

**BICYCLE, PEDESTRIAN & TRAILS COMMITTEE
MEETING AGENDA**

**Monday, July 28, 2014
6:30 P.M.**

**Pleasanton Senior Center Classroom
5353 Sunol Blvd.**

CALL TO ORDER

- Pledge of Allegiance
- Roll Call

AGENDA AMENDMENTS

MINUTES

1. Approve regular meeting minutes of April 28, 2014.

MEETING OPEN TO THE PUBLIC

2. Introductions/Awards/Recognitions
3. Public Comment from the audience regarding items not listed on the agenda. *Speakers are encouraged to limit comments to 3 minutes.*

MATTERS BEFORE THE COMMITTEE

If necessary to assure completion of the following items, the Chairperson may establish time limits for the presentations by individual speakers.

4. Application to League of American Bicyclists for Bicycle Friendly Community
5. National Association of City Transportation Officials (NACTO) Urban Street Design Guide
6. Pedestrian Sidewalk Improvement Project

COMMUNICATIONS

COMMITTEE REPORTS

7. Updates from the Parks and Recreation Commission
8. Updates from Project/Program/Agency Representatives

9. Other brief reports on any meetings, conferences, and/or seminars attended by the Committee members.

COMMITTEE COMMENTS

STAFF COMMENTS

10. Project status
11. Pedestrian and Bicycle Master Plan Update

ADJOURNMENT

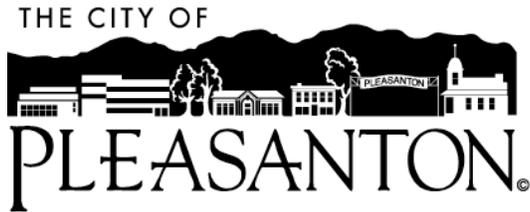
NEXT MEETING: August 25, 2014

Notice

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Bicycle, Pedestrian & Trails Committee Minutes

City Council Chamber, 200 Old Bernal Avenue Pleasanton, CA
April 28, 2014 – 6:30 p.m.

1. CALL TO ORDER

Chairperson Streng called the meeting to order at 6:35 p.m. The Pledge of Allegiance to the flag was recited.

ROLL CALL

Committee Members Present: Richard Duffy, Lori Franklin, Tom Hall, Kriti Jain, Donald Johnston, Steven Rick Romine, and Chairperson Deborah Wahl. (Donald Johnston arrived at 6:36 p.m.)

Committee Members Absent: Justin Brown, Steven McGinnis and Arne Olson.

Staff Present: Mile Fulford, Landscape Architect; Mike Tassano, City Traffic Engineer, George Farrell, Engineering Technician; Adam Nelke, Associate Engineer, Lisa Adamos, Economic Development Specialist; Steve Kirkpatrick, City Engineer; Sgt. Robert Leong, Police Department; and Edith Caponigro, Recording Secretary.

Agency Representative: None

AGENDA AMENDMENTS

Mr. Fulford suggested item 9 be brought forward on the Agenda and listed as item 3.5

MINUTES

1. Approve regular meeting minutes of January 27, 2014

A motion was made by Richard Duffy, seconded by Lori Franklin, to approve the minutes from the January 27, 2014 meeting. **The motion was approved.**

MEETING OPEN TO THE PUBLIC

2. Introductions/Awards/Recognitions/Presentations

There were none.

3. Public Comment from the audience regarding items not listed on the agenda

Ursula Goldstein – discussed: 1) proposed access suggestions for the intersection across from Hart Middle School, she felt these should be considered and would make for better access to the school rather than what is currently being proposed for the area; 2) Bulb-outs on Black Avenue that will affect bike riders and traffic; and 3) a study of and improvements to be made to Valley Avenue.

3.5 Memorandum – Bike to Work and School Events, Bike Safety Workshops, Bike Friendly Community Application

Ms. Adamos provided the Committee with information about a Bike to Work Day planned for May 8th, noting that the month of May will be National Bike Safety Month and the 20th Annual Bike to Work Day is May 8th. She discussed the locations, events and activities that are scheduled to take place that will include: Computer Workshop, Family Cycling Workshop, Classroom Workshop, and Helmet Fittings & Giveaways. Ms. Adamos advised that elected officials from both Dublin and Pleasanton and Alameda County have been requested to attend the events. Additional events include Bike Safety Workshops, Bike to School Days and Events, and a number of give-away items. People interested in participating in any of the events should complete an application, and those wishing to volunteer and represent the City of Pleasanton at any events should contact her.

MATTERS BEFORE THE COMMITTEE

4. Old Vineyard Avenue Pedestrian Trail, Phase 1 – CIP No.135044

Mr. Farrell and Mr. Nelke provided the Committee with information pertaining to the Old Vineyard Avenue Pedestrian Trail. They advised that the Committee provided comments in December 2013 on 50% plans for this trail and now are being requested to provide comments on the 100% completed plans. The Committee was further advised that funding for this trail is available in the 2013/14 Capital Improvement Program: CIP 135044 Old Vineyard Avenue Pedestrian Trail – Phase 1 and the source of the funding is through fees paid by developers of housing within the planning area.

A Power-Point presentation of the trail and surrounding area was reviewed with Committee members by Mr. Nelke, together with history on the Vineyard Avenue Corridor Specific Plan and highlights of the updated plan.

Mr. Farrell reviewed maps and design plans for the area that outlined the proposed trail for both pedestrian and equestrian.

Chairperson Streng questioned whether staff planned on forwarding this item to the Parks and Recreation Commission for their review. He also asked for confirmation that: 1) the plans called for closing Machado Court; 2) the trail would start at Vineyard Avenue; and 3) access would be possible for residents. He was advised by Mr. Kirkpatrick that there were no plans to forward the design for the Parks and Recreation Commission to review.

Mr. Duffy was provided information by Mr. Farrell about a vertical curb that would separate the two portions of the trail.

Chairperson Streng opened the meeting for public comment at 7:13 p.m.

David McComas – was interested in having the trail extended and completed. He indicated he had spoken to staff prior to this meeting and provided his comments.

Roger Hall – felt the plan was good but was concerned about the proposed closing of Machado. He thought it was unnecessary and costly and would negatively affect residents who live in the area. Mr. Hall asked that staff reconsider that problem.

Steve Brozosky – was pleased to see design of this trail coming to an end. Mr. Brozosky noted that this trail would eventually become part of a regional trail and not be just a trail for the immediate area, and would allow for connections to other locations within the City. He felt the trail was something good for the neighborhood and the whole community. Mr. Brozosky thanked staff for showing him what the trail would look like in his area and he provided additional comment on signs, gates and leash laws.

Mary Roberts – discussed the liability of garbage trucks, etc. being able to access the area, and echoed Mr. Brozosky's comments about this being part of a regional trail. She too thanked staff for their work on this and especially the time they have taken working with those who live in the area.

Jerry Casilli – commented on the closing of Machado and problematic access for people living in the court. He also discussed with Mr. Nelke location of this Phase 1 of the trail and the completion of Phase 3. Mr. Casilli indicated he would prefer not to have the exit blocked.

Mr. Kirkpatrick advised that staff has been designing this trail segment based on what had been put into the Specific Plan for the area in 1999, and making changes to the Specific Plan would require an action by City Council.

Mr. Casilli noted that residents in the area have been expressing their concerns on this issue for quite some time.

Mr. Fulford commented on the lack of room to accommodate a regional trail and the roadway, and that cutting down of trees in the area might require encroachment on private properties.

Mr. Kirkpatrick noted that this meeting did not allow for making changes to the Specific Plan, and such a request would need to be put forward to the City Council.

Chairperson Streng agreed that the Specific Plan for the area calls for a trail and any amendment to the Specific Plan would need to be brought to the attention of City Council.

Mr. Casilli stated that he was expressing concerns of the immediate community that does not want to see any changes made to Machado.

Chairperson Streng and Mr. Kirkpatrick further discussed the process for making changes.

Mr. Casilli was informed by Mr. Kirkpatrick that the budget for the trail maintenance would be included in the Operating Budget.

Aaron Harrosh – stated he was opposed to the proposed closing of Machado. He felt the trail and future connection to a regional trail were great, but wondered whether any changes had been made in the plan after roundabouts in the area were removed. Mr. Harrosh felt the left-hand turn onto Vineyard Avenue was unsafe and was concerned about the extra footage being allocated for the trail being good for the area.

Mr. Tassano advised that removal of the roundabouts did not affect plans for this area.

Ken Chrisman – asked about proposed gates and what kind of openings there would be. He indicated he was supportive of this project.

Pete Cannon – asked about Phase 3 of the trail and how long that portion would be. Mr. Farrell advised it would be 300 feet.

Mr. Cannon discussed Phase 3 being part of the regional trail and asked about possible removal of trees.

Mr. Fulford provided information regarding past discussions on tree removal and it being something the City did not want to consider because of the Tree Preservation Ordinance.

Barbara DeLuca – discussed the difficulty of getting to homes if the proposed street closure takes place. She also discussed traffic issues being a major concern, problems emergency vehicles will face, lack of school buses to the area, and difficulties in ingress/egress. Ms. DeLuca agreed that the trail is good, but the community will be in danger using the Safreno exit and she will continue trying to get this changed.

Pam Chrisman – was pleased with the Specific Plan when it was put together and would like to see the trail completed with some kind of resolution.

B.J. Hardman – endorsed the plan as it exists and knew about the Specific Plan when they purchased their home in 2006, but has witnessed a number of near-accidents in the area. He did not think there would be an issue if changes to the Plan had been made some time ago.

Robert Lim – concerned that closing off the street and the affect it will have in ingress/egress, and the fact it will allow more traffic through the neighborhood. He wondered how many people would be using the trail on horseback, and the problems to the trail caused by the horses.

Stacie Harrosh – indicated she understood the concerns raised, especially those relating to children, but didn't believe they would be an issue.

Chairperson Streng closed the meeting for public comment at 7:55 p.m.

Mr. Johnston discussed sight and traffic issues from Safreno with Mr. Tassano, who advised that homeowner associations in the area have been contacted about trimming plants and no accidents in the area have occurred. Mr. Tassano advised that staff is not opposed to

continuing to look at ways of making improvements, and if safety issues arise will look for solutions.

Chairperson Streng noted that the Committee has been asked by staff to review and consider this report and provide comments before the plans and bid documents are finalized. He asked that the Parks and Recreation Commission also be allowed to receive this item so they too can review and comment. He commented on the Specific Plan that is in place that allows for connecting to a regional trail and comments being an important part of the process. Chairperson Streng thanked the public for their comments and encouraged them to attend the Parks and Recreation Commission meeting should this item be brought to them for consideration.

5. Trails Project Status Report

Mr. Fulford reviewed with the Committee the Trails Project Status Report.

- A. Mr. Nelke noted that staff has been working with Zone 7 and other pertinent agencies regarding the final design and landscaping plan for the Arroyo Mocho Trail at Staples Ranch. The project design is anticipated to be completed during the summer of 2014. However, it is now back with Fish and Wildlife to get approved changes to the design concept and likely will not to be finished during the summer.

Mr. Fulford noted that the City of Pleasanton was working on issues with both Zone 7 and Fish & Wildlife. Chairperson Streng commented on the fact that people are using the trail.

- B. Mr. Romine asked about pruning of street trees in Hacienda Park. Mr. Tassano noted that staff was working with PG&E on this.

COMMUNICATIONS

None.

COMMITTEE REPORTS

6. Updates from the Parks and Recreation Commission

Chairperson Streng advised that: 1) on February 13, 2014 the Commission had received a presentation and report pertaining to recycled water and the use of it in some of the City's parks; 2) at a February 24, 2014 Workshop they had reviewed the latest draft of the Parks & Recreation Master Plan and recommended some changes, 3) at the April meeting the Commission received a drought report and update, along with information about water usage and the need for mandatory water reductions, and discussed a request for renaming of the Sports Park after former mayor, Ken Mercer.

7. Updates from Project/Program/Agency Representatives

None.

8. **Other brief reports on any meetings, conferences, and/or seminars attended by the Committee members**

None.

COMMITTEE COMMENTS

Commissioner Jain commented on there being more traffic on Old Vineyard that makes students living in the area late for school.

STAFF COMMENTS

9. **Memorandum – Bike to Work & School Events**

Reviewed under item 3.5.

10. **Memorandum – Pleasanton Bikeways and Trails Map 2014**

Mr. Fulford advised that the new 2014 City of Pleasanton Bikeways and Trails Map would be made available at different locations throughout the city and copies of the map would be given to East Bay Regional Park District for them to make available.

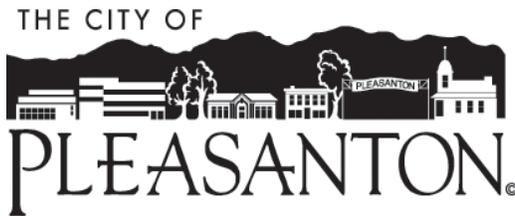
11. **Schedule of Upcoming Meetings of Interest**

Reviewed – no comments.

Mr. Tassano informed the Committee that Ms. Stephen had retired, and any communications from members of the Committee should be sent to him until her replacement was found.

ADJOURNMENT

There being no further business the meeting was adjourned at 8:15 p.m.



