



CIRCULATION ELEMENT



“If we all tried to make other people’s paths easy, our own feet would have a smooth even place to walk on.” —Myrtle Reed

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INTRODUCTION

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INTRODUCTION

The purpose of a circulation system is to provide safe and reasonably expeditious movement of people and goods within and through the community, and to facilitate healthful and sustainable living. The Town of Woodside is unique among Bay Area communities in that its circulation system consists of a full array of roadways, including a federal/interstate scenic freeway, two major State highways, a network of smaller two-lane roads, as well as a variety of equestrian trails, pedestrian paths, pedestrian trails, and bikeways.

Most of the roads in Woodside are narrow, winding roads. While these roads add to the rural character of Woodside, they are also shared by motorists, bicyclists, pedestrians, and equestrians. This sometimes leads to challenges in addressing the safety and convenience of all roadway users. The challenge of competing uses is particularly acute in the Town Center and in the vicinity of the Woodside Elementary School, church, library and fire station.

The scenic and rural nature of Woodside roads, trails, and paths continue to be an asset and a challenge. There is also increased concern regarding privacy, security, safety, and noise impacts related to the increased use of the Town's roads, trails, and paths. Recreational traffic (motorists, motorcyclists, and bicyclists) and special events (such as large scale bicycle events) can disturb the peace and tranquility within Town, both along major roads (such as Skyline Boulevard and Woodside Road), and within more remote neighborhoods off of these roads. The existence of multiple users on narrow, winding roads can result in safety issues.

CHANGES SINCE 1988

Since 1988, no new public roads and few new trails or paths have been constructed in Woodside. Circulation through, and the adequacy of parking within, the Town Center Area are of increasing concern. During 2009-10, the Town undertook several initial steps to address issues in this area, including the development of a parking program which placed restrictions on parking along Highway 84

(Woodside Road). During the 2012 General Plan Task Force process, participants expressed a strong desire to revisit the Town Center Plan to address these issues. Future review of the Town Center Area Plan should incorporate "Complete Streets" concepts in a manner suitable for the Town's rural setting.

PARKING ASSESSMENT DISTRICT

Late in 1988, the Town Council initiated proceedings necessary for the formation of the Woodside Road-Whiskey Hill Road Parking Assessment District (PAD), pursuant to State law. The PAD's boundaries are Whiskey Hill, Woodside, and Mountain Home Roads. The formation of the PAD provided a means by which the Town could finance the acquisition of all or portions of all of the existing thirteen parcels that were within the PAD boundaries and the construction of sufficient public parking spaces and circulation aisles to support the businesses within the district. The PAD was originally designed to provide 263 parking spaces, ingress and egress (from Woodside, Whiskey Hill, and Mountain Home Roads), and two-way circulation behind the businesses along Woodside Road. The acquisition and improvements were to be financed by a combination of assessment district bonds and a contribution from the Town. The assessment district bonds were to be paid off through assessments against the benefitting private commercial properties over twenty-five years. The PAD became mired in litigation in 1990, causing the Town to break the project into phases. The first phase was initiated in 1990 and provided about 93 parking spaces for the Pioneer Hotel, the planned Town Hall, and the Village Pub restaurant. The second phase of the project was not initiated until 1999, when all of the litigation was settled. Because of the long delay, some of the commercial property owners who had planned to participate in the PAD opted out and the real property agreements negotiated with these owners expired. As a result, 175 public parking spaces ended up being provided. These were financed through the Town's contribution and assessments against only four of the commercial properties.

COMPLETE STREETS

In 2008, the California Complete Street Act was adopted by the State legislature. The Act states: "In order to fulfill the commitment to reduce greenhouses gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit."

The legislation impacts local General Plans by adding the following language to Government Code Section 65302(b)(2)(A) and (B):

(A) Commencing January 1, 2011, upon any substantial revision of the Circulation Element, the legislative body shall modify the Circulation Element to plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the General Plan.

(B) For the purposes of this paragraph, "users of streets, roads, and highways" means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

Many Town rights-of-way and easements accommodate multiple users. The Circulation Element addresses the individual modes of transportation (motor vehicles, equestrians, bicyclists and pedestrians) separately, and discusses the framework for Town transportation planning for all users. The Town supports the concept of Complete Streets, taking into account the Town's rural setting, and recognizing the physical constraints of existing rights-of-way and easements, including winding roads, adequacy of sight distances, and steep terrain.

ROAD PROGRAM

The Town maintains and improves public roads, bikeways, pedestrian ways, and equestrian trails. The Road Program of the Town of Woodside is a two-year plan which prioritizes and funds improvements within the Town's rights-of-way. The Town maintains over forty-five miles of public roads, and the provision of adequate funding to support this maintenance has been a top priority of the Town Council since 1988. Between 1988 and 2010, the Town expended about \$18 million for Road Program improvements. Approximately one-third of this, or \$6 million, came from the Town's General Fund. The other two thirds of Town revenues for transportation improvements come from taxes and fees. In 1993, the Town acquired pavement management program software which assists in prioritizing road improvements according to a pavement condition index.



Sample of how Woodside currently addresses Complete Streets. (Looking north down Cañada Road at Woodside Road)



Class II Bikeway (Bike Lane).



A Class III Bikeway (Bike Route) shares the lane with vehicle traffic.



Equestrians riding a trail in Woodside.



Pedestrian pathway.

DEFINITIONS

For the purpose of this General Plan, the words and phrases listed below are defined as follows:

Bikeway: Any route or pathway designed and located to provide for bicycle travel.

Class I Bikeway (Bike Path): A paved pathway that provides for bicycle travel on a right-of-way completely separated from any road or highway.

Class II Bikeway (Bike Lane): A striped lane on a road or highway for exclusive, or semi-exclusive, one-way bicycle travel.

Class III Bikeway (Bike Route): A road or highway typically used by bicycles in which travel lanes are shared with motor vehicles.

Local Bikeway: A bikeway providing travel primarily serving the needs of local residents.

Regional Bikeway: A bikeway providing travel between communities and access to parks, the Skyline corridor, and the coast.

Commute Trip Reduction: Measures to reduce the number of recurring commuter vehicle trips, such as by car or van pooling, bicycling or walking, or avoiding travel altogether during peak travel times to reduce trip delays.

Equestrian Trail: An unpaved pathway intended for exclusive or shared use by equestrians.

Equestrian Trail, Dedicated: An equestrian trail located within a recorded easement for public use.

Equestrian Trail, Permissive: An equestrian trail which a land owner voluntarily permits to be located on his or her property.

Equestrian Trail, Limited Use: A dedicated equestrian trail limited to the use of property owners within a specific subdivision.

Equestrian Trail, Roadside: An equestrian trail located within road rights-of-way.

Local Traffic: Traffic that begins or ends in the Planning Area.

Pedestrian way: Any pathway or trail to provide for pedestrian travel.

Pedestrian Pathway: A pedestrian way located within road rights-of-way.

Pedestrian Trail: A pedestrian way, not located within a road right-of-way.

Road Rights-of-Way: A strip of land within which roads are built.

Roads

Arterial Roads: Roads for through traffic with intersections with limited direct access to abutting properties. Routes connecting local roads with inter-community, inter-county, and inter-regional routes are designated as arterial roads.

Collector Roads: Local roads whose primary function is to collect and distribute traffic to a neighborhood, usually with no major limitation placed on rights of access to abutting properties.

Expressways: Highways for through traffic, with direct access to abutting properties restricted and access at intersecting roads controlled.

Freeways: Divided highways for through traffic with direct access to adjacent properties prohibited, and with grade separations at intersections.

Local Roads: Minor rural roads and collector roads.

Minor Rural Roads: Local roads whose primary function is to provide access to abutting properties and not for through traffic. Minor rural roads may be through-roads, loop roads or cul-de-sacs. Traffic volumes are low under normal circumstances; therefore safety of Town residents and the preservation of the rural environment are primary design factors rather than high traffic capacity and greater speed.

Private Roads: Roads not owned or maintained by the Town.

Thoroughfares: Roads or highways for through traffic; includes arterial roads, expressways and freeways.

Scenic Designations: Roads, highways, and corridors which are designated scenic due to their scenic, aesthetic or historical characteristics.

Official State Scenic Highway: A State highway officially designated by the State as a Scenic Highway. Scenic highways and the scenic corridors require special scenic conservation treatment.

Scenic Corridors: The visible band of land adjacent to and within 1,000 feet of scenic road rights-of-way.

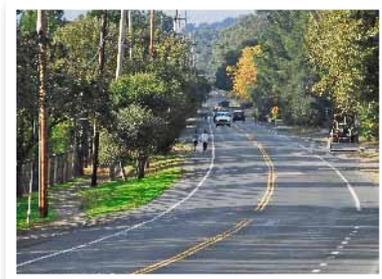
Scenic Roads: Town or county designated routes that traverse an area within which natural scenic resources and aesthetic values are protected and enhanced. Scenic roads may be either thoroughfares or local roads.

Through Traffic: Traffic that neither begins nor ends in the Planning Area.

Transit, Public: The movement of people by a conveyance which is available to the general public.



Collector road.



Arterial road.



Expressway.



Freeway.

ROADWAYS

The road system in Town consists of two categories of local roads (minor rural roads and collector roads), and three categories of thoroughfares (arterial roads, expressways, and freeways). Local roads are intended for local use only. Their primary function is to provide service to Woodside residents. They are not intended to carry through traffic. Thoroughfares provide channels for the movement of traffic around or through the Planning Area, and link Woodside to adjoining communities and to other through highways.

Map CL1, Roadway System, identifies the Town's collector roads, arterial roads, expressways and freeways, as follows:

COLLECTOR ROADS

Collector roads are local roads whose primary function is to collect and distribute traffic to a neighborhood, usually with no major limitation placed on rights of access to abutting properties.

Collector roads in Woodside include:

- Jefferson Avenue
- Mountain Home Road
- Old La Honda Road
- Summit Springs Road
- Tripp Road
- Woodside Drive/High Road

ARTERIAL ROADS

Arterial roads are built for through traffic with intersections with limited direct access to abutting properties. Routes connecting local roads with inter-community, inter-county, and inter-regional routes are designated as arterial roads.

Arterial roads in Woodside include:

- Alameda de las Pulgas
- Cañada Road
- Farm Hill Boulevard
- Kings Mountain Road
- La Honda Road (Highway 84)

- Portola Road
- Sand Hill Road
- Skyline Boulevard (Highway 35)
- Whiskey Hill Road
- Woodside Road (Highway 84), from Junipero Serra Freeway (I-280) to Portola Road/La Honda Road

EXPRESSWAYS

Expressways are highways for through traffic, with direct access to abutting properties restricted and access at intersecting roads controlled.

Expressways in Woodside include:

- Woodside Road (Highway 84), from the Alameda de las Pulgas to Junipero Serra Freeway (Highway I-280)

FREEWAY

Freeways are divided highways for through traffic with direct access to adjacent properties prohibited, and with grade separations at intersections.

