3. CIRCULATION ELEMENT

TABLE OF CONTENTS

Tables

Figures

The General Plan Map depicts circulation system referenced in the Circulation Element.

3. CIRCULATION ELEMENT

PURPOSE

The purpose of the Circulation Element is to provide policies and maps which indicate the general location and extent of existing and proposed circulation routes and facilities; to provide a transportation system adequate to serve the traffic projected to be generated by the land uses shown on the General Plan Map, as well as regional through traffic; to promote the efficient transport of people and goods; and to encourage the efficient use of existing transportation facilities. All of the street improvements discussed in this Element are subject to further review and approval by the City Council prior to construction.

SUSTAINABLE DEVELOPMENT AND PLANNING

The City of Pleasanton embraces the concept of sustainable development and planning. A sustainable city draws from the environment only those resources that are necessary and that can be used or recycled perpetually, or returned to the environment in a form that nature can use to generate more resources. Relating the sustainability concept to circulation, this Circulation Element encourages alternatives to fossil-fuel consumption, encourages walking and bicycling as well as high-occupancy vehicle use, and provides public facilities and programs in ways that reduce motor vehicle-trips and energy usage. Thus schools, libraries, parks and recreational facilities, community facilities, cultural arts, human services, businesses, and jobs should be readily accessed by walking, bicycle riding, transit, carpools, or linked automobile trips. Overall, the Circulation Element includes goals, policies, and programs that seek to improve the links between jobs, housing, and community services and amenities, and to increase the functionality of the circulation system for all users.

STREETS AND HIGHWAYS

An extensive roadway network which includes freeways, arterials, collectors and local streets serves Pleasanton. Table 3-1 lists existing roadway segments by type (e.g., freeways, arterials, and collectors) while Figure 3-1 shows the roadways. The Circulation Element uses standard classifications for its roadway system which indicate the type of use expected and guide in roadway planning and design. Freeways are characterized by their limited access and grade separations and primarily serve long-distance trips. Arterials feed through-traffic to freeways, provide access to adjacent land uses – mostly at intersections – and feature traffic control measures. Collectors provide access to adjacent land uses and feed local traffic to arterials. Residential collectors provide access to residential areas and feed

View of roadways from Augustin Bernal Park

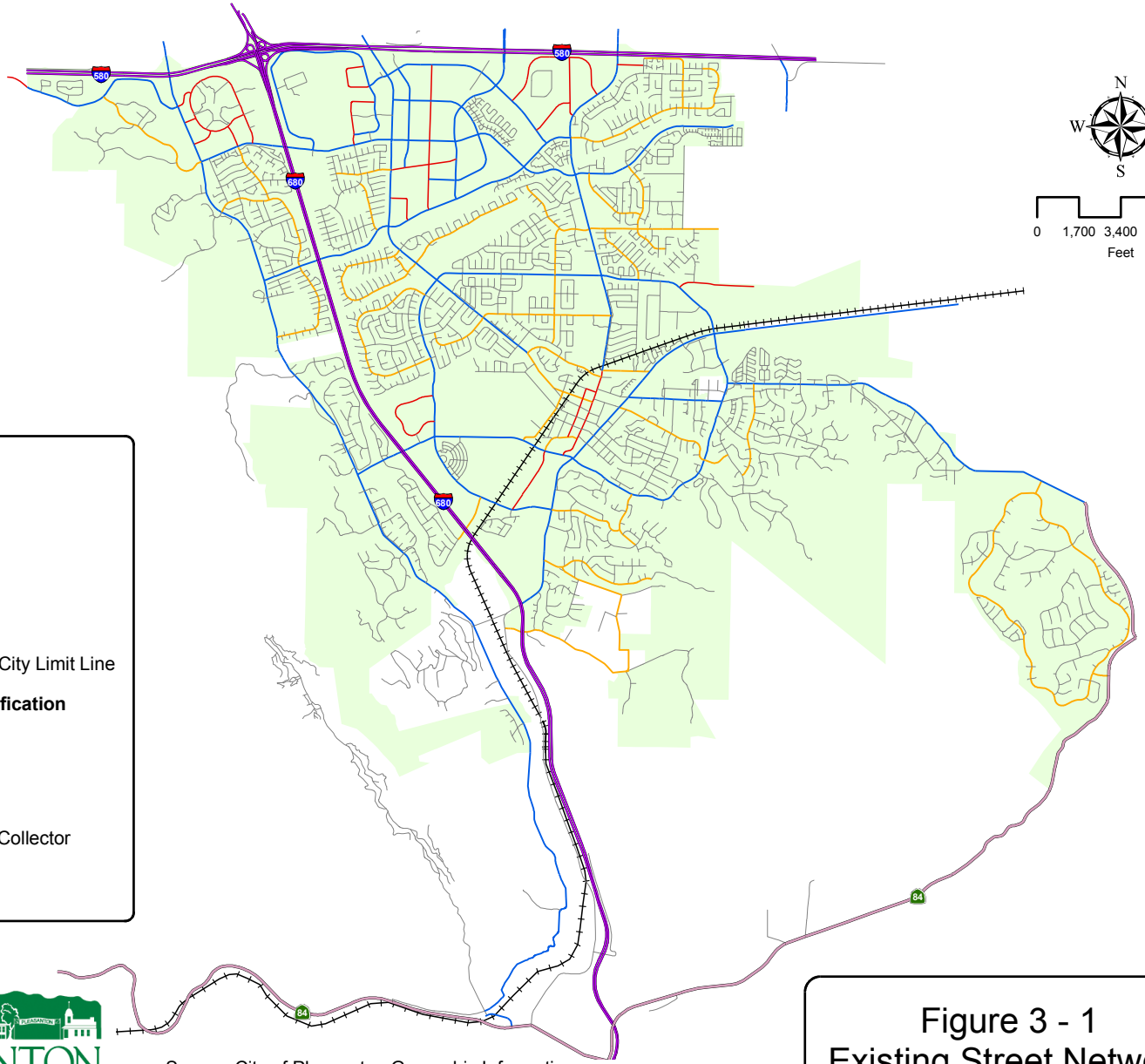
TABLE 3-1: ROADWAY FUNCTIONAL CLASSIFICATIONS

Roadway Segment	*From*	*To*
Freeways		
I-580	Foothill Rd	El Charro Rd
I-680	I-580	Sunol Blvd
Arterials		
Bernal Ave	Foothill Rd	Stanley Blvd
Chabot Dr	Owens Dr	Inglewood Dr
Dublin Canyon Rd	Western City Limits	Foothill Rd
El Charro Rd	I-580	Stanley Blvd
First St	Sunol Blvd	Stanley Blvd
Foothill Rd	I-580	City Limits
Foothill Rd	Country Ln	Verona Rd
Gibraltar Dr	Hopyard Rd	Willow Rd
Hacienda Dr	I-580	West Las Positas Blvd
Hopyard Rd	I-580	Del Valle Parkway
Johnson Dr	Stoneridge Dr	Franklin Rd
Owens Dr	Johnson Dr	West Las Positas Blvd
Santa Rita Rd	I-580	Stanley Blvd
Stanley Blvd	First St	Eastern City Limits
Stoneridge Dr	Foothill Rd	Eastern City Limits
Sunol Blvd	Bernal Ave	I-680
Valley Ave	Sunol Blvd	Stanley Blvd
Vineyard Ave	First St	Bernal Ave
Vineyard Ave	Bernal Ave	Eastern City Limits
West Las Positas Blvd	Foothill Rd	Santa Rita Rd
Collectors		
Andrews Dr	Owens Dr	Old Santa Rita Rd
Busch Rd	Valley Ave	Eastern Terminus
Canyon Way	Foothill Rd	Stoneridge Mall Rd
Case Ave	Bernal Ave	Valley Ave
Coronado Lane	Hopyard Rd	West Las Positas Blvd
Deodar Way	Foothill Rd	Stoneridge Mall Rd
Franklin Dr	Stoneridge Dr	Johnson Dr
Inglewood Dr	Hopyard Rd	Hacienda Dr
Koll Center Pkwy	Valley Ave	Valley Ave
Laurel Creek Way	Foothill Rd	Stoneridge Mall Rd
Main St	Stanley Blvd	Bernal Ave
Old Santa Rita Rd	Rosewood Dr	Santa Rita Rd
Owens Dr	Johnson Dr (North)	Johnson Dr (South)
Peters Ave	Old Bernal Ave	Saint John St
Collectors – continued		
Pimlico Dr	Santa Rita Rd	Brockton Dr
Rosewood Dr	Owens Dr	Santa Rita Rd
Springdale Ave	Stoneridge Dr	Stoneridge Mall Rd
Saint John St	Peters St	Main St
Stoneridge Mall Rd	w/o Fabian Court	Stoneridge Dr
Willow Rd	Owens Dr	West Las Positas Blvd
Residential Collectors		
Black Ave	Hansen Dr	Santa Rita Rd
Del Valle Parkway	Hopyard Rd	Main St
Division St	Del Valle Parkway	Saint Mary St
Dorman Rd	Denker Rd	West Las Positas Blvd
East Ruby Hill Dr	Ruby Hill Blvd	Ruby Hill Dr
Greenwood Rd	Mohr Ave	Harvest Dr
Independence Dr	Bernal Ave	Hopkins Way
Inglewood Dr	Mason St	Hopyard Rd
Junipero St	Sunol Blvd	Independence Dr
Kamp Dr	Stoneridge Dr	Briones Lane
Kirkcaldy St	Annis Circle	Stacey Way
Kolln St	Mohr Av	Valley Ave
Kottinger Dr	First St	Concord St
Laguna Creek Ln	West Lagoon Rd	Valley Ave
Laurel Creek Dr	Dublin Canyon Rd	Foothill Rd
Mohr Ave	Sutter Gate Ave	Eastern Terminus
Muirwood Dr	Foothill Rd (north)	Foothill Rd (south)
National Park Rd	North Valley Trails Dr	South Valley Trails Dr
Old Bernal Ave	Bernal Ave	Main St
Parkside Dr	Hopyard Rd	Eastern Terminus
Paseo Santa Cruz	Valley Ave (north)	Valley Ave (south)
Pimlico Dr	Brockton Dr	West Las Positas Blvd (south)
Pleasanton Ave	Bernal Ave	Saint Mary St
Rheem Dr	Stoneridge Dr	Kamp Dr
Ruby Hill Blvd	Vineyard Ave	West Ruby Hill Dr
Saint Mary St	Division St	Main St
Springdale Ave	Muirwood Dr	Stoneridge Mall Road
Stanley Blvd	Main St	First St
Sycamore Creek Way	Sycamore Rd	Eastern Terminus
Sycamore Rd	Sunol Blvd	Eastern Terminus
Touriga Dr	Vineyard Ave	Concord St
Valley Trails	Hopyard Rd (north)	Hopyard Rd (south)
West Las Positas Blvd	Santa Rita Rd	Kirkcaldy St

Note: This table does not list local streets.

Source: City of Pleasanton, Department of Public Works, Traffic Engineering, 2007.

2005 PLEASANTON PLAN 2025



N
W E
S

0 1,700 3,400 6,800
Feet

Legend

- Interstate
- State Route
- Railroad
- Pleasanton City Limit Line

City Roadway Classification

- Arterial
- Collector
- Residential Collector
- Local

THE CITY OF PLEASANTON

Source: City of Pleasanton Geograhic Information Services and Traffic Engieering, 2007
ESRI Data, 2006

Figure 3 - 1
Existing Street Network

traffic from local streets to arterials. By design, local streets serve only adjacent land uses in both commercial and residential areas and provide direct access to these land uses. Table 3-2 shows desirable traffic volumes for these types of roadways.

While the classification system describes the general functions and volumes of each type of roadway, there is often overlap between classifications and actual characteristics. In some cases, a lower classified street may carry higher volume than a higher classified street. These volumes are anticipated to balance in the future, as the City constructs new roadways and makes improvements to the circulation system.

TABLE 3-2:
DESIRABLE TRAFFIC VOLUMES PER ROADWAY TYPE

Roadway Type	Per Lane Per Hour	Two-Way Average Daily Traffic [a]
Two-Lane Local Streets	-	500 - 3,000
Two-Lane Residential Collectors	-	3,000 - 6,000
Two-Lane Collector Streets	-	4,000 - 10,000
Two-Lane Arterial Streets	900	15,000
Four-Lane Arterial Streets	900	30,000
Six-Lane Arterial Streets	900	45,000
Six-Lane Freeway	2,000	120,000
Eight-Lane Freeway	2,000	160,000
Ten-Lane Freeway	2,000	200,000

[a] Values based on average daily traffic are volumes based on typical traffic conditions rather than a true physical roadway capacity.

Source: City of Pleasanton Dept. of Public Works, Traffic Engineering, 2007.

