4 CIRCULATION AND TRANSPORTATION

4.1 INTRODUCTION

One of the central concepts of the Hecker Pass Specific Plan is to maintain the rural character and scenic qualities of the area. The transportation and circulation system for the Hecker Pass Specific Plan is designed to utilize existing roadway systems and to provide new local roads as well as trails and sidewalks for non-vehicular circulation. The Specific Plan is designed to preserve the area’s rural character and promote walking and bicycling as convenient alternative modes of transportation and recreation. Collectively, these circulation systems promote the concept of “livable and walkable” communities by providing connections between neighborhoods, recreation areas, local agricultural commercial and agri-tourist establishments, points of interest and adjacent areas.

Goal 4-1: Provide a transportation and circulation system that safely accommodates traffic within the Specific Plan Area while preserving the Hecker Pass Area’s rural agricultural character.

Goal 4-2: Provide a transportation and circulation system that creates connections between existing and planned uses within and around the Specific Plan Area.

Goal 4-3: Provide non-vehicular circulation routes within the Specific Plan Area as an alternative to motor vehicles to promote the concept of “walkable communities.”

4.2 EXISTING ROAD SYSTEM

The existing transportation system serving the Hecker Pass Specific Plan Area consists of Hecker Pass Highway (State Route 152), First Street, Santa Teresa Boulevard, Third Street, Two Oaks Lane, Lone Oak Court, and Burchell Road. In addition, numerous driveways take access from Hecker Pass Highway including the Lutheran Church, Goldsmith Seeds, the South Valley National Bank/Raley’s Property, Bonfante Gardens, and residences located on either side of the Highway.

HECKER PASS HIGHWAY

Hecker Pass Highway (State Route 152) is a State Highway providing the primary east-west connection between Highway 101 in Gilroy and Highway 1 in Watsonville. Hecker Pass Highway begins at the intersection of Santa Teresa Boulevard and extends west to the City of Watsonville. The portion that runs through the Specific Plan Area consists of two lanes separated by a double yellow line. The posted speed limit on most of this section of highway is 55 mph, except for a 40 mph section near the intersection of Santa Teresa Boulevard. The roadway is lined with large Deodara Cedar trees and significant oak trees providing a scenic corridor through the area.
FIRST STREET

First Street is the extension of State Route 152, east of Santa Teresa Boulevard. This urban roadway varies between two and four lanes with signalized intersections and extends through the City of Gilroy to Monterey Street. First Street serves as a major arterial and provides access to the numerous commercial businesses located on both sides of the street. The posted speed limit on this section of highway is 40 mph.

SANTA TERESA BOULEVARD

Santa Teresa Boulevard is designated by the City of Gilroy General Plan as “Expressway” and consists of two lanes that run in a north/south direction, parallel to the easterly side of the Hecker Pass Specific Plan Area. The Village Green Project lies between Santa Teresa Boulevard and the bulk of the Specific Plan Area. Santa Teresa Boulevard connects to Highway 101 via Castro Valley Road to the south and continues northward toward Morgan Hill and San Jose. Improvements to widen Santa Teresa Boulevard between First Street and Longmeadow Drive to a four-lane expressway are under construction and are projected to be complete by 2004. The posted speed limit is 45 mph.

THIRD STREET

Third Street is an east-west residential collector street that intersects Santa Teresa Boulevard south of First Street. Until recently, Third Street formed a T-intersection with Santa Teresa Boulevard. As part of the Village Green project, Third Street was extended across Santa Teresa Boulevard and now terminates at the Specific Plan Area’s easterly boundary. The intersection has been signalized but still only allows for right-in/right-out movements on the eastern side of Santa Teresa Boulevard.

TWO OAK LANE AND LONE OAK COURT

Two Oaks Lane and Lone Oak Court are two small private local roads that currently serve three existing residences on the Suner, Castro and Thomas properties and the Giacalone Property. Both roads are located south of Hecker Pass Highway. Two Oaks Lane forms a T-intersection with Hecker Pass Highway near the Hoey/Giacalone Property line. Two Oaks Lane terminates at the southerly property line of the Giacalone property and intersects at a 90-degree angle with Lone Oak Court.

BURCHELL ROAD

Burchell Road is a narrow two lane county road that serves County residential properties north of Hecker Pass Highway and also provides a connection to the Country Estates residential community in Gilroy. Burchell Road forms a T-intersection with Hecker Pass Highway, which is stop controlled.
4.3 CIRCULATION CONCEPT

The main goal of the Circulation Chapter is to create a balanced and well organized circulation system that will accommodate proposed development and allow people to get around by car, bicycle, foot and public transit while preserving and enhancing the rural agricultural character of the Hecker Pass Area. Streets, sidewalks and bicycle paths will contribute to a system of fully connected and interesting routes throughout the Hecker Pass Area. By placing emphasis on the pedestrian rather than the automobile, the Specific Plan will provide for greater neighborhood interaction, and a more attractive environment. Traditional street designs and traffic calming features will help slow traffic to create safer, quieter, pedestrian and bicycle friendly streets. Figure 4-1 shows a Conceptual Circulation Plan for the Hecker Pass Area.