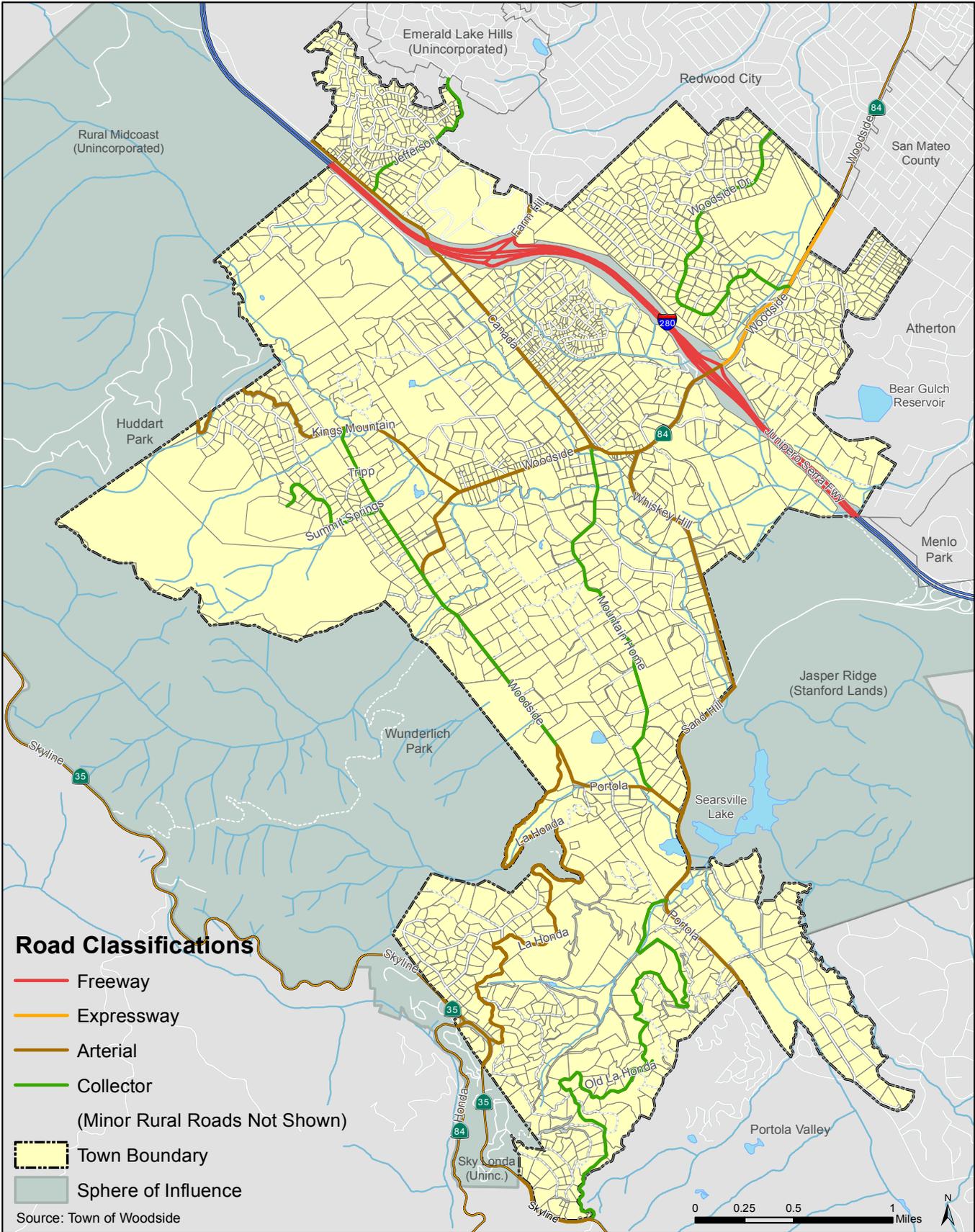
Freeways in Woodside include:

- Junipero Serra Freeway (I-280)

ROAD SYSTEM IMPROVEMENTS

No new construction of public roads is proposed in Town. The Road Program of the Town of Woodside prioritizes maintenance of existing public roads. Widening of existing public roads may be undesirable because of either the potential negative impacts on the rural and scenic character of the Town, or infeasibility due to steep terrain and open roadside drainage channels. Selective road widening may be desirable to correct sight distance problems, and to improve emergency access. Maintenance of existing and any new private roads is the responsibility of private property owners.

Map CL1: Roadway System



SCENIC HIGHWAYS AND ROADS

Woodside's scenic highways and roads (see Map CL2, Scenic Corridors) provide vistas which enhance perception of the rural and natural character of the Town.

Designated scenic roads in the Woodside Planning Area include State scenic highways, county scenic roads, and Town scenic roads.

State scenic highways are officially designated by the State. Two significant segments of designated State Scenic Highways are Skyline Boulevard (State Highway 35) and Junipero Serra Freeway (Interstate 280).

County scenic roads are officially designated by the County of San Mateo. No County scenic roads are located within Town limits, but a portion of the Cañada Road County Scenic Corridor exists north of the Town's corporate limits within the Woodside Planning Area.

Town scenic roads are officially designated by the Woodside Town Council, and include:

- Cañada Road
- Kings Mountain Road
- La Honda Road
- Mountain Home Road
- Portola Road
- Sand Hill Road
- Whiskey Hill Road
- Woodside Road (State Highway 84)

SCENIC CORRIDOR PROTECTION



Scenic Road.

Pursuant to the Woodside Municipal Code (WMC), development that meets any of the following criteria is subject to review by either staff, the Architectural and Site Review Board, or the Planning Commission, depending on size and location:

- Located within State scenic corridors, or
- Located within 1,000 feet and visible from the driving surface of Town scenic roads, or
- Located on ridge tops visible from designated scenic highways and roads.
- The WMC also sets forth special setback requirements for properties within scenic corridors.

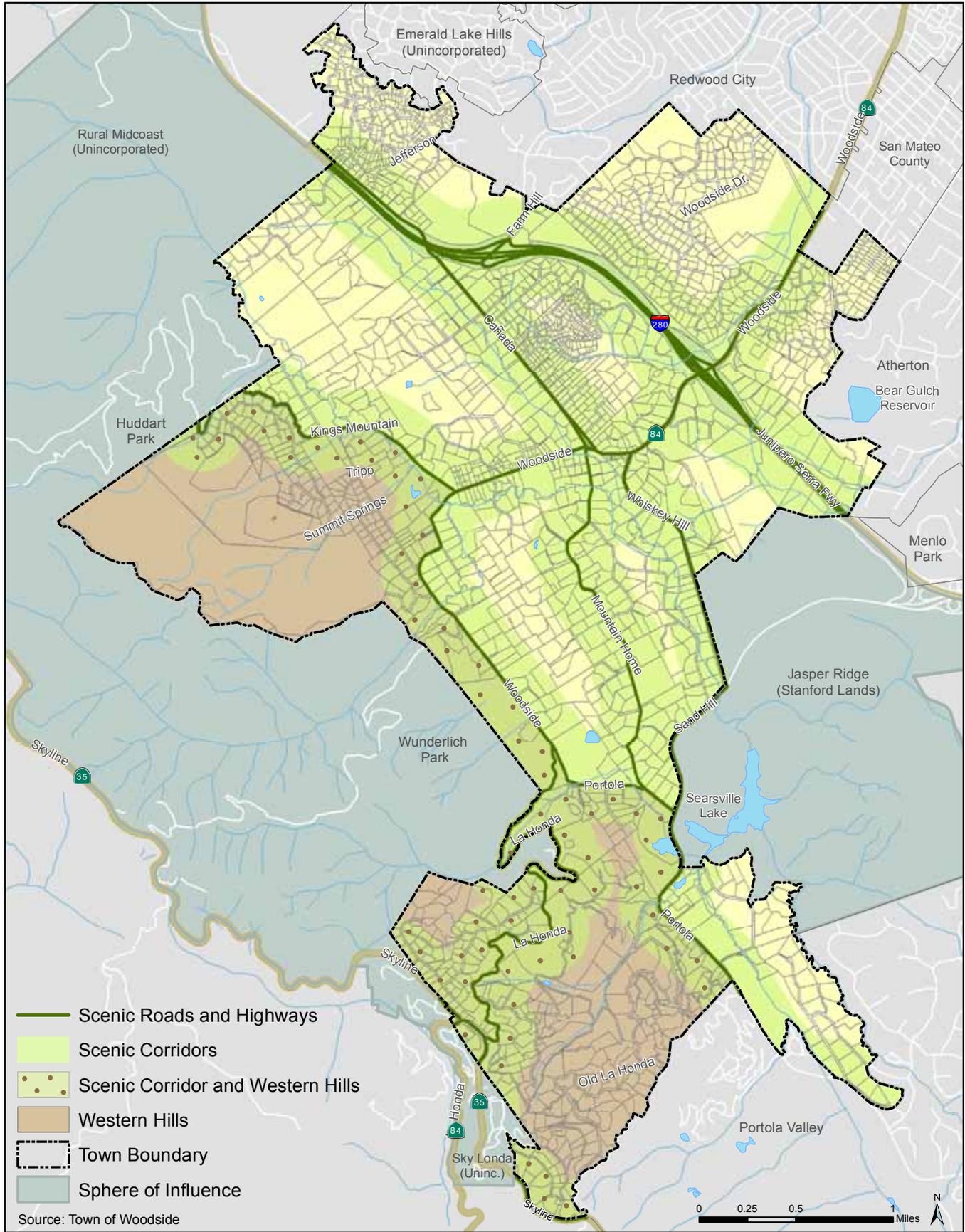
CIRCULATION SYSTEM MAINTENANCE

Circulation system maintenance in Town includes maintaining and improving Town roads, bikeways, pedestrian pathways, pedestrian trails, and equestrian trails.

The Woodside Municipal Code, Title 3, Administration, describes the basis and requirements for the Road Program of the Town of Woodside, including design parameters, funding sources, prioritization of work, reporting, and the requirement to solicit input from Town residents and committees. This Program applies to work within Town rights-of-way.

Funding sources for transportation improvements within Town rights-of-way (roadways, bikeways, and pedestrian paths) include General Fund monies, State gas taxes, Measure A taxes, traffic safety fines and forfeitures, and road impact fees. Trails Maintenance Fees, collected annually, and General Fund monies are used to maintain public trails within Town rights-of-way and off-road trails within dedicated easements. Occasionally, State and federal grant monies are secured for circulation system improvements.

Map CL2: Scenic Corridors



EQUESTRIAN TRAILS

Woodside has a system of equestrian trails which is unique within the Bay Area. These trails benefit the community by providing local circulation and recreational opportunities, as well as contributing to Woodside's rural character. The equestrian trail system is comprised of the following four trail types:

Equestrian Trail, Roadside: An equestrian trail located within road rights-of-way.

Equestrian Trail, Dedicated: An equestrian trail located within a recorded easement for public use.

Equestrian Trail, Permissive: An equestrian trail which a land owner voluntarily permits to be located on his or her property. This also includes Woodside Trail Club trails.

Equestrian Trail, Limited Use: A dedicated equestrian trail limited to the use of property owners within a specific subdivision.

The Town's public equestrian trail system (roadside trails and dedicated off-road trail easements) is shown on Map CL3, Equestrian Trails (Public). Public equestrian trails in Town are frequently shared with pedestrians.

In addition to the public trail system and outside the purview of the Town government, there is a network of permissive and private equestrian trails in Town. The primary private trail network is operated and maintained by the Woodside Trail Club. Access is restricted to members. Other minor private trails exist within specific subdivisions, and use is restricted to the residents of the subdivision.