Description of the Existing Roadway Network

Regional Facilities

Two Interstate freeways and one State Route serve Pleasanton. Interstate 580 (I-580) is an eight-lane freeway which runs east-west from Interstate 5 near Tracy to beyond its joining with Interstate 80 in Emeryville. Interstate 680 (I-680) runs north-south from Interstate 280 in San Jose to Interstate 80 near Fairfield. It is a six-lane freeway, south of I-580, and a six-lane freeway with additional high-occupancy vehicle (HOV) lanes north of I-580. The intersection of I-580 and I-680 has an ultimate design of four separate flyovers, as specified by Caltrans. Phase 1 of the interchange is complete with the construction of the southbound to eastbound flyover. Supplemental design is currently underway to construct the northbound to westbound flyover. State Route 84 (SR 84) is a two-lane highway which runs from I-580 in Livermore to I-680 in Sunol and continues on to Highway 1 near San Gregorio. State Route 84 has recently been realigned moving the northern section out of the center of the City of Livermore to Livermore's western city limit. Construction is underway to add truck-climbing lanes through Pigeon Pass near I-680 as well as to widen the northern section to four lanes. Pleasanton supports the widening of State Route 84 from two to four lanes between I-680 and I-580. This improvement will alleviate cut-through traffic in Pleasanton and congestion on I-580.

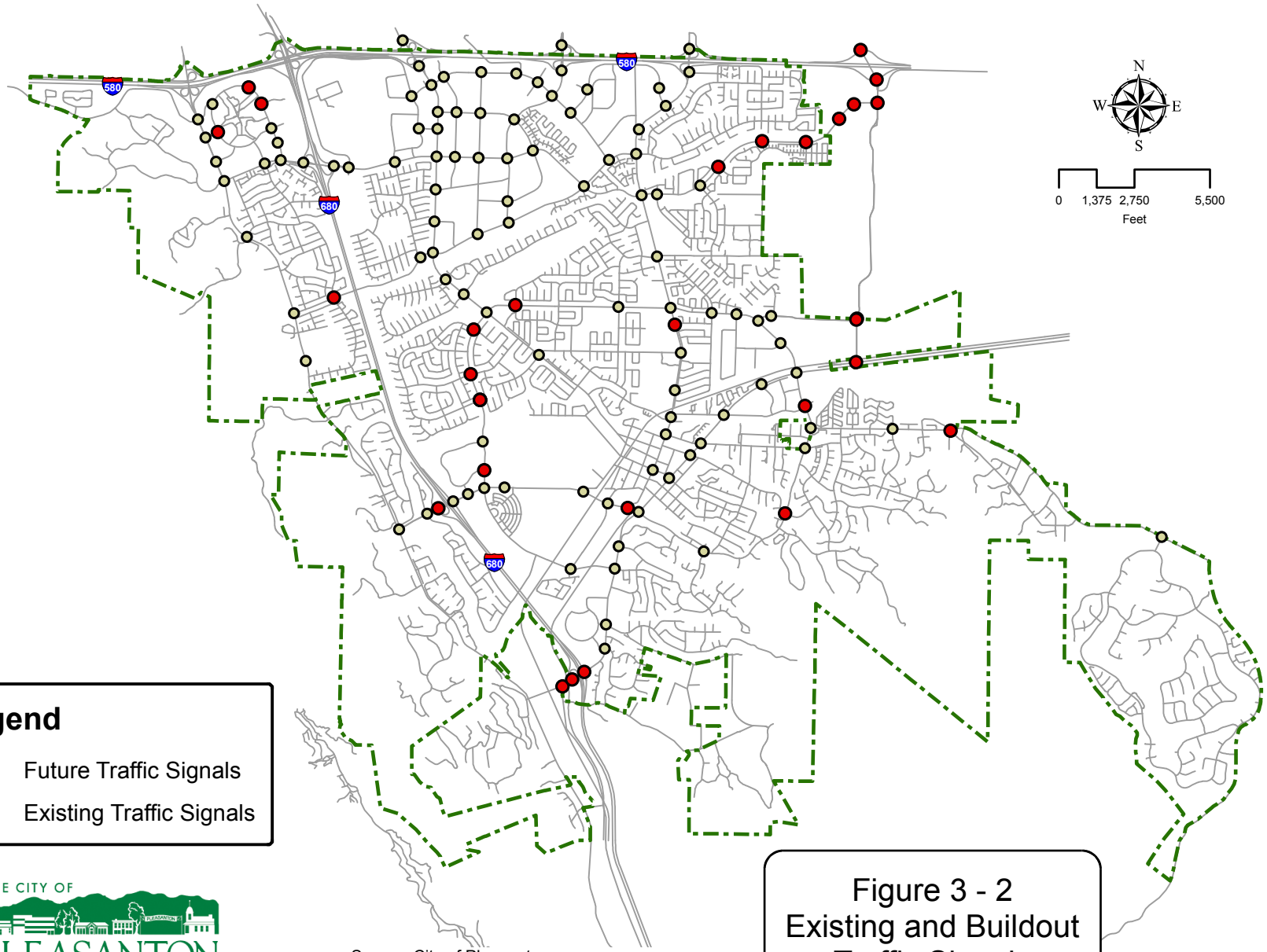
Local Roadway Network

Table 3-1, above, lists arterials serving the Pleasanton Planning Area. Seven of the arterials provide access to the freeway system via an interchange. Five of these interchanges are fully signalized. See Figure 3-2 for the locations of all signalized and future signalized intersections.

In addition to the interchanges, access to and from the City of Pleasanton circulation network can be gained from eight arterials providing a system with multiple and distributed access points.

Vehicles use this network of arterials to access the collector streets which provide access to homes and businesses on the local street network.

2005 PLEASANTON PLAN 2025



Legend

- Future Traffic Signals
- Existing Traffic Signals

THE CITY OF PLEASANTON

Source: City of Pleasanton
Traffic Engineering, 2006

Figure 3 - 2
Existing and Buildout
Traffic Signals

Existing Roadway Standards

The City of Pleasanton has adopted numerous roadway standards and requirements to protect the safety and welfare of its citizens. Public streets within the city limits are constructed and maintained to City standards. Most City streets feature at least 11-foot-wide travel lanes,[1] curbs, gutters, and sidewalks. Where traffic conditions warrant and sufficient right-of-way exists, the City installs traffic signals, stop signs, pedestrian crosswalks, and bicycle lanes. Exceptions to City standards include older streets which were built prior to modern road standards and streets where the rights-of-way are insufficient for roadway improvements.

Pleasanton also has standards for acceptable levels of traffic congestion within the city. These level-of-service (LOS) standards generally require developers of major projects to limit traffic volumes to LOS D or better (see Table 3-3 level-of-service definitions) throughout Pleasanton or provide mitigation measures which will ensure that traffic volumes meet this standard. Potential mitigation measures include traffic signals; roadway improvements such as street widening or turn lanes; traffic trip reductions such as ridesharing (carpools and vanpools), bicycling, walking, public transit, preferential parking, and flexible working hours; or limiting the density or type of land uses. There are a few exceptions to the LOS standard within Pleasanton. The exceptions are in the Downtown Area and at the City of Pleasanton gateway intersections (i.e., constrained gateways). These intersections may have a level of service below the level-of-service D standard if no reasonable mitigation exists or if the necessary mitigation is contrary to other goals and policies of the City.

[1] The 11-foot wide travel lanes are a slight reduction over the 12-foot wide travel lanes in the 1996 General Plan and are sufficiently wide for safety and allow additional bicycle lanes to be accommodated within the existing street right of way.

The *Downtown Specific Plan* contains policies which emphasize the need to maintain a traditional pedestrian friendly atmosphere in the Downtown, with buildings constructed to the sidewalk, shade trees, outdoor dining, wide sidewalks, and street furniture. This overriding goal limits the extent that the intersections may be widened and improved. For this reason the Downtown intersections are exempt from the LOS D standard unless the City determines that improvements necessary to maintain LOS D are consistent with the goals of the *Downtown Specific Plan.*

Main Street at Rose Avenue /Neal Street

All traffic entering and leaving the Pleasanton circulation network flows through gateway intersections (as listed in Table 3-4). These intersections are also key arrival points into the city where street design, buildings, and landscaping are used to create an inviting entrance into Pleasanton. These locations have been designed to accommodate the Pleasanton-based traffic but have experienced increased volumes of cut-through traffic that impact the level of

TABLE 3-3: INTERSECTION LEVEL-OF-SERVICE DEFINITIONS

Level of Service (LOS)	Average Vehicle Control Delay (seconds)	
A	< 10.0	LOS A describes driving conditions with average delays of 10 seconds or fewer per vehicle. When traffic signals are synchronized, this level of service allows for most vehicles to arrive during the green light. The majority of through traffic on the main street does not stop at all.
B	10.1-20.0	LOS B describes driving conditions where more vehicles have to stop at red lights and average delays increase up to 20 seconds per vehicle. Synchronized traffic signals can still provide good progression for through traffic on the major street.
C	20.1-35.0	LOS C describes driving conditions at intersections where the red signal lights stay on noticeably longer and the average delays per vehicle increases to 35 seconds. At this level of congestion some cars must wait through multiple green lights to get through the intersection. With synchronized traffic signals, some through traffic on the main street can still pass through the intersection without stopping.
D	35.1-55.0	LOS D describes congested driving conditions with most stops and delays averaging up to 55 seconds per vehicle. Most cars have to stop at red lights and more vehicles have to wait for more than one green light before passing through the intersection.
E	55.1-80.0	LOS E describes very congested driving conditions with delays averaging up to 80 seconds per vehicle. This high congestion allows for very poor progression down the main street and green lights are frequently not long enough to clear stopped vehicles.
F	> 80	LOS F describes very congested driving conditions where the number of vehicles arriving at an intersection exceeds the capacity of the intersection. Average delays exceed 80 seconds and most drivers have to wait for multiple green lights before they get through the intersection. Long queues of left turning vehicles stack out of the left turn pockets and block adjacent through lanes.

Sources: Transportation Research Board, "Highway Capacity Manual," 2000; and City of Pleasanton, Department of Public Works, Traffic Engineering, 2007.

TABLE 3-4: PLEASANTON GATEWAY INTERSECTIONS

Freeway Ramps

1 Sunol Boulevard at I-680 Southbound Ramp
2 Sunol Boulevard at I-680 Northbound Ramp
3 Bernal Avenue at I-680 Southbound Ramp
4 Bernal Avenue at I-680 Northbound Ramp
5 Stoneridge Drive at I-680 Southbound Ramp
6 Stoneridge Drive at I-680 Northbound Ramp
7 El Charro Road at I-580 Eastbound Off Ramp
8 Fallon Road at I-580 Westbound Off Ramp
9 Hopyard Road at I-580 Eastbound Ramp
10 Hopyard Road at I-580 Westbound Ramp
11 Hacienda Drive at I-580 Eastbound Ramp
12 Hacienda Drive at I-580 Westbound Ramp
13 Santa Rita Road at I-580 Westbound Ramp
14 Foothill Road at I-580 Eastbound Ramp
15 Foothill Road at I-580 Westbound Ramp

Intersections

16 Hopyard Road at Owens Drive
17 Santa Rita Road at Pimlico Drive
18 Hacienda Drive at Owens Drive
19 Stoneridge Drive at Johnson Drive
20 El Charro Road at Stanley Boulevard
21 Valley Avenue at Bernal Avenue (near I-680)
22 Foothill Road at Dublin Canyon Rd

Source: Pleasanton Community Development Dept., Traffic Engineering, 2007.

service. Mitigation measures can be used to improve level of service. However, the elimination of landscaping and significant road widening may result in a loss of visual character and pedestrian convenience at these intersections. Improvements also may encourage additional cut-through traffic, thereby reducing the effectiveness of the intersection improvements and reducing the level of service downstream of these intersections.

The City also regulates traffic speeds within Pleasanton. Traffic speed limits are established according to the *California Vehicle Code* and the *Manual of Uniform Traffic Control Devices* which consider elements such as roadway type, capacity, prevailing speed, condition, and accident rates. Moving violations, established in the *California Vehicle Code,* are enforced by the Pleasanton Police Department.[2]

Parking

On-Street Parking

The City generally prohibits on-street parking on arterial streets, but allows parking on local and collector streets if sufficient right-of-way exists. In the Downtown and adjacent to some parks and schools, the City has established limited-term parking to allow for a greater number of vehicles to use the available space. These are commonly twenty-minute, two-hour, and four-hour time limitations.

The City also has a residential permit parking program to address parking impacts of non-residential uses located next to residential developments. Residential permit parking is located around the local high schools where the limited parking on the campuses often spills into the neighborhoods.