Figure 4-1: Conceptual Circulation Plan

Note: The Hecker Pass Conceptual Circulation Plan is conceptual only. Actual alignments, intersection locations and designs may vary, subject to City of Girly and Caltrans Review.

The circulation system in the Hecker Pass Area will utilize the existing major thoroughfares including Santa Teresa Boulevard, Third Street and Hecker Pass Highway to accommodate future traffic in the area. Existing thoroughfares will be improved and new roadways will be constructed to accommodate the additional traffic generated by new development. New roadways include the following:
THIRD STREET EXTENSION

Third Street will be extended from its current terminus at the Village Green Property through the Specific Plan Area along Uvas Creek to connect with Hecker Pass Highway. The Third Street Extension will intersect with Hecker Pass Highway approximately 450 feet east of the existing Two Oaks Lane Intersection.

STREET A

A new roadway will be provided to serve the development north of Hecker Pass Highway. This new street, referred to as Street A in the Circulation Plan, will intersect Hecker Pass Highway at the same location as the Third Street Extension, forming a four-legged intersection. Street A will extend through the Hoey property and may potentially serve as an additional access to Country Estates and a new entrance to the existing City Municipal Golf Course. This new road will also serve the future agri-tourist and residential uses proposed for this area. The exact alignment and extent will be determined at the time of development.

STREET B

A new roadway, shown as Street B on the Circulation Plan, will be constructed in the easterly portion of the Specific Plan Area. The exact alignment of this roadway will be determined at the time of development. This roadway will serve as access to development in the easterly portion of the Specific Plan Area and as access for South Valley Community Church.

OTHER ROADS

Additional new roads will need to be constructed as part of future development of the area. The location of these roadways will depend on the final design of the residential and commercial uses within the Specific Plan Area. Therefore, these roadways have not been indicated on the Circulation Plan. Street classification and design guidelines of future roadways are specified in Section 4.6. Any frontage roads adjacent to Hecker Pass Highway shall be located and designed to avoid the existing stands of Deadora Cedar Trees and Oak Trees that currently line the Highway.
Perhaps the most important consideration identified by the General Plan and the Specific Plan for the Hecker Pass Area is the protection of Hecker Pass Highway’s scenic qualities. In order to protect this scenic corridor, the Hecker Pass Specific Plan discourages the widening of Hecker Pass Highway by providing intersection improvements intended to maintain acceptable levels of service through the Specific Plan Area. By avoiding future widening along most of the corridor, the existing stands of Deodara Cedar trees that add to the scenic quality of this corridor can be preserved to the greatest extent possible. The Specific Plan also establishes a setback corridor to allow for any necessary future improvements to the Highway. The setback corridor is discussed in further detail in Section 4.4.2.

### 4.4.1 INTERSECTION IMPROVEMENTS

In order to accommodate new traffic generated by development, maintain acceptable levels of service along Highway 152, and help reduce the need for full widening of Hecker Pass Highway, the Specific Plan requires intersection improvements at one new intersection proposed by the Conceptual Circulation Plan: the intersection of Hecker Pass, Third Street and Street A.

*Policy 4-1:* A traffic signal, turn lanes, or roundabout and other intersection improvements shall be constructed at a west intersection with Hecker Pass Highway.

*Policy 4-2:* Limit new future access along Hecker Pass Highway by directing internal roadways to the existing intersection of Third Street and Santa Teresa and a new west intersection with Hecker Pass Highway.

*Policy 4-3:* All streets in the Specific Plan Area shall be constructed with signage that meets or exceeds the minimum standards for traffic enforcement.

### HECKER PASS HIGHWAY, THIRD STREET AND STREET A INTERSECTION

The intersection of the Third Street Extension, Street A and Hecker Pass Highway (west intersection) will have four-legs. These improvements are illustrated in Figure 4-2.
FIGURE 4-2:
CONCEPTUAL WEST INTERSECTION IMPROVEMENTS
HECKER PASS SPECIFIC PLAN
GILROY, CALIFORNIA

INTERIM SINGLE-LANE ROUNDABOUT (CROSS-HATCHED) WITH DOUBLE-LANE ROUNDABOUT

SCALE 1" = 60'
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4.4.2 HECKER PASS SETBACK CORRIDOR

As the City of Gilroy continues to develop after the Specific Plan has been fully developed, additional traffic may occur through the area. This could result in decreased levels of service that may require additional intersection improvements to improve the level of service to an acceptable level. In order to accommodate for future improvements along the Highway, the Specific Plan has established a minimum 115-foot setback from the existing centerline of Highway 152. Figure 4-4 illustrates the location of the Hecker Pass Highway Setback Corridor.

