



**TOWN OF LOS GATOS
COMPLETE STREETS AND TRANSPORTATION COMMISSION
AGENDA
MARCH 12, 2026
41 MILES AVENUE
RJ BRYANT SERVICE CENTER
7:30 AM**

*Erik Miller, Chair
Pradeep Khanal, Vice Chair
Sanem Alkan, Commissioner
Nigel Chandler, Commissioner
Bill Ehlers, Commissioner
Tanya Stafford, Commissioner
Jeff Suzuki, Commissioner*

IMPORTANT NOTICE

This meeting will be held in person at the location listed above. Members of the public may provide written or oral comments on agenda items by following the instructions listed at the end of the agenda.

CALL MEETING TO ORDER

ROLL CALL

CONSENT ITEMS *(Items appearing on the Consent are considered routine Town business and may be approved by one motion. Members of the public may provide input on any Consent Item(s) when the Chair asks for public comment on the Consent Items. Each speaker is limited to three minutes or such time as authorized by the Chair.)*

1. Approve Complete Streets & Transportation Commission Regular Meeting Minutes of Feb. 12, 2026 (Attachment)

VERBAL COMMUNICATIONS *(Members of the public are welcome to address the Complete Streets and Transportation Commission on any matter that is not listed on the agenda and is within the subject matter jurisdiction of the Commission. During special meetings, members of the public are welcome to address the Commission only on items listed on the agenda. Town resources may not be used to facilitate audio or visual presentations. To ensure all agenda items are heard, this portion of the agenda is limited to 30 minutes. In the event additional speakers were not able to be heard during the initial Verbal Communications portion of the agenda, an additional Verbal Communications will be opened prior to adjournment. Each speaker is limited to three minutes or such time as authorized by the Chair.)*

OTHER BUSINESS *(Each speaker is limited to three minutes or such time as authorized by the Chair.)*

2. Youth Commission Report (Verbal Report)
- [3.](#) Highway 17 Corridor Plan (Written Report with Presentation from CalTrans staff)
4. Police Department Quarterly Report (Verbal Report)
- [5.](#) AB382 Speed Limits in School Zone (Written Report)
6. Commission Participation Town of Los Gatos Spring into Green April 26, 2026 (Verbal)
- [7.](#) PPW Department Report

- a. Project Updates (Verbal Report)
- b. Future Agenda Items (Attachment)
- 8. BPAC Report (Erik Miller - Term expires June 2026)

COMMISSIONER REPORTS

ADJOURNMENT Next meeting scheduled: April 9, 2026

ADA NOTICE - In compliance with the Americans with Disabilities Act, if you require special assistance to participate in this meeting, please contact the Clerk's Office at (408) 354-6834. Please notify the Clerk's Office at least two (2) business days prior to the meeting so that reasonable arrangements can be made to ensure accessibility in compliance with 28 CFR §35.102-35.104 and related provisions.

NOTICE REGARDING SUPPLEMENTAL MATERIALS - Materials related to an item on this agenda submitted to the Commission after initial distribution of the agenda packets are available for public inspection in the Clerk's Office at Town Hall, 110 E. Main Street, Los Gatos, and on the Town's website at www.losgatosca.gov. Town Commission agendas and related materials can be viewed online at <https://losgatos-ca.municodemeetings.com/>.

HOW TO PARTICIPATE

The Town of Los Gatos strongly encourages your active participation in the public process. If you are interested in providing oral comments during the meeting, you must attend in-person, complete a speaker's card, and return it to the staff. If you wish to speak to an item on the agenda, please list the item number on the speaker card. The time allocated to speakers may change to better facilitate the meeting. If you are unable to attend the meeting in-person, you are welcome to submit written comments via email to ppwcomment@losgatosca.gov.

Public Comment During the Meeting:

When called to speak, please limit your comments to three (3) minutes, or such other time as the Chair may decide, consistent with the time limit for speakers at a Town meeting.

Speakers at public meetings may be asked to provide their name and to state whether they are a resident of the Town of Los Gatos. Providing this information is not required.