Bicycle, Pedestrian & Trails Committee Agenda Report

July 28, 2014
Item 4

SUBJECT: APPLICATION TO LEAGUE OF AMERICAN BICYCLISTS FOR BICYCLE FRIENDLY COMMUNITY

SUMMARY

In May 2011, City of Pleasanton Pedestrian and Bicycle Master Plan recommended that the City pursue a Bicycle Friendly Community status, an awards program offered by the League of American Bicyclists to recognize municipalities that actively support bicycling. An application was prepared, brought to the committee and City Council. As a result, an honorable mention was received. The Economic Development and Community Development Departments are recommending resubmitting an application this year. The attached application has been prepared for submittal to the League of American Bicyclists for their Fall 2014 application timeline.

RECOMMENDATION

Staff recommends that the committee review and comment on the application. The application will then be submitted to the League of American Bicyclists by the August 14, 2014 deadline.

FINANCIAL STATEMENT

There is no financial impact associated with this report. If Pleasanton achieves award status, there will be an awards ceremony requiring some use of existing City facilities and equipment. As part of the application process, the City will receive recommendations for programs and projects to improve opportunities for bicycling in Pleasanton. These recommendations would not be mandatory, and the scope of the recommendations would most likely fall within the recommendations of the existing Pleasanton Pedestrian and Bicycle Master Plan.

BACKGROUND

In May 2011, City of Pleasanton Pedestrian and Bicycle Master Plan recommended that the City pursue a Bicycle Friendly Community status, an awards program offered by the League of American Bicyclists to recognize municipalities that actively support bicycling. An application was prepared, brought to the committee and City Council. As a result, an honorable mention was received. The Economic Development and Community Development Departments are recommending resubmitting an application this year. The attached application has been prepared for submittal to the League of American Bicyclists for their Fall 2014 application timeline.

The application requests information about the community profile, engineering and maintenance policies/practices pertaining to bicycle facilities, bicycle education and encouragement programs, and enforcement policies and practices, and bicycle planning policies. The completed application highlights the bicycling improvements made to date in Pleasanton which include:

- Each year as arterial roadways are repaved/repared, on-street bicycles lanes are installed where feasible.
- The City completed a Pedestrian and Bicycle Master Plan to guide future development to provide bicycle facilities.
- The City developed a Climate Action Plan. One of the goals is to increase non-motorized mobility by supporting strategies to create and maintain a safe, convenient, and effective system that encourages increased bicycle use.
- Bicycle encouragement programs such as Bike to Work & School Day activities
- Increased community bicycle safety workshops and helmet fittings/giveaways

Cities that apply for Bicycle Friendly Community status may be awarded bronze, silver, gold, or platinum status. The determination of award level is made by a committee of bicycling experts and depends on the information provided in the application and input provided by local bicycling advocates. Cities that do not achieve award status are provided feedback and recommendations to facilitate a future award. If award status is achieved, recommendations are made for further bicycling improvements. Within California, approximately 48 cities have achieved award status as of 2014. These cities include Davis, which has achieved platinum status, Palo Alto with Gold, Folsom with Silver and Brentwood with Bronze, to name a few. Within Alameda County, Oakland has achieved bronze status, along with Alameda and Emeryville.

DISCUSSION

Recognition as a bicycle friendly community will highlight the bicycling improvements made to date and may encourage increased bicycling in Pleasanton. The process of completing the application has provided an opportunity to work with local bicycle advocates, assess the status of bicycling in Pleasanton, and identify areas needing further improvement. As a result of the assessment, the main areas needing improvement have been identified as more on-street and off-street bicycling facilities, bicycle detection improvements at signalized intersections and additional bicycle safety awareness and encouragement programs targeted at bicyclists and motorists.

ALTERNATIVE ACTION

Any other action as determined by the Bicycle, Pedestrian & Trails Committee.

Submitted by:

/s/

Lisa Adamos
Economic Development Department

Ed Evangelista
Traffic Engineering

Attachment: Application for Bicycle Friendly Community



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

APPLICATION TIPS

The application will be referring to your type of jurisdiction as “community” throughout the application due to the great variety of types of jurisdictions applying, which does not include bicycle amenities, services and other resources outside your boundaries.

The word limits for open ended questions are just guidelines as the system is actually using a character limit. Ensure that your entered text does not get cut off, even if you stay within the word limit.

Ensure to log out using the Log Out button. Closing the browser will not log you out completely and will trigger a warning that another user is logged in next time you sign in. If this occurs, and you are certain that no other user is logged in at the same time, you can just disregard the warning and it will disappear within 24 hours.

At the end of the application, you can upload any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB). You can submit up to 5 files at the time and there is no limit on how many files can be submitted. Please note that the files will upload immediately to a separate server and will not appear as an attachment.

NAME OF COMMUNITY

Name of Community City of Pleasanton

County Alameda

State California

Has the community applied to the Bicycle Friendly Community program before?

If yes, what was the result of the last application? The city's 2011 submission received an honorable mention.

If designated, what year was your community first awarded a Bronze or higher award?

Mayor or top elected official (include title) Jerry Thorne, Mayor

Phone (925) 931-5002

Email Address jthorne@cityofpleasantonca.gov

Website www.cityofpleasantonca.gov

BFC CONTACT PROFILE

Note: This person will receive any future BFC related communication and will be listed as the contact person for the community on the award web profile, if designated.

Name of BFC contact Lisa Adamos

Title Economic Development Specialist

Department Economic Development Department

Employer City of Pleasanton

Address PO Box 520, 200 Old Bernal Avenue

City Pleasanton



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

State CA

Zip 94568

Phone (925) 931-5039

Email Ladamos@cityofpleasantonca.gov

Is the BFC contact also the Bicycle Program Manager?

Yes

No

If no, does your community have a Bicycle Program Manager?

Yes

No

If different from above, what is the Bicycle Program Manager's contact information (email and phone)? **Ed Evangelista, Senior Transportation Engineer/Interim Bicycle Program Manager, eevangelista@cityofpleasantonca.gov, (925) 931-5667**

Applicant name and email, if different from BFC contact or Bicycle Program Manager contact

COMMUNITY PROFILE

1. Type of Jurisdiction (*Note: The application will be referring to your type of jurisdiction as "community" throughout the application, which does not include bicycle amenities, services and other resources outside your boundaries.*)

Town/City/Municipality

County

Metropolitan Planning Organization/Council of Governments

Regional Planning Organization

Rural Planning Organization

Census Designated Place

Indian Country

Military Base

Other

If other, describe (*50 word limit*)

2. For purposes of comparison, would you describe your community as largely

urban

suburban

rural

3. Climate

Average daytime temperature (*in °F*)

January 56

April 71

July 89

October 77



BICYCLE FRIENDLY COMMUNITY

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Average precipitation (*in inches*)

January 2.87

April 1.01

July 0.0

October 0.85

4. Size of community (*in sq. mi.*)

Total area 24.22

Water area 1.48

Land area 22.74

5. Total Population **70,285**

5a. College/University student population (*during semester*)

10% or less

10-25%

25-50%

50-75%

more than 75%

N/A

6. Population Density (*Person per sq. mi. of land area*) **3,091**

7. Median Household Income **\$116,800**

8. Age distribution (in percent)

Under 5 5.6

Age 5-17 21.5

Age 18-64 62

Age 65+ 10.9

Totals (should equal 100) 100

9. Race (in percent)

White 67

Black or African American 1.7

American Indian and Alaska Native 0.3

Asian 23.2

Native Hawaiian and Other Pacific Islander 0.2

Some other race 2.8

Two or more races 4.8

Totals (should equal 100) 100

Hispanic or Latino (of any race) 10.3

10. How many government employees (including the Bicycle Program Manager), *expressed in full-time equivalents*, work on bicycle issues in your community? **1**



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

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11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

- 10% or less**
- 11-25%**
- 26-50%**
- 51-75%**
- 76-100%**
- N/A**

12. Do you have an officially recognized Bicycle Advisory Committee?

Yes

No

12a. How often does it meet?

- Monthly or more frequently**
- Every two months**
- Quarterly**
- Annually**

12b. How many members serve on the committee? **9**

12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

Check all that apply

- User Group**
- Law Enforcement**
- Chamber of Commerce**
- Public Health**
- Planning Department**
- Transportation Department**
- School Board**
- Parks Department**
- Recreation Department**
- Transit Agency**
- Other**

If other, describe (*50 word limit*)

12d. Name and email of Bicycle Advisory Committee Chair

Joe Streng, joestreng@yahoo.com

13. List all [bicycle advocacy groups](#) in your community

Bike East Bay, Valley Spokesmen, Be the Change Cyclists

13a. List the name and email of the primary contact for each bicycle advocacy group. If a primary contact is the applicant or BFC contact, list an alternative contact.

Bike East Bay - Renee Rivera, Executive Director

Valley Spokesman - Bonnie Powers, Secretary

Be the Change Cyclists - Jim Ott, Founder



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

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13b. Do you contract with any advocacy groups for services or programs?

Check all that apply

- Paid**
- Volunteer**
- No**

13c. List all advocacy groups that are working with you on this application

Bike East Bay

14. What are the primary reasons your community has invested in bicycling?

Check all that apply

- Improved quality of life**
- Improving public health**
- Community connectivity**
- Transportation options**
- Reduce car-parking demands**
- Climate change/environmental stewardship concerns**
- Decrease traffic congestion**
- Increase tourism**
- Increase property values**
- Cooperation with adjacent communities**
- Public demand**
- Economic development**
- Support Smart Growth or other growth management goals**
- Traffic and bicycle/pedestrian safety**
- Meet local or state requirements**
- Other**

If other, describe (50 word limit)

15. What was your community's most significant achievement for bicycling in the past 12 months? *(500 word limit)*

The most significant achievement in the past 12 months is the approval for bicycle facilities along our arterial streets that pass through Caltrans right of way. We were able to receive a permit for Bernal interchange modifications that add pedestrian and bicycle facilities where did not previously exist. This will eliminate a significant gap in our arterial bicycle and pedestrian network. In addition to the Bernal Interchange, we are finalizing work on the Foothill Interchange that again adds bicycle and pedestrian improvements to make a safer crossing for both pedestrians and bicyclists.

16. If you have applied to the BFC program before, describe any improvements that have occurred for cycling in your community since your last application. *(500 word limit)*

The most significant improvement since the last application was the City Council's approval of the use of green bike lanes on arterial roadways. Although the City of Pleasanton is very progressive in the implementation of bicycle and pedestrian improvements, some of the bicycle improvements were met with skepticism by the public. We were able to install a "test location" which was an overwhelming success. As a result, we are installing additional green bike lanes in some of our more complex intersections.



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

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Additionally, we have made significant efforts to provide bicycle safety classes for our community through Bike East Bay and expand the annual Bike to Work & School promotions. We've partnered with Alameda County Safe Routes to School to promote bicycling to all school levels, particularly middle and high schools with bike festivals and bike to school days.

17. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)

As part of our Annual review for bicycle improvements we plan to focus on critical east-west off street trail improvements that will connect the City of Pleasanton with the cities of Livermore and Dublin. This will be the only east-west off street connection available on the north side of Pleasanton. This connection, when completed will tie into the Iron Horse Trail improvements that are nearing completion and allow for a seamless off street network that will tie our two neighboring cities together to create a true "tri-valley" connection.

ENGINEERING

18. Does your community currently have any of the following policies in place?

Check all that apply

- Local complete streets policy**
- Local bicycle accommodation policy**
- Neither**

18a. When was it adopted?

The local complete streets policy was included in the 2009 General Plan and updated with specific conditions in December 2012 to meet new requirements created by the Metropolitan Transportation Commission for funding eligibility.

18b. Provide a link or attach a copy of this legislation or policy

Link to City of Pleasanton's complete streets policy:

<http://www.cityofpleasantonca.gov/pdf/Traffic/CompleteStreets2012.pdf>

The Metropolitan Transportation Commission complete streets checklist is used for roadway projects that receive regional, state or federal funding. Link to MTC's checklist:

http://www.mtc.ca.gov/planning/bicyclespedestrians/Routine_Accommodation_checklist.pdf

In addition, all projects must comply with Pleasanton's Pedestrian & Bicycle Master Plan.

18c. What tools are in place to ensure implementation?

Check all that apply

- Implementation Guidance**
- Design Manual**
- Training**
- Oversight by Bicycle Program Manager**
- Implementation checklist**



BICYCLE FRIENDLY COMMUNITY

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None of the above

19. Does your community currently have any of the following additional policies in place?

Check all that apply

Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project

Streetscape design guidelines

Mixed-use zoning

Form-based/design-based codes

Connectivity policy or standards

Policy to preserve abandoned rail corridors for multi-use trails

Other

None of the above

If other, describe (50 word limit)

20. How do you ensure your engineers and planners accommodate cyclists according to

[AASHTO](#), [MUTCD](#) or [NACTO](#) standards?