This corridor is intended to provide for future improvements and is also associated with the potential future designation of Hecker Pass Highway as a State Scenic Highway.

Policy 4-4: No Development shall be allowed within 115 feet of the existing centerline of Hecker Pass Highway with the exception of future roadway improvements necessary to maintain adequate levels of service through the Specific Plan Area. Agricultural crops, landscaping, roads, and limited pedestrian paths are allowed within the setback corridor. Limited signage may also be located within this setback corridor but should be limited in size and type and shall conform to the signage guidelines provided in Sections 7.3.2 and 7.4.6. Off-site signage is prohibited.

Policy 4-5: Soundwalls to attenuate sound generated by traffic on Hecker Pass Highway or any other roadway in the Specific Plan Area are strictly prohibited.

4.5 ROADWAY CHARACTER

The physical character of the circulation system and the design of individual roadways are critical elements in establishing and maintaining a rural ambiance in the Specific Plan Area and establishing a high quality of life for new residents and visitors. The Specific Plan emphasizes the creation of pedestrian-friendly, rural residential neighborhoods. Many of the design guidelines that have been developed for the Specific Plan Area’s roadways emphasize aesthetic criteria in order to reduce the visual prominence of the automobile within the area. Many of these guidelines also help define the functional character of the circulation system. Functionally,
the Circulation Plan will attempt to maintain low traffic volumes and reduced speeds on local streets. The volume of traffic within the Specific Plan Area will ultimately be determined by existing and proposed land uses in and around the area. While the Specific Plan cannot prohibit vehicular traffic, it can attempt to implement design principles that will help to reduce traffic and excessive speeds. To reduce traffic volumes and speeds, improve pedestrian safety, and reduce traffic noise, developments should incorporate some of the following design principles:

- Create residential clusters to reduce the number of automobiles utilizing each street for primary access.
- Reduce cut-through traffic by eliminating unnecessary connections between thoroughfares.
- Create shorter residential streets to discourage build up of speeds.
- Create narrower street cross sections to reduce the comfort level of drivers and consequently the speeds of vehicles.
- Require extensive planting of street trees along all roadways.
- Utilize traffic calming devices such as islands, roundabouts, offset intersections, divided roadways, bulb-outs and other such designs to discourage cut-through traffic and excessive speeds.
- Create an extensive off-road trail system to accommodate pedestrian and bicycle travel that provides an alternative to automobile use.

To ensure preservation of the area’s rural character, the Specific Plan establishes special rural roadway design guidelines that provide a rural feel and appearance. The Circulation Plan safely accommodates increased traffic resulting from new development in and around the Specific Plan Area. At the same time, the circulation system design discourages higher traffic volumes and excessive speeds which result from the wider, high capacity, “urban” street designs normally used. The Circulation Plan is designed under the premise that the Hecker Pass Area would be a destination, not a circulation corridor leading to somewhere else. An additional goal of the plan is to maintain rural roadways with low traffic volumes and leisurely traffic speeds that allow visitors and residents to enjoy the scenic, rural setting of the Hecker Pass Area.

**Policy 4-6:** All streets in the Specific Plan Area shall be constructed with signage that meets or exceeds the minimum standards for traffic enforcement.

**Policy 4-7:** Design streets to safely accommodate the projected traffic volumes for the Specific Plan Area.

**Policy 4-8:** The design and alignment of Third Street within the Specific Plan Area should discourage “cut-through” traffic and reduce excessive speeds by incorporating traffic calming devices.

**Policy 4-9:** Strive to create new public “rural road” classifications and design guidelines for roads within the Hecker Pass Specific Plan Area to ensure preservation of the area’s rural character.
Policy 4-10: Utilize existing roadway systems to provide access to the Specific Plan Area in order to minimize extensive development of new access roads to the Specific Plan Area.

Policy 4-11: Developers shall work with City staff to develop a narrow street section specifically designed to reflect the rural design themes of the Specific Plan Area.

NARROW STREETS:

Developers within the Specific Plan Area should work with City staff to develop narrower street sections within the Specific Plan Area. These narrow street sections should be designed to reflect the rural design principles discussed in the Specific Plan. Narrow traditional street sections are a basic design principle of the "Livable Community" concept and have been incorporated into the design of Specific Plan street sections. Narrow streets create a more pedestrian friendly environment, foster a sense of community, reduce environmental impacts and cost less to maintain.