Deadlines to Submit Written Comments:

If you are unable to participate in person, you may email ppwcomment@losgatosca.gov with the subject line "Public Comment Item #_" (insert the item number relevant to your comment). Deadline to submit comments are:

11:00 a.m. the Friday before the Commission meeting for inclusion in the agenda packet.

3:00 p.m. the Monday, Tuesday, and Wednesday before the meeting for inclusion in an addendum.

Comments received after 3:00 p.m. the day before the Commission meeting will not be distributed as a desk item; however public comment may be submitted during the meeting pursuant to Council Policy 2-01.



**TOWN OF LOS GATOS
COMPLETE STREETS &
TRANSPORTATION COMMISSION
REPORT**

MEETING DATE: 03/12/2026
ITEM NO.: 1.

**DRAFT MINUTES
OF THE
COMPLETE STREETS & TRANSPORTATION COMMISSION
REGULAR MEETING
FEBRUARY 12, 2026**

The Complete Streets & Transportation Commission of the Town of Los Gatos conducted its Regular monthly meeting on Thursday, February 12, 2026, at 7:30 a.m.

MEETING CALLED TO ORDER AT 7:30 A.M.

ROLL CALL

Present: Chair Erik Miller, Vice Chair Prahdeep Khanal, Commissioners Sanem Alkan, Nigel Chandler, Bill Ehlers, Tanya Stafford and Jeff Suzuki

CONSENT ITEMS

1. Approve Complete Streets & Transportation Commission Minutes of Jan. 8, 2026.
MOTION: Motion by Commissioner Suzuki to approve the minutes.
Seconded by Commissioner Alkan.
VOTE: Motion passed: 7-0, unanimously.

VERBAL COMMUNICATIONS

Public speaker verbally commented on multiple N40 concerns.

OTHER BUSINESS

2. Youth Commission Report
Youth Commissioner Asheghian verbally reported on the holiday parade, traffic safety – site visits and a bus survey. Commission asked questions on the bus survey.
3. 2026 Annual Paving Project (Written Report)
Town Engineer Heap introduced Sr. CIP Engineer Nijhawan. He then presented the staff report. Commission asked questions on this item.
4. Shannon Road Repair Project Outreach Plan (Written Report)
Sr. CIP Engineer Nijhawan presented the staff report. Commission asked questions on this item.
5. PPW Department Report
 - a. Project Updates (Verbal Report)
PPW Director Burnham indicated that the Commission’s workplan had been approved by Council. Town Engineer Heap reported on the following projects: Curb, Gutter & Sidewalks and the OMP Bandstand.
 - b. Future Agenda Items (Attachment)
PPW Director Burnham presented the attachment.

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SUBJECT: COMPLETE STREETS & TRANSPORTATION MEETING MINUTES

DATE: FEBRUARY 12, 2026

6. VTA BPAC Report (*Erik Miller - Term expires June 2026*)

Chair Miller verbally reported on the 01/14/26 & 02/11/26 meetings.

COMMISSIONER REPORTS

Commissioner Suzuki attended the Student & Senior Taskforce meeting.

ADJOURNMENT - Meeting adjourned at 8:14 a.m.

This is to certify that the foregoing is a true and correct copy of the minutes of Feb. 12, 2026, Regular Meeting as approved by the Complete Streets & Transportation Commission.

/s/ Nicolle Burnham, PPW Director



TOWN OF LOS GATOS
COMPLETE STREETS AND
TRANSPORTATION COMMISSION

MEETING DATE: 03/12/2026

ITEM NO.: 3.

DATE: March 12, 2026
TO: Complete Streets and Transportation Commission
FROM: Nicolle Burnham, Director Parks and Public Works
SUBJECT: Receive Information from Caltrans staff regarding the Highway 17
Comprehensive Multimodal Corridor Plan (CMCP) and provide feedback to
Caltrans staff

RECOMMENDATION:

Staff recommends that the Commission:

1. Receive a presentation from Caltrans staff regarding Highway 17 CMCP.
2. Provide feedback to Caltrans staff on CMCP.

BACKGROUND:

A Comprehensive Multimodal Corridor Plan (CMCP) is a long-range system plan developed in collaboration with state, regional and local governments and communities. A CMCP identifies current and anticipated challenges such as congestion, safety and climate change.