Off-Street Parking

Off-street parking requirements are established in the City's *Zoning Ordinance* and implemented by the Planning Department when plans are reviewed for new buildings or additions. The *Zoning Ordinance* also

[2] City of Pleasanton, *Pleasanton Municipal Code, Vehicle and Traffic Code.*

establishes standards for parking lot development. Parking requirements are reduced in the Downtown to encourage higher intensity uses and in recognition of existing building on sites with limited area for parking lots. Similar to what is allowed by the *Zoning Ordinance* for shared use in certain commercial districts, consideration of reduced parking may also be appropriate for mixed-use – including transit-oriented development (TOD) – projects on a case-by-case basis where data indicate a reduced parking demand.

Parking lot at the Pleasanton Library

The *Downtown Specific Plan* identifies parking as one of the most important issues for the Downtown and one that is critical for the success of Downtown businesses, while simultaneously supporting the integration of alternative modes of transportation. In addition to special parking requirements, Downtown businesses also have the option of entering into an agreement with the City to pay parking in-lieu fees or forming a parking assessment district to provide parking spaces. The City's acquisition of the Transportation Corridor in the Downtown provides an opportunity for additional parking, as well as for landscaping and trails. This additional parking will serve businesses and the future Firehouse Arts Center on Railroad Avenue.

The City operates a park-and-ride facility at the intersection of Johnson Drive and Stoneridge Drive just east of I-680 which provides parking for 85 cars and five motorbikes. Demand for this facility exceeds capacity. In order to provide additional opportunities for carpooling and the use of transit and shuttles, a study is underway to locate additional park-and-ride sites. Other possible lots, including a site on the Bernal Property, will be evaluated by the City and Caltrans to determine exact locations, acreage, improvements, and operating procedures prior to their purchase or lease for City and Tri-Valley residents.

Existing Traffic Conditions

In 2006, the Metropolitan Transportation Commission released its ranking of commute period bottlenecks along freeways. This study looked at the entire nine county Bay Area and found that Interstate 580, from I-680 to west of El Charro Road in the p.m., ranks as the second most congested route in the morning peak hour in the Bay Area and is the most congested route in the evening peak hour.

The Metropolitan Transportation Commission indicates that expansion of the regional and local economy, including the Tri-Valley, creates this congestion. Areas of recent development that contribute to this congestion include Dougherty Valley, Tassajara Valley, North Livermore, East Dublin, and other smaller developments. Table 3-5 indicates freeway peak-hour traffic volume.

In February 2002, Caltrans completed the I-680 to I-580 southbound to eastbound flyover, which alleviated a previous bottleneck and

TABLE 3-5 PEAK-HOUR TRAFFIC CONDITIONS: I-580 AND I-680

On Interstate 580

Location	Direction	Peak	Capacity	Existing Volume	Capacity	2025 Volume
West of Foothill Road	Eastbound	a.m.	8,000	6,800	8,000	8,100
		p.m.	8,000	6,800	8,000	7,100
	Westbound	a.m.	10,000	6,600	10,000	7,500
		p.m.	10,000	7,000	10,000	7,900
West of I-680	Eastbound	a.m.	10,000	7,700	10,000	8,700
		p.m.	10,000	7,900	10,000	7,400
	Westbound	a.m.	10,000	7,900	10,000	8,400
		p.m.	10,000	8,200	10,000	8,700
West of Hopyard Road	Eastbound	a.m.	10,000	7,400	14,000	9,800
		p.m.	10,000	7,700	14,000	6,000
	Westbound	a.m.	10,000	8,900	10,000	8,400
		p.m.	10,000	9,400	10,000	8,800
West of Hacienda Drive	Eastbound	a.m.	8,000	8,500	10,000	11,000
		p.m.	8,000	8,500	10,000	7,200
	Westbound	a.m.	8,000	8,900	10,000	8,000
		p.m.	8,000	8,400	10,000	8,500
West of Santa Rita Road	Eastbound	a.m.	10,000	6,700	10,000	8,300
		p.m.	10,000	8,200	10,000	6,000
	Westbound	a.m.	10,000	9,400	10,000	7,800
		p.m.	10,000	7,200	10,000	7,800
West of El Charro Road	Eastbound	a.m.	8,000	6,500	8,000	7,100
		p.m.	8,000	8,700	8,000	6,800
	Westbound	a.m.	8,000	9,100	8,000	7,200
		p.m.	8,000	7,100	8,000	7,200

On Interstate 680

Location	Direction	Peak	Capacity	Existing Volume	Capacity	2025 Volume
South of I-580	Northbound	a.m.	8,000	5,600	8,000	6,500
		p.m.	8,000	6,900	8,000	7,100
	Southbound	a.m.	8,000	6,700	8,000	6,500
		p.m.	8,000	4,800	8,000	5,200
South of Stoneridge Drive	Northbound	a.m.	6,000	5,500	6,000	5,300
		p.m.	6,000	5,700	6,000	5,100
	Southbound	a.m.	6,000	5,600	6,000	5,200
		p.m.	6,000	4,900	6,000	5,000
South of Bernal Avenue	Northbound	a.m.	6,000	4,700	6,000	5,200
		p.m.	6,000	5,200	6,000	5,000
	Southbound	a.m.	6,000	5,300	6,000	5,100
		p.m.	6,000	4,200	6,000	4,800
South of Sunol Blvd	Northbound	a.m.	6,000	4,500	6,000	5,700
		p.m.	6,000	6,000	6,000	5,700
	Southbound	a.m.	6,000	6,400	6,000	5,800
		p.m.	6,000	4,300	6,000	5,600

Source: City of Pleasanton Traffic Model, 2007.

safety concern. Its construction increased the capacity through the interchange but also has created additional vehicular demand on I-580. In the evening peak hour, the existing four-lane eastbound I-580 is unable to accommodate this additional traffic, resulting in more congestion throughout the corridor. This congestion has started to spill back onto the I-680 corridor to a point where the congestion now extends both the morning and evening commute periods well beyond one hour.

The congestion of the regional traffic system impacts Pleasanton's local roadway circulation. As the freeway system becomes congested, motorists search for faster routes, such as using local roadways to bypass the freeway congestion. The result is additional vehicles in the Pleasanton circulation network with non-Pleasanton destinations and origins. This is most readily apparent at the local freeway interchanges. In June 2003, the City of Pleasanton in conjunction with Caltrans and the City of Dublin installed eastbound ramp metering at the Hopyard Road, Hacienda Drive, and Santa Rita Road interchanges. Metering of vehicles attempts to limit the number of vehicles taking regional trips on local roadways by discouraging exiting and re-entering from the regional system as well as by improving flow on the regional system. Even with ramp metering, several of the intersections adjacent to local interchanges are approaching capacity.

Several non-interchange intersections are also approaching or are at capacity. The increase in traffic at these locations is not due solely to regional traffic on the Pleasanton street network, but instead is at least partially the result of growth and development within the city.

Roadway improvements which would increase capacity are planned and should generally be constructed concurrently with development to properly support the increased traffic demand. Project developers would typically be required to improve intersections in proximity to

Flyover connections from I-680 to I-580

and would pay Traffic Development Fees to the City to help fund other roadway improvements for intersections needing mitigation. In some cases, the City may require a developer to construct an improvement and establish a reimbursement mechanism for subsequent development which would benefit from that improvement.

Traffic volumes are measured in terms of Average Daily Traffic (ADT) and peak-hour volumes. Average Daily Traffic is defined as the total number of cars passing over a segment of roadway, in both directions, on an average day. Peak-hour traffic is defined as the total number of cars passing over a roadway segment during the busiest hour of the morning or afternoon on an average day. Regional roadway congestion has extended the peak periods in Pleasanton beyond one hour and they now occur from 7:30 a.m. to 9a.m. and from 4 p.m. to 6 p.m. Peak periods typically constitute eight to twelve percent of Average Daily Traffic (ADT) volume, as

listed on Table 3-6. Table 3-3, above, defines the range of levels of service and describes the resulting effects on traffic congestion.

As can be seen from Table 3-6, the largest volume roadway segments in Pleasanton are on the major arterials approaching the interstate freeway system. Figure 3-3 and Figure 3-4 show existing morning and evening peak-hour traffic volumes, respectively. Approximately 80 percent of Pleasanton jobs are performed by workers who reside outside of Pleasanton.[3] Conversely, approximately 70 percent of Pleasanton residents work outside of Pleasanton. This dynamic results in the majority of Pleasanton's workforce leaving the City in the morning, and being replaced by the working population. This is reversed in the afternoon commute, creating significant trips on the arterial system going to and from the freeways.

In addition to morning and evening peak commute hours, the City of Pleasanton has a school-related commute that adds to traffic congestion. In the morning, the school peak coincides with the morning commute peak creating additional congestion on the local roadway system. The afternoon school peak is less extensive because the 3 p.m. release time does not coincide with the evening commute peak.

Table 3-7 illustrates the existing and buildout levels of service for the signalized intersections in Pleasanton. As Pleasanton approaches buildout, the congestion levels, especially near the freeways, approach the acceptable limits identified as LOS D. Figure 3-5 shows existing levels of service while Figure 3-6 shows buildout levels of service with additional mitigations. At buildout, except for exempted Downtown and gateway intersections, the entire city would operate at level of service D or better with all improvement measures implemented, as detailed in Table 3-8 and Figure 3-7. Note that the improvements described in Table 3-8 are examples of measures that would improve LOS to acceptable levels. Alternate measures may be implemented following study of traffic conditions on a project-level basis.

Traffic on Hopyard Road at Owens Drive

Traffic Safety

On an ongoing basis, the Traffic Engineering Division in consultation with the Police Department monitors collision trends in Pleasanton. The City annually ranks intersections based on collision frequency and identifies intersections with the highest number of collisions for more detailed analysis of collision causes and possible solutions. Efforts to reduce congestion and calm traffic also help to reduce collision-risk factors such as speeding and red-light running.

In addition to monitoring the existing roadway network's traffic safety, traffic studies for new development should also address roadway safety. Project traffic studies should address necessary improvements to network traffic safety as well as to pedestrian, bicycle,

[3] City of Pleasanton, 2006 Employee and Resident Transportation Survey, Nov. 2006.