Narrower streets encourage pedestrian activity. By placing houses and street trees closer together, the streetscape becomes more defined making the street a more pleasant environment. The reduced width allows tree canopies to grow together, creating a shaded corridor and cooler ambient temperatures in the summer. Trees and the additional room for landscaping features improve the quality of the streetscape. The reduced lane widths also lower the driver's comfort level, forcing them to slow down. Reduced speeds along the roadway create a safer walking environment. Neighborhood interaction is also encouraged since neighbors are in closer proximity to one another and are more likely to spend time in their front yards.

Reduced street sections require less paving. The reduced amount of impervious surface is beneficial to the environment because it reduces the amount of non-point source pollution, reduces the amount of concentrated flows, and allows water to percolate through soil back into the water table rather than through a storm drain system. Since less area is required for pavement, more area can be dedicated to open space and landscaping areas. Less pavement also means reduced maintenance costs for the City.

ROUNDABOUTS:

A traffic-calming feature proposed as part of the Circulation Plan is the "roundabout." Roundabouts are a type of circular intersection that incorporates specific design and traffic control features including yield controls for all entering traffic, a center island, splitter islands at approaches that channelize traffic entering the circle, and appropriate geometric curvature to slow traffic. These design and control features distinguish roundabouts from other circular
intersections such as rotaries and neighborhood traffic circles. The Department of Transportation (DOT) states that "Roundabouts are generally safer than other forms of intersections in terms of aggregate crash statistics for low and medium capacity conditions" (Roundabouts: An Informational Guide, DOT, p. 23). Roundabouts in the Hecker Pass Area are intended to slow traffic and discourage cut-through traffic from Hecker Pass Highway or Santa Teresa Boulevard. Reduced traffic volumes and slower traffic speeds resulting from the use of roundabouts help to preserve the rural atmosphere of the Hecker Pass Area, create a more pedestrian friendly environment adjacent to the Uvas Creek trail and throughout the entire Specific Plan Area, and provide aesthetic focal points, landmarks, and entries. Each roundabout will be specifically designed to meet City approved design criteria and emergency vehicle access standards and conform to the guidelines set forth in the DOT's publication Roundabouts: An Informational Guide. Figure 4-5 illustrates the general configuration of roundabouts within the Hecker Pass Specific Plan Area.

Figure 4-5: General Roundabout Configuration

In addition to being addressed in the Circulation Chapter, the design guidelines for Specific Plan Area roads are also discussed in the Chapter 7: Community Design where they can be considered in conjunction with other community design principles.
4.6 STREET CLASSIFICATION AND DESIGN GUIDELINES

The Hecker Pass Specific Plan creates new rural roadway classifications to preserve the rural agricultural character of the area. The design guidelines for these roadways are a departure from the City’s traditional urban street design standards and have been uniquely created for the Hecker Pass Specific Plan. These guidelines should be used when working with City Staff to develop standards for street sections within the Specific Plan Area. Pavement widths have been reduced to lower drivers’ comfort level thereby discouraging excessive speeds, grass lined swales and flush curbs at the pavement edge are encouraged to take the place of traditional concrete curbs and gutters on streets outside of residential clusters to convey storm water into the storm drain system (concrete swales are allowed when necessary), and separated sidewalks have been provided for pedestrians and bicyclists. Medians consistent with the rural collector road section may be added to any of the road sections and the right-of-way correspondingly increased. Because street designs play a critical role in establishing the rural character of the Specific Plan Area, additional discussion of circulation design issues, street design guidelines and streetscape improvements (i.e. landscaping, lighting, signage, etc.) is included in Chapter 7: Community Design. The unique features of these street guidelines such as grass lined swales and landscaped areas are beyond the typical maintenance operations of the City of Gilroy. Therefore, all features within the public right-of-way that are not paved including the maintenance for grassy swales, landscaped medians, landscaped roundabouts, and landscaping beyond the paved surface of the roadway will be provided by the adjacent property owner, homeowners associations (HOA), a maintenance district, or other such private entity. The City of Gilroy will maintain the paved surface roadway, sidewalks and all public storm drains, sanitary sewers and water mains and laterals located within the right-of-way. The following are descriptions of each of the roadway classifications:

4.6.1 RURAL COLLECTOR ROAD (UNDIVIDED)

The rural collector road is a higher volume road that is intended to collect vehicles from local residential roads and distribute them to higher capacity roads. In the Hecker Pass Specific Plan Area, the only planned rural collector road is the extension of Third Street from Santa Teresa Boulevard through the Specific Plan Area to the west intersection with Hecker Pass Highway, just east of the existing Two Oaks Lane intersection. The majority of this collector road lies adjacent to Uvas Creek, on the north side of the existing sanitary sewer maintenance road, and generally runs in an east-west direction until it turns north to connect to Hecker Pass Highway.
A typical road section for the east-west segment of Third Street adjacent to Uvas Creek is shown in Figure 4-6: Typical Rural Collector Road (Undivided) – East/West Portions.