Caltrans is developing the State Route 17 (SR 17) CMCP, which will address safety, reliability, multimodal accessibility, climate change resiliency, emergency management and wildlife habitat connectivity along the SR 17 corridor. The plan will establish a long-range vision and identify potential transportation improvements and corridor resiliency strategies.

The study area spans the full length of SR 17, from SR 1 in Santa Cruz to the I-280/I-880 interchange in San Jose and includes the surrounding arterial roadway network and multimodal facilities such as transit, bicycle and pedestrian systems, shared mobility hubs and zero-emission charging systems.

The plan aligns with the California Transportation Commission's CMCP guidelines and seeks to:

- Work with communities to define a long-range vision for the corridor
- Advance goals outlined in the California Transportation Plan 2050 and Climate Action Plan for Transportation Infrastructure
- Support projects that integrate climate resiliency with mobility and safety improvements

PREPARED BY: Prahallad Badami
Senior Transportation Planner

DISCUSSION:

Caltrans is inviting feedback from community partners, including CSTC, as part of its stakeholder engagement strategy. Based on prior assessment and partner input, Caltrans has identified the following key active transportation opportunity themes:

- SR 17 Crossings
 - New active transportation crossing opportunities
 - Improvements to existing active transportation crossing locations
- Parallel Facilities
 - New or extended active transportation facilities on parallel arterial networks, including trails
 - Improvements to existing active transportation facilities on parallel arterial networks, including trails
- Multimodal Connectivity
 - New active transportation facilities providing connections to multimodal hubs such as transit centers, bus stops, light rail stations and mobility hubs
 - Improvements to existing active transportation facilities providing connections to multimodal hubs

Caltrans is seeking CSTC feedback on the following:

- Whether these themes are appropriate based on Commission expertise
- Whether additional themes should be included
- Specific priority locations, needs constraints or improvement concepts within the corridor

Caltrans emphasizes that the CMCP is the first step in a long project development process. Future implementation will depend on funding availability, partnerships, engineering and environmental analysis. Inclusion of a project in the CMCP does not guarantee project construction but positions concepts for future funding opportunities.

Attachments:

1. Highway 17 CMCP Study Area





TOWN OF LOS GATOS
COMPLETE STREETS AND
TRANSPORTATION COMMISSION

MEETING DATE: 03/12/2026

ITEM NO: 5.

DATE: March 12, 2026
TO: Complete Streets and Transportation Commission
FROM: Nicolle Burnham, Director of Parks and Public Works
SUBJECT: Consider Recommending that the Town Council adopt a Resolution Establishing a 20 Mile per Hour Speed Limit in School Zones in Advance of Assembly Bill No. 382 Going into Effect on January 1, 2031

RECOMMENDATION:

Staff recommends that the Complete Streets and Transportation Commission (CSTC) consider recommending that the Town Council adopt a resolution to establish a 20 miles per hour (MPH) prima facie speed limit in school zones, as authorized by Assembly Bill No. 382, prior to its statutory effective date of January 1, 2031.

BACKGROUND:

Assembly Bill No. 382, approved October 10, 2025, authorizes local jurisdictions to reduce school-zone speed limits to 20 MPH before the statewide implementation date of January 1, 2031. Under Section 22352.5, added by AB 382, a local authority “may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 MPH in a school zone” until January 1, 2031. After January 1, 2031, the 20 MPH speed limit will become mandatory in these areas.

DISCUSSION:

Beginning January 1, 2031, AB 382 mandates 20 MPH as the statewide standard speed limit in school zones under specified conditions, such as when beacons are flashing, when children are present or when the sign installed by a local authority specifies certain hours. The Bill defines “school zone” as an area within 500 feet of school grounds, unless otherwise posted.

Reducing school-zone speeds to 20 MPH in advance of the 2031 statewide requirement will allow the Town to proactively enhance safety around schools and support long-standing transportation safety goals. Establishing a 20 MPH speed limit in school zones ahead of the 2031 statewide implementation provides an opportunity to improve pedestrian safety, especially for school-age children, support Safe Routes to School objectives, reduce collision severity in areas with high walking and bicycling activity and align with AB 382’s intent to reduce traffic speeds near schools.

