in significant increases in air pollution, VMT, or noise shall be required to incorporate non-vehicular facilities or programs that would reduce the project's overall impacts on these resources.

## 5.4 **Transit Services and Facilities**

### **Local Bus Transit**

The VTA's New Transit Service Plan was officially rolled out at the end of 2019 and includes several transit route improvement changes in the Town of Los Gatos. Improvements include an extension of Route 27 to Winchester Transit Center via Los Gatos Boulevard through Downtown. Existing Routes 48 and 49 were replaced with Route 27, which has increased frequency on weekdays and Saturdays. Route 61 merged with Route 62 and increased the frequency of buses on weekends and extended evening operating hours. Also, the last stop of VTA's Mountain View - Winchester light rail line, Winchester Station, is approximately one and a half miles from the Town of Los Gatos and is accessible via Route 27.

The existing transit network in the Town of Los Gatos is illustrated on Figure 5-2.

### **Vasona Light Rail Extension**

VTA's Vasona Light Rail Extension Project was initially envisioned to extend 6.9 miles from Downtown San Jose to Los Gatos, with nine stations and four Park and Ride lots. The project was split into two phases during the planning process. The first phase, a 5.3-mile portion that opened in 2005, extended light rail service from Downtown San José to the Winchester Station in the City of Campbell. Phase II of the project would extend the tracks south along Winchester Boulevard to Vasona Junction in the Town of Los Gatos. This second phase is described as the Future Vasona Light Rail Extension. The Future Vasona Light Rail Extension is uncertain, with the current plans for the extension on hold indefinitely until there is adequate VTA funding for the project.

The following goals and policies address public transportation and facilities in Town.

### MOB-6

Increase public transit opportunities for all types of trips.

#### MOB-6.1 **Support Vasona Light Rail Extension**

**SUS**

Support VTA's Vasona Light Rail Extension project to the Town if/when allocated funds are available.

#### MOB-6.2 **Land Uses at Transit Stops**

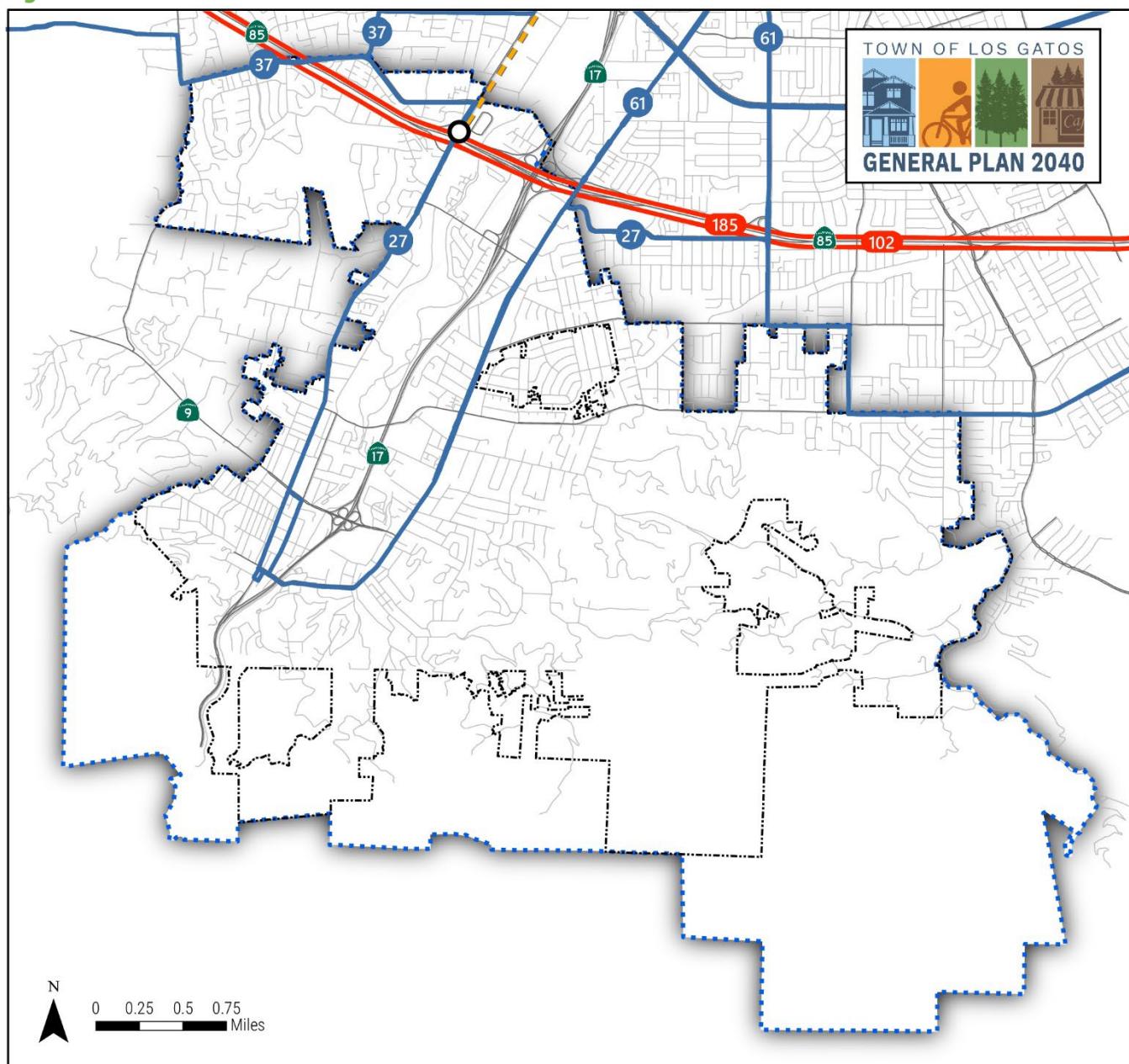
At transit stops, work with VTA and other agencies to prioritize land uses and patterns that generate high transit ridership and encourage affordable housing (i.e., senior housing, multi-family housing, and mixed-use with housing) in appropriate locations.