The major public roadside equestrian trails are located along the following roads*:

ARTERIAL ROADS:

- Cañada Road
- Kings Mountain Road (Woodside Road to Greer Road)
- Portola Road
- Sandhill Road (Portola Road to Whiskey Hill Road)
- Woodside Road (Kings Mountain Road to Mountain Home Road)

COLLECTOR ROADS:

- Jefferson Avenue (Cañada Road to Glencrag Way)
- Mountain Home Road (Woodside Road to Portola Road)
- Tripp Road (Tripp Court to Kings Mountain Road)

MINOR RURAL ROADS:

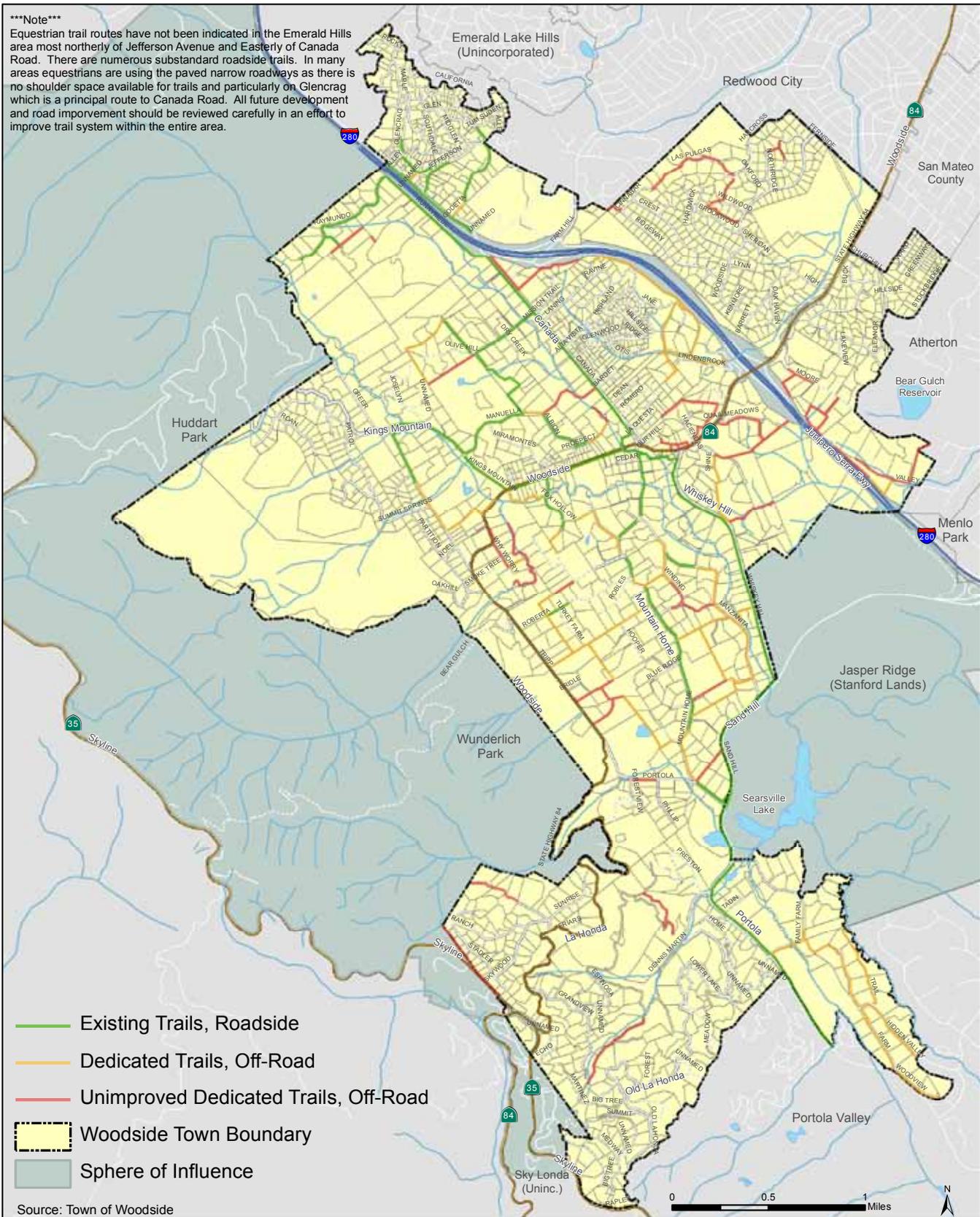
- Albion Avenue
- Fox Hollow Road
- Glencrag Way (Jefferson Avenue to Woodside Way)
- Godetia Drive (Cañada Road to Tum Suden Way)
- Manuella Avenue
- Olive Hill Drive
- Raymundo Drive
- Runnymede Road (Cañada Road to Raymundo Drive)

*If no segment is noted, then the equestrian trail runs the entire length of the roadway within Town limits.

Map CL3: Equestrian Trails (Public)

*****Note*****

Equestrian trail routes have not been indicated in the Emerald Hills area most northerly of Jefferson Avenue and Easterly of Canada Road. There are numerous substandard roadside trails. In many areas equestrians are using the paved narrow roadways as there is no shoulder space available for trails and particularly on Glencrag which is a principal route to Canada Road. All future development and road improvement should be reviewed carefully in an effort to improve trail system within the entire area.



Source: Town of Woodside

BIKEWAYS

Bicycling currently occurs in Town for pleasure, exercise, destination trips, and organized competition. Woodside's bikeways include scenic routes, which also include narrow and winding routes with safety issues. The popularity of bicycling is increasing. Woodside's pleasing natural environment and strategic location on the San Francisco Peninsula, is a destination for, and on the route of, bicyclists from surrounding communities, particularly on weekends. Woodside also experiences heavy weekend automobile traffic. Safety is a primary concern when vehicles, bicyclists, pedestrians, and equestrians are simultaneously using roads and pathways, as is the need for caution and courtesy.

Bicycling is supported by the Town as an alternative form of travel that promotes community health, and reduces the Town's carbon footprint. In much of Woodside, there is a potential for increased bicycle use given the proximity of the Town Center Area to many residents. Increased safety of the bikeways network within the Town is needed, however, for the bicycle to serve as a viable alternative to the automobile.

Future road maintenance and improvements should consider the need for bicycle safety. Physical improvements to bikeways in the Town Center Area, and to public and private institutions along Woodside Road to the west of the Town Center (the Woodside Elementary School, library, church, and fire station) should be the priority. The Town supports measures to encourage increased and safe bike ridership to and from schools which could reduce peak vehicle traffic impacts, as well as provide health benefits.

While improved physical facilities can increase bicycle safety, vigorous and effective education and enforcement of the California Motor Vehicle Code relating to all road users is of equal importance.

EXISTING BIKEWAYS

Bikeways in the Woodside Planning Area include Class II and Class III bikeways. Under State law, there are also Class I bikeways, defined as paved bike paths built completely separate from a roadway and designated for bicycle travel. There are currently no Class I bikeways (bike paths) within the Town of Woodside.

Class II bikeways (bike lanes)

Class II bikeways are striped bike lanes located in a road right of way. The following arterial roads currently have Class II bikeways (bike lanes) within the Woodside Planning Area:

ARTERIAL ROADS:

- Alameda de las Pulgas
- Cañada Road
- Kings Mountain Road (Woodside Road to Manuella Avenue)
- Portola Road (Sand Hill Road to Portola Valley Boundary)
- Sand Hill Road
- Whiskey Hill Road
- Woodside Road (Alameda de las Pulgas to Kings Mountain Road)

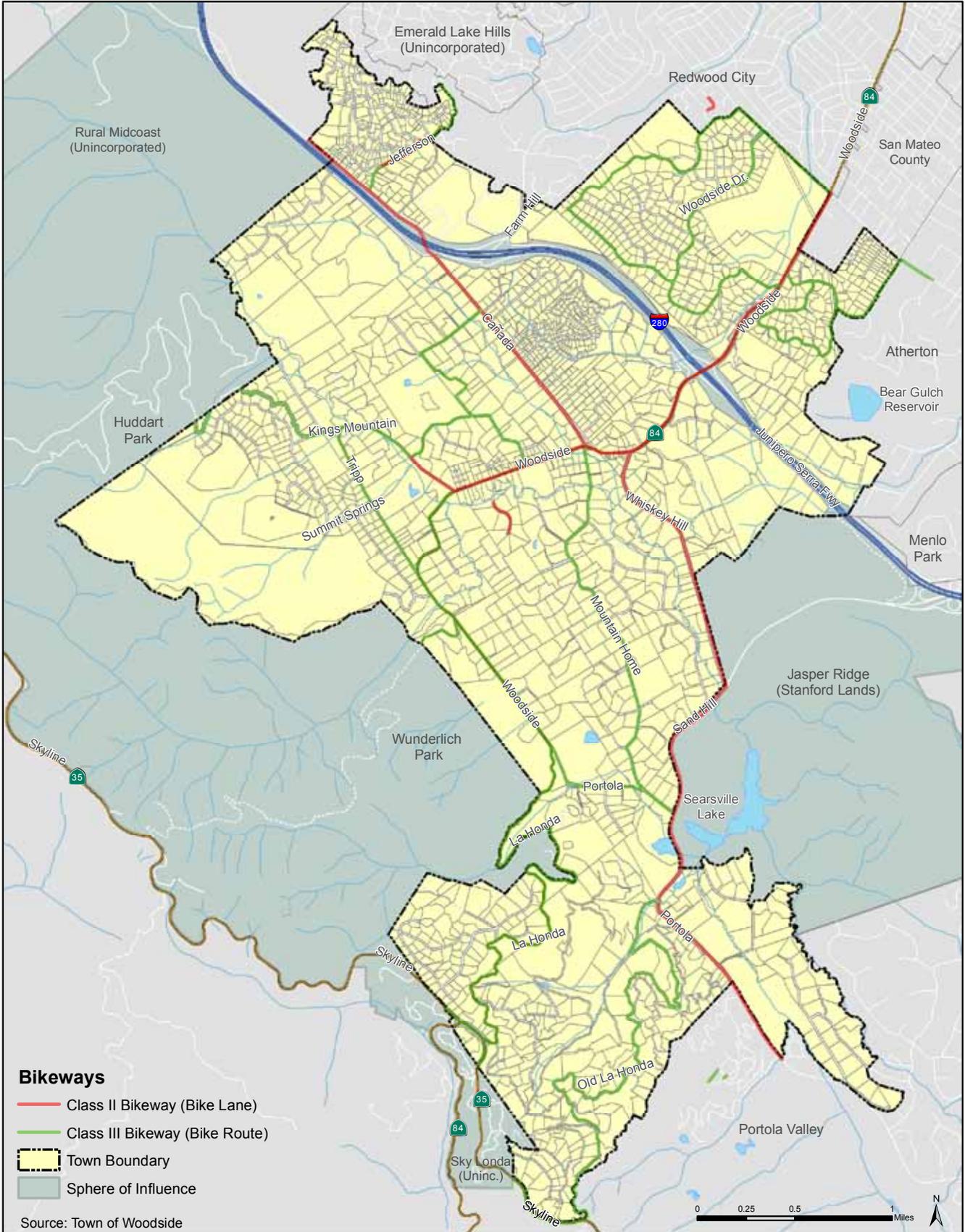
Class III bikeways (bike routes)

Class III bikeways are designated roadways that are shared between motor vehicles and bicycles. The following roads are designated as Class III bikeways (bike routes) within the Woodside Planning Area:

ARTERIAL ROADS:

- Kings Mountain Road (Manuella Avenue to Town Boundary)
- La Honda Road
- Portola Road (Sand Hill Road to Woodside Road/La Honda Road)
- Skyline Boulevard
- Woodside Road (Kings Mountain Road to La Honda Road)

Map CL4: Bikeways



COLLECTOR ROADS:

- High Road
- Jefferson Avenue
- Mountain Home Road
- Old La Honda Road
- Tripp Road
- Woodside Drive

MINOR RURAL ROADS:

- Albion Avenue
- Bear Gulch Road
- Cinnabar Road
- Eleanor Drive (Northgate Drive to Stockbridge Avenue)
- Harcross Road
- Las Pulgas Drive
- Manuella Avenue
- Northgate Drive
- Olive Hill Drive
- Ridgeway Road
- Stockbridge Avenue

*If no segment is noted, then the bikeway runs the entire length of the roadway within Town limits.