TABLE 3-6: EXISTING AND BUILDOUT PEAK-HOUR TRAFFIC VOLUMES

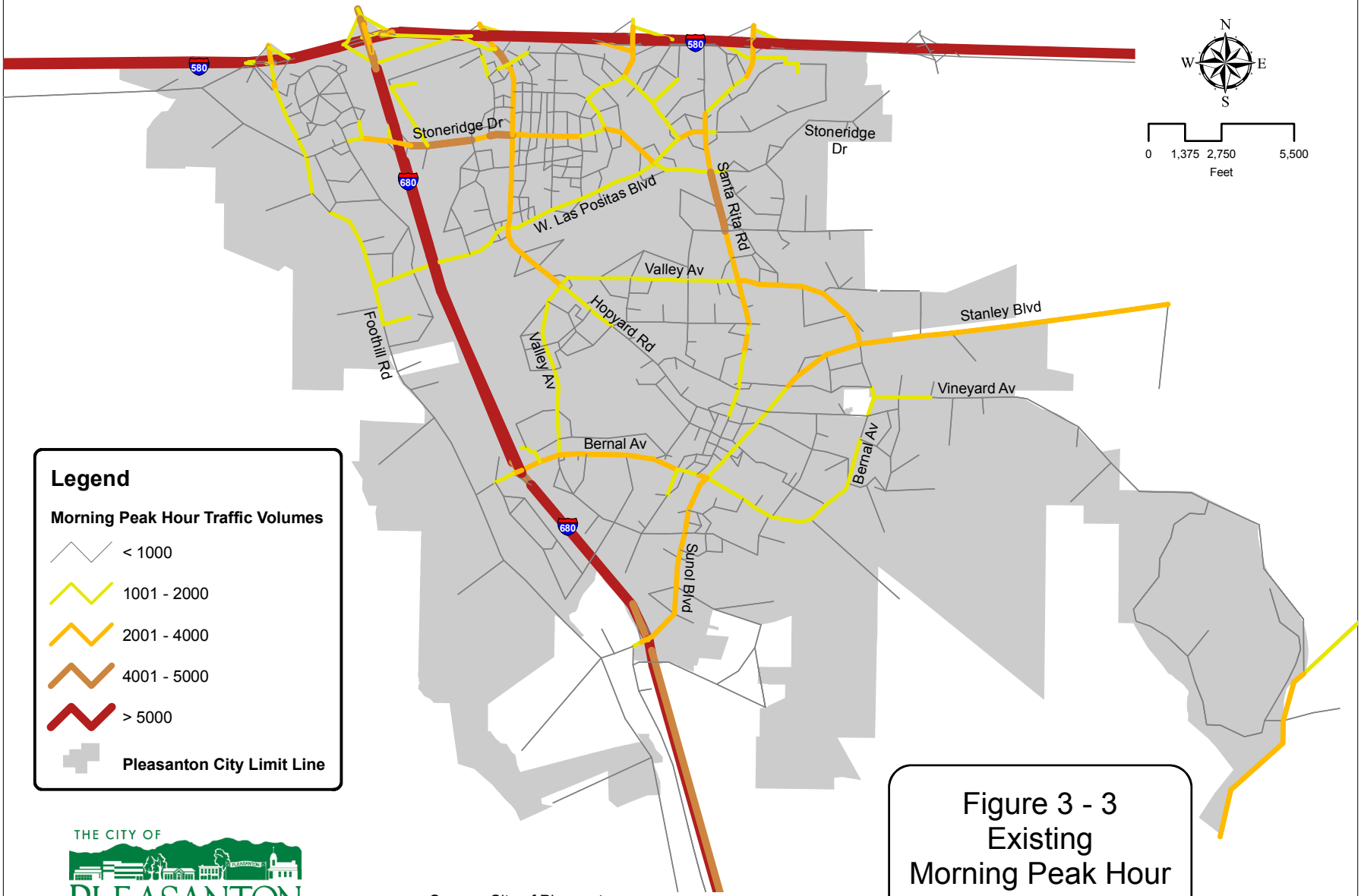
	Existing Volumes		Buildout Volumes	
Streets	**AM**	**PM**	**AM**	**PM**
Bernal Ave east of Case Ave	1940	1980	1700	1800
Bernal Ave east of First St	1600	1490	2200	2100
Bernal Ave east of Foothill Rd	983	870	1800	1300
Bernal Ave east of Independence Dr	1580	1390	2300	2100
Bernal Ave east of Valley Ave	2420	2580	2700	3000
Bernal Ave south of Stanley Blvd	1140	1830	2300	2600
Bernal Ave south of Tawny	890	1100	1900	1900
Bernal Ave south of Vineyard Ave	1170	1270	2100	2100
Bernal Ave west of Case Ave	2090	2210	1900	2000
Bernal Ave west of First St	2300	2560	2100	2200
Bernal Ave west of Valley Ave	3310	3140	4500	4800
Black Ave east of Hopyard Rd	660	630	700	750
Black Ave west of Santa Rita Rd	560	770	640	790
Busch Rd east of Valley Ave	120	130	1300	2100
California south of Stanley Blvd	970	1100	1300	1600
Canyon Way east of Foothill Rd	750	730	1300	1200
Castlewood Dr west of Sunol Blvd	750	620	1500	1400
Del Valle Pwy west of Main St	630	650	760	740
Dell Valle east of Hopyard Rd	440	520	690	750
Division St south of Del Valle Pwy	790	930	1000	1200
Dorman Rd north of W Las Positas Blvd	380	440	550	560
Dublin Canyon Rd west of Foothill Rd	970	880	990	910
El Charro Rd north of Stanley Blvd	0	0	2100	2800
El Charro Rd north of Stoneridge Dr	160	170	5300	5800
El Charro Rd south of Friesman Rd	280	170	5300	5800
El Charro Rd south of Stoneridge Dr	160	170	2700	2800
First St north of Bernal Ave	1710	1770	2200	2200
First St north of Vineyard Ave	1410	1400	2100	2400
First St south of Neal St	1360	1400	1900	1800
Foothill Rd north of Bernal Ave	920	660	1500	1300
Foothill Rd north of Castlewood Dr	420	310	1400	900
Foothill Rd north of W Las Positas Blvd	1100	1100	1600	1700
Foothill Rd south of Bernal Ave	550	570	1700	1200
Foothill Rd south of Castlewood Dr	620	460	2000	1500
Foothill Rd south of I-580	2820	3440	5300	5500
Foothill Rd south of Stoneridge Dr	1100	1200	1500	1700
Foothill Rd south of W Las Positas Blvd	1470	1000	1900	1600
Hacienda Dr north of Owens Dr	3120	4300	5000	5600
Hacienda Dr south of Owens Dr	1320	1480	2100	2500
Hopyard Rd north of Del Valle Pwy	990	1300	1300	1500
Hopyard Rd north of Owens Dr	4760	5500	5600	5900
Hopyard Rd north of Stoneridge Dr	2640	2990	2700	2700
Hopyard Rd south of Black Ave	990	1300	1300	1500
Hopyard Rd south of Owens Dr	3380	3640	3700	3700
Hopyard Rd south of Stoneridge Dr	3050	3570	3300	3500
Hopyard Rd south of Valley Ave	1660	2190	1800	2400
Hopyard Rd south of W Las Positas Blvd	3580	4470	4600	5400
Independence south of Bernal Ave	180	180	310	170
Johnson Dr north of Owens Dr	1100	1400	1200	1600
Johnson Dr north of Stoneridge Dr	1100	1200	1100	1100
Junipero St east of Sunol Blvd	150	610	470	840
Kolln north of Valley Ave	310	390	400	510
Kottinger Dr east of First St	210	260	320	290
Kottinger Dr west of Bernal Ave	210	240	250	250
Laurel Creek Way east of Foothill Rd	110	520	250	740
Main St south of Rose Ave/Neal St	620	730	820	1000
Mohr Ave east of Santa Rita Rd	310	510	360	570
Muirwood Dr north of W Las Positas Blvd	90	340	400	810
Muirwood Dr south of W Las Positas Blvd	500	320	720	360
Old Bernal Ave north of Bernal Ave	320	260	550	590
Old Santa Rita Rd north of Santa Rita Rd	450	490	590	690
Owens Dr east of Hacienda Dr	1930	2570	2400	2800

TABLE 3-6: EXISTING AND BUILDOUT PEAK-HOUR TRAFFIC VOLUMES – continued

Streets	Existing Volumes AM	Existing Volumes PM	Buildout Volumes AM	Buildout Volumes PM
Owens Dr east of Hopyard Rd	1220	2990	2200	3800
Owens Dr north of W Las Positas Blvd	1900	1400	2200	1600
Owens Dr west of Hacienda Dr	830	1700	1600	2600
Owens Dr west of Hopyard Rd	1260	1780	1400	1900
Palomino Dr east of Bernal Ave	240	270	330	430
Peters St south of Division St	780	750	850	860
Pimlico Dr east of Santa Rita Rd	1000	930	920	880
Ray Street east of Main St	960	1100	1200	1400
Rosewood Dr east of Owens Dr	320	650	340	760
Rosewood Dr west of Old Santa Rita Rd	270	200	360	510
Rosewood Dr west of Santa Rita Rd	380	670	420	840
Santa Rita Rd north of Stoneridge Dr	3230	3850	3700	4400
Santa Rita Rd north of Valley Ave	3850	4320	4300	4500
Santa Rita Rd north of W Las Positas Blvd	2290	3330	3400	4400
Santa Rita Rd south of I-580 W/B Ramp	2610	2830	4500	4900
Santa Rita Rd south of Pimlico Dr	2040	2900	3300	4400
Santa Rita Rd south of Stoneridge Dr	4220	4580	4800	4900
Santa Rita Rd south of Valley Ave	2440	2610	3000	3000
Santa Rita Rd south of W Las Positas Blvd	3010	3340	3400	3900
Santa Rita Rd/Main St north of Stanley Blvd	1930	2540	2400	2900
Santa Rita Rd/Main St south of Stanley Blvd	1550	2240	2500	3000
Saint Mary St west of Main St	640	500	1400	1300
Stanley Blvd east of California Ave	2020	1810	2900	3000
Stanley Blvd east of Main St/Santa Rita Rd	980	1100	1200	1400
Stanley Blvd east of Valley Ave	3170	3500	4700	5000
Stanley Blvd west of California Ave	2050	2100	3000	3200
Stoneridge Dr east of El Charro Rd	0	0	3300	3500
Stoneridge Dr east of Foothill Rd	830	1300	2300	2700
Stoneridge Dr east of HopyaRd	2770	3410	3700	4400
Stoneridge Dr east of Johnson Dr	4330	5070	5500	6300
Stoneridge Dr east of Santa Rita Rd	1210	1490	2500	3500
Stoneridge Dr Mall north of Fabian Ct	660	720	1100	1200
Stoneridge Mall Rd north of Stoneridge Dr	1230	1900	1500	2400
Stoneridge Dr north of W Las Positas Blvd	2000	1920	2600	2900
Stoneridge Dr west of El Charro Rd	0	0	2300	3400
Stoneridge Dr west of Hopyard Rd	4050	4360	4800	5300
Stoneridge Dr west of I680 S/B Ramp	2820	4120	4600	5800
Stoneridge Dr west of Johnson Dr	4380	5140	5600	6400
Stoneridge Dr west of Santa Rita Rd	1760	1730	2200	2900
Sunol Blvd east of I-680	2830	2360	4500	4100
Sunol Blvd south of Bernal Ave	2590	2500	3700	3600
Sunol Blvd south of Castlewood Dr	380	420	2000	1500
Sunol Blvd west of I-680	1100	980	2900	2500
Valley Ave east of Hopyard Rd	1150	1860	1500	2400
Valley Ave east of Santa Rita Rd	2520	3040	2900	3500
Valley Ave north of Bernal Ave	1320	1940	2100	2700
Valley Ave north of Stanley Blvd	2380	2750	2100	2500
Valley Ave west of Hopyard Rd	1560	1790	2400	2500
Valley Ave west of Santa Rita Rd	1590	1930	2100	2600
Vineyard Ave east of Bernal Ave	1200	1500	1200	1600
Vineyard Ave east of First St	840	870	960	930
Vineyard Ave east of Montevino Dr	860	990	1100	1200
W Las Positas Blvd east of Hopyard Rd	1430	1900	2400	3000
W Las Positas Blvd east of I-680	1540	1660	2100	2500
W Las Positas Blvd east of Muirwood Dr	1540	1660	2100	2500
W Las Positas Blvd east of Santa Rita Rd	1390	1860	1500	2000
W Las Positas Blvd east of Stoneridge Dr	1960	2340	2800	3400
W Las Positas Blvd west of Hopyard Rd	1580	1780	2400	2900
W Las Positas Blvd west of Santa Rita Rd	2190	2620	3400	3700

Source: City of Pleasanton Traffic Model, 2007.