#### MOB-6.3 **Inter-agency Coordination**

**SUS**

Coordinate with appropriate agencies to plan and develop adequate public transit services for everyone in the Town (i.e., bus, Santa Cruz express bus, rail, shuttle, light rail, streetcar, and on-demand transit).

**Figure 5-2** **Transit Services**



**VTA New Transit Service Plan**

- Regular Bus Service
- Express Bus Service
- Future Vasona Light Rail Extension
- Future Vasona Junction Station

*\*On indefinite hold. Route 27 connects with Winchester Light Rail Station.*

□ Town of Los Gatos

□ Planning Area/  
Sphere of Influence

Source: Santa Clara Valley Transportation Authority (VTA) 2019 New Transit Service Plan.

<b>MOB-6.4</b> <b>SUS</b>	<b>Improve Transit Service</b> Work with the VTA and commercial carriers to improve transit service for Los Gatos and increase ridership.
<b>MOB-6.5</b> <b>SUS</b>	<b>Public and Private Shuttles</b> Work with transit agencies and major employers in the region to determine the feasibility of financing additional shuttles to improve connections to key destinations in the Town and throughout the region. Include pro rata funding contributions to Town managed shuttle services in all TDM plans.
<b>MOB-6.6</b> <b>SUS EJ</b>	<b>Transit for Special Populations</b> Coordinate with appropriate agencies to provide and expand transit services for seniors, school children, low-income people, and people with disabilities.
<b>MOB-6.7</b> <b>SUS</b>	<b>Encourage Use of Transit</b> Encourage public transit use by requiring all new developments to provide bus shelters and on-going maintenance as part of their developments, when appropriate.
<b>MOB-6.8</b> <b>SUS</b>	<b>Support Regional Efforts</b> Support State and County efforts to reduce vehicle use and encourage the use of public transit.
<b>MOB-6.9</b> <b>SUS</b>	<b>Santa Clara VTA Services</b> Work with VTA to facilitate transit services in Los Gatos through the provision of bus stop amenities, such as basic route and schedule information, bus shelters, seating, and lighting.
<b>MOB-6.10</b> <b>SUS</b>	<b>Shared Parking</b> Private or public parking developed near transit stops shall be designed to provide reciprocal access to adjacent parking areas to enhance parking availability at all times.

## 5.5 Transportation Systems

This section describes the overall transportation system serving the Town of Los Gatos and how to design a transportation system that accommodates users of all ages and abilities, without exceeding the system's capacity. The following goals and policies address the design, implementation, and management of transportation systems.

<b>MOB-7</b>	Optimize the Town's transportation system to provide safe and efficient movement to meet the needs of all users.
<b>MOB-7.1</b>	<b>Consistency between Land Use and Transportation Planning</b> The Town shall ensure that land use and transportation planning are cohesive, consistent, mutually supportive, and strive to reduce VMT. This includes: <ul style="list-style-type: none"><li>▪ Promoting land use patterns that encourage people to walk, bicycle, or use public transit routinely for a significant number of their daily trips;</li><li>▪ Promoting TDM options;</li><li>▪ Using the Town's provision of public services to direct development to the most appropriate locations; and</li><li>▪ Promoting land uses that are supportive of non-driving modes, including infill of vacant land and redevelopment sites, and mixed uses</li></ul>

### MOB-7.2

#### **Fiscal Implications**

Consider the full fiscal impacts including ongoing maintenance relative to the construction and operation of transportation systems.

### MOB-7.3

#### **Balance Needs of All Roadway Users**

Make effective use of the traffic-carrying ability of Los Gatos's arterials and collectors while providing multimodal support for users of all ages and abilities.

### MOB-7.4

#### **Regional Transportation Needs**

Participate in regional efforts to meet regional transportation needs to provide Los Gatos community members greater connectivity to surrounding communities in Santa Clara County and the Bay Area as a whole.

## 5.6 Roadways

This section describes and plans for the regional highway system and local street circulation system serving the Los Gatos Planning Area. These circulation systems are broadly described in this section and illustrated on Figure 5-3.

The three major highways that run through Los Gatos are State Route (SR) 9, also known as Los Gatos-Saratoga Road, SR 17, and SR 85. SR 9 is a major surface street while SR 17 and SR 85 are freeways. There are four freeway interchanges within the Town, one on Highway 85 at Winchester Avenue, one in the northern end of Los Gatos at Lark Avenue and two towards the southern end at SR 9 and South Santa Cruz Avenue.