PEDESTRIAN PATHWAYS AND TRAILS

Pedestrian ways in Woodside include pedestrian pathways located within road rights-of-way and off-road pedestrian trails (reference Map CL5, Pedestrian Pathways and Trails).

PEDESTRIAN PATHWAYS

Existing pedestrian pathways function primarily as linkages to the Town Center and linkages between neighborhoods. Pedestrian pathways provide opportunities for walking, jogging, running, and other leisure pedestrian activities (strollers and dog walking). Pedestrian pathways in Town are frequently shared with equestrians.

Due to the topography of Woodside, it is not possible to provide pedestrian pathways along every roadway. Many roads are steep, narrow, winding, and do not provide adequate lighting, and therefore should not have

pedestrian pathways. Priority should therefore be given to pedestrian pathways around and within the Town Center, and within neighborhoods with developable rights-of-way.

The following roads within the Woodside Planning Area have pedestrian pathways:

Paved pedestrian pathways

ARTERIAL:

- Cañada Road (Woodside Road to Jefferson Avenue)

COLLECTOR:

- Woodside Drive

MINOR:

- Crest Road
- Cinnabar Road
- Las Pulgas Drive (Oakford Road to circle above 475 & 480 Las Pulgas Drive)
- Ridgeway Road

Gravel pedestrian pathways

ARTERIAL:

- Whiskey Hill Road (Woodside Road to Sand Hill Road)
- Woodside Road (Kings Mountain Road to Whiskey Hill Road)

Dirt pedestrian pathways

ARTERIAL:

- Kings Mountain Road (Woodside Road to Greer Road)

COLLECTOR:

- Mountain Home Road

MINOR RURAL ROADS:

- Albion Avenue / Olive Hill Loop
- Manuella Avenue

*If no segment is noted, then the pedestrian pathway runs the entire length of the roadway within Town limits.

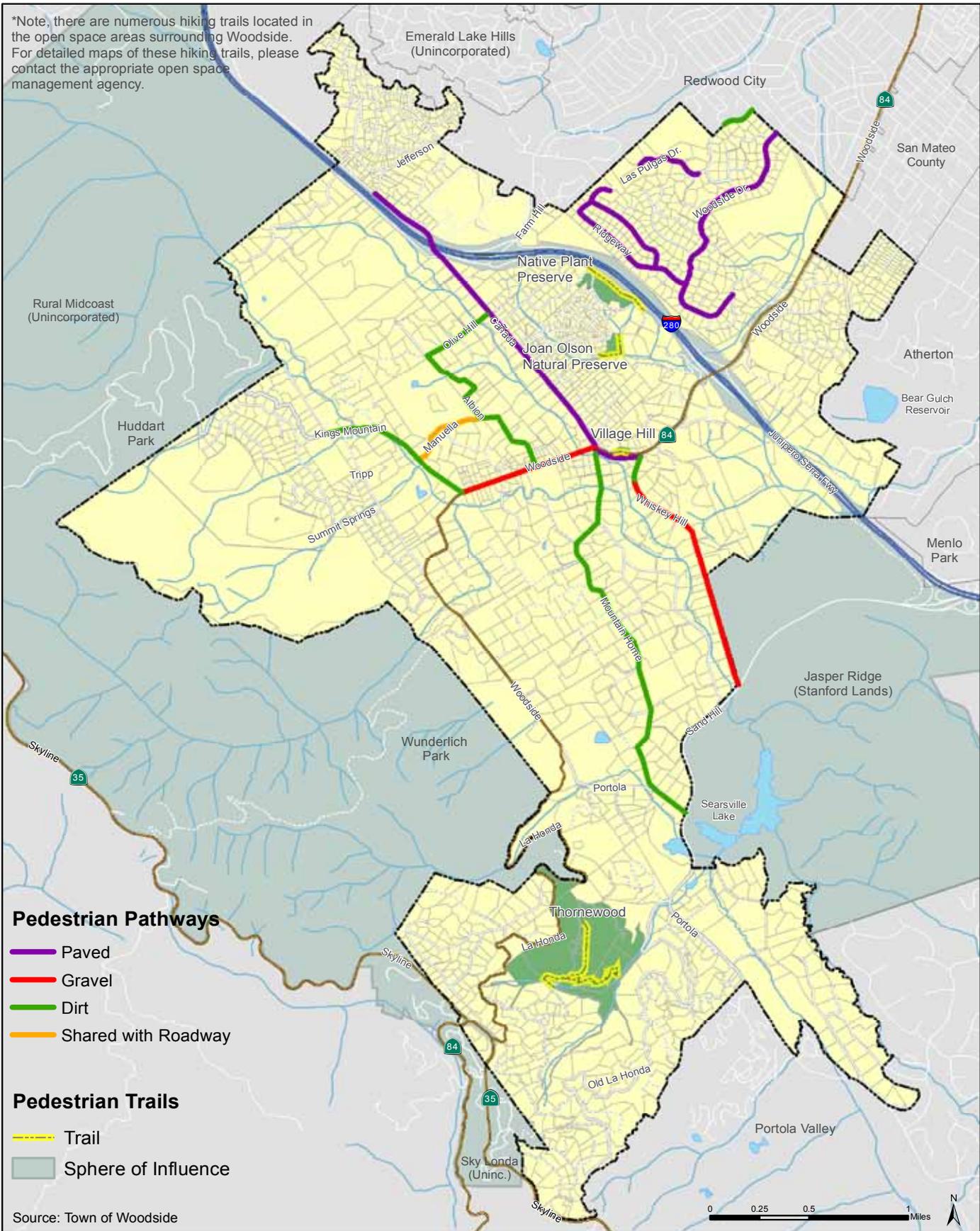
Most of the gravel and dirt pathways are shared with equestrians.

PEDESTRIAN TRAILS

A number of recorded easements exist for multiple use, off-road trails, which include allowed use by pedestrians. Recorded pedestrian trail segments are located on Cinnabar Road (which connects Woodside Hills with Barkley Fields and Park), Family Farm Drive, Hacienda Drive,

Map CL5: Pedestrian Pathways and Trails

*Note, there are numerous hiking trails located in the open space areas surrounding Woodside. For detailed maps of these hiking trails, please contact the appropriate open space management agency.



High Road, Mountain Home Road, Phillip Road, Raymundo Drive (connects Raymundo Drive with Huddart Park), Ridgeway Road, and Tripp Road.

Open space pedestrian trails in Town are located within:

Thornewood, a 167-acre Midpeninsula Regional Open Space preserve on La Honda Road offering gentle hiking and equestrian trails. The preserve's 0.8 mile Schilling Lake Trail was expanded in May of 2009, to incorporate the 0.7 mile Bridle Trail. **The Native Plant Reserve and Landscape Buffer (Kite Hill)**, a 14-acre Town-owned open space between Interstate 280 and Jane Drive. An approximately 0.4 mile trail runs along the southern and eastern boundaries of the preserve. **The Joan Olsen Preserve**, a 6.2-acre Town-owned open space located at the end of Otis Avenue. An approximately 0.2 mile trail runs along the northern boundary of the preserve. **Village Hill**, a 1.65 acre Town-owned open space on Woodside Road. An approximately 0.1 mile trail enters the eastern end of the property off of Woodside Road, continues uphill into the site, then proceeds downhill back to Woodside Road, exiting at the western end of the property. **Huddart and Wunderlich Parks** include the largest networks of pedestrian trails near and within Town. Huddart Park is a County park adjacent to the northwest quadrant of Town and Wunderlich Park is a County park adjacent to the southwest quadrant of Town. Huddart Park has approximately 18 miles of trails, and Wunderlich Park approximately 13 miles of trails.



In many Woodside neighborhoods, the roadway is shared between pedestrians, cyclists, and automobiles.

PUBLIC TRANSIT AND COMMUTE TRIP REDUCTION

Transit and commute trip reduction are supported by the Town as a means of decreasing the number of trips made by single occupancy vehicles; thereby reducing traffic congestion, air pollution, and energy and fuel consumption.



The bus stop at Cañada College provides access to Redwood City.

PUBLIC TRANSIT IN WOODSIDE

The private automobile is used by most Woodside residents for transportation because of personal preference and the lack of access to public transit. The rural nature of the community (the low density residential development and narrow roads) discourages a public transit system. For some residents, however, such as the young, elderly, and physically impaired, transit services are helpful or necessary. Very limited public bus service is available through SamTrans (from Cañada College to Redwood City Caltrain, and Woodside/Portola Valley to Palo Alto/Menlo Park) due to density.

TRIP REDUCTION

Although the availability of public transit is very limited within the Town, trip reduction can be accomplished by efforts such as carpooling to work, to construction sites, and to parties and special events. Also reference the Sustainability Element.

NEIGHBORHOOD SAFETY

Circulation safety issues specific to neighborhoods, such as limited site distance and speeding, should be identified so that needed improvements can be considered and prioritized. The town shall also promote the cooperative use of rights-of-way by multiple users and safe parking practices.

TRAFFIC CONGESTION AND PARKING

TOWN CENTER AND ADJACENT LANDS

The Town Center is located along Woodside Road from Whiskey Hill Road to Mountain Home Road. The Town Center, and the adjacent stretch of Woodside Road that extends west to Miramontes Road, are the most intensively used sections of local road in Town. Improvements have been made in the design of this road, but problems with traffic, circulation, and parking remain. The greatest problem is the conflict between through-traffic on Woodside Road and the turning movements of traffic going to and from Town Center commercial establishments, as well as the elementary school, library, church, and fire station. In addition, there is inadequate provision for pedestrian, equestrian, and bicycle traffic movement. On-street parking contributes to this problem. Parking is most challenging during peak business hours, weekends, and late spring and summer months.

SKYLONDA CENTER

The intersection of La Honda Road (Highway 84) and Skyline Boulevard (Highway 35) is a popular gathering spot for motorcyclists and bicyclists. Parking is a challenge during weekends and fair weather months. Excessive vehicle speed and noise is also heightened during the late spring and summer.

COMMERCIAL DISTRICT PARKING

Both the Town Center and the Skylonda Center have limited parking for their commercial businesses. This condition is exacerbated by the use of the commercial parking areas for recreational users, such as bicyclists and runners who drive into Town in a motor vehicle which remains parked in these parking spaces for the duration of their recreational outing. Limited, outlying areas exist for such recreational parking, such as the park and ride lot on Woodside Road just west of Interstate 280. There are also limited bicycle parking areas within the commercial centers. The Town did construct 175 public parking spaces at the east end of the Town Center in the 1990's (see the background on the Parking Assessment District in the "Changes Since 1988" section at the beginning of this Element). Unfortunately, the parking shortages at the west end of the Town Center continue to cause problems throughout the area.