2005 PLEASANTON PLAN 2025

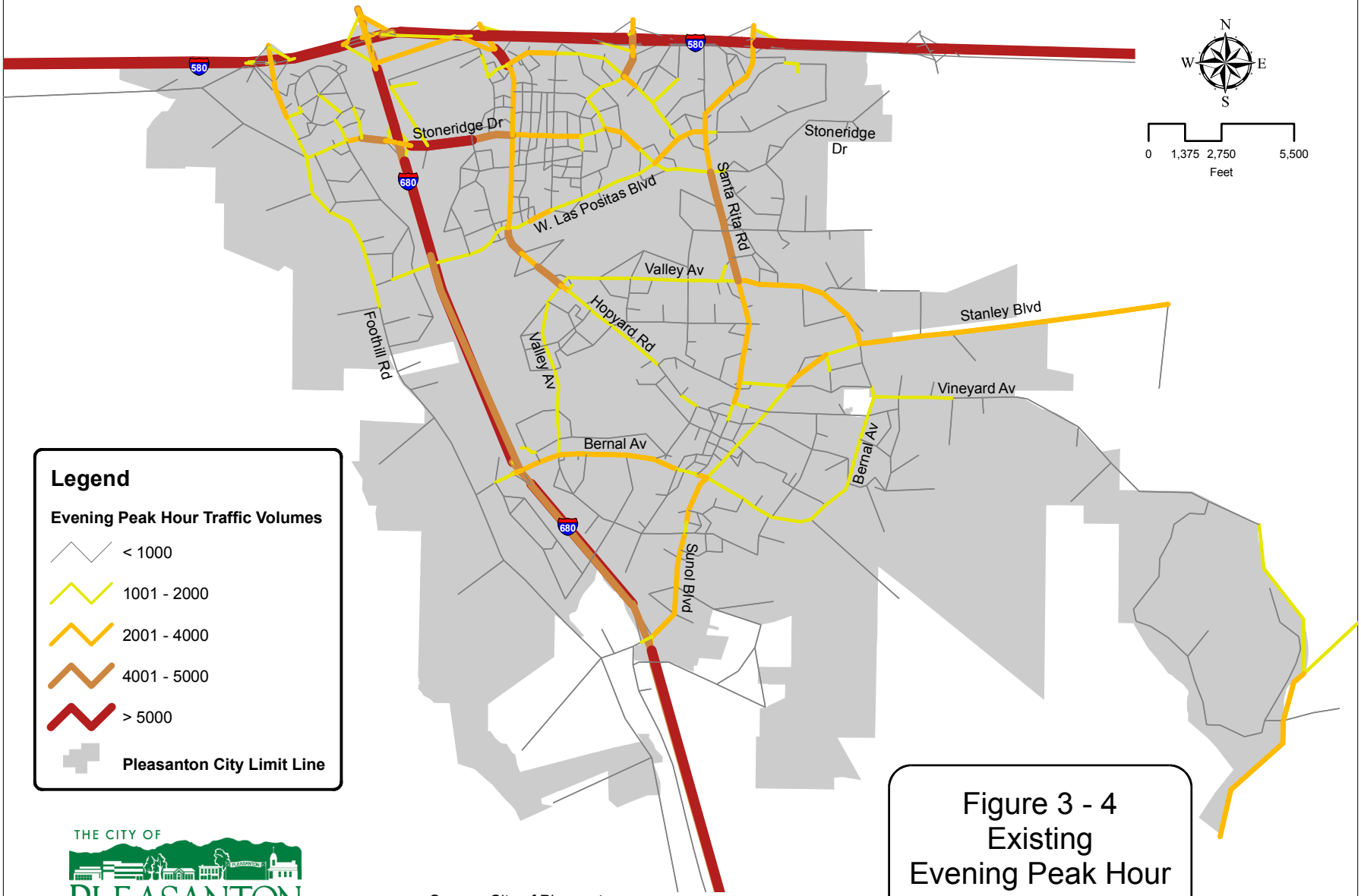


THE CITY OF PLEASANTON

Source: City of Pleasanton
Traffic Engineering, 2006

Figure 3 - 3
Existing
Morning Peak Hour
Traffic Volumes

2005 PLEASANTON PLAN 2025



THE CITY OF PLEASANTON

Source: City of Pleasanton
Traffic Engineering, 2006

Figure 3 - 4
Existing
Evening Peak Hour
Traffic Volumes

TABLE 3-7: EXISTING AND BUILDOUT PEAK LEVELS OF SERVICE

East/West Street at North/South Street	Existing LOS		Buildout LOS	
	AM	PM	AM	PM
Amador High School at Santa Rita Rd	A	A	A	A
Arlington Dr at Sunol Blvd	B	B	B	B
Bernal Ave at First St *	D	D	E	D
Bernal Ave at Foothill Rd	C	B	B	B
Bernal Ave at Independence Dr	B	D	B	D
Bernal Ave at I-680 Southbound ramps ‡	E	E	B	B
Bernal Ave at I-680 Northbound off ramps ‡	B	C	B	C
Bernal Ave at Koll Center Dr	A	A	A	A
Bernal Ave at Main St *	F	A	D	F
Bernal Ave at Meadowlark Dr	B	B	A	A
Bernal Ave at Old Bernal Ave *	D	D	C	E
Bernal Ave at Pleasanton Ave	B	B	C	D
Bernal Ave at Valley Ave	C	D	D	D
Black Ave at Santa Rita Rd	D	C	C	C
Black Ave at Hopyard Rd	B	B	B	B
Boulder St at Valley Ave	B	B	B	A
Busch Rd at El Charro Rd			B	B
Canyon Way at Stoneridge Mall Rd	A	A	B	A
Coronado Lane at Hopyard Rd	A	A	A	A
Del Valle Pkwy at Division St / Hopyard Rd	A	C	A	A
Del Valle Pkwy at Main St	B	B	B	B
Deodar Way at Foothill Rd	A	B	B	B
Dublin Canyon Rd at Foothill Rd ‡	C	C	C	C
Embarcadero Ct at Stoneridge Mall Rd	A	B	C	B
Foothill High School at Foothill Rd	F	B	D	B
Francisco St at Santa Rita Rd	A	A	A	B
Gibraltar Dr (north) at Chabot Dr	A	A	A	A
Gibraltar Dr (north) at Hacienda Dr	B	B	A	C
Gibraltar Dr (south) at Hacienda Dr	A	A	A	A
Gibraltar Dr (north) at Hopyard Rd	A	B	B	B
Gibraltar Dr (north) at Willow Rd	B	B	B	B
Hansen Dr at Valley Ave	B	B	C	C
Hearst Dr at Bernal Ave	A	A	B	A
Highland Oaks Dr at Foothill Rd	A	A	A	A

East/West Street at North/South Street	Existing LOS		Buildout LOS	
	AM	PM	AM	PM
I-580 Eastbound off ramp at El Charro Rd ‡	A	F	D	B
I-580 Eastbound off ramp at Hacienda Dr ‡	B	C	C	B
I-580 Eastbound off ramp at Hopyard Rd ‡	B	D	D	D
I-580 off ramps/Pimlico Dr intersection at Santa Rita ‡	C	C	C	D
I-580 Westbound off ramp at Fallon Rd ‡	A	A	B	B
I-580 Westbound off ramp at Foothill Rd ‡	B	B	B	B
I-580 Westbound off ramp at Hopyard Rd ‡	A	C	C	D
I-580 Westbound off ramp at Hacienda Dr ‡	A	A	A	B
I-580 Westbound on ramp at Santa Rita Rd ‡	B	B	B	B
I-680 Northbound at Sunol Blvd ‡	A	A	C	C
I-680 Southbound at Sunol Blvd ‡	A	A	B	A
Inglewood Dr at Hopyard Rd	C	B	C	B
Junipero St at Sunol Blvd	D	B	C	B
Koll Center (south) at Valley Ave	A	F	B	B
Koll Center (north) at Valley Ave	B	C	A	B
Kottinger Dr at Bernal Ave	B	C	A	A
Laurel Creek Way at Foothill Rd	B	A	B	A
McWilliams Place at Stoneridge Mall Rd	A	B	A	A
Mission Dr at Sunol Blvd	A	A	A	A
Mohr Ave at Santa Rita Rd	C	C	C	B
Muirwood Dr (north) at Foothill Rd	B	A	A	A
Muirwood Dr (south) at Foothill Rd	A	A	A	A
Neal St at First St	B	B	D	D
Nevada St at Bernal Ave	A	A	B	C
Old Santa Rita Rd at Santa Rita Rd	A	A	A	A
Owens Dr at Chabot Dr	A	A	A	A
Owens Dr at East BART Station driveway	B	C	B	D
Owens Dr at Hacienda Dr ‡	C	F	C	D
Owens Dr at Hopyard Rd ‡	D	F	C	F
Owens Dr at Johnson Dr	B	C	B	C
Owens Dr at Oracle Lane	B	A	B	B
Owens Dr at Rosewood Dr	A	A	A	A
Owens Dr at Willow Rd	A	B	A	A
Paseo Santa Cruz (north) at Valley Ave	C	B	C	B

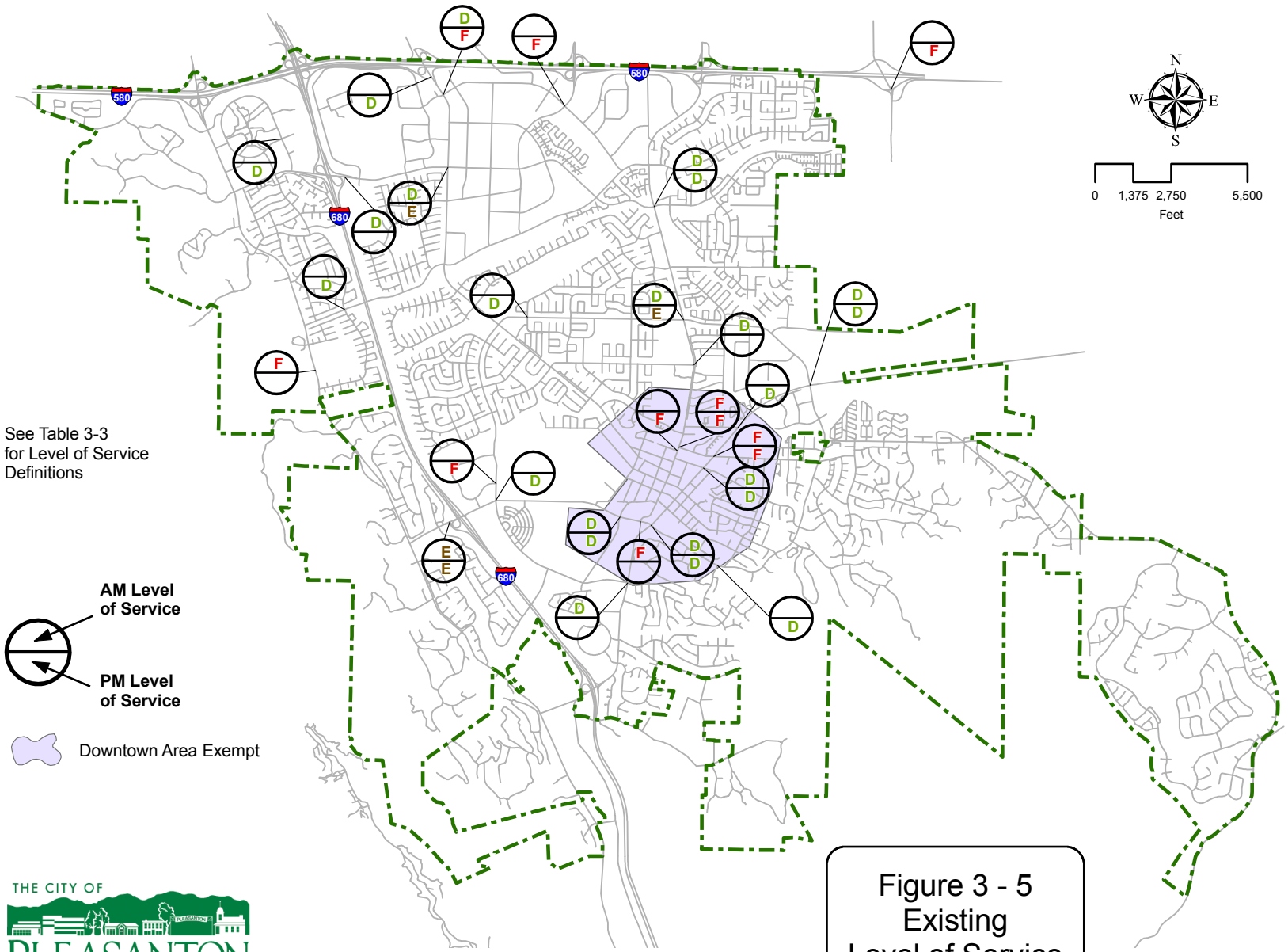
TABLE 3-7: EXISTING AND BUILDOUT PEAK LEVELS OF SERVICE (continued)

East/West Street at North/South Street	Existing LOS AM	Existing LOS PM	Buildout LOS AM	Buildout LOS PM
Paseo Santa Cruz (south) at Valley Ave	B	B	B	B
Ray St at First St *	F	F	D	F
Ray St at Main St *	F	F	E	F
Rose Ave at Main St	C	A	C	A
Rose Pavilion at Rosewood Dr	A	B	A	A
Rosewood Dr at Santa Rita Rd	B	C	B	C
Ruby Hill East at Vallecitos Rd	A	A	B	B
Saint John St at Main St *	B	F	F	F
Saint Mary St at Main St *	B	C	E	F
Stanley Blvd at Valley Ave / Bernal Ave ‡	D	D	D	D
Spring St at First St	D	D	D	D
Stanley Blvd at El Charro Rd ‡			D	C
Stanley Blvd / First St at Old Stanley Blvd	B	D	B	B
Stanley Blvd at Main St	C	C	C	C
Stanley Blvd at Reflections Dr	B	B	B	D
Stoneridge Dr at Chabot Dr	A	B	A	B
Stoneridge Dr at El Charro Rd ‡			D	D
Stoneridge Dr at Foothill Rd	B	B	B	C
Stoneridge Dr at Franklin Dr	C	B	C	B
Stoneridge Dr at Gibraltar Dr	A	B	A	B
Stoneridge Dr at Hacienda Dr	C	C	C	D
Stoneridge Dr at Hopyard Rd	D	E	D	D
Stoneridge Dr at I-680 Northbound off ramps ‡	D	C	B	C
Stoneridge Dr at I-680 Southbound ramps ‡	C	B	C	C
Stoneridge Dr at Johnson Dr ‡	B	C	C	D
Stoneridge Dr at Kamp Dr	A	A	A	A
Stoneridge Dr at Rheem Dr	A	A	A	B
Stoneridge Dr at Santa Rita Rd	D	D	D	D
Stoneridge Dr at Springdale Ave	B	C	B	C
Stoneridge Dr at Stoneridge Mall	B	B	B	B
Stoneridge Dr at West Las Positas Blvd	C	C	C	D
Stoneridge Dr at Willow Rd	B	B	C	B
Stoneridge Mall Road at Fabian Court	B	D	B	D
Sycamore Rd at Sunol Blvd	B	B	B	D
Valley Ave at Blackbird Dr	C	D	C	B
Valley Ave at Busch Rd	B	A	B	B
Valley St at Case Ave	C	A	D	C
Valley Ave at Crestline Rd	B	C	C	C
Valley Ave at Greenwood Dr	C	B	C	B
Valley Ave at Hopyard Rd	C	C	C	C
Valley Ave at Kolln St	B	B	B	B
Valley Ave at Quarry Lane	A	B	A	B
Valley Ave at Santa Rita Rd	D	E	D	D
Valley Trails Dr (north) at Hopyard Rd	B	A	B	B
Valley Trails Dr (south) at Hopyard Rd	B	C	A	C
Vineyard Ave at Bernal Ave	C	C	C	B
Vineyard Ave / Tawny Dr at Bernal Ave	C	C	D	C
Vineyard Ave at Montevino Dr	B	C	B	B
Vineyard Ave at Ruby Hill	B	B	A	B
Walmart at Rosewood Dr	A	B	A	B
Washington Mutual Way at Hopyard Rd	A	A	A	A
Washington Mutual Way at Johnson Dr	A	A	A	A
West Las Positas Blvd at Coronado Lane	A	A	A	C
West Las Positas Blvd at Dorman Rd	C	B	B	B
West Las Positas Blvd at Foothill Rd	C	B	B	B
West Las Positas Blvd at Hacienda Dr	C	C	D	B
West Las Positas Blvd at Hopyard Rd	C	C	C	D
West Las Positas Blvd at Muirwood Dr (north)	C	D	B	C
West Las Positas Blvd at Owens Dr	B	C	B	C
West Las Positas Blvd at Payne Rd	A	A	A	B
West Las Positas Blvd at Santa Rita Rd	C	C	D	D
West Las Positas Blvd at Willow Rd	C	B	C	B

