

## City of Saratoga Study Session March 13, 2018

### General Plan Audit: Circulation Element Goals and Policies

To focus the Planning Commission and Traffic Safety Commission discussion during the Study Session, the Goals and Policies in the existing General Plan Circulation and Scenic Highway Element have been reviewed and prioritized as follows:

- Goals and Policies that are color-coded **Yellow** are recommended for discussion during the Study Session. Suggestions for revisions are provided in the Explanation column of the Table.
- A Goal or Policy that is color-coded **Red** is recommended be removed during the General Plan Update process. This would be recommended where a Goal or Policy is no longer relevant for long range planning purposes.
- A Goal or Policy that is color-coded **Green** would remain in the 2040 General Plan.
- The new Village goals and policies are color-coded **Blue** and were approved by the City Council in 2017. No changes are proposed beyond minor grammatical edits.

In advance of the Study Session, commissioners should review the Circulation and Scenic Highway Element and these recommendations within the Explanation column. If a commissioner believes that a **Red** or **Green** recommendation should be discussed during the Study Session, those considerations should be communicated at the start of the meeting.

Goal or Policy	Explanation
<b>Overall Transportation System</b>	
<b>Goal CI.1a:</b> Provide a balanced, multi-modal transportation system in Saratoga to maintain mobility for all segments of the community and to maintain the City's small town character.	The Commissioners may wish to consider revising language for clarity:  <b>Consistent with Complete Street policies, promote a balanced, multi-modal transportation system in Saratoga that safely, conveniently, and comfortably accommodates all transportation modes and persons of all abilities, while maintaining the City's small town character.</b>
<b>Goal CI.1b:</b> Encourage healthy, active living, reduce traffic congestions and fossil fuel use, and improve the safety and quality of life of residents of the City of Saratoga by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.	The Commissioners may consider deleting this goal which is recommended to be consolidated with first goal.
<b>Policy CI 1.1:</b> The City shall encourage and participate in the implementation of a variety of modes of transport to serve Saratoga.	The Commissioners may wish to consider the following language:  <b>Update and maintain street design standards that incorporate complete street strategies to optimize mobility for all transportation modes.</b>
<b>Policy CI 1.2:</b> Encourage development of cooperation strategies to support local and regional transportation solution and improvements.	The Commissioners may wish to consider the following language:  <b>Participate in regional planning processes to coordinate programs that are consistent with the goals and policies of Saratoga's General Plan and to minimize adverse impacts on the City's_</b>

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<p><b>Policy CI 1.3:</b> Provide safe, convenient and comfortable routes for walking, bicycling, and public transportation that encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people of disabilities.</p>	<p><u>circulation system.</u></p> <p>The Commissioners may wish to consider removing this policy, which is addressed under the Bicycle, Pedestrian and Equestrian section.</p>
<b><i>Street System and Standards of Service</i></b>	
<p><b>Goal CI.2a:</b> Facilitate the safe movement of vehicular traffic within and through the City, taking into consideration the environmental, historical, and residential integrity of the City to maximize benefits and minimize adverse impacts and costs.</p>	<p>The Commissioners may wish to consider the following revised language:</p> <p>Facilitate the safe <b>and efficient</b> movement of vehicular traffic within and through the City, taking into consideration the environmental, historical, and residential integrity of the City, to maximize benefits and minimize adverse impacts and costs.</p>
<p><b>Goal CI.2b:</b> For traffic management and street design, balance the efficiency of vehicular traffic with the safety and livability of residential areas.</p>	<p>The Commissioners may wish to consider deleting this Goal which is consolidated with Goal CI.2a.</p>
<p><b>Goal CI.2c:</b> Strive to establish a transportation system of streets that accommodates all travel modes and users within the street right-of-way to the maximum extent possible.</p>	<p>The Commissioners may wish to consider deleting this Goal which is addressed under Goal CI.1a.</p>
<p><b>Policy CI 2.1:</b> Make efficient use of existing transportation facilities and strive to reduce the total number of vehicle miles traveled through the arrangement of land uses, improved facilities for non-automobile modes, and enhanced integration of various transportation systems.</p>	
<p><b>Policy CI 2.2:</b> Maintain and develop a City-wide street system that manages vehicular access, but also provides for emergency access.</p>	<p>The Commissioners may wish to consider deleting this policy. The intent of the policy is included in revisions proposed for Policy CI 2.6.</p>
<p><b>Policy CI 2.3:</b> Maintain a minimum of Level of Service (LOS) D operations standard at all signalized street intersections and roadway segments that are under City jurisdiction except for intersections and roadways included in the Santa Clara County Congestion Management Program (which are held to a LOS E standard), and as otherwise specified pursuant to Policy 2.4.</p>	<p>The Commissions may wish to consider making this an implementation measure with the following language:</p> <p><b>Develop, implement, and update as necessary City multi-modal transportation impact analysis (TIA) guidelines that are complimentary with VTA's TIA guidelines and require development projects to mitigate and reduce their respective traffic and parking impacts.</b></p>