Check all that apply

Offer FHWA/NHI Training Course

Hire outside consultants to train staff

Send staff to bicycle-specific conferences/training

APBP webinars

Require project consultants to have bike/ped qualifications

Adopted a local design manual

Other

None of the above

If other, describe (50 word limit)

21. Which of the following significant physical barriers to cycling exist in your community?

Check all that apply

Major highways

Bridges that are inaccessible or unsafe for cyclists

Tunnels that are inaccessible or unsafe for cyclists

Large body of water (e.g. river)

Roads with bicycle bans

Railroad corridors

Other

No significant physical barriers

If other, please describe (100 word limit)

22. How do you ensure that there are end-of-trip facilities for bicyclists?

Check all that apply

Bike parking ordinance for existing buildings specifying amount and location

Bike parking ordinance for all new developments specifying amount and location

Ordinance requiring showers and lockers in existing non-residential buildings

Ordinance requiring showers and lockers in new non-residential buildings

Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)



BICYCLE FRIENDLY COMMUNITY

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- On-street bike parking/bicycle corrals
- Ordinance that allows bike parking to substitute for car parking
- Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher
- Developers are eligible for density bonuses for providing end-of-trip facilities
- Other**
- None**

If other, describe (250 word limit)

New projects must conform to Section 5.106.4 of the 2010 California Building Standards Code which requires bicycle parking equivalent to 5% of motor vehicle parking spaces provided. In addition, the City of Pleasanton's Standard Conditions of Approval for new projects contains specifications for bicycle parking.

23. Do your standards for bicycle parking conform with APBP guidelines?

Yes

No

No standards

24. What is the total number of public and private bike parking spaces in your community?

1026

24a. What percentage of bike racks conform with APBP guidelines?

10% or less

11-25%

26-50%

51-75%

more than 75%

24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:

Bike lockers 6%

In bike depots (i.e. Bikestation)

In bike corrals (on-street bike parking) 94%

25. Approximately *what percentage* of the following locations has bike racks or storage units?

Answer all that apply (in percent)

Public & private schools 91-100%

Higher Education Institutions NA

Libraries 100%

Transit stations and major bus stops 91-100%

Parks & recreation centers 91-100%

Other government owned buildings and facilities 75-90%

Event venues (e.g. convention center, movie complex) 75-90%

Hotels & restaurants 75-90%

Office buildings Retail stores 75-90%

Multi-family housing 30-45%

Public housing 30-45%

26. Does your community have transit service (bus, light rail, heavy rail)?



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

Yes

No

26a. What percentage of buses are equipped with bike racks?

10% or less

11-25%

26-50%

51-75%

75-99%

All

26b. Are bikes allowed inside transit vehicles?

Yes

Sometimes

No

If yes or sometimes, describe (50 word limit)

Buses are equipped with bike racks, and each bike rack holds two bikes. If the bike rack is full, the driver will allow the bike to be brought inside the bus in all low floor buses (90% of fleet) if there is room in the bus, there are no wheelchair passengers, and the passenger can control the bicycle. Bay Area Rapid Transit (BART) allows bicycles.

27. What is the centerline mileage of the existing off-road bicycle network within your community? **18**

27a. How many miles of the following off-road bicycle accommodations do you have?

Answer all that apply (in miles)

Paved shared use paths (≥10 feet) 7

Natural surface shared use paths (≥10 feet) 7

Singletrack 1

Other

If other, describe (250 word limit)

27b. What percentage of all natural surface trails and singletrack are open to bicyclists?

None

1-25%

26-50%

51-75%

76-99%

All

Not applicable

27c. What are the exceptions? (100 word limit)

The Callippe Preserve Trail and Chaparral Trail are not open to bicyclists due to the potential conflict between equestrians and bicyclists.

28. What is the centerline mileage of your road network (including state owned and private roads)? **207**

28a. What is the street network density? (centerline miles of road per sq. mi. of land area) **8.6**



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

28b. What percentage of roads has posted or design speeds of 25mph and lower? **76%**

28c. What percentage of roads has posted or design speeds of 35mph and higher? **22%**

28d. What percentage of the existing on-street bicycle network *meets or exceeds* current [AASHTO](#), [MUTCD](#) or [NACTO](#) standards? **100%**

28e. List your existing on-road bicycle accommodations that *meet or exceed* [AASHTO](#), [MUTCD](#) or [NACTO](#) standards.

Answer all that apply (in centerline miles)

Conventional bike lanes (ridable surface \geq 4feet) 29

Shared lane markings

Contra-flow bike lanes

Protected or buffered bike lanes (one-way) 0.6

Protected or buffered bike lanes (two-way)

Raised cycle tracks

Left-side bike lanes

Bike boulevards or Neighborhood Greenways

Signed bike routes 10

29. What other ways have you improved conditions for bicyclists?

Check all that apply

Road diets

Area wide traffic calming

Speed limits 20 mph or less on residential streets

Bike cut-throughs

Signed bike routes

Off-street way-finding signage with distance and/or time information

On-street way-finding signage with distance and/or time information

Shared Space/Home Zone/Living Street/Woonerf

Roundabouts that accommodate bicycles

Colored bike lanes outside of conflict zones

Bike/pedestrian overpasses/underpasses

Removal of on-street car parking

Speed tables to calm traffic

Car-free/Car-restricted zones

Advisory bike lanes

Other

None

If other, describe (250 word limit)

30. What percentage of arterial streets provides designated space for cyclists (e.g. bike lanes or paved shoulders \geq 4feet, cycle tracks, etc)?

None

1-25%

26-50%

51-75%

76-99%

All



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

31. Which of the following broader transportation policies and programs are in place in your community?

Check all that apply

- Maximum car parking standards**
- No minimum car parking standards**
- Paid public parking**
- Shared-parking allowances**
- Congestion charges**
- Prioritization of active mobility in planning and design processes**
- Other**
- None**

If other, describe (250 words)

32. What maintenance policies or programs ensure the *on-street* bicycle network (including shoulders) remains usable and safe?

Select all that apply

32a. Street sweeping

- Before other travel lanes**
- Same time as other travel lanes**
- Weekly**
- Monthly**
- Quarterly**
- Annually**
- Never**

32b. Snow clearance

- No snow**
- Before other travel lanes**
- Same time as other travel lanes**
- Within 48 hours of storm**
- Never**

32c. Pothole maintenance

- Within 24 hours of complaint**
- Within one week of complaint**
- Within one month of complaint**
- Never**

32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). (100 word limit)

Bike lanes and paved road shoulders are treated the same as vehicle travel lanes for all maintenance issues.

33. What maintenance policies or programs ensure the *off-street* bicycle network remains usable and safe?

Check all that apply



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

33a. Path sweeping

- Not applicable
- Weekly
- Monthly
- Quarterly
- Annually
- Never

33b. Vegetation maintenance

- Not applicable
- Weekly
- Monthly
- Quarterly
- Annually
- Never

33c. Snow clearance

- Not applicable
- No snow
- Before roadways
- Same time as roadways
- Within 48 hours of storm
- Never

33d. Surface repair

- Not applicable
- Within 24 hours of complaint
- Within one week of complaint
- Within one month of complaint
- Never

33e. Describe any other maintenance policies or programs for the off-street bicycle network, if applicable. (100 word limit)

34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners?

Check all that apply

- Online reporting
- Hotline
- Monthly meeting
- Other
- None

If other, describe (100 word limit)

35. How do you accommodate cyclists at intersections in your community?

Check all that apply

- Most signals are timed
- Most signals are timed for bicycle speeds
- Green wave for cyclists in some locations



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

Demand activated signals with loop detector (and marking) or bike accessible push-button

Video or microwave detection

Bicycle Signal Heads

Advanced Stop Line or Bike Box

Path crossing with high visibility markings or signs

Raised path crossings

Colored bike lanes in conflict areas

Other

None of the above

No signals

If other, describe (100 word limit)

36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment (e.g. human-scale building design guidelines, mixed-use zoning, public restrooms, etc). *(500 word limit)*

At selected intersections, specialized bicycle detection units (Intersector) have been installed to differentiate between bicycles and autos to provide longer green time when a bicyclist is detected.

EDUCATION

37. What percentage of your public and private schools offer bicycle education, e.g. through a Safe Routes to School or similar program?

37a. Elementary

None

1-25%

26-50%

51-75%

76-99%

All

Not applicable

37b. Middle School

None

1-25%

26-50%

51-75%

76-99%

All

Not applicable

37c. High School

None

1-25%

26-50%

51-75%



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

- 76-99%**
- All**
- Not applicable**

38. Outside of schools, how are children taught safe cycling skills?

Check all that apply

- Youth bike clubs**
- Bike clinics or rodeos**
- Youth recreation programs**
- Helmet fit seminars**
- Safety town**
- Trail riding classes**
- Other**
- None of the above**

If other, describe (250 word limit)

39. Do you have a ticket diversion program?

Check all that apply

- For motorists**
- For cyclists**
- No**

40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?

Check all that apply

- Public service announcements**
- Share the Road educational videos on community website/TV channel**
- Community newsletter/magazine article**
- Information in new resident packet**
- Utility bill insert**
- Flyer/handout**
- Info sessions/lunch seminars**
- Bicycle ambassador program**
- Newspaper column/blog on bicycling**
- Dedicated bike page on community website**
- Billboards**
- Share the Road Signs**
- Share the Road information in driver's education**
- Other**

None of the above

If other, describe (250 word limit)

41. How many times per year are the following adult bicycling education classes held within your community?

Answer all that apply (in numbers)

Traffic Skills 101 classes or equivalent (full-day training course, including classroom and on-bike instruction) 1

Cycling Skills classes (three to four hour classroom training courses) 3

Commuter classes (one to two hour classes) 3



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

Bicycle maintenance classes or workshops **62**

42. Do you offer regular [Smart Cycling](#) courses for your city engineers and planners that include on-bike instruction and in-traffic cycling?

Yes

No

43. Has your community hosted a League Cycling Instructor seminar in the past two years?

Yes

No

43a. How many League Cycling Instructors are there in your community? **0**

43b. List League Cycling Instructors that have taught *at least one class during the past 12 months. (250 word limit)*

Charlie Fernandez-Hibbard

Rose Johnson

Maya Carson

Bonnie Wehmann

Mark Ballock

Bruce Wolff

Carolyn Richardson

Diane Serafini

Anthony Disalvo

Willion Wu

44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists?

Check all that apply

City staff

Taxi drivers

Transit operators

School bus operators

Delivery drivers

Other

None of the above

If other, describe *(100 word limit)*

45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, women, youth and adult minorities and non-English speakers, and persons with disabilities of all ages. *(250 word limit)*

46. Describe any other education efforts in your community that promote safe cycling. *(500 word limit)*

Bike East Bay also coordinates with the city in hosting two family cycling workshops every year in Pleasanton and an average of two school bike rodeos.



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

ENCOURAGEMENT

47. How do you promote National Bike Month/your own dedicated Bike Month?

Check all that apply

- Official Proclamation**
- Community Rides**
- Mayor-led/Council-led Ride**
- Public Service Announcements**
- Videos promoting bicycling on community website/TV channel**
- Publish a guide to Bike Month Events**
- Bike Month Website**
- Commuter Challenge**
- Bike Commuter energizer stations/breakfasts**
- Car-free days**
- Open Streets/Ciclovia/Sunday Parkways**
- Mentoring program for new riders**
- Bike valet parking at events**
- Bike to School Day**
- Bicycle-themed festival/parade/show**
- Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)**
- Trail construction or maintenance day**
- Other**
- No promotion**

If other, describe *(250 word limit)*

47a. What percentage of the population participate in Bike Month events?

We do not have a participation percentage but the energizer stations held in Pleasanton are growing in popularity. The East Dublin/Pleasanton BART station which is co-hosted by the City of Pleasanton for the past 13+ years, greets over 450 cyclists on Bike to Work day. An energizer station is also located at the West Dublin/Pleasanton BART station which greets over 100 cyclists each year. We added the Stanley Blvd. station last year and attendance at that station grew from 80 to over 100 cyclists this year. Similarly at Foothill High School, that station greeted about 50 cyclists last year and this year, it reached almost 100 cyclists. This year, Clubsport Pleasanton hosted a station along the Alamo Canal Trail and greeted over 50 cyclists.

At the middle schools, mini energizer stations are held at the front of school where student cyclists receive giveaway bags filled with bike safety items such as neon helmet stickers and flashing lights. We have three middle schools and there were over 250 students that participated this year.

47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

No

If yes, describe *(500 word limit)*

We actively promote Bike to Work Day during our Bike Month activities by co-hosting



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

energizer stations throughout the city. We collaborate with neighboring cities to host the stations as well as local businesses and the Alameda County Public Works Agency. We promote the events and activities on the city's website as well as www.pleasantongreenscene.org. Press releases are sent to local media and included in local Patch websites. Information is also disseminated to employer contacts in the Hacienda Business Park and other large employers in Pleasanton.

Last year we created a Bike Safety Month Map and Event Guide which listed bike safety workshops and events during the month of May. A bike lane and trails map was also included in the guide. The guide was updated for distribution this year as well.

47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?