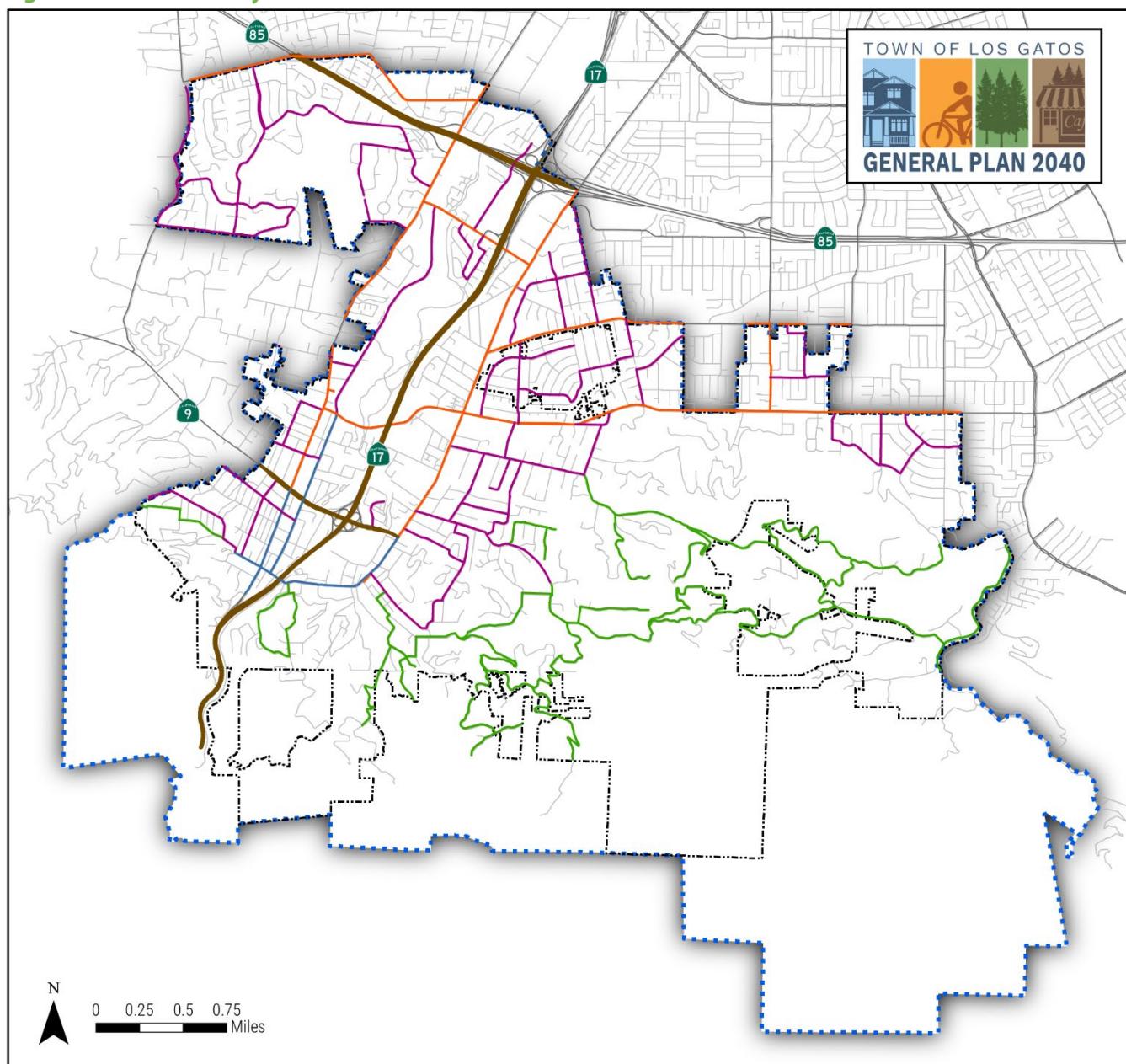
The local street system is organized into a hierarchy of six roadway types (functional classifications) according to the existing Los Gatos Street Design Standards and the 2020 Los Gatos General Plan. The Los Gatos Street Design Standards classify all streets within the Town according to their functional classification.

- **Arterial streets** typically accommodate two or more lanes of traffic in each direction, providing access to the regional highway system, collector roads, and local streets. Examples of arterial streets include Los Gatos Boulevard and Winchester Boulevard.
- **Collector streets** provide circulation within and between neighborhoods. Collector streets usually serve short trips from local and neighborhood collector streets and distribute traffic to the arterial network. Examples of collector streets are Main Street and University Avenue.
- **Neighborhood collector streets** predominantly carry traffic generated within a neighborhood and distributes traffic to collector and arterial streets. Examples of neighborhood collector streets include Alberto Way, Tait Avenue, and Wedgewood Avenue.
- **Hillside collector streets** serve properties located in hillside areas, carrying traffic to either arterial streets, collectors, or neighborhood collectors. An example of a hillside collector street is Kennedy Road.
- **Local streets** support local and neighborhood traffic movement. Local streets typically carry traffic from individual properties to collector and arterial streets and are not designed to accommodate through traffic. Most local streets are in residential neighborhoods. Examples of local streets are Pine Avenue, Jackson Street, and Bayview Avenue.
- **Special design streets** are used when warranted by unique land use, circulation, or environmental conditions. These streets can either be arterial streets, collectors, existing local hillside streets, or scenic residential streets. An example of a special design street is North Santa Cruz Avenue.

For a list of streets and the associated roadway classifications see Table 5-1.

## 5. Mobility Element

Figure 5-3 Roadway Classifications



### Functional Class

- Freeway
- Arterial
- Collector
- Neighborhood Collector
- Hillside Collector
- Local