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	<p>Note: TIA Guidelines should define and provide guidance to maintain acceptable vehicle level of service, as well as to evaluate pedestrian and bicycle facilities, access to transit, and implement thresholds related to forthcoming (expected 01/01/2020) SB 743 regulation and VMT analysis and other future changes to regulatory requirements affecting transportation systems evaluations.</p>
<p><b>Policy CI 2.4:</b> Accept Level of Service E or F operations on City-maintained roadways after finding that: 1) no practical and feasible improvements can be implemented to mitigate the lower levels of service, or 2) vehicle capacity enhancements would conflict with existing or planned bicycle, pedestrian, or transit facilities and services. A proposed development that exacerbates LOS E or F operations and causes a significant intersection impact should also be considered for approval if it will provide a clear, overall benefit to the City (e.g., library expansion or relocation, new community center).</p>	<p>The Commissioners may wish to consider deleting this policy. The intent of the policy is included in revisions proposed for Policy CI 2.3.</p>
<p><b>Policy CI 2.5:</b> Ensure that new development or redevelopment projects provide adequate property dedication to accommodate future roadway and multi-modal access improvements at key intersections and other potential conflict areas.</p>	<p>The Commissioners may wish to consider the following language:</p> <p>Ensure that new development or redevelopment projects provide adequate property dedication to accommodate future roadway and multi-modal access improvements. <del>at key intersections and other potential conflict areas</del></p>
<p><b>Policy CI 2.6:</b> Efficiently manage traffic flow on major and minor arterial roadways to discourage through traffic in residential neighborhoods.</p>	<p>The Commissioners may wish to consider the following language:</p> <p>Efficiently manage traffic flow on major and minor arterial roadways to discourage through traffic in residential neighborhoods <b>and to maintain adequate emergency vehicle access.</b></p>
<p><b>Policy CI 2.7:</b> Align and design collector streets to minimize adverse impacts on the character of residential neighborhoods through which they pass, while functioning efficiently to collect and distribute traffic.</p>	
<p><b>Policy CI 2.8:</b> Design new local streets to reduce travel distance, promote alternative modes, and provide a more even distribution of traffic.</p>	
<p><b>Policy CI 2.9:</b> Establish the primary access for major traffic generators on arterial roadways and</p>	