Notes: * = Downtown exempt
‡ = Gateway exempt

Source: City of Pleasanton Traffic Model, 2007.

2005 PLEASANTON PLAN 2025

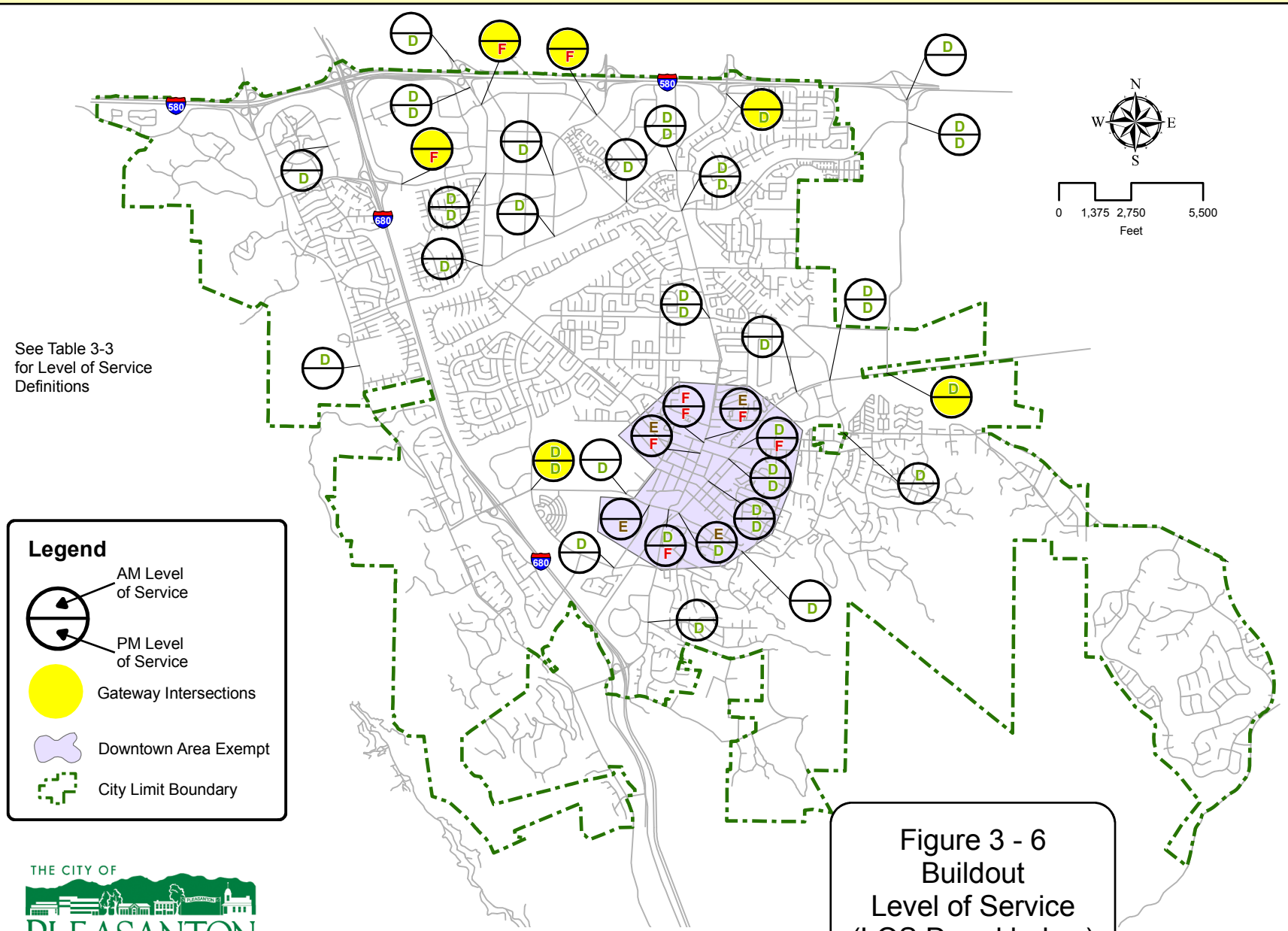


THE CITY OF PLEASANTON

Source: City of Pleasanton Traffic Model, 2006

Figure 3 - 5
Existing
Level of Service

2005 PLEASANTON PLAN 2025



THE CITY OF PLEASANTON

Source: City of Pleasanton Traffic Model, 2006

Figure 3 - 6
Buildout
Level of Service
(LOS D and below)

TABLE 3-8: POTENTIAL ROADWAY AND INTERSECTION IMPROVEMENTS

Roadway	Proposed Roadway Improvements	2006-2010	2011-2015	2015 +
Bernal Ave between Meadowlark Dr & I-680	4-lane divided roadway	x		
Bernal Ave between Meadowlark Dr and Foothill Rd	3 lane roadway	x		
Bernal Ave between I-680 and Valley Ave	6-lane divided roadway	x		
Busch Rd between Valley Ave & El Charro Rd	4-lane divided roadway		x	
Foothill Rd between I-580 and Stoneridge Dr	6-lane divided roadway			x
Sycamore Creek Way Extension (bypass road)	Extend to Westbridge Lane		x	
Stoneridge Dr extension	Extend to El Charro Road ‡		x	
El Charro Rd	Extend to Stanley Blvd as a 4-lane divided roadway		x	
Nevada Street	Extend to First Street with one lane each direction and a 2-way left turn lane			x

Proposed New Traffic Signals

Intersection	2006-2010	2011-2015	2015 +
Bernal Ave at I-680 southbound ramps	x		
Bernal Ave at Kottinger Dr			x
Bernal Ave at Main Street	x		
Bernal Ave at Nevada Street		x	
Busch Road at El Charro Road		x	
El Charro Road at I-580 eastbound		x	
El Charro Road at Stanley Blvd		x	
Fallon Road at I-580 westbound		x	
Santa Rita Road at Francisco Street	x		
Stoneridge Drive at Guzman Parkway *			
Stoneridge Drive at Automall Parkway *			
Stoneridge Drive at Continuing Life Communities*			
Stoneridge Drive at Newton Way *			
Stoneridge Drive at Trevor Parkway *			

Intersection	2006-2010	2011-2015	2015 +
Stoneridge Mall Rd at Deodar Way		x	
Stoneridge Mall Rd at Embarcadero Court	x		
Stoneridge Mall Rd at West BART Station driveway	x		
Sunol Blvd at Castlewood Dr			x
Sunol Blvd at I-680 northbound		x	
Sunol Blvd at I-680 southbound		x	
Valley Ave at Koll Center south		x	
Valley Ave at Paseo Santa Cruz north			x
Valley Ave at Paseo Santa Cruz south			x
Valley Ave at Blackbird Drive			x
Valley Ave at Hansen Dr			x
Vineyard Ave at Pietronave Lane / Yolanda Court	x		
West Las Positas Blvd at Muirwood Dr	x		

* Required with Stoneridge Drive Extension.

‡ See Program 1.6, below, under Goals, Policies, and Programs.

Other Notes: NB = northbound, SB = southbound, EB = Eastbound, WB = Westbound, sec. = seconds

Source: City of Pleasanton Traffic Model, 2007.

Table 3-8 is continued on the following page.

TABLE 3-8: POTENTIAL ROADWAY AND INTERSECTION IMPROVEMENTS (continued)

DOWNTOWN INTERSECTIONS

Intersection	Proposed Improvements	2006-2010	2011-2015	2015 +
Bernal Ave at Case Ave / Old Bernal Ave	Widen west side street adding southbound right turn only lane on Old Bernal Ave.		x	
First Street at Vineyard Ave / Ray Street	Convert east/west to protected/permissive left turn phasing.	x		
Main Street at Ray Street	Add protected/permissive southbound left turn arrows.	x		
Stanley Blvd at Main Street	Widening east of Main Street to accept double southbound left from Main Street.		x	