□ Town of Los Gatos

□ Planning Area/  
Sphere of Influence

**Table 5-1      Streets by Roadway Classification**

Roadway Classifications
<b>Arterial Streets</b>
Blossom Hill Road (Winchester Boulevard to Harwood Road)
Knowles Drive (Pollard Road to Winchester Boulevard)
Lark Avenue (Winchester Boulevard to Los Gatos Boulevard)
Leigh Avenue (Los Gatos-Almaden Road to Blossom Hill Road)
Los Gatos-Almaden Road (Los Gatos Boulevard to Leigh Avenue)
Los Gatos Boulevard (Route 85 to Los Gatos-Saratoga Road)
Los Gatos-Saratoga Road (Los Gatos Boulevard to Town Limits)
Pollard Road (San Tomas Aquino Creek to Knowles Drive)
Santa Cruz Avenue (Blossom Hill Road to Los Gatos-Saratoga Road)
Union Avenue (Los Gatos-Almaden Road to Blossom Hill Road)
Winchester Boulevard (Division Street to Blossom Hill Road)
<b>Collector Streets</b>
Los Gatos Boulevard (Los Gatos-Saratoga Road to E. Main Street)
Main Street (Bayview Avenue to Los Gatos Boulevard)
Santa Cruz Avenue (Los Gatos-Saratoga Road to Highway 17)
University Avenue (Main Street to Blossom Hill Road)
<b>Neighborhood Collector Streets</b>
Alberto Way (Los Gatos-Saratoga Road to end)
Almond Blossom Lane (Harwood Road to Town Limits)
Andrews Street (University Avenue to Rose Avenue)
Anne Way (Union Avenue to Leigh Avenue)
Arroyo Grande Way (Lark Avenue to Garden Hill Lane)
Bachman Avenue (University Avenue to Alexander Avenue)
Bacigalupi Drive (Belwood Gateway to Westhill Drive)
Bayview Avenue (West Main Street to Pennsylvania Avenue)
Belgatos Road (Blossom Hill Road to Westhill Drive)
Belwood Gateway (Blossom Hill Road to Harwood Road)
Bicknell Road (Quito to Montclair Road)
Blossom Dale Drive (Blossom Hill Road to Blossom Valley Drive)
Blossom Valley Drive (Blossom Dale Drive to Taft Drive)
Camellia Terrace (Blossom Hill Road to Longwood Drive)
Camino del Cerro (Los Gatos-Almaden Road to Escobar Avenue)
Camino del Cerro (Blossom Hill Road to Westchester Drive)
Capri Drive (Knowles Drive to West Parr Avenue)
Cardinal Lane (Stonybrook Road to Hilow Road)
Carlton Avenue (Los Gatos-Almaden Road to Town Limits east of National Avenue)
Cherry Blossom Lane (Shannon Road to Los Gatos-Almaden Road)
Clearview Drive (La Rinconada Drive to Wimbledon Drive)
Daves Avenue (Winchester Blvd. to the west)
Englewood Avenue (Kennedy Road to Shannon Road)
Escobar Avenue (Longwood Drive to Camino del Cerro)
Garden Hill Lane (Lark Avenue to Arroyo Grande Way)
Gateway Drive (Los Gatos Boulevard to Carlton Avenue)
Glen Ridge Avenue (Pennsylvania Avenue to Hernandez Avenue)
Harding Avenue (Los Gatos Boulevard to Vista del Monte)
Harwood Road (Blossom Hill Road to southern intersection of Alerche Drive)
Hernandez Avenue (Glen Ridge Avenue to Town Limits)
Herschner Drive (Howes Drive to Kentfield Drive)
Hilow Road (Shannon Road to Cardinal Lane)
Howes Drive (Los Gatos-Almaden Road to Herschner Drive)

Roadway Classifications
<b>Neighborhood Collector Streets Continued</b>
Kennedy Road (Los Gatos Blvd. to South Kennedy Road)
Kensington Way (Anne Way to Herschner Drive)
Kentfield Drive (Los Gatos-Almaden Road to Herschner Drive)
Knowles Drive (Winchester Boulevard to Dell Avenue)
La Rinconada Drive (Winchester Boulevard to Clearview Drive)
Lester Lane (Los Gatos-Almaden Road to Camino del Sol)
Lilac Lane (Oleander Avenue to Longwood Drive)
Loma Alta Avenue (Los Gatos Boulevard to Cypress Way)
Marchmont Drive (Englewood Avenue to Hilow Road)
Mariposa Avenue (Santa Cruz Avenue to San Benito Avenue)
Montclair Road (Quito Road to Bicknell Road)
More Avenue (Pollard Road to Bicknell Road)
National Avenue (Samaritan Drive to Los Gatos-Almaden Road)
Nino Avenue (Los Gatos Boulevard to Nino Way)
Oka Lane (Lark Avenue to W. Mozart Avenue)
Old Blossom Hill Road (Blossom Hill Road to Blossom Hill Road)
Oleander Avenue (Cherry Blossom Lane to Lilac Lane)
Pennsylvania Avenue (Bayview Avenue to Glen Ridge Avenue)
Quito Road (Bicknell Road to Pollard Road)
Ridgecrest Avenue (Hernandez Avenue to Highway 9 (Monte Sereno))
Roxbury Lane (More Avenue to Wedgewood Avenue)
San Benito Avenue (Mariposa Avenue to Andrews Street)
Shannon Road (Los Gatos Boulevard to Short Road)
Short Road (Shannon Road to Old Blossom Hill Road)
Spreckles Avenue (Loma Alta Avenue to Vista del Mar)
Stonybrook Road (Kennedy Road to Cardinal Lane)
Taft Drive (Blossom Valley Drive to Los Gatos-Almaden Road)
Tait Avenue (West Main Street to Los Gatos-Saratoga Road)
University Avenue (Blossom Hill Road to Lark Avenue)
<b>Neighborhood Collector Streets Continued</b>
Vista del Mar (Spreckles Avenue to Vista del Monte)
Vista del Monte (Kennedy Road to Vista del Mar)
Wedgewood Avenue (Roxbury Lane to Wimbledon Drive)
Westchester Drive (Camino del Cerro to Taft Drive)
Westhill Drive (Blossom Hill Road to Bacigalupi Drive)
West Parr Avenue (Pollard Road to Capri Drive)
Wimbledon Drive (Wedgewood Avenue to Winchester Boulevard)
<b>Hillside Collector Streets</b>
Alma Bridge Road (Highway 17 to Lime Kiln Road)
Arnerich Road (Hicks Road to Deer Park Road)
Aztec Ridge (westerly terminus to Blackberry Hill Road)
Blackberry Hill Road (Mireval Road to end)
College Avenue (Main Street to Prospect Avenue)
Cross Way (Loma Alta Avenue to Johnson Avenue)
Cypress Way (Spring Street to Mireval Way)
Deer Park Road (Shannon Road to Arnerich Road)
Forrester Road (Kennedy Road to Top of the Hill Road)
Foster Road (Johnson Avenue to end)
Hicks Road (Camden Avenue to Arnerich Road)
Johnson Avenue (Cross Way to Foster Road)
Kennedy Road (South Kennedy Road to Shannon Road)
Long Meadow Drive (Kennedy Road to Twin Oak s Drive)