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design overall access to minimize traffic intrusion to residential neighborhoods.	
<b>Policy CI 2.10:</b> Strive to maintain traffic volumes and speeds on collector and local streets that are compatible with the character of the adjacent land uses, the function of the street, and bicycle and pedestrian access.	The Commissioners may wish to consider the following language: Strive to maintain traffic volumes and speeds on collector and local streets that are compatible with the character of the adjacent land uses, the function of the street, and bicycle and pedestrian <del>access-use</del> .
<b>Policy CI 2.11:</b> Protect the integrity of and improve existing hillside streets by planning future development according to existing street function.	
<b>Policy CI 2.12:</b> Focus future improvements on the most congested intersections to maintain an acceptable level of mobility for all modes of transportation.	The Planning Commission may wish to consider the following language:  Focus future transportation improvements on active transportation improvements near major pedestrian/bicycle travel generators (i.e. schools, library, trails, The Village, and other commercial areas) to provide a safe and balanced transportation system while reducing VMT.
<b>Policy CI 2.13:</b> Require development projects to mitigate and reduce their respective traffic and parking impacts by implementing practical and feasible street improvements to improve multi-modal access.	The Commissioners may wish to consider deleting this policy. The intent of the policy is included in revisions proposed for Policy CI 2.3.
<b>Policy CI 2.14:</b> Coordinate with the Santa Clara Valley Transportation Authority (VTA) to comply with the Congestion Management Program (CMP) Guidelines for CMP-designated facilities. Should the CMP-designated facilities degrade below the CMP standard of Level of Service E, the City will prepare a Deficiency Plan for the deficient facilities per the VTA's requirements.	
<b>Goal LU 5:</b> Relate development proposals to existing and planned street capacities to avoid excessive noise, traffic, and other public safety hazards so as to protect neighborhoods. If it is determined that existing streets need to be improved to accommodate a project, such improvements shall be in place or bonded for prior to issuance of building permits.	Moved from the Land Use Element.
<b>Policy LU 5.1:</b> Prior to approval, the decision making body shall consider the cumulative traffic impacts of single-family residential projects of 4 or more lots, multi-family residential projects of eight or more units, and commercial projects designed	Moved from the Land Use Element. The Planning Commission may wish to consider the following language:  Prior to approval, the decision making body shall

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<p>for an occupancy load of more than 30 persons. This may be accomplished through the completion of traffic impact analyses prepared by qualified traffic engineers or transportation planners.</p>	<p>consider the cumulative traffic impacts of single-family residential projects of 4 or more lots, multi-family residential projects of eight or more units, and <del>commercial non-residential</del> projects designed for an occupancy load of more than 30 persons. This may be accomplished through the completion of traffic impact analyses prepared by qualified traffic engineers or transportation planners.</p>
<p><b>Policy LU 5.3:</b> The capacity of existing streets shall be recognized prior to tentative building site or subdivision approval of any project. New development shall be designed to minimize disruption to the area caused by an increase in through or heavy traffic.</p>	<p>Moved from the Land Use Element. The Planning Commission may wish to consider the following language:</p> <p>The capacity of existing streets shall be recognized prior <del>to tentative building site or subdivision approval of any project.</del> New development shall be designed to minimize disruption to the area caused by an increase in through or heavy traffic.</p>
<b>Truck Transportation</b>	
<p><b>Goal CI.3:</b> Limit the intrusion of commercial truck traffic on streets within the City.</p>	
<p><b>Policy CI 3.1:</b> Require trucks to only use the designated routes shown on Figure C-3 unless making a local delivery.</p>	
<p><b>Policy CI 3.2:</b> Encourage or require deliveries to be made during off-peak periods (i.e., outside the morning and evening commute periods), especially in areas where intersections or roadways operate at LOS E or F during the peak periods.</p>	<p>The Commissioners may wish to delete this policy, as it is not easily enforced. Policy CI 3.1 is more effective at guiding truck traffic.</p>
<b>Transit</b>	
<p><b>Goal CI.4a:</b> Promote local and regional transit as a viable alternative to automobile travel for destinations within and outside the City.</p>	<p>The Commissioners may wish to consider the following language:</p> <p><del>Promote local and regional transit as a viable alternative to automobile travel for destinations within and outside the City.</del> that is efficient, frequent and convenient for people of all ages to use on a daily basis.</p>
<p><b>Goal CI.4b:</b> Promote the use of non-automobile modes of transportation by improving the capacity, safety, accessibility, and convenience of existing and planned transit, bicycle and pedestrian systems.</p>	<p>The Commissioners may wish to consider if this goal should be moved to the Overall Transportation System section.</p>
<p><b>Policy CI 4.1:</b> Coordinate with the Valley</p>	<p>The Commissioners may wish to consider the</p>