Figure 4-6: Typical Rural Collector Road (Undivided) – East/West Portions

This portion of Third Street consists of a 71-foot right-of-way with two 16-foot paved travel lanes. The 24 feet on the north side of the paved travel lanes, which is not adjacent to Uvas Creek, includes a 15-foot landscape strip and a 5-foot sidewalk with two-foot shoulders on both sides. Outside the right-of-way is a 10-foot public service easement (PSE) and tree planting easement (TPE). On the south side of the paved travel way, adjacent to Uvas Creek, is a 15-foot landscape strip. Between this landscape strip and the existing sanitary sewer maintenance road and Uvas Creek Trail is an additional strip of landscaping for the Linear Park. According to the City of Gilroy Draft Parks and Recreation Master Plan, the existing sanitary sewer maintenance road will be upgraded to the typical section for a Class I trail found later in this chapter (see Section 4.9) and will be part of the Uvas Creek Linear Park. In order to retain the rural character of the roadway flush curbs should be encouraged take the place of traditional concrete curbs and gutters to allow run-off to flow into drainage swales within the landscape strips. Grass-lined swales within the landscape strips are encouraged to convey storm drainage however concrete swales may be used when necessary (more detailed discussions and exhibits depicting this design concept are provided in Chapter 8 - Utilities and in Chapter 7 - Community Design).

Once Third Street changes to a north-south direction and no longer is adjacent to Uvas Creek, the right-of-way width increases and includes two 16-foot paved travel lanes, a 15-foot landscaping strip on each side, and a 5-foot sidewalk on each side with two-foot shoulders for a total of 80-feet as seen in Figure 4-7: Typical Rural Collector Road (Undivided) – North/South Portions.
Beyond the right-of-way, each side includes a 10' Public Service Easements (PSE) and Tree Planting Easement (TPE). In order to retain the rural character of the roadway flush curbs should be encouraged to take the place of traditional concrete curbs and gutters to allow run-off to flow into drainage swales within the landscape strips. Grass-lined swales within the landscape strips are encouraged to convey storm drainage however concrete swales may be used when necessary (more detailed discussions and exhibits depicting this design concept are provided in Chapter 8 - Utilities and in Chapter 7 - Community Design). Residential lots should not back onto or place single lot driveways directly onto collector streets. Residential lots should take access from rural residential roads, residential cluster roads, or private access roads.

4.6.2 RURAL COLLECTOR ROAD (DIVIDED)

Some segments of Third Street at key road intersections will transition to a symmetrical "divided" street section, consisting of an 81-foot right-of-way for east-west portions (see Figure 4-8) and a 90-foot right-of-way for north-south portions (see Figure 4-9).
Figure 4-8: Typical Rural Collector Road (Divided) - East/West Portions

Figure 4-9: Typical Rural Collector Road (Divided) - North/South Portions
Each section emulates the undivided rural collector road, however, a 10-foot median island has been added between the 16-foot travel lanes. The purpose of the divided rural collector road section is two fold: to provide traffic separation at roundabout intersections and to act as a traffic calming device. The varying street section will also act as landmarks and create a diverse streetscape along the Uvas Creek corridor. In order to retain the rural character of the roadway, flush curbs should be encouraged to take the place of traditional concrete curbs and gutters to allow run-off to flow into drainage swales within the landscape strips. Grass-lined swales within the landscape strips are encouraged to convey storm drainage however concrete swales may be used when necessary (more detailed discussions and exhibits depicting this design concept are provided in Chapter 8 - Utilities and in Chapter 7 - Community Design). Residential lots should not back onto or place single lot driveways directly onto collector streets. Residential lots should take access from rural residential roads, residential cluster roads, or private access roads.

4.6.3 RURAL ENTRY ROAD (DIVIDED)

Rural entry roads are intended to act as gateways into residential clusters and Agri-tourist and agricultural commercial areas. Divided rural entry roads are required at the primary entrances to major agri-tourist developments and residential clusters. A typical street section for divided rural entry roads is shown in Figure 4-10: Rural Entry Road (Divided).

Figure 4-10: Typical Rural Entry Road (Divided)
The divided rural entry road consists of an 84-foot right-of-way with one 14-foot paved travel lane in each direction and a 20-foot wide landscaped median. The outside edges of the roadway include a 9-foot landscape strip and a 5-foot separated sidewalk with 2-foot shoulders on either side. Outside the right-of-way is a 10-foot public service easement (PSE) and tree planting easement (TPE). In order to retain the rural character of the roadway, flush curbs should be encouraged to take the place of traditional concrete curbs and gutters to allow run-off to flow into drainage swales within the landscape strips. Grass-lined swales within the landscape strips are encouraged to convey storm drainage however concrete swales may be used when necessary (more detailed discussions and exhibits depicting this design concept are provided in Chapter 8 - Utilities and in Chapter 7 - Community Design). Road right-of-ways and road sections can be widened to accommodate turn lanes as required.