Roadway Classifications	
<b>Hillside Collector Streets Continued</b>	
	Maya Way (Mireval Way to Aztec Ridge)
	Mireval Way (Cypress Way to Ravinia Way)
	Overlook Road (Wissahickon Avenue to end)
	Paseo Carmelo (Mireval Way to Ravinia Way)
	Pennsylvania Avenue (Glen Ridge Avenue to Wissahickon Avenue)
	Phillips Avenue (Cypress Way to South Kennedy Road)
	Prospect Avenue (Reservoir Road to College Avenue)
	Ravinia Way (Terresita Way to Mireval Way)
	Reservoir Road (Villa Avenue to Prospect Avenue)
	Santa Rosa Drive (Shannon Road to end)
	Shannon Road (Short Road to Hicks Road)
	Sierra Azule Drive (Santa Rosa Drive to Sky Lane)
	Sky Lane (Shannon Road to Sierra Azule Drive)
	South Kennedy Road (Kennedy Road to Kennedy Road)
	Spring Street (Cypress Way to Tourney Loop)
	Sund Drive (Foster Road to end)
	Suview Drive (Shannon Road to end)
	Terresita Way (Kennedy Road to Ravinia Way)
	Top of the Hill Road (Kennedy Road to Kennedy Road)
	Tourney Loop (Spring Street to Tourney Road)
	Twin Oaks Drive (Long Meadow Drive to unnamed)
	Villa Avenue (College Avenue to Reservoir Road)
	Wissahickon Avenue (Pennsylvania Avenue to Overlook Road)
	Wooded View Drive (Shannon Road to end)

The following goals and policies address the street and roadway network in Town.

MOB-8	Provide a safe, efficient, and well-designed roadway network transportation system.
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**MOB-8.1 Safety in Roadway Design and Management**

**sus** Support the safety of all roadway users of all ages and abilities in the design and management of roadways.

**MOB-8.2 Ownership of Public Right-of-Way**

The Town shall obtain fee title to all land required to be dedicated for public streets and associated right-of-way.

**MOB-8.3 Driveways and Curb Cuts**

New development shall minimize the number of access points (driveway openings or other curb cuts) along Arterial streets to minimize impacts on circulation flow and safety while providing for safe ingress and egress from a location.

**MOB-8.4 Avoid Extended Single Access Roadways**

Discourage single access roads that impede safe and continuous access for all roadway users.



See policies under Goal MOB-12 for access in hillside areas.

<b>MOB-8.5</b>	<b>Street Improvements</b>	Street improvements such as curb cuts, sidewalks, bus stop turnouts, bus shelters, light poles, traffic signals, benches, and trash containers shall be designed to provide safe movement of all users and minimize disruption to the streetscape.
<b>MOB-8.6</b>	<b>Roundabouts</b>	Encourage using roundabouts as an alternative to signalized or traditionally controlled intersections.
<b>MOB-9</b>	Mitigate the impact of cut-through traffic, with the objective of making it easy for residents to move throughout Town while ensuring Los Gatos remains a welcoming place for visitors.	
<b>MOB-9.1</b>	<b>Vehicle Traffic-Calming Devices</b>	Consider traffic-calming devices (i.e., lane narrowing, widening medians, or landscaping) to discourage cut-through vehicle traffic, where appropriate.
<b>MOB-9.2</b>	<b>Alternatives to Minimize Cut-Through Vehicle Traffic</b>	Limit cut-through vehicle traffic to the extent feasible, while minimizing the impacts these limits have on the freedom of movement of residents and minimizing diversion of vehicle traffic to other neighborhood streets. Consider the use of alternative street surfacing materials, traffic diverters, special designs, and stop signs to prevent cut-through traffic on residential streets.
<b>MOB-9.3</b>	<b>Neighborhood Traffic-Calming Policy</b>	Assist citizens in solving traffic concerns in residential neighborhoods in accordance with the latest Neighborhood Traffic-Calming Policy.
<b>MOB-9.4</b>	<b>Avoid Commercial Vehicle Traffic in Neighborhoods</b>	Require that all new development demonstrates, and is conditioned, so that commercial traffic (excluding delivery services) through residential neighborhoods does not occur. Review neighborhood traffic impacts of all development projects and require developer participation in the cost of installation of traffic-calming measures as a condition of approval, if applicable.
<b>MOB-9.5</b>	<b>Regional Traffic on Regional Roadways</b>	Support efforts to keep regional traffic on regional roadways, such as SR 85 and SR 17, prioritizing opportunities for increased transit and greater roadway efficiency, over expanding roadway capacity.
<b>MOB-10</b>	Prevent and mitigate transportation impacts from new development.	
<b>MOB-10.1</b>	<b>Project Traffic</b>	All development proposals shall be reviewed to identify and address project traffic pursuant to the Town's Traffic Impact Policy and shall include roadway improvements and dedications.
<b>MOB-10.2</b>	<b>Level of Service</b>	If a project will cause the current LOS for any project-affected intersection to drop by more than one level for an intersection currently at LOS A, B, or C, or to drop at all if the intersection is at LOS D or below, the project shall construct improvements and/or put TDM measures in place, as directed by the Town Engineer, so that the operation will remain at an acceptable level. These measures shall be implemented and maintained as a condition of approval of the project.