Goal or Policy	Explanation
<p>Transportation Authority to increase service range and frequency within the City per VTA's Transit Sustainability Policy. Existing service is illustrated on Figure C-4.</p>	<p>following language:</p> <p><b>Coordinate with the Valley Transportation Authority (VTA) to improve transit infrastructure, service range and frequency, and access in the city. Existing transit service is illustrated on Figure C-4.</b></p>
<p><b>Policy CI 4.2:</b> Install transit improvements to improve service, increase safety, and maintain traffic flow on streets serving as transit routes.</p>	<p>The Commissioners may wish to consider the following language:</p> <p><b>Coordinate with the VTA to install transit improvements to improve safety and maintain traffic flow on streets serving as transit routes.</b></p>
<p><b>Policy CI 4.3:</b> Encourage the public school districts, private schools, recreation groups or other operators to develop a local bus system and to expand ride-sharing activities that will help to reduce school-generated vehicle traffic in neighborhoods and on City streets. Bussing should be one of the first measures considered, along with walking and biking, to reduce school generated traffic before substantial roadway capacity enhancements are implemented.</p>	<p>The Commissioners may wish to move this policy to the Safe Routes to Schools section.</p> <p>The Commissioners may wish to consider the following language:</p> <p>Encourage <del>the</del> public school districts, private schools, recreation groups <del>or</del> and other operators to develop a local bus system and to expand ride-sharing activities that will help to reduce school-generated vehicle traffic in neighborhoods and on City streets. Bussing should be one of the first measures considered, along with walking and biking, to reduce school generated traffic before substantial roadway capacity enhancements are implemented.</p>
<p><b>Policy CI 4.4:</b> Investigate the feasibility of a local shuttle service within Saratoga to reduce local traffic volumes on City streets and overall parking demand. The feasibility study shall identify potential routes and funding sources.</p>	<p>The Commissioners may wish to consider whether the City wants to investigate the feasibility of a local shuttle service.</p>
<p><b>Bicycle, Pedestrian, and Equestrian Facilities</b></p>	<p>The Commissioners may wish to consider removing the focus on equestrian facilities by renaming this section: <b>Walkability and Bikeability</b> and moving the Equestrian Facilities section to the Open Space/Conservation Element.</p>
<p><b>Goal CI.5a:</b> Integrate facilities for safe bicycling, walking, and horseback riding into the overall transportation system.</p>	<p>The Commissioners may wish to consider the following language:</p> <p><del>Integrate facilities for safe bicycling, walking, and horseback riding into the overall transportation system.</del> <b>Support a safe pedestrian and bicycle street network for people of all ages and abilities.</b></p>