4.6.4 RURAL ENTRY ROAD (UNDIVIDED)

As an alternative to divided entry roads where right-of-way or physical constraints exist, undivided entry roads are permitted. This road section can also be utilized for entries to residential clusters or to Agri-tourist or Agricultural Commercial uses. Rural entry roads act as gateways into residential clusters and Agri-tourist and Agricultural Commercial areas. A typical street section for undivided rural entry roads is shown in Figure 4-11: Rural Entry Road (Undivided).

Figure 4-11: Typical Rural Entry Road (Undivided)
The undivided rural entry road consists of a 64-foot minimum right-of-way with one 14-foot paved travel lane in each direction. The remaining 18-feet of right-of-way along each outside edge of the travel ways includes a 9-foot landscape strip and a 5-foot sidewalk separated from the roadway with 2-foot shoulders on either side. Outside the right-of-way is a 10-foot public service easement (PSE) and tree planting easement (TPE). In order to retain the rural character of the roadway, flush curbs should be encouraged to take the place of traditional concrete curbs and gutters to allow run-off to flow into drainage swales within the landscape strip. Grass-lined swales within the landscape strips are encouraged to convey storm drainage, however, concrete swales may be used when necessary (more detailed discussions and exhibits depicting this design concept are provided in Chapter 8 - Utilities and in Chapter 7 - Community Design). Road right-of-ways and road sections can be widened to accommodate turn lanes as required.

### 4.6.5 RURAL RESIDENTIAL ROAD

Rural residential roads are local roads that provide access to residential clusters but are located on the periphery of residential clusters. Typically these roads are adjacent to agriculture or open space on one side and residential clusters on the other side. These streets are designed to discourage through traffic and promote low vehicle speeds. A typical road section (see Figure 4-12) consists of a 72-foot right-of-way, with one 14-foot travel lane in each direction. The remaining 22 feet of right-of-way on each side consists of a 13-foot landscape strip and a 5-foot sidewalk separated from the roadway with 2-foot shoulders on either side. Within the 13-foot landscape strip, parking bays will be strategically placed to provide on-street parking (see Figure 4-13).
Parking bays should be staggered on either side of the street to avoid the appearance of cluttered parking. Single vehicle parking bays are 8-feet wide and 28 feet long and double vehicle parking bays are 8 feet wide and 52 feet long. Parking bays shall not exceed a two-vehicle capacity. Outside the right-of-way is a 10-foot public service easement (PSE) and tree planting easement.
In order to retain the rural character of the roadway, flush curbs should be encouraged to take the place of traditional concrete curbs and gutters to allow run-off to flow into drainage swales within the landscape strip. Grass-lined swales within the landscape strips are encouraged to convey storm drainage however concrete swales may be used when necessary (more detailed discussions and exhibits depicting this design concept are provided in Chapter 8 - Utilities and in Chapter 7 - Community Design).

### 4.6.6 RESIDENTIAL CLUSTER ROAD (PUBLIC OR PRIVATE)

Residential cluster roads are local public or private roads that provide direct access to homes within residential clusters. The rural cluster road is intended to accommodate higher density areas within residential clusters. Several sub-classifications of rural cluster roads have been created for the Hecker Pass Specific Plan in order to encourage creativity and design flexibility for the residential clusters (See Figures 4-14 through 4-18). Since Cluster Roads are intended to be narrower than the rural roads outside the residential clusters, vegetated swales and wide landscaping strips are not required. Rather, conventional curb, gutter and sidewalk construction may be utilized to accommodate the higher residential cluster densities. Natural asphalt concrete or concrete may be used for sidewalk, curb and gutters to preserve the rural character.

**Figure 4-14: Typical Residential Cluster Road**
Figure 4-15: Typical Residential Cluster Road with Monolithic Sidewalk

Note: Single loaded streets may provide sidewalk on one side of the street.

Figure 4-16: Typical Residential Cluster Road with Detached Sidewalk

Note: Single loaded streets may provide sidewalk and planter strip on one side of the street.
Figure 4-17: Typical Residential Cluster Road with Detached Sidewalk and Parking on One Side

Figure 4-18: Typical Residential Cluster Road with Detached Sidewalk and Parking on Both Sides

Note: Single loaded streets may provide sidewalk, planter strip and parking on one side of the street.
4.6.7 PRIVATE ACCESS ROAD

The private access road is a private, low traffic volume road intended to provide primary access for up to two large residential lots, agri-tourist and agricultural commercial uses. If a private access road serves more than one residence or commercial use, a private ingress and egress easement (IEE) and public service easement (PSE) must be provided. A typical road section (see Figure 4-19) consists of a 24-foot wide easement with two 12-foot travel lanes in each direction.