RECREATIONAL TRAFFIC

A large volume of recreational traffic flows through Woodside, especially on summer weekends. Kings Mountain Road carries traffic from the urban areas to Huddart Park and to Skyline Boulevard; La Honda Road carries traffic to Skyline Boulevard and to recreational areas to the west; and, Woodside, Sand Hill, and Portola Roads carry traffic to Wunderlich Park. Special events in other jurisdictions, such as the Kings Mountain Art Faire and the Half Moon Bay Pumpkin Festival, also add to this traffic flow.

There is a sixteen mile span of Skyline Boulevard between Page Mill Road and State Highway 92. Within this span, only three roads (Old La Honda Road; La Honda Road/ State Highway 84; and Kings Mountain Road) lead from the valley floor to the Skyline Ridge. All three of these roads pass through Woodside. All roads are narrow, steep, and winding; and are used heavily by motorists and bicyclists.

Additionally, recreational bicycle traffic impacts virtually every road and neighborhood throughout the year. This adds to the competition for roadway use that already exists, exacerbating the problem.

SPECIAL EVENTS

Running, equestrian, and bicycle events are held on Town roads. Plans and regulations for these events need to consider the impacts of road closure and access on residences and businesses in the Town. The Town has regulations within the Municipal Code governing Special Events which involve fifty or more participants on the Town's roads. Applications for Special Events are reviewed with a view to ensuring the safety of the participants and other roadway users. Conditions of Approval can be added to enhance the safety aspects of an event and to encourage the use of major roads that can better handle the added roadway traffic that such events engender.

TRAFFIC PROJECTIONS

VEHICLE TRAFFIC COUNTS

Vehicle traffic counts were completed for ten road segments for one week in August 2010 and one week in September 2010 (see Table CL1). The counts showed that weekday traffic generally is higher than weekend traffic, even though Woodside roads get a lot of recreational use. The September counts were generally a little lower than the summer counts.

Table CL1: 2010 Vehicular Traffic Counts

Freeway Segment	Trucks %	Speed Limit (mph)	Daily Capacity	Average Daily Traffic (ADT) 1986	ADT August 2010 Peak	Change Since 1986
I-280						
Sand Hill Rd. to Woodside Rd.	3.2	65	165,600	65,000	101,000	55%
Woodside Rd. to Farm Hill Rd.	2.9	65	165,600	63,000	100,000	59%
Farm Hill Rd. to Cañada Rd.	2.2	65	165,600	60,000	99,000	65%
Cañada Rd. to Edgewood Rd.	1.7	65	165,600	61,000	100,000	64%

Road Segment	Trucks %	Speed Limit (mph)	Daily Capacity	ADT August 2010 Peak	ADT September 2010 Peak
Woodside Road					
Portola Rd. to Tripp Rd.	2.0	50	24,000	4,900	5,200
Tripp Rd. to Cañada Rd.	2.0	35	24,000	4,900	5,300
Cañada Rd. to Whiskey Hill Rd.	3.1	35	28,000	16,900	13,600
Whiskey Hill Rd. to I-280	4.4	40	28,000	17,500	15,100
I-280 to Alameda de las Pulgas	8.7	40	56,000	36,800	30,700
Portola Road					
Sand Hill Rd. to Family Farm Rd.	1.2	40	24,000	5,400	5,300
Cañada Road					
Woodside Rd. to Dean Rd.	1.3	40	24,000	6,500	6,300
Whiskey Hill Road					
Sand Hill Rd. to Woodside Rd.	1.6	45	24,000	3,400	3,000
Farm Hill Road					
I-280 to Eden Bower Ln.	1.9	40	56,000	13,100	13,300
Alameda de las Pulgas					
Woodside Rd. to Woodside Dr.	1.6	35	28,000	9,000	8,700

Sources: Volumes on local roadways from Hexagon Transportation Consultants, Inc. counts on 8/13 - 8/20/2010 and 9/20 - 9/26/2010. Volumes on I-280 are Average Annual Daily Traffic (AADT) from 2009 Traffic Volumes on California State Highways, California Department of Transportation (DOT). Truck percentages on local roadways from Hexagon Transportation Consultants, Inc. counts on 9/20 - 9/26/2010. Truck percentages on I-280 from 2008 Truck Traffic on California State Highways, California DOT.

Table CL2: 2030 Vehicular Traffic Projections

Freeway Segment	Daily Capacity	Average Daily Traffic (ADT) Actual 2010	Estimated 2030 ADT
I-280			
Sand Hill Rd. to Woodside Rd.	165,600	101,000	121,200
Woodside Rd. to Farm Hill Rd.	165,600	100,000	120,000
Farm Hill Rd. to Cañada Rd.	165,600	99,000	118,800
Cañada Rd. to Edgewood Rd.	165,600	100,000	120,000

Road Segment	Daily Capacity	ADT Actual 2010	Estimated 2030 ADT
Woodside Road			
Portola Rd. to Tripp Rd.	24,000	5,200	6,200
Tripp Rd. to Cañada Rd.	24,000	5,300	6,400
Cañada Rd. to Whiskey Hill Rd.	28,000	16,900	20,280
Whiskey Hill Rd. to I-280	28,000	17,500	21,000
I-280 to Alameda de las Pulgas	56,000	36,800	44,200
Portola Road			
Sand Hill Rd. to Family Farm Rd.	24,000	5,400	6,480
Cañada Road			
Woodside Rd. to Dean Rd.	24,000	6,500	7,800
Whiskey Hill Road			
Sand Hill Rd. to Woodside Rd.	24,000	3,400	4,080
Farm Hill Road			
I-280 to Eden Bower Ln.	56,000	13,300	15,960
Alameda de las Pulgas			
Woodside Rd. to Woodside Dr.	28,000	9,000	10,800

Sources: Volumes on local roadways from Hexagon Transportation Consultants counts on 8/13-8/20/2010 and 9/20-9/26/2010. Volumes on I-280 are Average Annual Daily Traffic (AADT) from 2009 Traffic Volumes on California State Highways, California Department of Transportation. Year 2030 volumes estimated by Hexagon Transportation Consultants, Inc. based on average annual growth rate of 1%.

BICYCLE TRAFFIC COUNTS

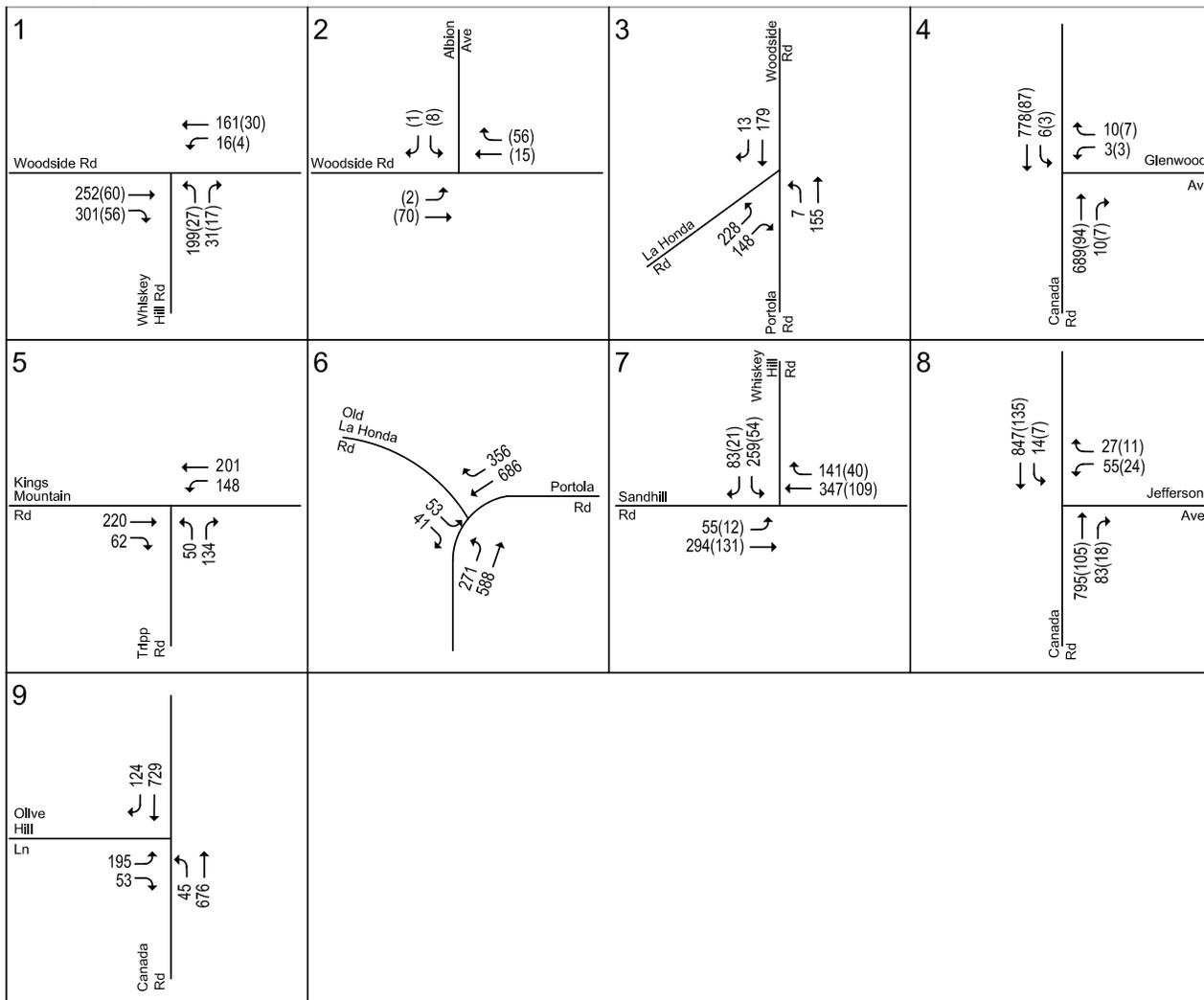
Bicycle traffic counts were taken at eight intersections on a Saturday in August 2010 and five intersections on a Wednesday in September 2010 (see Table CL3). The August counts were for a longer time period (7:00 AM to 6:00 PM) compared to the September counts (7:30 AM to 4:30 PM). The summer weekend counts were dramatically higher than the September weekday counts. Bicycle volume was particularly high on Cañada Road and Portola Road on Saturday. These are the first bicycle counts taken in Woodside, so no comparisons can be made to earlier data. The bicycle turning movements are shown on Figure CL1.

Table CL3: 2010 Bike Counts

Count Location	Intersection	Daily Bike Volume Aug 2010 (Saturday)	Sept 2010 (Wednesday)
1	Woodside Road/Whiskey Hill Road	960	194
2	Woodside Road/Albion Avenue	n/a	152
3	Woodside Road/Portola Road	730	n/a
4	Cañada Road/Glenwood Avenue	1,496	200
5	Kings Mountain Road/Tripp Road	815	n/a
6	Old La Honda Road/Portola Road	1,995	n/a
7	Whiskey Hill Road/Sand Hill Road	777	367
8	Cañada Road/Jefferson Avenue	1,821	300
9	Cañada Road/Olive Hill Lane	1,822	n/a

Sources: Hexagon Transportation Consultants, Inc. counts on 8/13/2010 (7:30 AM - 6:00 PM) and 9/22/10 (7:30 AM - 4:30 PM).