PREPARED BY: Prahallad Badami
Senior Transportation Planner

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SUBJECT: Recommendation to Support AB382 – 20 mph in School Zones

DATE: March 12, 2026

To enact the reduced speed limit, the Town must adopt a resolution and install appropriate signage giving notice of the new speed limit.

If the resolution is adopted by the Town Council and staff is directed to install signage, staff anticipates installing approximately 40 new regulatory signs within 10 existing school zones around the elementary schools in Town. Each sign is estimated to cost approximately \$2,000, including procurement and installation for a total implementation cost of \$80,000. Future maintenance and replacement of the signs would require ongoing maintenance provided by Parks and Public Works. A funding source for this work has not yet been identified. Once funding is secured and the signs have been fabricated and delivered, Town staff estimates that installation would be completed in a month.

Attachments:

1. Assembly Bill No. 382

Assembly Bill No. 382

CHAPTER 555

An act to amend Sections 22358.4 and 40802 of, to amend, repeal, and add Section 22352 of, and to add and repeal Section 22352.5 of, the Vehicle Code, relating to pedestrian safety.

[Approved by Governor October 10, 2025. Filed with Secretary
of State October 10, 2025.]

LEGISLATIVE COUNSEL'S DIGEST

AB 382, Berman. Pedestrian safety: school zones: speed limits.

Existing law establishes a prima facie speed limit of 25 miles per hour when approaching or passing a school building or grounds contiguous to a highway or when the school grounds are not separated from the highway, as specified. Existing law authorizes a local authority, by ordinance or resolution, to reduce the prima facie speed limit based on an engineering and traffic survey, as specified.

This bill would, notwithstanding the above provision and until January 1, 2031, authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 20 miles per hour in a school zone. The bill would, beginning on January 1, 2031, establish a prima facie speed limit of 20 miles per hour in a school zone, as defined, subject to specified conditions, including, among others, when a school speed limit sign states “children are present” and children are present, as defined, and when a school speed limit sign states specific hours, as specified. By establishing new prima facie speed limits in school zones that would require changes to local speed limit signs, this bill would create a state-mandated local program.

Existing law authorizes a local authority, by ordinance or resolution, to modify the prima facie speed limit based on distance from a school if the highways have a maximum of 2 traffic lanes and a maximum posted prima facie speed limit of 30 miles per hour immediately before and after the school zone, as specified.

The bill would instead authorize a local authority, by ordinance or resolution, to determine and declare a prima facie speed limit of 15 miles per hour in a residence district on a highway with a posted speed limit of 30 miles per hour or slower in a school zone, or 25 miles per hour when approaching from a school zone at a distance of 500 to 1,000 feet, without the above-mentioned conditions, as specified.

The bill would, for purposes of the above provisions, define “school zone” as an area of a highway within 500 feet of school grounds in any direction, unless otherwise posted, marked with appropriate signs giving notice of the area.

Existing law defines a “speed trap,” under certain circumstances, to mean, among other things, a particular section of a highway or state highway with a prima facie speed limit that is provided by law, as specified, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within a certain specified time period, and enforcement of the speed limit involves the use of radar or another specified electronic device. Existing law exempts application of that definition to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted by a local authority under certain conditions.

This bill would change the definition of school zone for purposes of these provisions to conform with the definition of school zone described above.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

The people of the State of California do enact as follows:

SECTION 1. Section 22352 of the Vehicle Code is amended to read:

22352. The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if, during the last 100 feet of the approach to the crossing, the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This paragraph does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways, if, during the last 100 feet of the driver’s approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty-five miles per hour:

(1) On any highway in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard “SCHOOL” warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard “SCHOOL” warning sign. For purposes of this subparagraph, standard “SCHOOL” warning signs may be placed at any distance up to 500 feet away from school grounds.

(3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard “SENIOR” warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

(c) This section shall remain in effect until January 1, 2031, and as of that date is repealed.