In order to retain the rural character of the roadway, flush curbs should be encouraged to take the place of traditional concrete curbs and gutters to allow run-off to flow into drainage swales within the landscape strip. Grass-lined swales along the road’s edge are encouraged to convey storm drainage however concrete swales may be used when necessary (more detailed discussions and exhibits depicting this design concept are provided in Chapter 8 - Utilities and in Chapter 7 - Community Design).
Policy 4-12: Property owners and developers of parcels within the Specific Plan Area shall coordinate and cooperate in the design and implementation of the area’s road system. Because some properties will be dependent on other properties for access and road improvements, property owners are encouraged to enter into private agreements as early as possible in the development process. A model agreement will be authorized by all participating property owners and utilized to facilitate any cooperative development rights and responsibilities such as easements, right-of-way dedications, improvements, maintenance agreements, temporary construction access, etc.

Policy 4-13: Primary access to all new agricultural commercial and agri-tourist commercial uses should be directed to the west intersection or Third Street.

4.6.8 AGRICULTURAL MAINTENANCE ROAD

Agricultural maintenance roads may be provided as necessary to allow for the maintenance of agricultural crops. These roads will consist of a 16-foot wide all weather roadway as depicted in Figure 4-20 with storm drainage swales along both sides if the road is crowned or one side if the road is cross sloped.

Figure 4-20: Typical Agricultural Maintenance Road
4.7 CIRCULATION SYSTEM IMPLEMENTATION

The Specific Plan Area circulation system will be implemented through a coordinated effort between the City of Gilroy and the Specific Plan Area property owners or developers. When County or State roadways are involved, coordination with the Santa Clara County Public Works Department and the California Department of Transportation (CalTrans) will be required. Generally, all Specific Plan Area improvements to existing public roads or construction of new public roads will be the responsibility of the Specific Plan Area developers with the oversight and approval of the City of Gilroy Engineering Division. All public improvements will be dedicated to the appropriate public agency. Implementation of the circulation system is further discussed in Chapter 9).

Policy 4-14: All future roads within the Hecker Pass Specific Plan Area shall be developed with City staff incorporating the guidelines of the Specific Plan. The design of all streets shall be subject to review and approval of the City, including review by other affected City departments such as Police, Fire, Parks, etc.

Policy 4-15: The City may require developers to prepare separate roadway improvement phasing plans as part of the implementation of the Specific Plan’s overall infrastructure phasing plan. Interim roadway phases shall provide adequate access and capacity to serve each phase of the development.

Policy 4-16: The City will require developers to enter into improvement agreements with the City to provide the necessary roadway improvements to serve the development and mitigate traffic impacts.

4.8 TRANSIT SERVICE

Public transit service within the City of Gilroy is provided by the Santa Clara Valley Transportation Authority (VTA) and consists of 4 bus routes throughout the City. Route 19 is the only route that currently serves the Hecker Pass Specific Plan Area with the nearest stop located at the intersection of Santa Teresa Boulevard and First Street (Hecker Pass Highway). Connections to all bus lines and CalTrain can be made at the Downtown Transit Center.

Additional future transit service to the Hecker Pass Specific Plan Area depends upon the number of potential riders that will be generated by development of the area. VTA reviewed the conceptual plan and draft document of this Specific Plan and determined that the VTA would most likely not provide any additional service to this area because the project is not dense enough to generate enough ridership opportunities. However, if future conditions warrant transit service to the area, VTA might extend one of the existing lines to service the Hecker Pass Area. Future conditions that might warrant transit service include the development of a school, community center, social or religious institution or any other community facility use and development to the south and/or west of the Specific Plan Area. Therefore, all individual development proposals shall contact VTA to determine whether provisions for future stops or services are required.
Policy 4-17: All individual development proposals shall consult with the Valley Transportation Authority to determine whether provisions for future stops or services are required. All bus stops shall meet all current VTA requirements and standards for bus stops.

The Hecker Pass Specific Plan designates two transit corridors should VTA decide to provide bus service to Hecker Pass. These two transit corridors include Third Street and Highway 152.

Potential bus stop locations include Village Green, and Goldsmith Seeds. Bus stops should be located on the side of the street that will generate the most riders whenever possible. For example, bus stops along Third Street should be located on the northerly side since most of development will occur north of Third Street. The actual location of stops shall be subject to review and approval of the City of Gilroy Engineer and VTA.

All bus stops shall meet all current VTA requirements and standards for bus stops. Currently, any bus stop located along either of the transit corridors within Hecker Pass would require bus duckouts. Bus duckouts must accommodate a VTA bus while still allowing traffic to pass the bus. Figure 4-21 shows the current VTA standard for bus duckouts.