- None
- 1-25%
- 26-50%
- 51-75%
- 76% or more

48. How do you promote bicycling *outside* of your official Bike Month?

Check all that apply

- Community and charity rides**
- Mayor-led/Council-led Rides**
- Videos on bicycling on community website/TV channel**
- Public Service Announcements**
- Trail construction or maintenance day**
- Open Streets/Ciclovia/Sunday Parkways**
- Commuter Challenge**
- Business program that provides discounts for customers arriving by bicycle**
- Triathlons and bicycle races**
- Bike commuter events**
- Car-free days**
- Publish a guide to community bicycle events**
- Mentoring program for new riders**
- Bike valet parking at events**
- Bike to School Day**
- Bicycle-themed festivals/parades/shows**
- Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)**
- Community celebration/ride each time a bicycle project is completed**
- Other**
- No promotion**

If other, describe (250 word limit)

49. List the signature cycling events that occur in your community. (250 word limit)

Cinderella Classic & Challenge Ride – Valley Spokesmen
Wheels for Meals Ride – Alameda County Wheels on Meals
Norcal IC3 Dash for Cash – Norcal International Christian Cycling Club
Tri for Fun/Real – On Your Mark Events
See Jane Run Duathlon/Triathlon – See Jane Run



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

49a. How does the municipality sponsor or actively support these events?

Check all that apply

- Organize the event**
- Fund event**
- Contribute in-kind funding (i.e. police presence, closing roads, etc)**
- Assist in promoting the event**
- Other**
- No support/ Not applicable**

If other, please describe (100 word limit)

50. Does your local tourism board or chamber of commerce promote bicycling in your area?

Yes

No

If yes, describe (250 word limit)

The Pleasanton Chamber of Commerce includes information on their website to encourage bicycling. The following statements can be found at <http://www.pleasanton.org/transportation>:

Pleasanton's generally flat terrain and miles of paved bike lanes makes it easy to bike or walk to work or for exercise.

Bike Buddy is a service offered by 511 Regional Rideshare Program. The Bike Buddy program matches experienced cyclists with new cyclists to help them learn how to commute by bicycle, and matches cyclists of all levels together who seek riding partners.

Visit Tri Valley, the local tourism board also encourages bicycling in Pleasanton. The following statement is included at <http://www.visittrivalley.com/about/cities/pleasanton>:

Outdoor enthusiasts have miles of hiking, biking, and walking trails to explore among the ridgelines overlooking the region's three valleys.

51. Are there cycling clubs in your community?

Check all that apply

- Recreational bike clubs**
- Mountain bike clubs**
- Friends of the Trail groups**
- National Mountain Bike Patrol**
- Racing clubs or teams**
- Other**
- No**

If other, describe (100 word limit)

51a. List the names of the clubs. (500 word limit)

International Christian Cycling Club

Pleasanton Pedalers

Valley Spokesmen Bicycle Club

Valley Spokesmen Feather Petals

52. How many for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

and bike-related equipment) are there in your community? **3**

52a. List their names.

(250 word limit)

Crank2 Performance Tandem Bicycles

Main Street Bicycles

Mike's Bikes Pleasanton

53. Which of these bicycling amenities do you have in your community?

Check all that apply

BMX track

Velodrome

Cyclocross course

Mountain bike park

Pump tracks

Themed Loop route(s) around the community

Other

None

If other, describe *(100 word limit)*

53a. Is there a skate park in your community?

Yes

No

If yes, do bikes have access to the skate park?

Always

Sometimes

Never

54. Are there opportunities to rent bicycles in your community?

Yes

No

55. Does your community currently have a bike sharing program that is open to the general public?

Yes

No

Launching this year

55a. If yes, please provide details about the system below.

How many bikes are in the system?

How many stations are in the system?

How many trips are being made annually?

56. Do you have any current League of American Bicyclists designated [Bicycle Friendly Businesses](#) in your community?

Yes

No

If yes, list the names of the businesses and their award level. *(250 word limit)*



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

57. Do you have any current League of American Bicyclists designated [Bicycle Friendly Universities](#) in your community?

Yes

No

No institutions of higher education

If yes, list the names of the institutions and their award level. *(250 word limit)*

58. Does your community have a bike co-op or non-profit community bike shop?

Yes

No

If yes, describe its services *(250 word limit)*

58a. If yes, does the co-op/non-profit community bike shop receive support from the local government?

- Grants
- Free or subsidized property/space for a duration of at least 5 years
- Contracts for services, e.g. bicycle skills or maintenance education, event support, etc
- Free bicycle safety accessories for distribution, e.g. helmets or lights
- Provision of abandoned or impounded bicycles for resale
- Free PSA or advertizing space
- Other

If other, describe *(250 word limit)*

If the local government provides grants and/or free/subsidized property/space to the co-op/non-profit community bike shop, please list the annual value for each *(in Dollar)*.

59. Does your community have youth recreation and/or intervention programs centered on bicycling?

Check all that apply

- Trips for Kids chapter**
- Earn a Bike program**
- Create a Commuter program**
- Other**

None

If other, describe *(100 word limit)*

60. What mapping and route finding information is available for your community, which has been updated in the last 18 months?

Check all that apply

- Online route finding service**
- Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities**
- Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities**
- Printed mountain bike trails map**
- Printed greenways and trails map**
- Smart phone app**



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

None of the above

61. Describe any other programs or policies your community has to encourage cycling. (500 word limit)

The City's Commendable Commutes program is a partnership between the City of Pleasanton and local employers with 75 or more employees. The program helps to reduce peak hour traffic and air pollution by promoting transportation alternatives, including bicycling. Bicycle safety classes are promoted to our business community through partnerships with the Hacienda Business Park and other large employers.

We actively promote bicycling to the school community through the joint School Traffic Calming Program, Rides to School. School families can request to form or join bike-pools using the interactive 511 Schoolpool website at www.pleasantonschoolpool.org. Annual Bike to School events and Bike Fests are planned at schools to promote cycling as an alternative to being dropped off in a vehicle. We also provide bike helmet fittings and giveaways in conjunction with Bike to School events.

Lastly, the City also promotes an internal city employee trip reduction program known as pRide which provides incentives for employees to use commute alternatives such as bicycling. Also, one of the goals of the City's Climate Action Plan is to increase non-motorized mobility by enhancing a safe, convenient and effective system for pedestrians and bicyclists.

ENFORCEMENT

62. How does your police department interact with the local cycling community?

Check all that apply

- A police officer is an active member of bicycle advisory committee**
- Identified law-enforcement point person to interact with cyclists**
- No current formal interaction**
- Other**

If other, describe (100 word limit)

63. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?

Check all that apply

- Basic academy training**
- International Police Mountain Bike Association training**
- Law Enforcement Bicycle Association training**
- National Highway Traffic Safety Administration Law Enforcement Training**
- Completion of Smart Cycling course by one or more officers**
- Presentation by League Cycling Instructor or local cyclist**
- Institute for Police Training and Development bicycle training**
- No training offered**

64. What enforcement programs that target improving cyclist safety are in place?

Check all that apply

- Helmet giveaways**
- Light giveaways**



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

- Bike lock giveaways**
- Targeting motorist infractions**
- Targeting cyclist infractions**
- Positive enforcement ticketing**
- Share the road campaigns**
- Other**
- None of the above**

If other, describe (*100 word limit*)

65. What percentage of patrol officers are on bikes?

None

1- 10%

10-20%

30-40%

40-50%

More than 50%

66. Are any other public safety (e.g. EMS) employees on bikes?

Yes

No

If yes, describe (*50 word limit*)

67. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?

Yes

No

68. Which of the following safety services and amenities are available in your community?

- Emergency call boxes/phones along trails**
- Trail watch programs/ Trail patrols**
- Street lighting on most arterials**
- Street lighting on most non-arterials**
- Lighting of most shared-use paths**
- Stolen or impounded bikes recovery system or assistance**
- Non-mandatory bike registration**
- None of the above**

69. Are there any local or state ordinances that protect cyclists?

Check all that apply

- Specific penalties for failing to yield to a cyclist when turning**
- It is illegal to park or drive in a bike lane (intersections excepted)**
- Penalties for motor vehicle users that 'door' cyclists**
- Ban on cell phone use while driving**
- Ban on texting while driving**
- Photo enforcement for red lights and/or speed**
- Vulnerable road user law**
- Safe passing distance law**
- It is illegal to harass a cyclist**
- Other**



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

None of the above

If other, describe *(250 word limit)*

70. Do your local ordinances place any restrictions on cyclists?

Check all that apply

Local law requires cyclists to use side paths regardless of their usability

Local law requires cyclists to use bike lanes when provided

Local law requires that cyclists are required to ride as far to the right of the road as practicable without exceptions

Local or school policies restrict youths from riding to school

Other

None of the above

If other, describe *(100 word limit)*

71. Describe any other enforcement programs or policies relating to cycling.

(500 word limit)

EVALUATION AND PLANNING

72. Does your community have a comprehensive bicycle master plan or similar section in another document?

Yes

No

Currently under preparation

72a. If yes, please provide details about the plan below.

Provide a link to the plan or describe. *(250 word limit)*

<http://www.cityofpleasantonca.gov/pdf/pedbike-final-2010.pdf>

When was it passed or most recently updated? *January 2010*

Is there a dedicated funding source for implementation?

Yes

No

If yes, describe the funding source and designated amount *(250 word limit)*

TDA Article 3 funding from general sales tax in the State of California is allocated directly to local agencies for use on pedestrian/bicycle funding (\$50k/year). Measure B ½ cent sales tax provides funding for pedestrians and bicycle funding (\$200k/year).

What percentage of the current plan has been implemented? *10%*

Are you meeting annual target goals for implementation?

Yes

No

73. Do you have a trails master plan that addresses mountain bike access?

Yes

No

If yes, provide the link to the plan or describe. *(250 word limit)*



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

The Community Trails Master Plan identifies trail segments to be developed within the city and provides cost estimates. The master plan includes design guidelines, implementation recommendations, and information on potential funding sources.

74. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?

Yes

No

If yes, describe (100 word limit)

Planning meetings are held well in advance of trail design/construction in order to solicit public input. The mountain bike community is represented by the Pedestrian/Bicycle and Trails Committee which meet on a monthly basis.

75. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the [National Bicycle and Pedestrian Documentation Project](#))?

Yes

No

If yes, please describe the most recent results. (250 word limit) On an annual basis, the City collects bicycle counts at key locations within the City for purposes of monitoring bicycle trends.

75a. If yes, do the counts capture the gender of cyclists?

Yes

No

If yes, please describe the most recent results. (100 word limit)

76. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?

Yes

No

If yes, please describe the results. (250 word limit)

77. Does your community establish target goals for bicycle use, e.g. a certain bicycle mode share level?

Yes

No

If yes, please describe (250 word limit)

78. What is the most current journey-to-work data for your community? *Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the [American FactFinder](#) website (Advanced Search). Choose the most recent data set available for your community. Divide the total number of bicycle/pedestrian/transit commuters by the total number of commuters and multiply the result by 100.*

Bicycling (in %) 2%

Percentage of bicycle commuters who are women (See topic B08006. Choose the most recent data set available for your community. Divide the total number of women bicycle



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

commuters by the total number of bicycle commuters and multiply the result by 100.) **1%**

Walking (in %) **2.5%**

Transit (in %) **6%**

79. What is the average commuting distance to work for residents of your community? *Tip: This data is not available nationally and needs to be collected locally (or estimated).*

Less than 2 miles

2-5 miles

5-10 miles

Above 10 miles

80. What percent of children commute to school by bicycle? *Tip: This data is not available nationally and needs to be collected locally.*

Elementary (in %) **3%**

Middle School (in %) **12%**

High School (in %) **3%**

81. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle? **126**

81a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle? **1**

81b. Do you have a specific plan or program to reduce these numbers?

Yes

No

If yes, describe (250 word limit)

All collision reports involving bicyclists are reviewed by staff to determine if any modification to the existing signing, striping, street geometry, etc. is necessary.

82. Do you measure the Bicycle Level of Service of roads and/or intersections?

Yes

No

If yes, please describe your methodology and recent results. (250 word limit)

83. Do you have community-wide trip reduction policies or programs?

Yes

No

If yes, describe the policy/program and the results. (250 word limit)

The City's Commendable Commutes program is a partnership between the City of Pleasanton and local employers with 75 or more employees. The program helps to reduce peak hour traffic and air pollution by promoting transportation alternatives. The City also promotes an internal city employee trip reduction program known as pRide which provides incentives for employees to use commute alternatives. Also, one of the goals of the City's Climate Action Plan is to increase non-motorized mobility by enhancing a safe, convenient and effective system for pedestrians and bicyclists.

83a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

Yes

No

If yes, describe the program and the results. *(250 word limit)*

84. Have you done an economic impact study on bicycling in your community?

Yes

No

If yes, describe the results. *(250 word limit)*

85. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?

Yes

No

Not applicable

If yes, describe *(250 word limit)*

86. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. *(500 word limit)*

FINAL OVERVIEW

87. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

Reason One *(250 word limit)*

Each year as arterial roadways are repaved/repared, on-street bicycles lanes are installed where feasible.

Reason Two *(250 word limit)*

The City completed a Pedestrian and Bicycle Master Plan to guide future development to provide bicycle facilities.

Reason Three *(250 word limit)*

The City developed a Climate Action Plan. One of the goals is to increase non-motorized mobility by supporting strategies to create and maintain a safe, convenient, and effective system that encourages increased bicycle use.

88. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

Aspect One *(100 word limit)*

a. More on-street and off-street bicycling facilities are needed.