SEC. 2. Section 22352 is added to the Vehicle Code, to read:

22352. The prima facie limits are as follows and shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

(a) Fifteen miles per hour:

(1) When traversing a railway grade crossing, if, during the last 100 feet of the approach to the crossing, the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along the railway. This paragraph does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.

(2) When traversing any intersection of highways, if, during the last 100 feet of the driver’s approach to the intersection, the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.

(3) On any alley.

(b) Twenty miles per hour in a school zone when any of the following apply:

(1) A school speed limit sign with attached beacons states “speed limit 20 when flashing” and the beacons are flashing.

(2) A school speed limit sign states “children are present” and children are present.

(3) A school speed limit sign with specific hours, which shall be determined by the local jurisdiction.

(c) Twenty-five miles per hour:

(1) On any highway in any business or residence district unless a different speed is determined by local authority or the Department of Transportation under procedures set forth in this code.

(2) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard “SENIOR” warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

(d) For purposes of this section, the following definitions shall apply:

(1) “School zone” means an area of a highway within 500 feet of school grounds in any direction, unless otherwise posted, marked with appropriate signs giving notice of the area.

(2) (A) “Children are present” means whenever either of the following occurs:

(i) Children are going to or leaving the school.

(ii) School grounds are in use by children and the highway is posted with a standard “SCHOOL” warning sign.

(B) “Children are present” does not include children who are separated from the highway by a fence, gate, or other physical barrier.

(e) This section shall become operative on January 1, 2031.

SEC. 3. Section 22352.5 is added to the Vehicle Code, to read:

22352.5. (a) Notwithstanding Section 22352, a local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 miles per hour in a school zone.

(b) For purposes of this section, “school zone” has the same meaning as defined in Section 22352.

(c) This section shall remain in effect until January 1, 2031, and as of that date is repealed.

SEC. 4. Section 22358.4 of the Vehicle Code is amended to read:

22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit established by subdivision (b) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 15 miles per hour if justified as the appropriate speed limit by that survey.

(2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:

(A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, in a school zone.

(B) A 25 miles per hour prima facie limit on a highway when approaching, at a distance of 500 to 1,000 feet from, a school zone.

(2) The prima facie limit established under subparagraph (A) of paragraph (1) applies only to highways that meet all of the following conditions:

(A) A maximum of two traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.

(3) The prima facie limits established under paragraph (1) apply to all lanes of an affected highway, in both directions of travel.

(4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.

(5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.

(B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.

(C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.

(D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

(c) For purposes of this section, “school zone” has the same meaning as defined in Section 22352.

SEC. 5. Section 40802 of the Vehicle Code is amended to read:

40802. (a) A “speed trap” is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit that is provided by this code or by local ordinance pursuant to Section 22352, 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years

prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects. This paragraph does not apply to a local street, road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as “local” on the “California Road System Maps,” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

(A) Roadway width of not more than 40 feet.

(B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.

(C) Not more than one traffic lane in each direction.

(2) For purposes of this section, “school zone” has the same meaning as defined in Section 22352.

(3) For purposes of this section, “senior zone” means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard “SENIOR” warning sign, pursuant to Section 22352.

(4) For purposes of this section, “business activity district” means a section of highway described in subdivision (b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

(c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When a laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A “speed trap” is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.4, 22358.7, or 22358.8.

SEC. 6. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

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**TOWN OF LOS GATOS
COMPLETE STREETS AND
TRANSPORTATION COMMISSION**

MEETING DATE: 03/12/2026

ITEM NO.: 7.b.

DATE: March 12, 2026
TO: Complete Streets and Transportation Commission
FROM: Nicolle Burnham, Parks and Public Works Director
SUBJECT: Future CSTC Agenda Items

RECOMMENDATION:

The purpose of this information is to provide the Commission and members of the public with a summary of anticipated future agenda items.

BACKGROUND:

Potential future agenda items are presented below. This report will be updated monthly to reflect any items going on in the Parks and Public Works Department.

ANALYSIS:

April	BPAC Nominations for July 2026 – June 2028
May	
June	

FISCAL IMPACT:

No Fiscal Impact

Attachments:

1. None

PREPARED BY: Nicolle Burnham
Director, Parks and Public Works