### MOB-10.3 **Upgrade Public Improvements**

New development shall be required to upgrade public improvements on project frontages to meet current Town standards.

### MOB-10.4 **Traffic Signal Installation and Signal Modification Costs**

Developers shall contribute a pro-rata share to the cost of the future installation of traffic signals or future traffic signal modifications with a nexus to the project as a condition of approval.

## MOB-11

Ensure that future changes to SR 17 do not negatively impact the quality of life or character of Los Gatos.

### MOB-11.1 **SR 17 Efficiency**

Improvements to SR 17 should consider efficiency improvements prior to adding capacity through increased travel lanes.

### MOB-11.2 **SR 17 and Blossom Hill Road**

There should not be an interchange at Blossom Hill Road.

### MOB-11.3 **SR 17 Connection to Santa Cruz**

SR 17 between Los Gatos and Santa Cruz should not be widened or be converted to a freeway.

### MOB-11.4 **Review of SR 17 Modifications**

The Town Council shall review all new or modified connections with SR 17 within the Town and provide input to the planning process, as appropriate.

### MOB-11.5 **Regionally Reduce SR 17 Congestion**

Work with other local jurisdictions and the State to develop effective ways to reduce regionally generated SR 17 congestion and VMT, including cross-town traffic that does not involve adding freeway interchanges.

## MOB-12

Ensure that hillside streets maintain safe access.

### MOB-12.1 **Hillside Emergency Vehicle Access**

Establish and maintain a hillside road pattern that provides 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.

### MOB-12.2 **Secondary Emergency Access**

New discretionary housing approvals in locations that are identified as Very High Fire Hazard Areas on the Town's Wildland Fire Severity Zone Map shall provide secondary emergency access as required by the Santa Clara County Fire Department. Secondary access shall be provided first by loop roads, then by through-roads, and lastly by long cul-de-sacs with an emergency access connection to a public road. If secondary access is not possible or acceptable, the intensity of land use should be evaluated based on limited access.

### MOB-12.3 **Special Designs for Hillside Area Streets**

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 (i.e., heritage trees, native plant and wildlife habitat, prominent geologic formations, and the natural terrain).

### MOB-12.4 Private Roadway Standards

Require all new or extended private roadways to meet the Town's public roadway construction standards, as directed by the Town Engineer.

### MOB-12.5 Streetlights on Hillside Streets

New public streetlighting on hillside streets shall be prohibited except where lighting is required to address public safety.

## 5.7 Parking

Los Gatos has a variety of parking options throughout the Town, including on-street parking and off-street parking lots. On-street parking is managed by the Town and can come with restrictions on use. This includes some areas with time restrictions and some specifically designated residential neighborhoods where a parking permit is required. The Town also manages several off-street public parking lots, which are controlled relative to time allowed for parking. The Los Gatos-Monte Sereno Police Department is responsible for the Parking Management Program for public facilities and streets in Los Gatos.

The following goals and policies address parking availability, management, and siting.

### MOB-13

Provide adequate parking availability and minimize impacts on surrounding residential neighborhoods.

#### MOB-13.1 Parking for New Development

Require new development to provide an adequate number of parking spaces and encourage shared parking whenever possible. Parking shall be adequate to avoid adversely affecting adjacent residential properties.

#### MOB-13.2 Efficient Parking Facility Design

Encourage efficient parking facility design that allows for creative reuse if parking demand decreases in the future.

#### MOB-13.3 Parking Availability for Schools

Coordinate with all schools that serve Los Gatos to create and address areas that can serve as available parking areas during peak drop off and pick-up hours.

#### MOB-13.4 Pedestrian Safety in Parking Lots

Provide for safe pedestrian travel in parking lots without unnecessarily eliminating parking spaces.

#### MOB-13.5 Wayfinding

Strive to implement an enhanced wayfinding program consistent with the Town's Comprehensive Parking Study to minimize the time motorists spend searching for parking and destinations throughout Town.

#### MOB-13.6 Parking Revenue to Support Non-Driving Modes

Seek methods to use parking revenues to pay for maintenance, enforcement, capital replacement and to support travel by transit, shuttle, bicycle, walking, and other modes.

#### MOB-13.7 Accommodate Traffic and Parking Demand Increases

Review development proposals to confirm that the transportation system and on-site 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.

MOB-14

Provide adequate and well managed parking availability in Downtown for employees, visitors, and shoppers.

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**MOB-14.1**

**Stand-Alone Parking Facilities**

Stand-alone parking facilities in the Downtown shall be designed to minimize impacts on adjacent properties.

**MOB-14.2**

**Parking Management Downtown**

Implement parking management or Transportation Demand Management (TDM) in the Downtown to address long-term (employee) and short-term (customer) parking demands and maximize the efficient use of parking.

**MOB-14.3**

**Curbside Management**

**SUS**

Support a curbside management plan for the Downtown to accommodate passenger loading areas and commercial loading zones to minimize double parking.

## 5.8 Goods Movement

The Town of Los Gatos relies on efficient and reliable truck routes to accommodate and facilitate goods movement essential for supporting economic growth and quality of life. On-going changes in on-demand goods delivery services and increases in e-commerce are changing the way members of the community purchase and receive goods, which changes the nature of mobility for people and freight. Since these types of deliveries are expected to increase over the coming years, it is important to address the needs of goods movement and the unique needs of trucks and delivery vehicles in order to limit the impacts associated with e-commerce.

The designated truck routes through the Town of Los Gatos are illustrated on Figure 5-4.

The following goals and policies address the movement of goods, specifically truck traffic.

MOB-15

Provide for the safe and efficient movement of goods to support commerce, industry, and the community.