Aspect Two *(100 word limit)*

b. Bicycle detection improvements at signalized intersections.

Aspect Three *(100 word limit)*

c. Additional bicycle safety education and encouragement programs are needed.

89. Has completing this application made you more aware of what your community needs to



BICYCLE FRIENDLY COMMUNITY

FALL 2014 APPLICATION

For review only. Only applications submitted online will be considered for designation.

do to be bicycle friendly?

Yes

No

If yes, describe (250 word limit)

Preparing this application has provided staff the opportunity to take inventory of what the City has accomplished to promote bicycling, and it has provided City staff and bicycling advocates an opportunity to share information and ideas. Completing the application has also provided ideas for programs and policies to encourage bicycling and promote bicycling education.

90. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes

No

If yes, describe (250 word limit)

Staff will seek future grant funding opportunities to increase the frequency of bicycle education classes and investigate additional bicycle promotion strategies. Pleasanton will continue to evaluate new technologies to enhance bicycle detection at signalized intersections. Pleasanton will continue to install bike lanes, where possible, as part of our annual roadway resurfacing projects. The City will also continue to seek grant funding for bikeway improvement projects, and pursue the development of additional policies that require greater attention to bicyclists during the development process.

Submit any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB) here. You can submit up to 5 files at the time and there is no limit on how many files can be submitted. By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling. Please note that the files will submit immediately and will not appear as an attachment.

Files:

[Bike Safety Month Map & Guide \(pdf\)](#)

[Bike to Work Flier \(pdf\)](#)

[Bike to School Flier \(pdf\)](#)

[Bike Safety Class Flier \(pdf\)](#)

Photos:

[Bicycle Detection at Signalized Intersection \(jpg\)](#)

[Fire House Arts Center Bike Racks \(jpg\)](#)

[Iron Horse Regional Trail \(jpg\)](#)

[Stoneridge Drive Buffered Bike Lanes \(jpg\)](#)

[Stoneridge Drive Green Bike Lanes \(jpg\)](#)

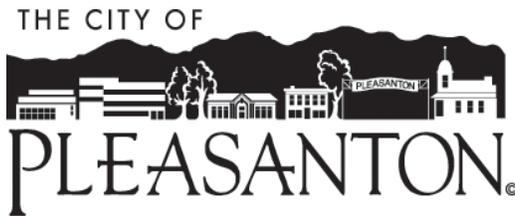
We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

Yes

No

How have you heard about the BFC program?

Previous applicant



Bicycle, Pedestrian & Trails Committee Agenda Report

July 28, 2014
Item 5

**SUBJECT: NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO)
URBAN STREET DESIGN GUIDE**

SUMMARY

In April of 2014, Caltrans announced support for the National Association of City Transportation Officials (NACTO) Urban Street Design Guide and Urban Bikeway Design Guide.

The Design Guides provide state-of-the-practice bicycle design tools that aid in the design of safe and attractive local streets.

The full Design Guide can be found at <http://nacto.org/cities-for-cycling/design-guide/> and this guide provides design solutions to various conflicts that exist for bicyclists. The list of solutions includes high visibility marked bike lanes, cycle tracks, reverse angle parking, bicycle boxes and various other progressive and innovative solutions.

The cover page and table of contents is attached. The full printed document is 300 pages. City staff has ordered a copy for office use should anyone prefer to review a hard copy instead of their online version.

RECOMMENDATION

There is no recommendation at this time, however, the announced support by Caltrans clears several hurdles in implementing these design solutions for local roadways and review of the State-of-the-Practice solutions may be beneficial for future projects.

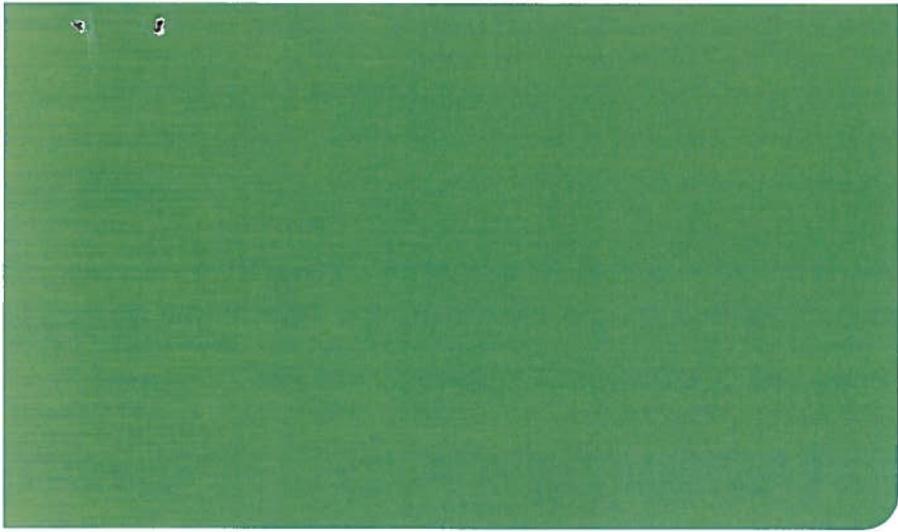
ACTION

No action required - informational item only.

Submitted by:

/s/
Mike Tassano
Traffic Engineering

Attachment: NACTO Urban Bikeway Design Guide



NACTO



Urban Bikeway Design Guide

April 2011 Edition

Contents

INTRODUCTION 1

BIKE LANES 4

- ▶ Conventional Bike Lanes
- ▶ Buffered Bike Lanes
- ▶ Contra-Flow Bike Lanes
- ▶ Left-Side Bike Lanes

CYCLE TRACKS 58

- ▶ One-Way Protected Cycle Tracks
- ▶ Raised Cycle Tracks
- ▶ Two-Way Cycle Tracks

INTERSECTIONS 105

- ▶ Bike Boxes
- ▶ Intersection Crossing Markings
- ▶ Two-Stage Turn Queue Boxes
- ▶ Median Refuge Island
- ▶ Through Bike Lanes
- ▶ Combined Bike Lane/Turn Lane
- ▶ Cycle Track Intersection Approach

BICYCLE SIGNALS 203

- ▶ Bicycle Signal Heads
- ▶ Signal Detection and Actuation
- ▶ Active Warning Beacon for Bike Route at Unsignalized Intersection
- ▶ Hybrid Signal for Bike Route Crossing of Major Street

BIKEWAY SIGNING & MARKING 238

- ▶ Colored Bike Facilities
- ▶ Shared Lane Markings
- ▶ Bike Route Wayfinding Signage and Markings System

MASTER REFERENCE MATRIX 288

DESIGN GUIDE PROJECT TEAMS 298

SPONSORS 300

APPENDIX 301

- ▶ Project Plan Drawings

National Association of City Transportation Officials

California Officially Endorses NACTO Urban Street Design Guide and Urban Bikeway Design Guide

Posted on [April 11, 2014](#) by [Corinne Kisner](#)

Press contact: Corinne Kisner, 646-629-4165

Oakland, CA, April 11, 2014

The California Department of Transportation (Caltrans) [officially endorsed](#) the NACTO [Urban Street Design Guide](#) and [Urban Bikeway Design Guide](#) as valuable toolkits for designing and constructing safe, attractive local streets. This endorsement, which Malcolm Dougherty [announced](#) at NACTO's [Cities for Cycling Road Show in Oakland](#), is a landmark policy decision that catapults the agency forward as a national leader on designing streets to accommodate all users.

"California's transportation system must be multimodal and support bicycles and pedestrians as well as automobiles," said Caltrans Director Malcolm Dougherty. "Caltrans' endorsement of these innovative street design options is an important part of modernizing our approach to improving transportation for all Californians."

Following Caltrans' endorsement, all streets within California cities and towns may immediately use the NACTO guidelines. In addition to endorsing the NACTO guidelines for local streets and roads, these guidelines can be referenced for city streets that are part of the state highway system.

"Caltrans is showing great leadership in working with cities and counties to embrace creative and more convenient transportation options for everyone," said California State Transportation Agency Secretary Brian Kelly.

With their statewide endorsement, Caltrans becomes the third State Department of Transportation to officially endorse the Guide, following [Washington state DOT's endorsement](#) in December 2013 and [Massachusetts state DOT's endorsement](#) in early April 2014. This state-level policy marks a sea change for communities in California, and local transportation leaders across the state are enthusiastic about the implications for urban streets.

"We're very encouraged by Caltrans' endorsement. We're grateful for the leadership of Secretary Kelly, Deputy Secretary Kate White, and Caltrans Director Malcolm Dougherty, and look forward to future changes that will further institutionalize these guidelines for the benefit of all of California's urban cities," remarked Ed Reiskin, Director of the San Francisco Municipal Transportation Agency (SFMTA) and President of NACTO.

Memorandum

*Serious drought.
Help Save Water!*

To: HIGHWAY DESIGN MANUAL HOLDERS

Date: April 10, 2014



File:

From: TIMOTHY CRAGGS
Chief
Division of Design

Subject: **DESIGN FLEXIBILITY IN MULTIMODAL DESIGN**

The Caltrans Program Review, and more recently the SSTI report, identified a need to provide more flexibility in Caltrans' highway design standards and procedures, especially in the context of urban environments and multimodal design.

Caltrans is continually improving its standards and processes to provide flexibility while maintaining the safety and integrity of the state's transportation system. This commitment is evident in the recent update to the Highway Design Manual (HDM) to facilitate the design of Complete Streets, recognizing that the State highway system needs to be multimodal, not just for cars and trucks.

Caltrans' philosophy and flexible approach toward designing multimodal transportation projects on the State highway system is reflected in the HDM, Chapter 80, which states in part:

"The Project Development process seeks to provide a degree of mobility to users of the transportation system that is in balance with other values."

"A 'one-size-fits-all' design philosophy is not Departmental policy."

"The highway design criteria and policies in this manual provide a guide for the engineer to exercise sound judgment in applying standards, consistent with the above Project Development philosophy, in the design of projects. This guidance allows for flexibility in applying design standards and approving design exceptions that take the context of the project location into consideration; which enables the designer to tailor the design, as appropriate, for the specific circumstances while maintaining safety."

For improvements on local systems, the responsible local entities have long been delegated authority to exercise their engineering judgment when utilizing applicable standards, including those for bicycle facilities established by Caltrans pursuant to Streets and Highways Code sections 890.6 and 890.8. This delegation and delegation process is outlined in the Caltrans Local Assistance Procedures Manual, Chapter 11, page 11-26. See http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_p/ch11-2012-10-05.pdf.

HIGHWAY DESIGN MANUAL HOLDERS

April 10, 2014

Page 2 of 3

To support the philosophy of flexibility in design, Caltrans recently published “Main Street, California, a Guide for Improving Community and Transportation Vitality.” This guide emphasizes investments on California highways that function as a local main street and can improve multimodal travel and contribute to livable and sustainable communities. The guide is available at http://www.dot.ca.gov/hq/LandArch/mainstreet/main_street_3rd_edition.pdf.

In addition, the American Association of State Highway and Transportation Officials (AASHTO) provides a wealth of knowledge in the guides that it develops at the national level. For example, AASHTO’s “Guide for the Development of Bicycle Facilities” a.k.a. AASHTO Bike Guide, provides information on how to accommodate bicycle travel and operations in most riding environments. The publication presents sound guidelines that result in facilities that meet the needs of bicyclists and other highway users. The guide provides flexibility to encourage designs that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists.

Other references relative to urban street and bicycle facility design can also be valuable resources. Publications such as the National Association of City Transportation Officials (NACTO) “Urban Street Design Guide” and “Urban Bikeway Design Guide,” and the Institute of Transportation Engineers (ITE) “Designing Urban Walkable Thoroughfares,” are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads. Caltrans believes that such guidance, coupled with thorough documentation of engineering judgments made in the process, can be of assistance to communities, particularly in urban areas, to support the planning and design of safe and convenient facilities that they own and operate. Caltrans is currently analyzing these guides to identify areas of improvement in our own standards and guidance. This will be a focus of the Department over the next year.

Given the flexibility provided to owners by existing standards and guidance, it remains of the utmost importance, as noted above, for the responsible entity (Caltrans or local authority) to document appropriately their engineering decisions for design-immunity purposes. Adequate documentation will ensure the full protection of design immunity provided under law to the responsible entity.

Caltrans and local entities are encouraged to work proactively with their communities to provide convenient, safe, and context-sensitive facilities that promote increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics as appropriate. This approach has resulted in successful flexible design solutions in the past and the Department endorses its use as a fundamental principle of planning and design.

For further information, please contact me at (916) 654-3858 or tim.craggs@dot.ca.gov, or Ray Zhang, Chief, Division of Local Assistance at (916) 653-1776 or rihui.zhang@dot.ca.gov.