![Figure 4-21: Typical Bus Duckout](image)

Typical bus duckouts require 10 feet minimum width for the bus to stop. Therefore, if the travel lane is 16 feet wide, the bus duckout must provide an additional 6-foot wide strip of pavement. This provides 10 feet for the bus to stop and leaves 12-feet of travel way for cars to pass. In addition, the Americans with Disabilities Act (ADA) requires 8-9 feet of pavement adjacent to the bus stop. Bus duckouts should be at least 55 feet long and provide 50-foot tapers. Therefore, bus duckouts including tapers should be between 120 and 150 feet long.

Bus shelters are not required but may be provided if the developer wants to provide them. Bus shelters shall be structurally sound, designed to reflect the rural character of the area and privately owned and maintained by a homeowners association, landscaping and lighting district, or other such entity.
4.9 PEDESTRIAN AND BICYCLE CIRCULATION

The *Hecker Pass Specific Plan* places a high priority on alternative modes of transportation other than the automobile. Automobile traffic is responsible for numerous air pollutants that can cause a wide variety of health problems and environmental degradation. Automobiles are also responsible for numerous pollutants that flow from roadways into storm drainage systems and ultimately contaminate water sources and some of the most environmentally sensitive habitats including oceans, streams and rivers. Prompting alternative modes of transportation results in reduced traffic congestion, air pollution, and non-point source pollution, providing a healthier environment and an improved quality of life.

The *Specific Plan* encourages alternative modes through the creation of an area wide system of trails and sidewalks. This trail system allows residents and visitors to travel easily throughout the Specific Plan Area without having to get into their car. This provides residents the ability to enjoy and preserve the natural amenities of the area. The *Specific Plan* allows for the extension of the Uvas Creek trail through the Specific Plan Area and establishes a network of trails and sidewalks that will connect neighborhoods and provide access to public open spaces, agri-tourist commercial establishments, and other destinations. Providing safe, attractive and convenient trails and sidewalks for pedestrians and bicyclists is a community amenity that will enhance both the Hecker Pass Area and Gilroy’s identity as a destination for visitors.

**Goal 4-4:** Develop a network of bikeways and pedestrian trails and sidewalks that allows enjoyment of the scenic Hecker Pass Area, connects the area’s neighborhoods, parks and tourist destinations, and promotes the use of alternatives to the automobile.

The *Specific Plan* establishes a hierarchy of trails and sidewalks throughout the Specific Plan Area to provide convenient access and recreational opportunities for not only Hecker Pass Area residents but for area employees, community members, and visitors to Gilroy. The Uvas Creek Class I trail will be extended from its current termination on the east side of Santa Teresa Boulevard, under the Santa Teresa Boulevard Bridge, along Uvas Creek to the Intersection of Hecker Pass Highway and Burchell Road. Also, a Class I trail will be constructed south of Hecker Pass Highway and the existing Deodar Cedar trees from the South Valley Community Church property to Uvas Creek. (Residential cluster trail connections and sidewalks are not depicted on the Conceptual Trail System Plan. Figure 4-22 illustrates a Conceptual Trail System Plan.)
The Uvas Creek trail provides the primary access to the Uvas Creek Preserve and proposed public parks along the trail. Sidewalks within right-of-ways that are separated from the roadway provide secondary connections to agri-tourist uses, and neighborhoods. Private trail connections will provide access from individual project sites to public trails and sidewalks. A primary objective of the Trail System Plan is to minimize conflicts between trail users and vehicular traffic. The majority of the trail system consists of Class I trails and sidewalks that are physically separated from vehicular roadways and are intended for non-motorized use only.

Trails within public parks or public open space areas will be designed and improved in accordance with the City of Gilroy Draft Parks and Recreation Master Plan Class I trail section (see Figure 4-23) and maintained by the City.

Policy 4-18: A system of trails and pathways shall be developed to provide pedestrian access throughout the Specific Plan Area. All projects within the Specific Plan shall be reviewed through the Planned Unit Development process to ensure that they could contribute to an interconnected trail and pathway system.
All other trails and sidewalks will be designed and improved to the guidelines established in the Specific Plan. Sidewalks within public right-of-ways will be improved along with all other required street improvements as a condition of approval for the associated project. Trails within residential, agri-tourist and agricultural commercial developments that are not adjacent to public roadways shall be designated as private trails. Private trails will be designed and fully improved by the developer of the project in which they occur and shall be designed to meet the private trail guideline shown in Figure 4-24. Private trails will be maintained by a private property owner, HOA, maintenance district or other such entity.

Policy 4-19: Provide paved, off-street pedestrian and bicycle facilities along all Specific Plan Area roads (outside of residential clusters).

Policy 4-20: Ensure that local pedestrian and bicycle trails and sidewalks make convenient and frequent connections to the Uvas Creek trail (outside of residential clusters).