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<p><b>Goal CI.5b:</b> Encourage equestrian and pedestrian trails and pathways pursuant to the Open Space and Conservation Element along roadways in areas where safety and aesthetics permit.</p>	<p>The Commissioners may wish to consider the following language:</p> <p>Encourage <del>equestrian and pedestrian a</del> <u>comprehensive system of</u> trails and pathways pursuant to the Open Space and Conservation Element along roadways and in areas where safety and aesthetics permit.</p>
<p><b>Policy CI 5.1:</b> Develop and maintain a comprehensive and integrated system of bikeways that promote bicycle riding for commuting and recreation</p>	<p>The Commissioners may wish to consider if the City would like to adopt and maintain a <b>Bicycle and Pedestrian Master Plan</b>, which will outline policies and improvements to streets, trails and pathways to create a safe way for people of all ages to bike and walk on a daily basis.</p>
<p><b>Policy CI 5.2:</b> Integrate the City of Saratoga bikeways system with the bikeways system of adjacent communities, where economically feasible.</p>	<p>The Commissioners may wish to consider the following language:</p> <p>Integrate the City's <del>of Saratoga</del> bikeways <del>and</del> walkway system with <del>the bikeways system those</del> of adjacent communities, where economically feasible.</p>
<p><b>Policy CI 5.3:</b> Pursue the expansion and continuation of the multi-use path along the Union Pacific Railroad alignment (Joe's trail) east of Saratoga Avenue and west of Saratoga-Sunnyvale Road that will link the Stevens Creek Recreational Trail in Cupertino with the Los Gatos Creek Trail in Los Gatos.</p>	<p>The Commissioners may wish to consider converting this policy into an implementation measure.</p>
<p><b>Policy CI 5.4:</b> Pursue other potential rights-of-way such as Santa Clara Valley Water District and utility easements for bicycle, pedestrian, and/or equestrian trail development.</p>	<p>The Commissioners may wish to consider converting this policy into an implementation measure.</p> <p>Note: There may be some contradiction with this Policy and Policy 5.8 of the Open Space and Conservation Element which aims to prohibit new trails along Saratoga and Wildcat Creek. This will be discussed at the next Planning Commission Study Session with the Parks and Trails Commission.</p>
<p><b>Policy CI 5.5:</b> Provide safe and direct pedestrian routes and bikeways between and through residential areas linking transit centers and important community centers such as local schools facilities and the Village.</p>	<p>The Commissioners may wish to consider the following language:</p> <p><del>Provide-Promote</del> safe and direct pedestrian <del>routes and bikeways between and through residential areas linking transit centers and important</del></p>

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	<del>community centers such as local schools facilities and the Village</del> and bicycle improvements that improve connectivity with neighborhoods, transit centers, and local services.
<b>Policy CI 5.6:</b> Improve pedestrian and bicycle access to all public and private schools to enhance safety.	The Commissioners may wish to move this policy to the Safe Routes to Schools section.
<b>Policy CI 5.7:</b> Require adherence to the trails policies noted in the Open Space and Conservation Element.	
<b>Policy CI 5.8:</b> Develop a set of practical and realistic transportation demand management (TDM) measures that can be used by employers in the City to reduce the number of single-occupant vehicle trips. These measures would encourage ride-sharing and transit alternatives.	The Commissioners may wish to move this Policy to the Street System and Standards of Service section in the Circulation Element.
<b>Policy CI XX</b>	The Commissioners may wish to consider adding the following policy language on “traffic calming”:  Consider the implementation of traffic calming measures on streets to reduce vehicle speeds, improve safety for all users, and make them more user-friendly for alternative modes of transportation, including bicyclists and pedestrians.
<b>Safe Routes to School</b>	<i>The Commissioners should consider adding this section: <b>Safe Routes to School</b></i>
<b>Goal CI.XX:</b>	The Commissioners may wish to consider adding the following goal:  Ensure safe and efficient pedestrian and bicycle access to schools while working to reduce school-related congestion
<b>Policy CI.XX:</b>	The Commissioners may wish to consider adding the following policy:  Promote Safe Routes to Schools programs for all public and private schools serving the city.
<b>Policy CI.XX:</b>	The Commissioners may wish to consider adding the following policy:  Prioritize bicycle and pedestrian safety improvements that include projects to enhance safe accessibility to schools.
<b>Policy CI.XX:</b>	The Commissioners may wish to consider adding the following policy:



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	Support education programs that promote safe walking and bicycling to schools.
<i>Aesthetic Qualities and Heritage Lanes</i>	
<b>Goal CI.6a:</b> Protect the aesthetic, historic and remaining rural qualities of Saratoga through street design and landscaping.	
<b>Goal CI.6b:</b> Strive for aesthetically pleasing views from all roads in Saratoga and the Sphere of Influence.	
<b>Goal CI.6c:</b> Encourage the preservation of the width and appearance of those roads designated as heritage resources by the City.	
<b>Policy CI 6.1:</b> Identify areas of critical need for beautification and coordinate plans with revitalization or anticipated development of areas such as City gateways.	The Commissioners may wish to consider the following language:  Continue supporting neighborhood groups to identify areas of critical need for beautification and coordinate plans with revitalization or anticipated development of areas such as City gateways.
<b>Policy CI 6.2:</b> Adhere to minimum City street standards based on location, terrain, character of areas and the anticipated function of the roadway.	
<b>Policy CI 6.3:</b> Permit variation of the conventional City street development standards, as described in the City's Subdivision Ordinance, in order to preserve environmentally sensitive roadside features where traffic safety will permit such variations.	The Commissioners may wish to consider the following language:  Permit variation of the conventional City street development standards, <del>as described in the City's Subdivision Ordinance,</del> in order to preserve environmentally sensitive roadside features where traffic safety will permit such variations.
<b>Policy CI 6.4:</b> Identify the function of a street in advance of construction, and apply design criteria to minimize disruption to the area caused by through or heavy vehicle traffic.	
<b>Policy CI 6.5:</b> Encourage the planting of trees and plan the development of landscaped medians along major arterial roadways.	
<b>Policy CI 6.6:</b> Enforce ordinances to prevent the use of non-conforming roadside signs on all roads and highways within the City, whether erected by private individuals or business enterprises.	
<b>Policy CI 6.7:</b> Require increased setbacks of up to 100 feet for structures, walls or fences to be located on lots adjacent to officially designated scenic highways where it is determined by the City that such increased setbacks are necessary to	

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preserve the scenic qualities of the highway.	
<b>Policy CI 6.8:</b> Require increased setbacks and landscaping for commercial and multifamily residential structures on corner lots adjacent to arterial streets, as required, to reduce the visual impact of such structures and to enhance the appearance of important intersections where it is determined by the City that such increased setbacks are necessary to preserve the scenic qualities of the highway.	
<b>Policy CI 6.9:</b> Approve designs for new hillside streets that maximize the use of natural terrain for roadbed construction and minimize "cuts and fills."	
<b><i>Parking Supply and Management</i></b>	
<b>Goal CI.7a:</b> Provide adequate parking for non-residential uses to minimize intrusion into adjacent neighborhoods.	
<b>Goal CI.7b:</b> Provide on-street parking spaces in commercial areas that provide direct access to abutting properties while requiring off-street public and private parking lots to serve the majority of the demand.	
<b>Policy CI 7.1:</b> Review on-street parking policies and utilization in the Village area.	-
<b>Policy CI 7.2:</b> Designate curb parking in the Village area for short-term use by those visiting businesses and public facilities.	
<b>Policy CI 7.3:</b> Encourage the location of parking lots behind buildings to emphasize the buildings' physical and visual connections to the street and to maximize pedestrian access and safety.	
<b>Policy CI 7.4:</b> Encourage the use of carpools and vanpools by providing preferential spaces as appropriate.	The Commissioners may wish to convert this policy to an implementation measure.
<b>Policy CI 7.5:</b> Allow reduced parking supplies for parcels, where appropriate, in order to utilize the area-wide parking supply.	
<b><i>New Village Policies (adopted by the City Council in April 2017 and August 2017)</i></b>	
<b>Goal LU 20:</b> Improve the effective and efficient use of public and private parking, and implement available circulation alternatives.	
<b>Policy LU 20.1:</b> The City shall develop and implement a Parking Management Plan that outlines a strategy for the efficient and effective use of parking resources necessary to the	

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<b>Goal or Policy</b>	<b>Explanation</b>
commercial success of the Village.	
<b>Policy LU 20.2:</b> The City shall review and expedite the implementation of the planned "turnaround" at the western end of Big Basin Way to more effectively navigate automobile circulation through the Village.	