HIGHWAY DESIGN MANUAL HOLDERS

April 10, 2014

Page 3 of 3

- c: Director
- Chief Deputy Director
- Deputy Directors
- District Directors
- Division Chiefs
- Division of Design Management
- Deputy District Directors Design



U.S. Department
of Transportation
Federal Highway
Administration

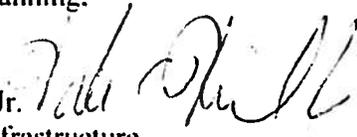
Memorandum

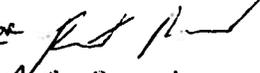
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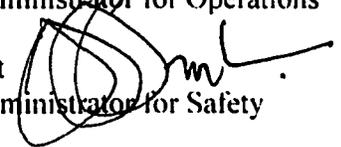
Subject: **GUIDANCE:** Bicycle and Pedestrian Facility Design Flexibility Date: August 20, 2013

From: Gloria M. Shepherd 
Associate Administrator for Planning,
Environment and Realty

In Reply Refer To:
HEPH-10

Walter C. (Butch) Waidelich, Jr. 
Associate Administrator for Infrastructure

Jeffrey A. Lindley 
Associate Administrator for Operations

Tony T. Furst 
Associate Administrator for Safety

To: Division Administrators
cc: Directors of Field Services

This memorandum expresses the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide* and the Institute of Transportation Engineers (ITE) *Designing Urban Walkable Thoroughfares* guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.

AASHTO Guides

AASHTO publishes two guides that address pedestrian and bicycle facilities:

- *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, July 2004. (AASHTO Pedestrian Guide) provides guidelines for the planning, design, operation, and maintenance of pedestrian facilities, including signals and signing. The guide recommends methods for accommodating pedestrians, which vary among roadway and facility types, and addresses the effects of land use planning and site design on pedestrian mobility.
- *Guide for the Development of Bicycle Facilities 2012, Fourth Edition* (AASHTO Bike Guide) provides detailed planning and design guidelines on how to accommodate bicycle travel and operation in most riding environments. It covers the planning, design, operation,

maintenance, and safety of on-road facilities, shared use paths, and parking facilities. Flexibility is provided through ranges in design values to encourage facilities that are sensitive to local context and incorporate the needs of bicyclists, pedestrians, and motorists.

NACTO Guide

NACTO first released the [Urban Bikeway Design Guide](#) (NACTO Guide) in 2010 to address more recently developed bicycle design treatments and techniques. It provides options that can help create “complete streets” that better accommodate bicyclists. While not directly referenced in the AASHTO Bike Guide, many of the treatments in the NACTO Guide are compatible with the AASHTO Bike Guide and demonstrate new and innovative solutions for the varied urban settings across the country.

The vast majority of treatments illustrated in the NACTO Guide are either allowed or not precluded by the Manual on Uniform Traffic Control Devices (MUTCD). In addition, non-compliant traffic control devices may be piloted through the MUTCD experimentation process. That process is described in [Section 1A.10](#) of the MUTCD and a table on the FHWA's bicycle and pedestrian design guidance Web page is regularly updated ([FHWA Bicycle and Pedestrian Design Guidance](#)), and explains what bicycle facilities, signs, and markings are allowed in accordance with the MUTCD. Other elements of the NACTO Guide's new and revised provisions will be considered in the rulemaking cycle for the next edition of the MUTCD.

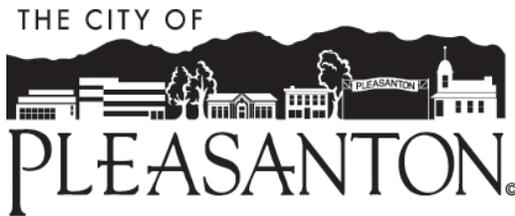
ITE Guide

In 2010, FHWA supported production of the ITE Guide [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#). This guide is useful in gaining an understanding of the flexibility that is inherent in the AASHTO “Green Book,” [A Policy on Geometric Design of Highways and Streets](#). The chapters emphasize thoroughfares in “walkable communities” – compact, pedestrian-scaled villages, neighborhoods, town centers, urban centers, urban cores and other areas where walking, bicycling and transit are encouraged. It describes the relationship, compatibility and trade-offs that may be appropriate when balancing the needs of all users, adjoining land uses, environment and community interests when making decisions in the project development process.

Summary

FHWA encourages agencies to appropriately use these guides and other resources to help fulfill the aims of the 2010 [US DOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations](#) – “...DOT encourages transportation agencies to go beyond the minimum requirements, and proactively provide convenient, safe, and context-sensitive facilities that foster increased use by bicyclists and pedestrians of all ages and abilities, and utilize universal design characteristics when appropriate.”

Accompanying this memo are the latest versions of the: 1) AASHTO Bike Guide, 2) NACTO Bike Guide; and 3) the ITE [Designing Walkable Urban Thoroughfares](#) Guide.



Bicycle, Pedestrian & Trails Committee Agenda Report

July 28, 2014
Item 6

SUBJECT: PEDESTRIAN SIDEWALK IMPROVEMENT PROJECT

SUMMARY

The City of Pleasanton's Engineering Division has completed design plans to construct a new sidewalk on Bernal Avenue between Foothill Road and West Lagoon Road.

RECOMMENDATION

This report is for informational purposes and no committee action is requested.

BACKGROUND

As part of the overall improvement program for Bernal Avenue, the City has developed the attached plan set to construct a concrete sidewalk along the south side of Bernal Avenue from the intersection with Foothill Road to West Lagoon Road. The plan will construct 5 foot wide raised concrete sidewalk for the entire length of the project with the exception of the two short approaches to the Bernal Bridge. At these two locations, the sidewalk will be at grade and separated by raised curb that will allow for proper drainage and also provide the opportunity for bicyclists to use the separated sidewalk across the bridge instead of the narrow travel lanes.

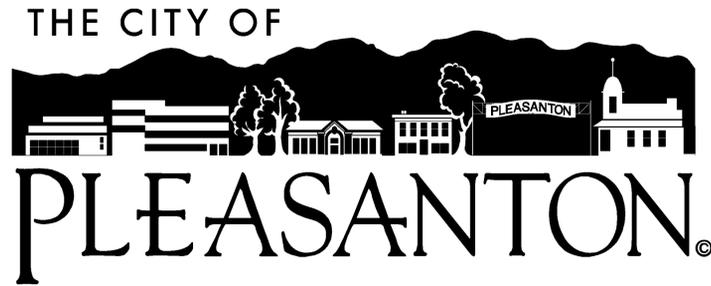
FINANCIAL STATEMENT

The funding for this project is through the Measure B half cent sales tax.

Submitted by:

/s/
Mike Tassano
Traffic Engineering

Attachments: Pedestrian Improvement Plan



BICYCLE AND PEDESTRIAN RELATED IMPROVEMENTS

BERNAL AVENUE FOOTHILL RD. TO W. LAGOON RD.

SIDEWALK IMPROVEMENTS

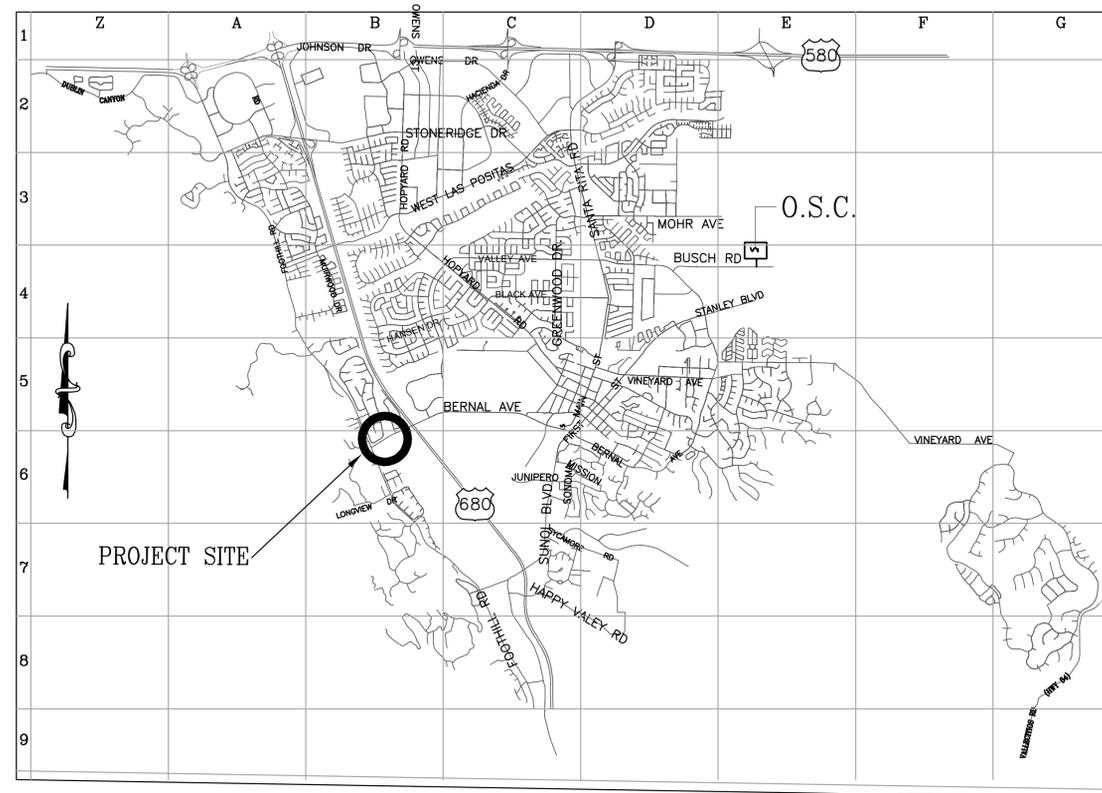
PROJECT NO. 145043

GENERAL NOTES

- ALL MATERIAL AND WORKMANSHIP SHALL FULLY CONFORM WITH THE SPECIFICATIONS, STANDARDS, AND ORDINANCES OF THE CITY OF PLEASANTON. STANDARD SPECIFICATIONS AND DETAILS ARE AVAILABLE IN THE OFFICE OF THE ENGINEER.
- THE OFFICE OF THE ENGINEER (PHONE 925-931-5650) SHALL BE NOTIFIED 48 HOURS PRIOR TO THE REQUIREMENT FOR SURVEY STAKES.
- THE OFFICE OF CONSTRUCTION SERVICES (PHONE 925-931-5680) SHALL BE NOTIFIED AT LEAST 24 HOURS IN ADVANCE OF ANY WORK.
- THE LOCATION AND DEPTHS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXISTENCE AND LOCATION OF ALL UNDERGROUND UTILITIES. THE UNDERGROUND CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION TO FIELD LOCATE UTILITIES. CONTACT UNDERGROUND SERVICE ALERT AT 800-642-2444.
- ANY EXTRA CONSTRUCTION STAKING AND MARKINGS NECESSITATED SOLELY BY THE CONTRACTOR'S NEGLIGENCE WILL BE PAID FOR BY THE CONTRACTOR ON A TIME AND MATERIALS BASIS.
- THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY FIELD CHANGES MADE WITHOUT WRITTEN AUTHORIZATION FROM THE ENGINEER.
- CONTRACTOR SHALL PROVIDE ADEQUATE TRAFFIC AND PEDESTRIAN CONTROLS & SHALL SUBMIT PLANS FOR EACH. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS DURING CONSTRUCTION AND MAY HAVE TO MAINTAIN ACCESS ON ONE SIDE OF THE STREET AND/OR INTERSECTION.
- ALL EXISTING UTILITIES AND PRIVATE IMPROVEMENTS THAT BECOME DAMAGED DURING CONSTRUCTION SHALL BE COMPLETELY RESTORED TO THE SATISFACTION OF THE ENGINEER, AT CONTRACTOR'S SOLE EXPENSE.
- THE CONTRACTOR AGREES THAT, IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY AND THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT JUST DURING NORMAL WORKING HOURS.
- SHOULD IT APPEAR THAT THE WORK TO BE DONE, OR ANY MATTER RELATIVE THERETO, IS NOT SUFFICIENTLY DETAILED OR EXPLAINED ON THESE PLANS, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR SUCH FURTHER EXPLANATIONS AS MAY BE NECESSARY.
- EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE AND IN PLACE BY THE CONTRACTOR DURING CONSTRUCTION UNLESS OTHERWISE SHOWN.
- REFERENCES TO THE STATE STANDARD SPECIFICATIONS AND STANDARD PLANS MEANS THE MAY 2006 EDITIONS.
- CONTRACTOR SHALL REMOVE ALL U.S.A. MARKINGS.
- CONTRACTOR SHALL REINSTALL ALL MONUMENTS AFFECTED BY CONSTRUCTION.
- CONTRACTOR TO NOTIFY ALL RESIDENTS AFFECTED BY CONSTRUCTION, IN WRITING, AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- HAUL ROUTES: AS DIRECTED BY THE PROJECT INSPECTOR.
- LIMITS OF CONCRETE REMOVAL AS MARKED IN FIELD AND AS DIRECTED BY THE PROJECT INSPECTOR. ALL RAMPS SHOULD MAKE A SMOOTH TRANSITION TO THE SIDEWALK WITH NECESSARY CURVE TO MATCH THE EXISTING.
- NEW LOCATIONS OF EXISTING POLES AND SIGNS TO BE APPROVED BY PROJECT INSPECTOR PRIOR TO INSTALLATION.
- ALL AFFECTED LANDSCAPING SHALL BE REPLACED TO MATCH OR BETTER TO THE SATISFACTION OF THE ENGINEER.
- ALL RAMPS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH OF THE RAMP AND 36" MINIMUM DEPTH.
- CONCRETE SHALL BE CLASS II, 3000 PSI W/ FIBER REINFORCEMENT.
- EXISTING TOPOGRAPHIC INFORMATION SHOWN ON THESE PLANS IS BASED ON FIELD SURVEY PROVIDED BY BKF ENGINEERS. CONTRACTOR SHALL REVIEW THE PLANS AND CONDUCT FIELD INVESTIGATIONS AS REQUIRED TO VERIFY EXISTING CONDITIONS AT THE PROJECT SITE. SHOULD GRADES ENCOUNTERED VARY FROM THOSE SHOWN, CONTRACTOR SHALL CONTACT THE ENGINEER IMMEDIATELY FOR CLARIFICATION.