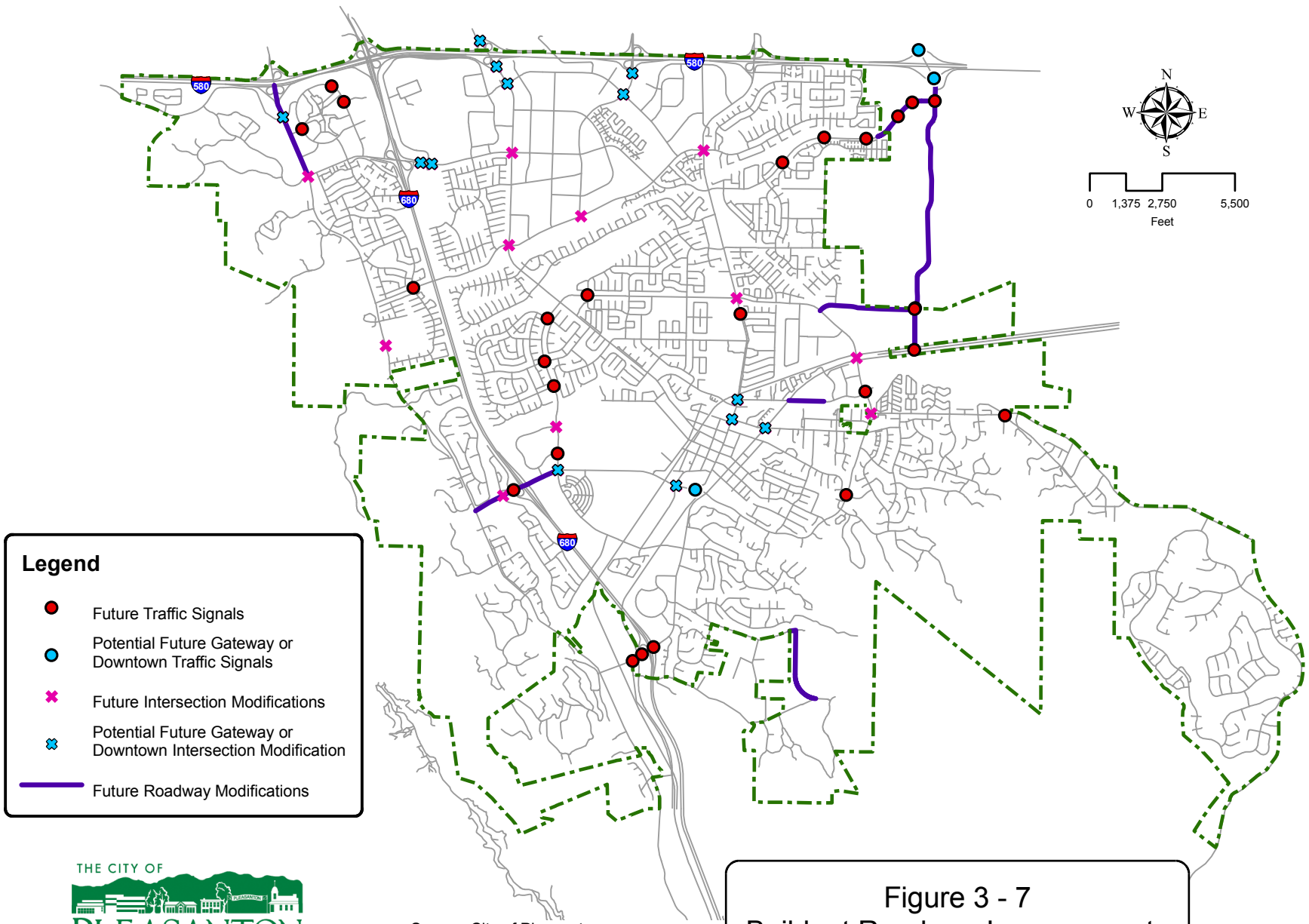
GATEWAY INTERSECTIONS

Foothill Rd at Canyon Way	Convert #1 southbound through into 3rd left turn lane, re-stripe eastbound to create 3 left turns, widen eastbound Canyon Way to receive traffic from 3 left turn lanes		x	
Hacienda Dr at I-580 eastbound off-ramp	Modify signal and striping to convert #2 left turn to a left/right option lane		x	
Hacienda Dr at Owens Dr	Modify for triple eastbound and southbound left turns.	x		
Hopyard Road at I-580 eastbound ramp	Modify signal to provide eastbound right/northbound through overlap period.	x		
Hopyard Rd at I-580 westbound off-ramp	Re-stripe off-ramp to convert #2 left turn lane into a left/right turn option lane.	x		
Hopyard Rd at Owens Dr	Modify lanes. Northbound: 2 left turns, 3 through, 1 right turn; Southbound: 3 left turns, 3 through, 1 right turn (free); Eastbound: 2 left turn, 2 through, 1 right turn; Westbound: 2 left turn, 2 through, 1 right turn (free). Un-split eastbound/westbound; narrow lane to reduce pedestrian clearance to 20 seconds; and change cycle length to 130 seconds. (PM)	x		
Stoneridge Dr at Johnson Dr	Re-stripe westbound right-turn lane to shared through/right lane and widen westbound departure to receive 4 through lanes.	x		

OTHER INTERSECTIONS

Bernal Ave at Meadowlark Dr	Widening associated with Arroyo Del Valle bridge widening.		x	
Bernal Ave at Vineyard Ave	Widening associated with Arroyo Del Valle bridge widening.	x		
Bernal Ave at Valley Ave	Convert eastbound right turn only lane into a through/right option lane.			x
Foothill Rd at Stoneridge Dr	Un-split east/west signal operations and convert the #1 southbound through into a third southbound left turn lane		x	
Foothill High School at Foothill Rd	Widen SB approach to provide 2nd left-turn lane & NB to provide separate right-turn.		x	
Hacienda Dr at West Las Positas Blvd	Un-split north/south signal phasing			x
Santa Rita Rd at Stoneridge Dr	Convert 2nd eastbound lane to eastbound through lane; convert 1st eastbound right to free right turn		x	
Stanley Blvd at Valley Ave / Bernal Ave	Construct free westbound right turn lane. Construct third eastbound thru lane.	x		
Stoneridge Dr at Hopyard Rd	Provide EB free right turn (maybe remove one SB through lane). Change cycle to 100 sec.	x		
Stoneridge Dr at I-680 northbound	Modify signal to allow a northbound right/westbound through overlap period.		x	
Valley Ave at Koll Center Parkway north	Un-split east/west signal phasing.			x
Valley Ave at Santa Rita Rd	Construct second WB left-turn lane. Construct 3rd SB left-turn. Timing to be determined by City Council under Program 2.3.	x		
West Las Positas Blvd at Hopyard Rd	Construct third westbound left turn lane.			x

2005 PLEASANTON PLAN 2025



THE CITY OF PLEASANTON

Source: City of Pleasanton
Traffic Engineering, 2007

Figure 3 - 7
Buildout Roadway Improvements

and existing local roadway safety needs. Traffic safety analyses should address project impacts with mitigation and improvement measures. These measures should focus on the arterial network's level of service improvements as well as on general roadway safety.

School crossing guard and families

For traffic safety the City has established minimum roadway right-of-way widths – including sidewalks, parking, landscaping, and bicycle lanes – ranging from 30 feet for alleys to 166 feet for thoroughfares with frontage roads. According to the *Municipal Code,* new residential roadway rights-of-way should be between 42 and 60 feet wide, depending on roadway type.[4] During the Planned Unit Development process, the City may approve narrower roadways, if these would be safe for pedestrians while still providing adequate bicycle and motor vehicle access.

[4] *Pleasanton Municipal Code,* 19.36.040 Streets and thoroughfares – Width and geometrics, 2007.

The Traffic Engineering Division in consultation with the Police Department, Planning Division, Street Division, Economic Development Department, and the Pleasanton Unified School District regularly monitors and discusses traffic trends within the city. These reviews occur at the Staff Traffic Committee Meeting which also provides a public forum where residents may address their traffic related issues to members from several different departments. This Committee also provides oversight to the Traffic Calming Program.

Future Conditions

Traffic Projection Model

In order to forecast General Plan buildout traffic volumes and levels of service, the City of Pleasanton has developed a comprehensive traffic forecasting model to analyze intersections within the city. Summarized briefly, the model utilizes information regarding the city's existing and future land uses as well as the existing and future roadway network to project traffic volumes and the performance of major intersections within the city.

The model routes traffic as necessary to produce existing and buildout traffic volumes based on travel times. Using the land development present in Pleasanton in 2006, the model was calibrated such that the model's traffic volumes and distribution projections for the existing conditions closely matched the actual traffic counts collected in the spring of 2006. Based on the assumption that the model then closely reflects the city's real-life roadway network, traffic controls, and local and regional traffic origins and destinations, the model is able to simulate changing traffic conditions and travel patterns as land development adds additional traffic to the roadway network and as various network improvements are made to the transportation infrastructure. A detailed description of the modeling process, the traffic network, traffic generation rates, and the land-use inputs is included in the Baseline Traffic Report.

Traffic on Valley Avenue

Future Traffic Model Runs

In order to determine future traffic conditions, the traffic model integrated land-use and transportation network changes proposed by the current General Plan. Table 3-7, above, shows the resulting levels of service. Figure 3-7, above, illustrates the primary roadway improvements required to be added to the existing roadway network in order to maintain LOS D standards. Assuming these improvements are made prior to the generation of future traffic trips, all intersections within the Planning Area will be maintained within the City's standard of LOS D except for the Downtown and gateway intersections which are exempt from the LOS D standard. The traffic volumes and levels of service resulting from buildout of all the land uses and improvement of all the roadway segments and intersections are discussed below. It should be noted that the design and funding of necessary street improvements are generally subject to City Council approval. The City will continue to monitor actual traffic conditions and to determine when and if the improvements described in this Circulation Element (or equivalent traffic reduction measures) are required to be built.

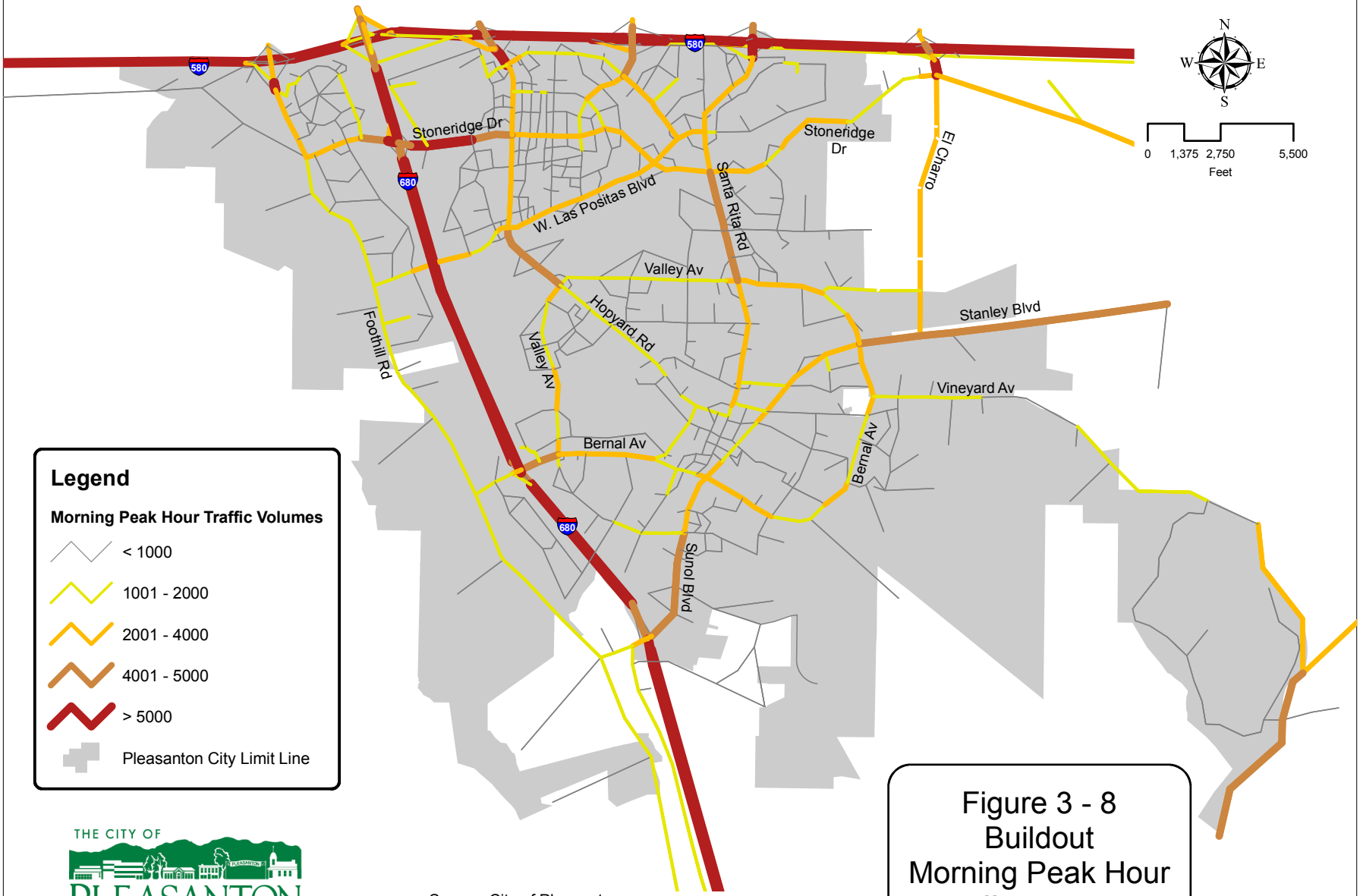
Buildout Traffic Conditions

The Bay Area, especially the Tri-Valley and San Joaquin Valley, is expected to grow substantially in the next ten years. Traffic volumes along I-580 and I-680 will increase substantially from a combination of development within Pleasanton and a greater increase in traffic from outlying areas. Figure 3-8 shows the morning and Figure 3-9 shows the evening buildout peak-hour traffic volumes.

Year 2030 projections by the Metropolitan Transportation Commission indicate traffic will be near to exceeding capacity conditions along both the I-580 and I-680 freeways even with implementation of major planned improvements. To address the future traffic volume, the regional system will need to implement congestion-management tools and to make capacity enhancements that are not currently identified. Additional lanes such as High Occupancy Vehicle Lanes or High Occupancy Toll Lanes and auxiliary lanes will be required to meet the increase in demand. The region will need to continue the gateway constraint approach to limit the amount of through-traffic entering the Tri-Valley. Gateway constraint is similar to ramp metering, but on a regional level. The Altamont Pass currently serves as a constrained gateway limiting the number of vehicles that may enter the Tri-Valley from the San Joaquin Valley. Without this constraint, increased congestion and more bottlenecks would form along the I-580 corridor in the Tri-Valley.