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**MOB-15.1**

**Minimize Truck Conflicts**

Minimize potential conflicts between trucks, truck loading and unloading areas, and pedestrian, bicycle, and transit travel on streets designated as truck routes (See Figure 5-4).

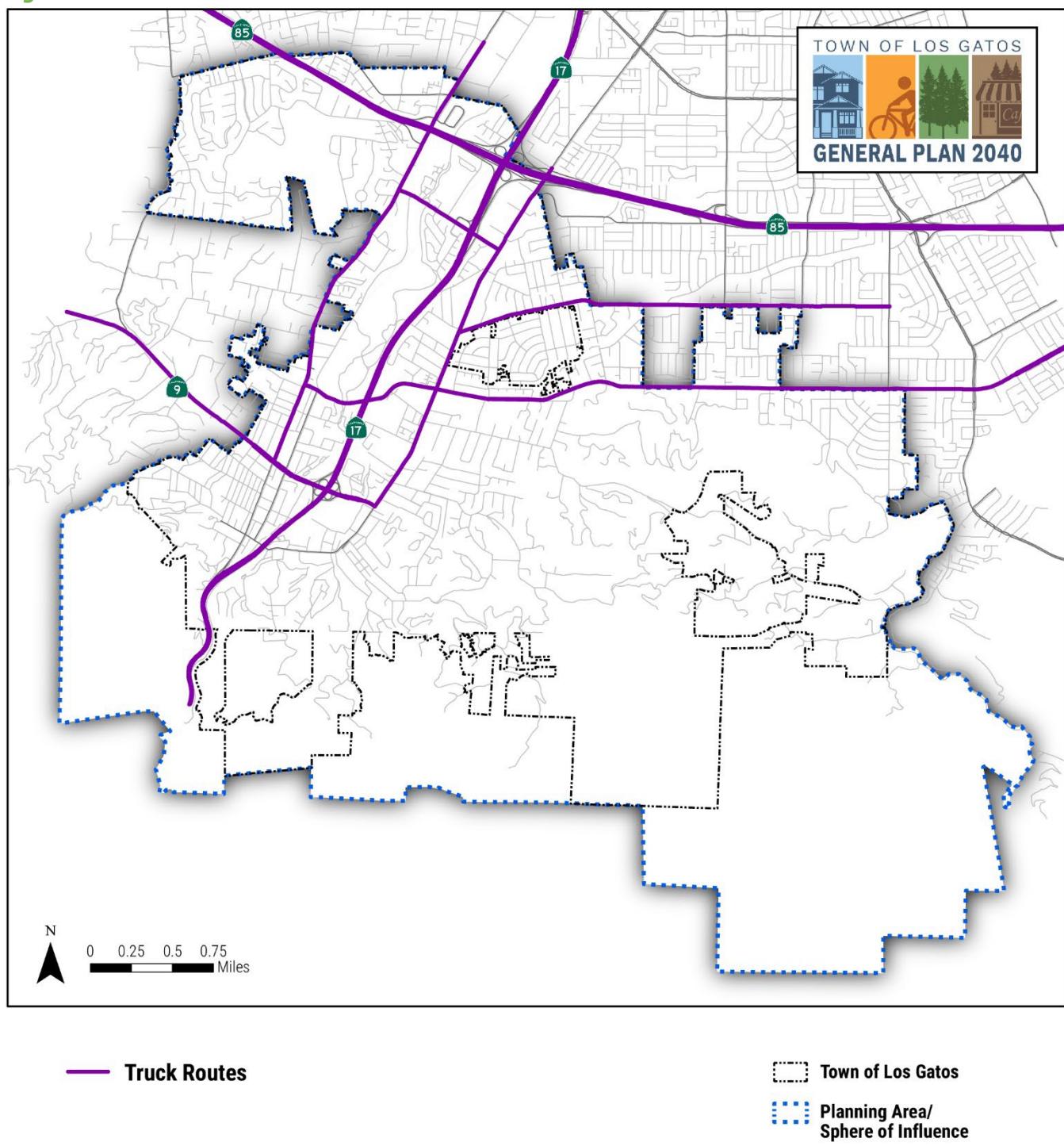
**MOB-15.2**

**Minimize Environmental Impacts**

Maximize the efficiency of goods movement while working to minimize related environmental impacts.

## 5. Mobility Element

Figure 5-4    Truck Routes



## 5.9 Implementation Programs

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2040	Annual	Ongoing
		Supporting Department(s)				
<b>A Annual Progress Report</b> Provide a periodic progress report to measure whether the VMT implementation measures are successful at reducing the overall VMT.	MOB-1 MOB-1.1	Parks and Public Works	<input checked="" type="checkbox"/>			
<b>B Transportation Analysis Guidelines</b> Develop and adopt transportation analysis (TA) guidelines that define the VMT analysis methods, significant impact thresholds, TDM programs, and mitigation programs consistent with the requirements of Senate Bill 743.	MOB-1 MOB-1.1 MOB-1.3 MOB-5 MOB-5.3 MOB-8.1	Parks and Public Works	<input checked="" type="checkbox"/>			
<b>C Nexus Study to Implement the Transportation Impact Fee Program</b> Perform a nexus study and implement the Town's multimodal transportation impact fee (TIF) program to mitigate negative transportation impacts of new developments and redevelopments where appropriate.	MOB-1.3	Parks and Public Works		<input checked="" type="checkbox"/>		
<b>D Community Shuttle System</b> Evaluate a community shuttle system to serve transit needs within the Town limits that is linked to and coordinated with other transit services.  <b>SUS</b>	MOB-1.3 MOB-5.1 MOB-6.5	Parks and Public Works  Town Manager	<input checked="" type="checkbox"/>			
<b>E Educational Programs on Safe Bicycling</b> Continue to coordinate with local organizations to provide educational programs on safe bicycling practices for cyclists of all ages and experience levels.	MOB-2.2 MOB-2.7	Parks and Public Works		<input checked="" type="checkbox"/>		
<b>F Bicycle and Pedestrian Master Plan Update</b> Update the Bicycle and Pedestrian Master Plan periodically to reflect the Town's priorities.  <b>SUS HC</b>	MOB-2.2 MOB-2.4 MOB-2.7 MOB-2.9	Parks and Public Works		<input checked="" type="checkbox"/>		
<b>G Sidewalk Maintenance Plan</b> Maintain sidewalks, ensuring hazard free sidewalk surfaces and the provision of adequate vertical and lateral clearance.	MOB-2.4 MOB-2.11 MOB-2.12	Parks and Public Works		<input checked="" type="checkbox"/>		