Figure CL1: Bike Turning Movements at Count Locations



TRAFFIC VOLUME AND ROAD CAPACITY IN WOODSIDE

An analysis of the present traffic volume on roads in the Woodside Planning Area indicates that most roads are being used far below their traffic capacity. The busiest road segments are found on Woodside Road immediately east and west of I-280. While busy, these segments operate well within their capacities. Traffic also is busy around the commercial area of Woodside adjacent to the Woodside/Cañada/Mountain Home intersection. This area has a concentration of street traffic, parking, and pedestrian activity. Nevertheless, traffic operations are within acceptable standards. Since land uses in Woodside are generally built-out, large future increases in traffic volume are not expected. The existing road system is adequate to accommodate future traffic. No substantial road widening and no significant new road construction will be needed.

GOAL CL1

Balance circulation system user needs.

Improve the circulation system to balance the needs of motorists, bicyclists, equestrians, and pedestrians.

POLICY CL1.1 – ENCOURAGE COOPERATION BETWEEN ALL USERS OF THE CIRCULATION SYSTEM

The Town should actively pursue means to promote cooperative use of the circulation system among all users.

Strategies:

a. Encourage dialog on circulation system needs

1. All users of the circulation system within the Town of Woodside should be able to participate in periodic forums which review and prioritize needs and improvements in the system.
2. Solicit input from Woodside Town committees on condition of roads, trails, and pathways.
3. Solicit input from Woodside Town committees on circulation system improvements which would enhance connectivity within and between neighborhoods as well as to / from Town Center and Woodside Elementary School.
4. Organize combined bi-annual meetings of the Trails and Bicycle Committees to review circulation needs.

b. Promote “Woodside Share our Roads” between all users

to improve safety

1. Develop Woodside-specific materials which describe how to avoid the potential conflicts between motorists and bicyclists; motorists and equestrians; equestrians and bicyclists; and equestrians and pedestrians.
2. Develop materials to promote preservation of neighborhood tranquility and privacy for residents.
3. Develop materials to promote recreational parking outside of Town Center area.

c. Promote traffic safety

Expand the existing Town of Woodside Road Program to include management and review of educational efforts to improve safety and increase multi-modal roadway awareness for all roadway, path, and trail users within Town.

1. Promote general public education: The Town should cooperate with other organizations to provide educational opportunities for the general public regarding State law and safe and courteous road behavior applicable to all Town roadways, paths, and trails. Forums to disseminate this information could include the Town Newsletter and Town Council meetings.
2. Promote school education: The Town should cooperate with public school districts and with automobile, equestrian, pedestrian, bicycle, health, and law organizations to educate children about State law relating to pedestrians, equestrians, bicyclists, and motorist; the healthful benefits of walking, riding, and bicycling; and courteous behavior in sharing roadways.

d. Utilize enforcement strategies

Expand the existing Town of Woodside Road Program to include review of enforcement strategies related to transportation.

1. Enforcement of traffic laws: The Town should promote increased enforcement of traffic laws pertaining to all roadway users to address issues such as speed limits, safe passing practices on narrow and winding roads and steep grades, and unlawful parking within bikeways and pedestrian paths. Enforcement methods include patrol by law enforcement officers, placement of radar speed trailers, and installation of signs posting traffic regulations and citation costs.
2. Coordinate with law enforcement: Coordinate with the San Mateo County Sheriff for speed enforcement actions, such as placement of the speed trailer and active patrol, and enforcement of other vehicle codes applicable to all users of the rights-of-way.

POLICY CL1.2 - EXPAND THE ROAD PROGRAM

Enhance the existing Town of Woodside Road Program as set forth in the Woodside Municipal Code to address and balance the transportation needs of equestrians, bicyclists, and pedestrians, as well as motorists.

The Road Program should be utilized to review the needs of users, determine missing linkages within the system and prioritize maintenance and improvements of the Town's roads, equestrian trails and pedestrian paths/trails and bikeways. While it is not anticipated that the roadway system in Woodside will expand (except within subdivisions that may occur), improvements and maintenance are a yearly priority of the Town.

The goals of the Road Program include:

- Providing an open and transparent process to access and prioritize improvements to the circulation system.
- Identifying the portions of the circulation system which need to be upgraded or improved to better meet the needs of equestrians, pedestrian, bicyclists, and motorists.
- Reviewing maintenance needs of the circulation system, and perform these upgrades and improvements with yearly maintenance projects.
- Prioritizing circulation system upgrades, improvements, and maintenance utilizing three two-year work plans (six years overall). Conduct Town Council work sessions, open to the public, to address and prioritize circulation system improvements as part of the budget process.
- Removing dangerous trees (i.e., trees which are structurally defective or damaging infrastructure, and pose immediate health and safety risks).
- Investigating funding opportunities for circulation system improvements.

Strategies:

a. Circulation system planning tool

Continue to utilize the Road Program to identify, prioritize, and implement the maintenance and upgrade of the Woodside circulation system.

b. Six- year road program prioritization

Enhance the Road Program to be a series of three two- year plans over a six-year planning and engineering period.

c. Open and transparent process

Solicit public input during the yearly review of priorities and budget. Solicit input from neighborhood and homeowner associations.

POLICY CL1.3 - PROMOTE NEIGHBORHOOD SAFETY AND TRANQUILITY

Develop measures to promote safe usage of roads, trails, and paths within neighborhoods; and mitigate the impacts of recreational traffic on neighborhood tranquility.

Strategies:

a. Balance user needs

Work with homeowner associations and resident groups to balance the needs of all users within each neighborhood.

b. Improve safety

Work with residents to identify and correct safety issues within neighborhoods. Respond to, analyze, and prioritize neighborhood requests for roadway safety improvements.

c. Protect and promote neighborhood tranquility

Balance the needs of residents for privacy and tranquility with the impacts of recreational traffic. Promote measures to limit or mitigate the impacts of recreational traffic (motorists, motorcyclists, and bicycles) on neighborhoods.

POLICY CL1.4 - IMPROVE COMMERCIAL DISTRICT CIRCULATION, TRAFFIC FLOW, AND PARKING

Improve circulation, traffic flow, and parking in the Town Center and Skylonda Center.

Strategies:

a. Update the Town Center Area Plan

The Town Center Area Plan should be updated to include plans for improving circulation, traffic, and parking. Consider expanding the boundaries of the Town Center Area Plan to the west to include the Town's public and private institutions (Woodside Elementary School, fire station, library, and church) to adequately address circulation, traffic, and parking issues. This update should include:

1. Soliciting input from residents on desired improvements.
2. Identifying Town Center tenant and institutional uses, and analyzing parking requirements based on uses.
3. Comparing Woodside parking requirements with other towns and cities to consider solutions that have been utilized in other jurisdictions.
4. Identifying potential areas for bicycle parking within the Town Center area, and promote the installation of bicycle racks when appropriate.

b. Update the Skylonda Center Area Plan

The Skylonda Area Plan should be updated to include plans for improving circulation, traffic, and parking.

c. Employee carpooling and parking

Encourage employee carpooling, and use of designated parking areas.

d. Recreational parking

Identify potential areas for recreational visitor parking outside of the Town Center area.

POLICY CL1.5 – SEEK AND MAINTAIN FUNDING AND RESOURCES

Seek and maintain adequate funding to support circulation system improvements.

Strategies:

a. Taxes and Fees

All revenue proceeds received from State gas taxes, Measure A taxes, traffic safety fines and forfeitures, and road impact fees shall be utilized to support the Town's circulation system needs. Trails Maintenance Fees shall be used to maintain and construct public equestrian trails in Town.

b. General Fund monies

The Town Council shall review and approve expenditures of General Fund monies for the Town's circulation system needs.

c. Reserve for emergency roadway repairs

The Town shall maintain a reserve of funds for the emergency repair and reconstruction of roads destroyed or disrupted by earthquake, landslide, flood, fire, or other natural or manmade disaster.

d. Grants

The Town shall seek available County, State and federal grant monies for the Town's circulation system needs.

e. Coordinate and partner with other agencies

Coordinate and partner with CalTrans, the County, neighboring municipalities, and other organizations and agencies in the planning, funding, and construction of circulation system improvements.

POLICY CL1.6 – COLLECT DATA

Create, maintain, and update roadway, equestrian trail, bikeway, and pedestrian way data to aid in maintenance, emergency repair, and improvement and new construction planning.

Strategies:

a. Roadway, equestrian trail, bikeway, and pedestrian way databases

Create, maintain, and update roadway, equestrian trail, bikeway, pedestrian path, and pedestrian trail databases, including: rights-of-way specifications, easement documents, maintenance schedules, and traffic and user counts.

b. Roadway, equestrian trail, bikeway, and pedestrian way maps

Maintain and update roadway, equestrian trail, bikeway, pedestrian path, and pedestrian trail digitized maps.

GOAL CL2

Maintain a safe and convenient roadway system while preserving the Town's rural and scenic environment.

Maintain a roadway system that provides convenient access to Town businesses, public and private institutions, and residences. Maintain the physical and aesthetic condition of Town Roads according to the Town's design principles and standards and scenic corridor architectural standards.

POLICY CL2.1 – MAINTAIN AND IMPROVE TOWN ROADWAYS

Maintain and improve the physical condition and safety of Town roadways consistent with a rural and scenic environment.

Strategies:

a. Design principles and standards

Review roadway projects to ensure compliance with the following design principles and standards:

1. Whenever the design of any new road or change in any existing road within the Woodside Planning Area is being considered, great care must be taken to assure that the scenic character, rural residential qualities, and the privacy of the areas through which they pass will be maintained.
2. Circulation patterns shall be designed to discourage through traffic in neighborhoods.
3. Residential driveway entrances should be limited to one, either on or off a private road, for reasons of safety, traffic, and aesthetics.
4. Roads should be designed to encourage walking, bicycling, and horseback riding, where appropriate.
5. Roads should be designed for safe travel. Roadway design should not induce drivers to travel at excessive speeds.
6. Roads shall be designed and constructed to minimize the cost of maintenance through the construction of adequate shoulders and drainage facilities.
7. The number and extent of roadway cuts and fills required in construction, reconstruction, and road maintenance shall be kept to a minimum.
8. Natural contouring of cut-and-fill slopes shall be an integral part of the road design, construction, and maintenance process. Effective planting of such slopes with trees, shrubs, and ground cover is necessary for erosion control and to restore the scenic quality of the road corridor.
9. Scenic or conservation easements over properties adjacent to the roadway may be needed to ensure preservation of a vista from the road and to preserve the natural, rural character of the Town.
10. Where possible, road rights-of-way should be designed to accommodate appropriate road paving, trails, paths and bikeways, drainage, public utility services, and substantial trees and shrubs.
11. Due to limited road widths, on-road parking is usually not appropriate.
12. Off-road vehicular parking is the responsibility of individual land owners. Wherever feasible, alternative egress routes should be available.
13. Roads shall be maintained to allow for emergency access.
14. Roads serving new land divisions shall be designed to: (a) accommodate emergency access; (b) provide two means of access; and (c) be designated as private roads. Roads serving new land divisions shall be maintained by the private property owners.
15. A road maintenance agreement shall be required and recorded with the County, and shall include a clause requiring Town approval to rescind the agreement.

b. Improve Road Safety

1. Respond to safety issues on public road rights-of-way, such as hazardous pavement conditions, hindrances to sight distance, roadway obstructions, and trees that are structurally defective or damaging infrastructure. The Town has no current plans for the construction of new public roads.
2. Safety improvements on private roads are the responsibility of the private property owners. Utilize available means to require or encourage adequate safety features on private roadways.
3. Review substandard roadway widths and identify and prioritize potential improvements.

c. Maintain roadways

1. Monitor the condition of Town roads, and prioritize preventive maintenance.
2. The maintenance of private roads shall be the responsibility of the private property owners. All newly constructed private roads shall require the recordation of a private road maintenance agreement.