LEGEND

	EXISTING	PROPOSED
VERTICAL CURB OR BERM		
CURB & GUTTER		
PAVEMENT SLOPE DIRECTION		
STREET LIGHT		
SIGN		
WATER VALVE		
CATCH BASIN		
FIRE HYDRANT		
UTILITY BOX OR VAULT		
DETECTABLE WARNING SURFACE		



VICINITY MAP

SHEET INDEX

- COVER SHEET
- DEMOLITION & CIVIL IMPROVEMENT PLAN
- CIVIL IMPROVEMENT DETAILS
- POLLUTION PREVENTION

ABBREVIATIONS

AB	AGGREGATE BASE	L	LENGTH
AC	ASPHALT CONCRETE	LF	LINEAR FEET
BW	BACK OF WALK	LG	LIP OF GUTTER
BC	BACK OF CURB	LT	LEFT
C&G	CURB AND GUTTER	MIN	MINIMUM
CC	CONCRETE	MH	MANHOLE
CD	CURB DRAIN	PG&E	PACIFIC GAS & ELECTRIC
CI	CURB INLET	R/W	RIGHT-OF-WAY
CL	CENTERLINE	R	RADIUS
CONC	CONCRETE	RT	RIGHT
DI	DRAIN INLET	R&R	REMOVE & REPLACE
DIP	DUCTILE IRON PIPE	S	SEWER LATERAL STAMP
DWY	DRIVEWAY	SD	STORM DRAIN
EB	ELECTRICAL BOX	SF	SQUARE FEET
EC	EDGE OF CURB	SL	STREET LIGHT
EG	EXISTING GRADE	SS	SANITARY SEWER
EL	ELECTRICAL	ST.	STREET
EP	EDGE OF PAVEMENT	S/W	SIDEWALK
EQ	EQUAL	TC	TOP OF CURB
EX	EXISTING	TS	TRAFFIC SIGNAL
F/C	FACE OF CURB	TSB	TRAFFIC SIGNAL BOX
FG	FINISHED GRADE	TEL	TELEPHONE
FH	FIRE HYDRANT	TYP	TYPICAL
GB	GRADE BREAK	W	WATER
HORIZ	HORIZONTAL	WV	WATER VALVE
HYD	HYDRANT		
IRR	IRRIGATION		

REV.	DATE	DESCRIPTION



CITY OF PLEASANTON
Department of Community Development

BERNAL SIDEWALK IMPROVEMENTS
COVER SHEET

DRAWN/DESIGNED:
CHECKED:
DIRECTOR OF OPERATIONS SERVICE
TRAFFIC ENGINEER

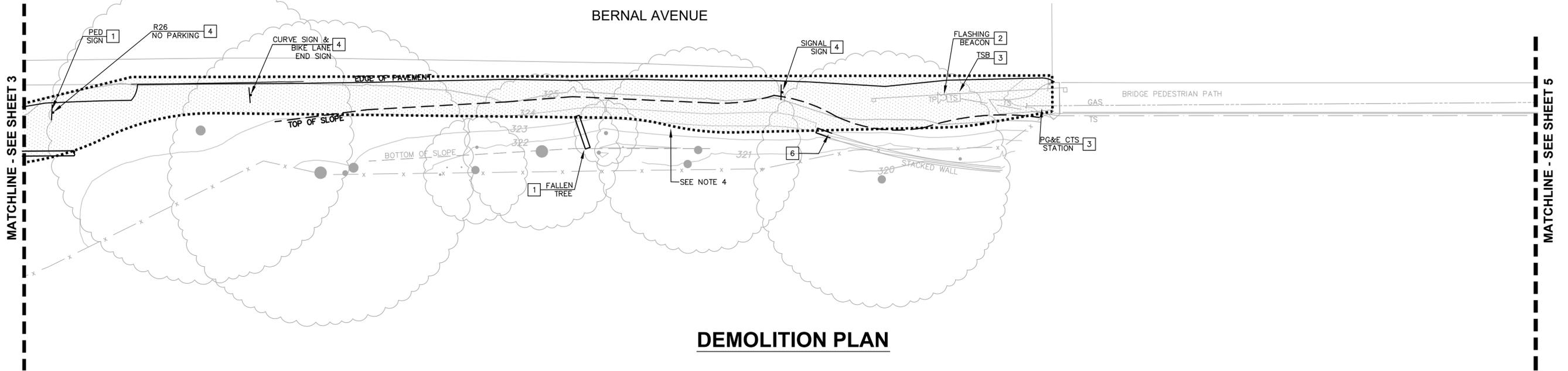
STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/15

BRIAN DOLAN, DIRECTOR
OF COMMUNITY DEVELOPMENT

DATE: 6/20/14
SCALE:
FILE NAME:

SHEET
1
OF 7

BERNAL AVENUE



DEMOLITION PLAN

DEMOLITION LEGEND:

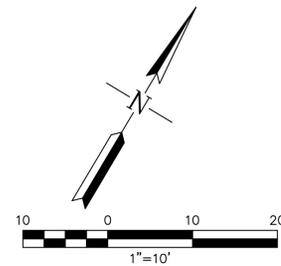
- LIMIT OF DEMOLITION, SEE NOTE 1
- DEMOLITION AREA

DEMOLITION KEY SYMBOL:

- 1 TO BE REMOVED
- 2 TO REMAIN
- 3 EX UTILITY TO BE PROTECTED AND ADJUSTED TO GRADE
- 4 EX SIGN TO BE RELOCATED
- 5 EX CULVERT TO BE REMOVED WITHIN NEW SIDEWALK PAVING LIMITS AND CAPPED WITH BRICK MORTAR.
- 6 REMOVE PORTION OF STACKED RETAINING WALL THAT CONFLICTS WITH NEW SIDEWALK.

DEMOLITION NOTES:

1. WITHIN LIMIT OF DEMOLITION, REMOVE ALL ASPHALT, CONCRETE, AGGREGATE BASE, TOPSOIL, ORGANIC MATERIAL, AND MISCELLANEOUS ITEMS. EXCAVATE TO SUBGRADE DEPTH FOR NEW ASPHALT OR CONCRETE SECTIONS.
2. ALL EXISTING UTILITIES ARE TO REMAIN AND SHALL BE ADJUSTED TO GRADE UNLESS OTHERWISE NOTED ON PLANS.
3. EXISTING STREETLIGHTS SHALL REMAIN AND BE PROTECTED IN PLACE.
4. TRIM EXISTING VEGETATION AND TREES TO MAINTAIN 8' VERTICAL CLEARANCE FROM EDGE OF SIDEWALK.



CIVIL IMPROVEMENT LEGEND:

- LIMIT OF GRADING
- PROPOSED SWALE FLOWLINE
- 4" CONCRETE OVER 3" CLASS II AB PER CITY STD
- 3" AC OVER COMPACTED SUBGRADE
- x (325.27±) EXISTING GRADE
- x 324.50 PROPOSED GRADE

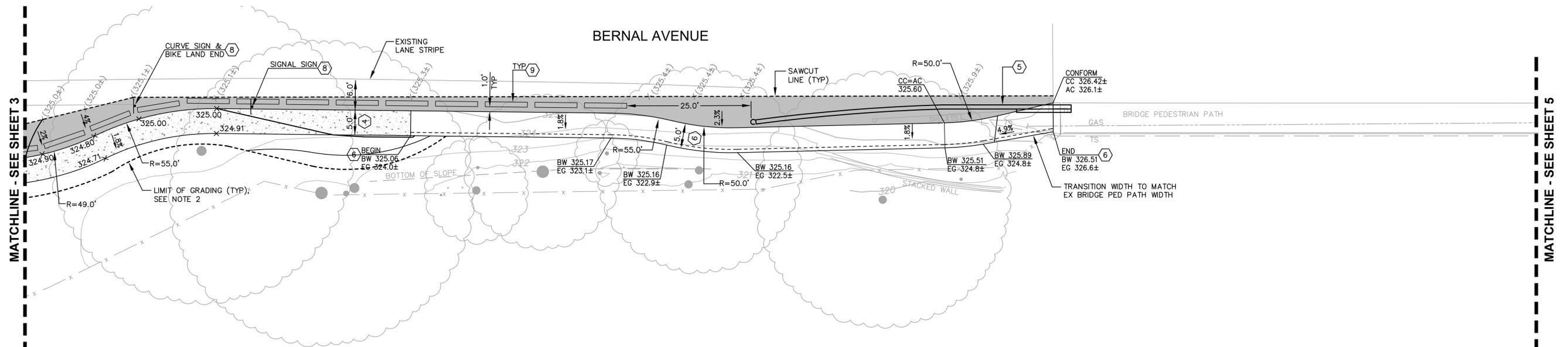
CIVIL IMPROVEMENT NOTES:

1. DIMENSIONS OF STREET AND SIDEWALK ARE TO FACE OF CURB UNLESS OTHERWISE NOTED ON PLAN.
2. CONFORM TO EXISTING GRADE AT A MAXIMUM SLOPE OF 2.5:1.

CIVIL IMPROVEMENT KEY SYMBOL:

- 1 CITY STANDARD SIDEWALK POURED FLUSH WITH EX TOP OF CURB. DOWEL NEW SIDEWALK INTO EXISTING CURB W/#3 REBAR, 12" LONG @ 2'-0" ON CENTER. USE EPOXY TO ANCHOR DOWELS INTO DRILLED CURB.
- 2 TYPE "B" MONOLITHIC CURB, GUTTER AND SIDEWALK, PER CITY STD DWG NO. 102.
- 3 ADA CURB RAMP PER DETAIL 1, SHEET 6.
- 4 CITY STANDARD SIDEWALK FLUSH WITH ADJACENT ROADWAY.
- 5 METAL BEAM GUARD RAILING PER DETAIL 4, SHEET 6. TRANSITION RAILING TYPE 12B.
- 6 SIDEWALK WITH TURNDOWN RETAINING EDGE AND GUARDRAIL PER DETAIL 2, SHEET 6.
- 7 24"x24" OLDCASTLE PRECAST (OR APPROVED EQUIVALENT) DROP INLET WITH SIDE OPENING AT WEST SIDE TO ALLOW STORMWATER TO FLOW INTO INLET FROM DRAINAGE SWALE. CONNECT TO EXISTING STORM DRAIN LINE.
- 8 RELOCATED SIGN
- 9 AC BERM WITH 18" OPENINGS EVERY 10' O.C. PER DETAIL 3, SHEET 6.
- 10 INSTALL NEW STOP LEGEND.
- 11 INSTALL NEW R26(S)(CA) ON EXISTING STREET LIGHT.
- 12 INSTALL NEW W5-2 "NARROW BRIDGE" SIGN W/ RELOCATED R26 SIGN ON SAME POST.