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2040	Annual	Ongoing
		Supporting Department(s)				
<b>H Enhance Sidewalks</b> Develop standards to enhance sidewalks that include but are not limited to: <ul style="list-style-type: none"><li>▪ Ensure existing sidewalks maintain ADA compliance;</li><li>▪ Remove or relocate objects such as poles, plants, etc. obstructing sidewalks;</li><li>▪ Install wide sidewalks and/or detached sidewalks with a buffer separation from vehicular traffic;</li><li>▪ Modify roadway configuration and or reacquire right-of-way dedication from new developments as needed for the improvements, while minimizing impacts to existing homes if possible; and</li><li>▪ Establish standards and guidelines for enhancing existing sidewalks and installation of new sidewalks.</li></ul>	MOB-2.4 MOB-2.6 MOB-2.11 MOB-2.12 MOB-4.3	Parks and Public Works	<input checked="" type="checkbox"/>			
<b>I Streetlighting Policy and Guidelines</b> Update the Town's street lighting policy and design guidelines balancing the needs for adequate illumination and reducing light pollution.	MOB-2.4	Parks and Public Works	<input checked="" type="checkbox"/>			
<b>J Obtain Easements</b> 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.	MOB-3 MOB-3.1 MOB-3.6 MOB-3.7	Parks and Public Works  Community Development	<input checked="" type="checkbox"/>			
<b>K Public Trails on Private Property</b> Monitor conservation easements for public trails on private property to ensure that trails are maintained.	MOB-3.1	Parks and Public Works		<input checked="" type="checkbox"/>		

Programs	Implements Which Policy(ies)	Responsible Supporting Department(s)	2020 – 2025	2026 – 2040	Annual	Ongoing
			2020 – 2025	2026 – 2040	Annual	Ongoing
<b>L Trail Design Standards</b> Develop and adopt detailed trail design standards that: <ul style="list-style-type: none"><li>■ Limit all new access to pedestrians and, where appropriate, equestrians and/or bicyclists;</li><li>■ Provide multi-use opportunities;</li><li>■ Protect the natural ecology;</li><li>■ Conform to regional trail design standards;</li><li>■ Determine trail width, establish policies regarding fencing along trails, and detail the type of fencing to be used;</li><li>■ Incorporate erosion control measures; and</li><li>■ Prohibit motorcycles, motorized off-road vehicles, and mopeds.</li></ul>	MOB-3.1 MOB-3.2 MOB-3.3 MOB-3.5 MOB-3.6 MOB-3.7	Parks and Public Works	<input checked="" type="checkbox"/>			
<b>M Transportation Master Plan</b> Develop and adopt a comprehensive transportation master plan that identifies a broad range of multimodal transportation projects and programs.	MOB-4	Parks and Public Works	<input checked="" type="checkbox"/>			
<b>N Address Cut Through Traffic</b> Develop and implement appropriate vehicle control devices to reduce the impacts of cut-through traffic such as safety hazards, speeding, noise, and other disturbances in accordance with the adopted Neighborhood Traffic Calming Policy.	MOB-4.2 MOB-9 MOB-9.1 MOB-9.2 MOB-9.3	Parks and Public Works	<input checked="" type="checkbox"/>			
<b>O VTA System Enhancements</b> Coordinate with VTA to identify locations for and implementation of in-lane bus stopping at key locations with merge challenges and where queue jump treatments for busses at intersections would be possible and effective, and pursue funding for design and implementation of queue jump treatments from new development, either through individual project contributions or the Town's Transportation Impact Fee program.	MOB-6.4 MOB-6.9	Parks and Public Works	<input checked="" type="checkbox"/>			
<b>P Design Guidelines for Hillside</b> 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.	MOB-12 MOB-12.3 MOB-12.4 MOB-12.5	Parks and Public Works	<input checked="" type="checkbox"/>			

## 5. Mobility Element

Programs	Implements Which Policy(ies)	Responsible	2020 – 2025	2026 – 2040	Annual	Ongoing
		Supporting Department(s)				
<b>Q Maintain Emergency Access Points</b> Develop and adopt design standards and implement a maintenance program for emergency access points.	MOB-12 MOB-12.1 MOB-12.2	Parks and Public Works  Town Manager	<input checked="" type="checkbox"/>			
<b>R Review Parking Requirements</b> Periodically review Town Code parking requirements, standards, and parking controls to ensure that they are adequate to meet demand.	MOB-13.1 MOB-13.2 MOB-13.3	Police Department  Community Development		<input checked="" type="checkbox"/>		
<b>S Parking Facility Improvements</b> Develop a plan for implementing improvements on one or more of the parking facilities listed below to increase available parking: Bachman Avenue/Highway 9 Parking Lot; Royce Street/Bachman Avenue Parking Lot; Grays Lane/Royce Street Parking Lot; Station Way Parking Lot; or Farwell Parking Lot.	MOB-14.1 MOB-14.2 MOB-14.3	Parks and Public Works  Police Department	<input checked="" type="checkbox"/>			

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