POLICY CL2.2 - PROTECT AND DESIGNATE SCENIC CORRIDORS

State scenic highway legislation does not prohibit development projects within officially designated scenic corridors. The only prohibited structures are outdoor advertising signs. State guidelines do, however, require the adoption of scenic corridor architectural regulations by local governments for those portions of scenic corridors within their jurisdictions. In Woodside, these regulations are extended to local scenic roads.

Strategies:

a. Development review

1. Skyline Boulevard and I-280 are official State Scenic Highways and the scenic corridors along these roads have been defined. Local regulation of development within these scenic corridors, including design review, must be continued in order to maintain official State scenic highway status and to accomplish Town objectives.
2. Continue Architectural and Site Plan Review of all structures and site developments proposed in the scenic corridors along designated State scenic highways and Town scenic roads to ensure appropriateness of design and materials, proper placement of structures, and landscape design.
3. Continue zoning and subdivision regulations in force requiring adequate setbacks of all structures from road rights-of-way and other measures to protect the scenic qualities in all scenic corridors.

b. Scenic corridor designation for State Highway 84

In addition to Skyline Boulevard and I-280, State Highway 84 is indicated in this Plan as a local scenic highway and is recommended to the State for inclusion in the State Scenic Highway System. The Town will continue to seek official State scenic highway status for Highway 84.

GOAL CL3

Protect, maintain, and expand the bikeway network.

Protect, maintain, and expand the bikeway network to reduce vehicular trips, increase circulation safety, and benefit public health.

POLICY CL3.1 - ENHANCE TOWN BIKEWAYS (PRIMARILY CLASSES II AND III)

Enhance the physical and aesthetic condition and safety of Town bikeways.

Strategies:

a. Design principles and standards for bikeways

Bikeways shall be designed and constructed according to the following design principles and standards:

1. The existing roadways must serve as the main element of a bikeways network. Bikeways planning should endeavor to improve the safety of existing Town roads, few of which were designed to accommodate the present volume of cars and bicycles.
2. In limited and specific cases, bikeways may be located on easements between private properties only where an alternative, safe bikeway cannot be constructed along a public road or when the bike path can provide a safe and substantially shorter and more convenient route than exists along public roads. The privacy of residents in lands adjacent to bikeways shall be protected as much as possible.
3. Facilities for bicyclists should be separated from facilities for equestrians since these uses are not compatible and design and construction requirements differ substantially.
4. Town designation of bicycle routes and bikeway types (class) should include consideration of bicycle and motor vehicle traffic, safety, and the physical adequacy of existing routes to accommodate bikeways. Connections with bikeways of adjacent cities and those contained in the San Mateo County Bikeways Plan should be taken into consideration when designating routes.

5. Regional bikeways should be located primarily on, or along, arterial roads.
6. Opportunities to accommodate Class I bikeways (bike paths) are extremely limited due to the physical constraints of the Town's existing roadway system. Any Class I bikeways provided shall be designed primarily for use by bicyclists, with provision for use by pedestrians only if a separate pedestrian path is not available. Cross vehicular traffic should be minimized. Pedestrian paths are not considered to be bike paths. Motorized bicycles and vehicles are prohibited on bike paths.
7. Class II bikeways (bike lanes) shall be designed for exclusive or semi-exclusive use by bicyclists and demarked by pavement striping and signs. Pedestrian and motorist cross flows may be permitted. Parking within bike lanes shall be discouraged or prohibited by signs.
8. Class III bikeways (bike routes) shall serve to provide access to, or continuity with, other bikeways or preferred routes through demand corridors. Signs for bike routes are permitted but not required and no lines for pavement demarcation shall be used.

b. Design and construction standards for bikeways

Review and update Town design and construction standards for bikeways. The standards should include the following specifications:

1. Smooth surfaces, kept free of debris;
2. Where resurfacing is required, the full paved width should be resurfaced;
3. Brush should not be allowed to protrude into bikeways; and,
4. Obstacles, such as utility poles, tree trunks, fences, open drainage ditches, traffic guard rails, curbs, landscaping, and berms should not be so close to the bikeway to constitute a distraction or hazard. Development of bikeways should attempt to meet or exceed current State standards.

c. Parking facilities

Develop criteria under which commercial facilities and public institutions shall provide secure and convenient parking for bicycles. If public transit becomes available, bicycle parking and locker storage for commuters should be provided.

POLICY CL3.2 - PROTECT AND EXPAND TOWN BIKEWAYS

Protect and promote the network of Town bikeways by strongly discouraging the abandonment of existing easements, encouraging the acquisition of new easements, and considering the impact of proposed development on bikeways.

Strategies:

a. Protection of existing easements and public facilities

Dedicated bikeway easements and public bicycle facilities shall not be abandoned unless there is substantial evidence of no practical use.

b. Dedication of new easements

Encourage the dedication of bikeway easements adjacent to public roads.

c. Development impacts

1. Require the analysis of physical and aesthetic impacts on bikeways when reviewing new projects or updating Town regulations and guidelines.
2. The Town Council may require dedication of an easement for roadside bikeways in conjunction with a subdivision.

POLICY CL3.3 – PLAN AND PRIORITIZE BIKEWAY IMPROVEMENTS, CONSTRUCTION, AND MAINTENANCE WHILE BALANCING THE NEEDS OF OTHER USERS

Plan and prioritize bikeway improvements, construction, and maintenance as part of the Town of Woodside Road Program while balancing the needs of other circulation system users.

Strategies:

a. Maintain public bikeways

Monitor the condition of public bikeway pavement and striping, and prioritize preventive maintenance.

b. Improve and construct public bikeways

Respond to safety issues on public bikeways, such as hazardous pavement conditions and roadside obstructions. Utilize the Bikeways Map and database to identify new desired bikeway locations, and prioritize acquisition and improvements. Desired bikeways in Town include, but are not limited to, the following locations:

1. Town Center: The update of the Town Center Plan should include a comprehensive analysis of the rights-of-way (a plan line) from the Town Center to the public and private institutions on Woodside Road to the west (the Woodside Elementary School, library, church and fire station), and include plans for improvements to bikeways where feasible.
2. Bikeways connections are desired between and along the following roads, and to the following facilities:
 - Barkley Fields and Park
 - Edgewood Road and Edgewood Park to Huddard Park and Skyline
 - Farm Hill Boulevard to Cañada Road
 - Harcross Road to Cinnabar Road
 - Ridgeway Road to Farm Hill Boulevard
 - Sand Hill Road to Quail Meadows Road west of I-280
 - Tripp Road to Kings Mountain Road (near Manuella Avenue)
3. Desired Bikeway Improvements (see Desired Bikeway Improvements Table)

Table CL4: Desired Bikeway Improvements*

Roadway Type	Roadway	Segment	Bikeway Class
Arterial	Alameda de las Pulgas	Southbound, Fernside Road to Woodside Road	III
	Cañada Road	Within Town limits	II
	Farm Hill Boulevard	None	na
	Kings Mountain Road	Within Town limits	II & III
	La Honda Road	Within Town limits	III
	Portola Road	Sand Hill Road to Mountain Home Road	III
	Sand Hill Road	Within Town limits	II
	Skyline Boulevard	Within Town limits	III
	Whiskey Hill Road	Within Town limits	II
	Woodside Road	Alameda de las Pulgas to Kings Mountain Road	II
Collector	Jefferson Avenue	Within Town limits	III
	Mountain Home Road	Within Town limits	III
	Old La Honda Road	Within Town limits	III
	Tripp Road	Within Town limits	III
	Woodside Drive	Within Town limits	III
Minor Rural	Albion Avenue	Within Town limits	III
	Bear Gulch Road	Within Town limits	III
	Cinnabar Road	Within Town limits	III
	Eleanor Drive	Northgate Drive to Stockbridge Avenue	III
	Harcross Road	Within Town limits	III
	Manuella Road	Within Town limits	III
	Northgate Drive	Within Town limits	III
	Olive Hill Lane	Within Town limits	III
	Ridgeway Road	Within Town limits	III
Strockbridge Avenue	Within Town limits	III	

* The scope and feasibility of improvements needs to be evaluated.

GOAL CL4

Protect, maintain, and expand the equestrian trail network.

Protect, maintain, and expand the equestrian trail network where feasible for local circulation and recreational use.

POLICY CL4.1 – PROMOTE AND PROTECT THE TOWN EQUESTRIAN HERITAGE

Promote and protect the Town’s equestrian heritage by protecting and enhancing the equestrian trail system, encouraging equestrian facilities, and supporting equestrian events.

Strategies:

a. Encourage equestrian facilities

Encourage equestrian facilities, such as private and commercial barns, and support facilities in public locations (hitching posts).

b. Support equestrian events, programs, and organizations

Encourage and promote equestrian events (such as Day of the Horse), programs (such as Born Again Barns), and organizations (such as WHOA!, the Woodside-area Horse Owner’s Association).

c. Incentives

Incentivize horse keeping and the dedication of equestrian trails in Town.

1. Create permit incentives for keeping horses in Town, such as streamlining permits for barns and corrals.
2. Continue to ensure that the dedication of off-road equestrian trail easements on private property does not affect the computation of developable area.

d. Education

The Town should institute, or participate in, community education and information programs which aid the community in sustaining, protecting, enhancing, and enjoying equestrian activities and facilities.

1. Education partnerships: Partner with community equestrian organizations for education on, and promotion of, equestrian activities and facilities.
2. Horse education: Educate residents and visitors to be aware of horse safety issues and etiquette.
3. Public trail map: Consider creating and maintaining a public trail map of all trails open to the public (roadside trails and developed off-road trails dedicated to the Town).

e. Equestrian trail usage regulation

The Town may consider enacting regulations governing the use of equestrian trails within the Town, such as a sign program referring to codes applicable to roadside equestrian trails, and trail etiquette for off-road equestrian trails. Regulations may consider the distinction between equestrian trails located within Town rights-of-way versus located on private property.

POLICY CL4.2 – ENHANCE THE TOWN EQUESTRIAN TRAIL NETWORK

Maintain and enhance the physical and aesthetic condition of the Town equestrian trail network.

Strategies:

a. Location and access

Equestrian trails should be located to provide reasonable access to riding trails from lots on which horses could be kept. Equestrian trails may be located in road rights-of-way, in their own right-of-way, or in dedicated or permissive easements over private property. Roadside equestrian trails should be separated from the roadway pavement as much as feasible. Off-road equestrian trails should be located along property lines, or as close as possible, to minimize privacy impacts.

b. Safeguard beauty and natural character

Equestrian trails should be located and designed to preserve the beauty and natural character of the Town. Whenever possible, equestrian trails should follow creeks and canyons, scenic ridges, and other routes of natural beauty.

c. Design and construction standards

Review and update Town design and construction standards for equestrian trails. The standards shall promote:

1. Minimal erosion and other disturbances to natural terrain and vegetation;
2. Safe use year round and in all weather conditions where necessary;
3. Adequate design features for safe usage (adequate width, height clearance, and surface materials);
4. Economical maintenance; and,
5. Design for combined equestrian and pedestrian use where a demand for shared use exists.