BERNAL AVENUE



CIVIL IMPROVEMENT PLAN

REV.	DATE	DESCRIPTION



CITY OF PLEASANTON
Department of Community Development

BERNAL SIDEWALK IMPROVEMENTS
DEMOLITION & CIVIL IMPROVEMENT PLAN

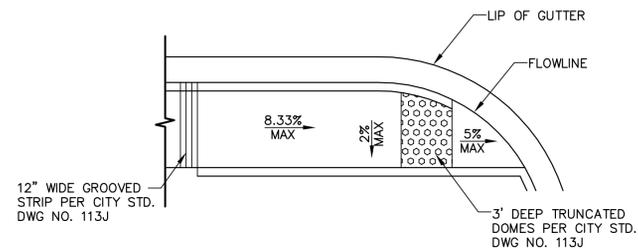
DRAWN/DESIGNED: BKF
CHECKED: BKF
DIRECTOR OF OPERATIONS SERVICE
TRAFFIC ENGINEER

STEPHEN M. KIRKPATRICK
CITY ENGINEER
NO. 53367
EXP. 6/30/15

BRIAN DOLAN, DIRECTOR
OF COMMUNITY DEVELOPMENT

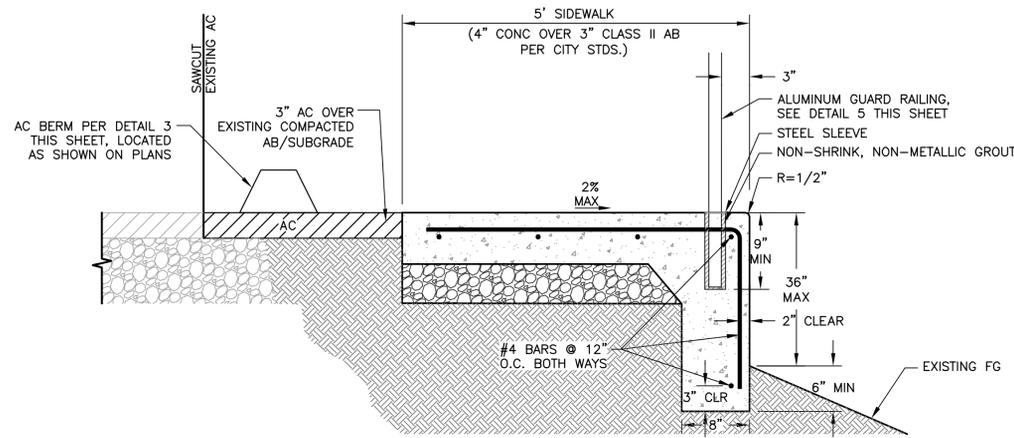
DATE: 6/20/14
SCALE: 1"=10'
FILE NAME:

SHEET 4
OF 7



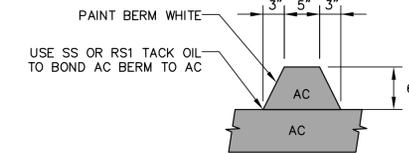
NOTE: SEE CITY STD. DWG NO. 113J FOR ADDITIONAL INFORMATION

1 NONSTANDARD ADA RAMP
NTS

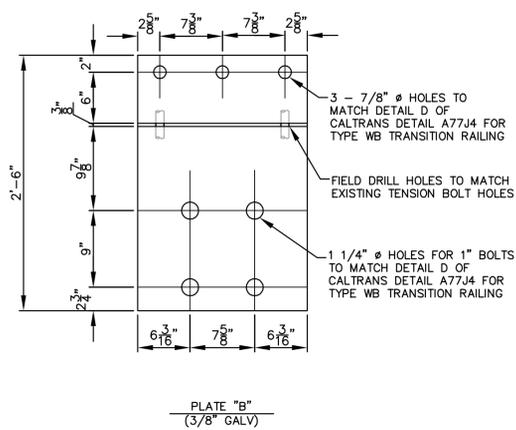
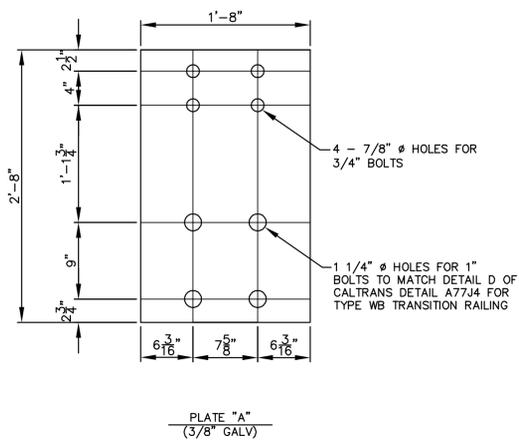
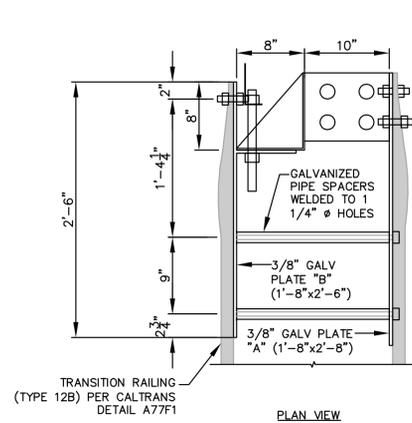


NOTE: SEE CITY STD. DWG NO. 101 & 102 FOR ADDITIONAL SIDEWALK CONSTRUCTION INFORMATION.

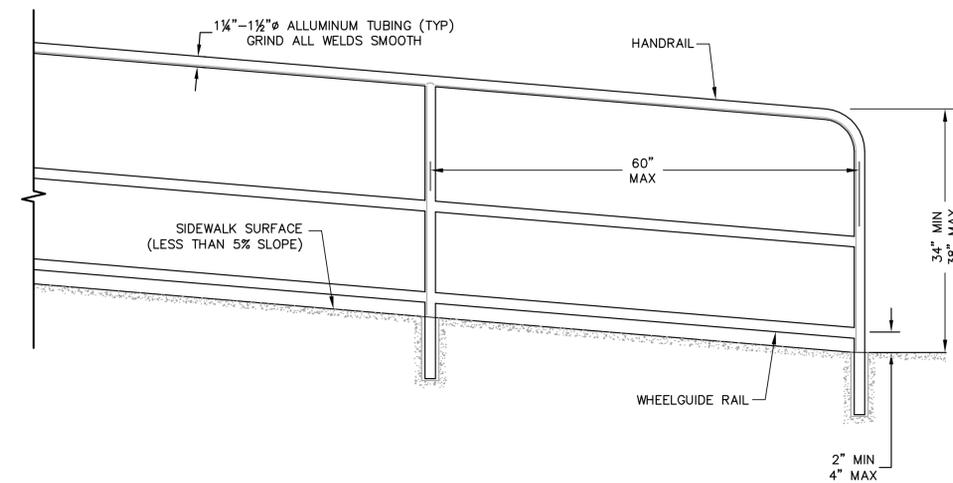
2 RETAINING SIDEWALK WITH RAILING
NTS



3 AC BERM
NTS

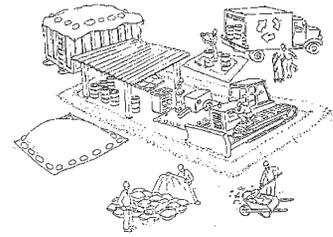


4 METAL BEAM GUARD RAILING
NTS



5 GUARD RAILING
NTS

Pollution Prevention - It is Part of the Plan



Make sure your crews and subs do the job right!

Runoff from streets and other paved areas is a major source of pollution in San Francisco Bay. Construction activities can directly affect the health of the Bay unless contractors and crews plan ahead to keep dirt, debris, and other construction waste away from storm drains and local creeks. Following these guidelines will ensure your compliance with City of Pleasanton requirements. Contact the City of Pleasanton, Department of Public Works at 925-931-5650 or for private onsite work contact the Building and Safety Division at 925-931-5300.

Materials storage & spill cleanup

Non-hazardous materials management

- ✔ Sand, dirt, and similar materials must be stored at least 10 feet from catch basins, and covered with a tarp during wet weather or when rain is forecast.
- ✔ Use (but don't overuse) reclaimed water for dust control as needed.
- ✔ Sweep or vacuum streets and other paved areas daily. Do not wash down streets or work areas with water!
- ✔ Recycle all asphalt, concrete, and aggregate base material from demolition activities.

Comply with City Ordinance for recycling construction materials, wood, gyp board, pipe, etc.

Contact Pleasanton Garbage Service at 925-846-2042 for both recycling and debris disposal.

- ✔ Check dumpsters regularly for leaks and to make sure they don't overflow. Repair or replace leaking dumpsters promptly.

Hazardous materials management

- ✔ Label all hazardous materials and hazardous wastes (such as pesticides, paints, thinners, solvents, fuel, oil, and antifreeze) in accordance with city, state, and federal regulations.
- ✔ Store hazardous materials and wastes in secondary containment and cover them during wet weather.
- ✔ Follow manufacturer's application instructions for hazardous materials and be careful not to use more than necessary. Do not apply chemicals outdoors when rain is forecast within 24 hours.
- ✔ Be sure to arrange for appropriate disposal of all hazardous wastes.

Spill prevention and control

- ✔ Keep a stockpile of spill cleanup materials (rags, absorbents, etc.) available at the construction site at all times.
- ✔ When spills or leaks occur, contain them immediately and be particularly careful to prevent leaks and spills from reaching the gutter, street, or storm drain. Never wash spilled material into a gutter, street, storm drain, or creek!
- ✔ Report any hazardous materials spills immediately! Dial 911 or the Livermore/Pleasanton Fire Department at 925-454-2330.

Vehicle and equipment maintenance & cleaning

- ✔ Inspect vehicles and equipment for leaks frequently. Use drip pans to catch leaks until repairs are made; repair leaks promptly.
- ✔ Fuel and maintain vehicles on site only in a bermed area or over a drip pan that is big enough to prevent runoff.
- ✔ If you must clean vehicles or equipment on site, clean with water only in a bermed area that will not allow rinse water to run into gutters, streets, storm drains, or creeks.
- ✔ Do not clean vehicles or equipment on-site using soaps, solvents, degreasers, steam cleaning equipment, etc.



Earthwork & contaminated soils

- ✔ Keep excavated soil on the site where it is least likely to collect in the street. Transfer to dump trucks should take place on the site, not in the street.
- ✔ Use fiber rolls, silt fences, or other control measures to minimize the flow of silt off the site. See the approved erosion control plan for this site.



- ✔ Earth moving activities are only allowed during dry weather by permit and as approved by the City Inspector in the Field.
- ✔ Mature vegetation is the best form of erosion control. Minimize disturbance to existing vegetation whenever possible.
- ✔ If you disturb a slope during construction, prevent erosion by securing the soil with erosion control fabric, or seed with fast-growing grasses as soon as possible. Place fiber rolls down-slope until soil is secure.

- ✔ If you suspect contamination (from site history, discoloration, odor, texture, abandoned underground tanks or pipes, or buried debris), call Pleasanton/Livermore Fire Department at 925-454-2330 or the Regional Water Quality Control Board for help in determining what should be done, and manage disposal of contaminated soil according to their instructions.

Dewatering operations

- ✔ Reuse water for dust control, irrigation, or another on-site purpose to the greatest extent possible.
- ✔ Be sure to call Pleasanton's storm drain source control inspector, Brian Lorimer, before discharging water to a street, gutter, or storm drain (925-931-5511). Filtration or diversion through a basin, tank, or sediment trap may be required.
- ✔ In areas of known contamination, testing is required prior to reuse or discharge of groundwater. Consult with the city inspector to determine what testing is required and how to interpret results. Contaminated groundwater must be treated or hauled off-site for proper disposal.



Saw cutting

- ✔ Always completely cover or barricade storm drain inlets when saw cutting. Use filter fabric, catch basin inlet filters, or sand/gravel bags to keep slurry out of the storm drain system.
- ✔ Shovel, absorb, or vacuum saw-cut slurry and pick up all waste as soon as you are finished in one location or at the end of each work day (whichever is sooner!).
- ✔ If saw cut slurry enters a catch basin, clean it up immediately.

Paving/asphalt work

- ✔ Do not pave during wet weather or when rain is forecast.
- ✔ Always cover storm drain inlets and manholes when paving or applying seal coat, tack coat, slurry seal, or fog seal.
- ✔ Place drip pans or absorbent material under paving equipment when not in use.
- ✔ Protect gutters, ditches, and drainage courses with sand/gravel bags, or earthen berms.
- ✔ Do not sweep or wash down excess sand from sand sealing into gutters, storm drains, or creeks. Collect sand and return it to the stockpile, or dispose of it as trash.
- ✔ Do not use water to wash down fresh asphalt concrete pavement.



Concrete, grout, and mortar storage & waste disposal

- ✔ Be sure to store concrete, grout, and mortar under cover and away from drainage areas. These materials must never reach a storm drain.
- ✔ Wash out concrete equipment/trucks off-site or designate an on-site area for washing where water will flow onto dirt or into a temporary pit in a dirt area. Let the water seep into the soil and dispose of hardened concrete with trash.



- ✔ Divert water from washing exposed aggregate concrete to a dirt area where it will not run into a gutter, street, or storm drain.
- ✔ If a suitable dirt area is not available, collect the wash water and remove it for appropriate disposal off site.

Painting

- ✔ Never rinse paint brushes or materials in a gutter or street!
- ✔ Paint out excess water-based paint before rinsing brushes, rollers, or containers in a sink. If you can't use a sink, direct wash water to a dirt area and spade it in.
- ✔ Paint out excess oil-based paint before cleaning brushes in thinner.
- ✔ Filter paint thinners and solvents for reuse whenever possible. Dispose of oil-based paint sludge and unusable thinner as hazardous waste.



STEPHEN M. KIRKPATRICK, RCE 53367,
EXP. 6/30/15
CITY ENGINEER
CITY OF PLEASANTON
PLEASANTON, CALIFORNIA

Bay Area Stormwater Management
Agencies Association (BASMAA)
1-888-BAYWISE

Storm drain polluters may be liable for fines of \$10,000 or more per day!

For more detailed information:
Get a copy of the "Field Manual" -- (510) 622-2465 or
www.abag.ca.gov/bayarea/sfep/reports/construction.html

REV.	DATE	DESCRIPTION	CITY OF PLEASANTON Department of Community Development		BERNAL SIDEWALK IMPROVEMENTS POLLUTION PREVENTION PLAN		DRAWN/DESIGNED:	DATE:	SHEET		
							CHECKED: BKF	6/20/14	7		
							DIRECTOR OF OPERATIONS SERVICE	STEPHEN M. KIRKPATRICK CITY ENGINEER NO. 53367 EXP. 6/30/15	BRIAN DOLAN, DIRECTOR OF COMMUNITY DEVELOPMENT	SCALE:	OF 7
							TRAFFIC ENGINEER			FILE NAME:	