POLICY CL4.3 – PROTECT AND EXPAND THE TOWN EQUESTRIAN TRAIL NETWORK

Protect and expand Town equestrian trails by strongly discouraging the abandonment of existing easements, encouraging the acquisition of new easements, and considering the impact of proposed development on equestrian trails.

Strategies:

a. Protect existing easements

Dedicated equestrian trail easements shall not be abandoned unless there is substantial evidence of no practical use.

b. Seek, encourage, and support new easements and trail usage agreements

Seek, encourage, and support the dedication of equestrian trail easements and trail usage agreements over private property. The Town Council may require

dedication of an easement for roadside equestrian trails in conjunction with a subdivision. Off-road equestrian trails in Town exist on, and shall be located on, easements that have been dedicated to the Town, or over public lands. These trails should provide connections between neighborhoods, and direct routes to other equestrian trails and open space preserves.

c. Planning, permitting, and recording assistance

Aid residents seeking to develop off-road equestrian trails with processing recorded easements by providing planning, permitting, and easement recordation assistance. Advertise the availability of this Town assistance.

d. Recording equestrian easements separately from other easements

Off-road, dedicated equestrian trails shall be recorded with the County Recorder's Office. If an off-road, dedicated equestrian trail is located within another type of easement (such as a conservation or open space easement), the trail shall be separately and specifically recorded with the County Recorder's Office.

e. Review of discretionary applications

Care shall be taken in reviewing discretionary applications to ensure that recorded equestrian trails are preserved, and that voluntary dedication of new and existing non-public equestrian trails is pursued.

f. Development impacts

Require the analysis of physical and aesthetic impacts on equestrian trails when reviewing new projects, or updating Town regulations and guidelines (such as those involving driveway surface materials, fencing, landscaping, drainage facilities, and utility placement).

POLICY CL4.4 – PLAN AND PRIORITIZE EQUESTRIAN TRAIL MAINTENANCE, IMPROVEMENTS, AND CONSTRUCTION

Plan and prioritize maintenance, improvements, and construction as part of the Town of Woodside Road Program while balancing the needs of other users.

Strategies:

a. Equestrian trail connectivity

Prioritize the acquisition of off-road equestrian trails that provide connections between neighborhoods and direct routes to other equestrian trails, public parks, and open space preserves where feasible.

b. Maintain public equestrian trails

Monitor the condition of public equestrian trails, and prioritize preventive maintenance. Respond to safety issues on public equestrian trails, such as wash outs and trail obstructions.

c. Maintain private equestrian trails

The maintenance of private equestrian trails shall be the responsibility of the applicable private organization charged with its maintenance, or private property owner.

d. Improve and construct public equestrian trails

Utilize the Equestrian Trails Map and database to identify new desired equestrian trail locations, and prioritize acquisition and improvements.

e. Improve and construct private equestrian trails

The improvement and construction of private equestrian trails shall be the responsibility of the applicable private organization or private property owner.

GOAL CL5

Protect, maintain, and expand pedestrian pathways and trails.

Protect, maintain, and expand the pedestrian pathways and trail network to reduce vehicular trips, increase pedestrian safety, and benefit public health.

POLICY CL5.1 - ENHANCE TOWN PEDESTRIAN PATHWAYS AND TRAILS

Enhance the physical and aesthetic conditions of Town pedestrian pathways and trails.

Strategies:

a. Design principles and standards for pedestrian pathways

Pedestrian pathways should be designed and constructed according to the following design principles and standards:

1. Pedestrian pathways intended for general circulation should provide reasonably direct and convenient routes of travel for users.
2. Connected and continuous pedestrian pathways are important for pedestrian mobility. New developments should be reviewed for opportunities to supply missing pedestrian pathway connections.
3. Pedestrian pathways should generally be located in the rights-of-way of public roads. In limited and specific cases, pedestrian paths may be located on easements between private properties (a pedestrian trail) only where an alternative pedestrian path cannot be constructed along a public road or when the pedestrian path can provide a safe and substantially shorter and more convenient route than exists along public roads. The privacy of residents in lands adjacent to pedestrian pathways should be protected as much as possible.
4. Visibility of pedestrians within pedestrian pathways is an important safety issue. Increasing pedestrian pathway visibility should be considered for all developments.

5. Pedestrians should be separated from faster moving traffic, such as vehicles and bicycles. Where pedestrians share a pathway with other users, a wider pathway is desirable.
6. Highly visible crosswalks should be provided near pedestrian destinations, such as Town Center and Woodside Elementary School. The design could include horizontal striping, or other highly visible markings.

POLICY CL5.2 - PROTECT AND EXPAND TOWN PEDESTRIAN PATHWAYS AND TRAILS

Protect and expand the network of Town pedestrian pathways and trails by strongly discouraging the abandonment of existing easements; encouraging the acquisition of new easements; and considering the impact of proposed development on pedestrian pathways and trails.

Strategies:

a. Protection of existing easements

Dedicated pedestrian pathway easements shall not be abandoned unless there is substantial evidence of no practical use.

b. Dedication of new easements

Encourage the dedication of pedestrian trail easements adjacent to public roads.

c. Planning, permitting, and recording assistance

Aid residents seeking to develop off-road pedestrian trails with processing recorded easements by providing planning, permitting, and easement recordation assistance. Advertise the availability of this Town assistance.

d. Development of off-road pedestrian trails

Assist residents seeking to develop off-road pedestrian trails within recorded easements in Town.

e. Development impacts

1. Require the analysis of physical and aesthetic impacts on pedestrian pathways when reviewing new projects, or updating Town regulations and guidelines.
2. The Town Council may require dedication of an easement for pedestrian pathways in conjunction with a subdivision.

POLICY CL5.3 PLAN AND PRIORITIZE PEDESTRIAN PATHWAY MAINTENANCE, IMPROVEMENTS, AND CONSTRUCTION

Plan and prioritize pedestrian pathway maintenance, improvements, and construction as part of the Town of Woodside Road Program while balancing the needs of other users.

Strategies:

a. Maintain pedestrian pathways and trails

Monitor the condition of public pedestrian paths, and prioritize preventative maintenance.

1. Public pedestrian pathways and trails: The maintenance of public pedestrian pathways and public pedestrian trails (within recorded easements) shall be the responsibility of the Town.
2. Private pedestrian trails: The maintenance of private pedestrian trails shall be the responsibility of the private property owners.

b. Improve and construct public pedestrian pathways and trails

Respond to safety issues on public pedestrian pathways and off-road trails, such as hazardous conditions and roadside obstructions. Utilize the Pedestrian Pathways and Trails Map and Pedestrian Pathways and Trails database

to identify new desired pedestrian way locations, and prioritize acquisition and improvements. Desired pedestrian ways in Town include, but are not limited to, the following locations:

1. Town Center: The update of the Town Center Plan shall include a comprehensive analysis (a plan line) of the rights-of-way from the Town Center to the public and private institutions on Woodside Road to the west (the Woodside Elementary School, library, church and fire station), and include plans for improvements to pedestrian pathways where feasible. The highest priority will be given to the construction of new pedestrian pathways within a two-mile walking distance of these areas.
2. Pedestrian Connectivity: Pedestrian links are desirable between and along the following roads and facilities:
 - Barkley Fields and Park
 - Farm Hill Boulevard to Cañada Road
 - Ridgeway Road to Farm Hill Boulevard
 - Tripp Road to Kings Mountain Road (near Manuella Avenue)
3. Pedestrian Pathway Improvements (see Table CL5: Desired Pedestrian Pathway Improvements)

c. Improve and construct private pedestrian trails

The improvement and construction of private pedestrian trails shall be the responsibility of the private property owner(s).

Table CL5: Desired Pedestrian Pathway Improvements

Roadway Type	Roadway	Segment	Pathway Type	Desired Improvements
Arterial	Cañada Road	Woodside Road to Jefferson Avenue	Paved	Add additional segments
	Farm Hill Boulevard	none	na	Yes
	Portola Road	none	na	Yes
	Sand Hill Road	none	na	Yes
	Whiskey Hill Road	Woodside Road to Sand Hill Road	Gravel	Add additional segments
	Woodside Drive	Within Town limits	Paved	Add additional segments
	Woodside Road	Kings Mountain Road to Whiskey Hill Road	Gravel	Add additional segments
Collector	Jefferson Avenue	none	na	Yes
	Mountain Home Road	Within Town limits	Dirt	Policy discussion
Minor Rural	Albion Avenue/Olive Hill Loop	Within Town limits	Dirt	Policy discussion
	Crest Road	Within Town limits	Paved	Policy discussion
	Cinnabar Road	Within Town limits	Paved	Policy Discussion
	Las Pulgas Drive	Oakford Road to Cinnabar Road	Paved	Add additional segments
	Manuella Road	none	na	Yes
	Olive Hill Lane	none	na	Yes
	Ridgeway Road	Within Town limits	Paved	Policy discussion

GOAL CL6

Develop a circulation system that encourages and supports vehicle trip reduction.

Explore opportunities for increased connectivity with regional transit, and identify trip reduction opportunities to reduce the Town's carbon footprint.

POLICY CL6.1 – SUPPORT REGIONAL TRANSIT CONNECTIVITY

Support the expansion, development, and improvement of the public transit systems serving Woodside and the Midpeninsula which are effective, convenient, quiet, and economically feasible.

Strategies:

a. Increase Connectivity

Support county and regional transit systems in their efforts to provide convenient public transit service to the Town.

POLICY CL6.2 – ENCOURAGE TRIP REDUCTION

Identify feasible transit and commute trip reduction opportunities to reduce the Town's carbon footprint.

Strategies:

a. Encourage trip reduction

Encourage residents to voluntarily reduce their transportation carbon footprint by:

1. Employing trip reduction strategies, such as combining trips and compressing the work week;
2. Utilizing local delivery services, such as those from drug stores, dry cleaners, and fresh produce providers;
3. Utilizing alternative transportation strategies, such as existing commuter matching programs and senior shuttle services.

b. Town events

1. Provide shuttle service for larger Town events from a centralized location, such as Cañada College.
2. Encourage the Recreation Committee to promote events which utilize transit to travel to regional attractions, such as, shopping, sports events, amusement parks, museums, and seasonal events.

c. Encourage walking and bicycling to school

Promote existing programs which encourage walking and bicycling to Woodside Elementary School, such as the Safe Routes to School program.

d. Encourage bicycling to work

Support the regional Bike to Work program, and encourage bicycling to work as an on-going practice.

GOAL CL7

Manage recreational traffic and special events.

Manage recreational traffic and special events to minimize disruption to residents.

POLICY CL7.1 - MINIMIZE DISRUPTION

Minimize disruption to residents from recreational traffic and special events.

Strategies:

a. Neighborhood tranquility

Promote measures to limit or mitigate the impacts of recreational traffic (motorists, motorcyclists, and bicycles) on neighborhoods.

b. Coordination with event sponsors

The Town should encourage event sponsors to use major roads, such as Cañada, Sand Hill, and Whiskey Hill Roads.

c. Enforcement

1. Continue fair and effective enforcement of regulations governing vehicular movement (both motorized and non-motorized) and noise.
2. Examine impacts (travel speed, adherence to traffic law, and parking) from pelotons, bike clubs, motorcycles, and other recreational traffic, and consider further enforcement actions.