On a local level, traffic volumes have increased substantially over the past 10 years and will increase beyond existing conditions with approximately 10 million square feet of additional commercial and

2005 PLEASANTON PLAN 2025



Legend

Morning Peak Hour Traffic Volumes

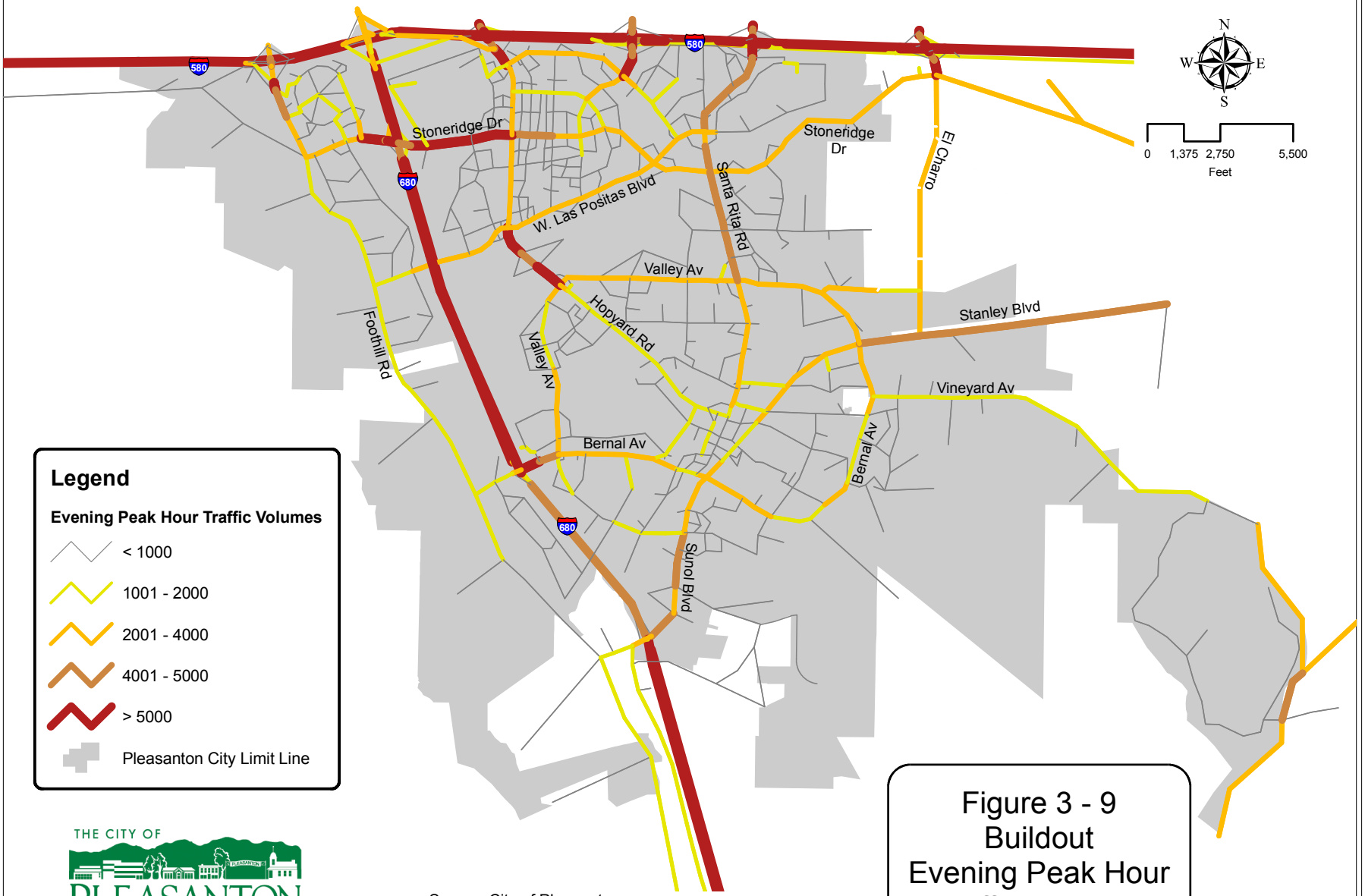
- < 1000
- 1001 - 2000
- 2001 - 4000
- 4001 - 5000
- > 5000
- Pleasanton City Limit Line

THE CITY OF PLEASANTON

Source: City of Pleasanton
Traffic Model 2006

Figure 3 - 8
Buildout
Morning Peak Hour
Traffic Volumes

2005 PLEASANTON PLAN 2025



THE CITY OF PLEASANTON

Source: City of Pleasanton
Traffic Model 2006

Figure 3 - 9
Buildout
Evening Peak Hour
Traffic Volumes

industrial space and over 2,000 new residential units to be constructed between 2007 and buildout. The General Plan roadway network is designed to accommodate buildout of all land within the Planning Area. Roadways are sized, intersections are designed, and alternative transit systems are proposed which will enable full development to occur within City level-of-service standards.

Vineyard Avenue roadway improvements

Since congestion at major intersections will increase, the improvements identified in Table 3-8 and Figure 3-7, above, or equivalent improvements, are necessary to maintain the flow of traffic on arterials. Several intersections are currently at or approaching the unacceptable service level of E, or will reach this level if the City does not complete these mitigation measures. Table 3-6, above, compares peak-hour traffic volumes in 2006 with those projected for General Plan buildout.

Proposed Regional Roadway Improvements

To address freeway congestion, the City of Pleasanton has been working with other local agencies, the Alameda County Congestion Management Agency, the Metropolitan Transportation Commission, and Caltrans. The Cities of Pleasanton, Dublin, and Livermore along with Alameda County recently completed the "Tri Valley Triangle Study," which investigated several new regional improvements for future construction. The Triangle Study focused on benefits to the Tri-Valley area and determined which projects would provide the greatest benefit for the least cost. The study also identified funding and construction priorities to ensure project funding in an organized and efficient manner. These projects include:

I-580

- I-580 Westbound High Occupancy Vehicle / Toll Lane from Greenville Road to Foothill Road
- I-580 Eastbound High Occupancy Vehicle/Toll Lane from Foothill Road to Hacienda Drive (Hacienda Drive to Greenville Road assumed complete in Triangle Study)
- I-580 Eastbound Truck Climbing Lanes
- I-580 Auxiliary Lanes
- I-580 Fifth Mixed Flow Lane from Santa Rita Road to Vasco Road
- Preservation of BART Right of Way in I-580 Median
- I-580 Westbound to I-680 Southbound Direct Connect Flyover

I-680

- I-680 Ramp Metering
- I-680 Northbound HOV lanes from Alameda Creek to Alcosta Boulevard
- I-680 Southbound HOV lanes from Alcosta Boulevard to State Route 84

State Route 84

- Widening of State Route 84 to 4 lanes from Pigeon Pass to I-680
- Southbound Auxiliary Lane from State Route 84 onto I-680 Southbound

It is important to note that only fully-funded projects identified in the Triangle Study have been included in the traffic model for the General Plan. The non-funded projects (such as widening State Route 84 to four lanes) would provide significant benefits both locally and regionally, and the City would gain substantial traffic relief by pursuing the construction of these regional projects.

Regional Funding

In 1998, the City of Pleasanton along with seven jurisdictions in the Tri-Valley area adopted a Tri-Valley Transportation Development Fee to help defray the cost of needed regional improvements, and initially funded 11 regional projects. For the first five years, member agencies remitted a total of $20,085,977 in fees and $131,383 in interest. Table 3-9 lists the original 11 projects. Of these, several have been completed or are under construction, while others are being considered for addition to the list. The intent of the fee is not to fully pay for these projects, but to fund the local share or match from State or federal funds.

Originally approved in 1986, *Measure B,* Alameda County's one-half cent transportation sales tax, has brought more revenue into Alameda County and moved projects faster than any other funding mechanism at that time. The Alameda County Transportation Authority (ACTA) was created to administer the funds and ensure project and program delivery.

Voters reauthorized the one-half cent sales tax in November 2000 for essential transportation improvements and services. The 2000 *Measure B a*uthorized a 20-year, one-half cent sales tax that will expire in March 2022, and is anticipated to generate over $3 billion in transportation improvements in Alameda County by its expiration.

The Alameda County Transportation Improvement Authority (ACTIA) was created to deliver the new projects and programs while ACTA finalizes the 1986 projects. The new list of projects includes expansions to the BART system including funding for the West Pleasanton / Dublin BART station; Altamont Commuter Express (ACE) train; improvements in highway infrastructure including an I-680 express lane, I-580 eastbound auxiliary lane, and State Route 84 funding; and local streets and roads. Additional projects provide bicycle and pedestrian facilities as well as transportation services for seniors and people with disabilities.

TABLE 3-9
TRI-VALLEY TRANSPORTATION DEVELOPMENT FEE PROJECTS

1. I-580/I-680 Flyover and Hook Ramps
2. State Route 84 Corridor Improvements, I-580 to I-680
3. Isabel Route 84/I-580 Interchange
4. West Dublin-Pleasanton BART Station
5. I-580 HOV Lanes from Tassajara Road to Vasco Road
6. I-680 HOV Lanes from State Route 84 to top of Sunol Grade
7. I-580/Foothill Road-San Ramon Road Interchange Modifications
8. I-680/Alcosta Boulevard Interchange Modifications
9. Crow Canyon Road Safety Improvements
10. Vasco Road Safety Improvements
11. Express Bus Service

Source: Tri Valley Transportation Council, 2007.

Even with these regional funding sources, there remains several hundred million dollars worth of unfunded needed improvements in the Tri-Valley area, and it is clear that continued investment is necessary not only for new infrastructure but also to operate and maintain the existing roads and transit systems.

Proposed Local Roadway Improvements

In order to accommodate buildout of the General Plan, the City has identified a wide range of street, highway, and intersection improvements that must be constructed in a timely manner. Many roadway improvements were installed during development of major business parks in North Pleasanton, resulting in the uncongested levels of service in Pleasanton today.

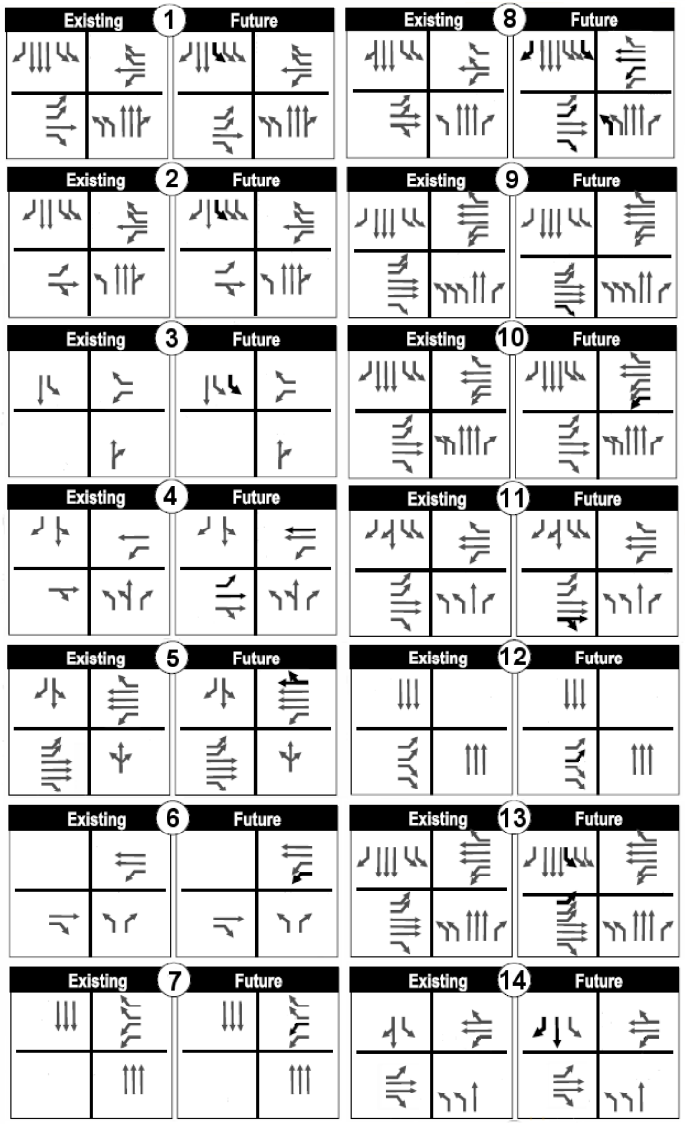
Figure 3-10 shows existing and buildout configurations at major intersections. New improvements (or equivalent traffic reduction measures to be identified on a project-specific basis) identified on Table 3-8 and shown on Figure 3-10 must be installed to address existing congestion and to ensure that future development does not result in increased congestion. Projects with the most immediate need are shown on Table 3-8 to be constructed before 2010. Projects without an identified funding source or development plans are shown to be constructed beyond 2010.

The policies and programs of the City support the installation and financing of these improvements by developers of new projects as these are built. However, if development is allowed to proceed in an area without these improvements, congestion is likely to occur beyond City standards.

Table 3-8, above, summarizes the intersection and roadway lane improvements required to support full development of the Planning Area. Unlike the list of regional projects identified in the Triangle Study, relatively few new roadways need to be constructed in Pleasanton. Stoneridge Drive extension, Busch Road, El Charro Road, and Nevada Street extension are the four remaining segments of roadway that are not yet constructed. Completion of Stoneridge Drive extension, Busch Road, and El Charro Road are significant and necessary parts of Pleasanton's local circulation system. The extension of Nevada Street has the potential to provide some traffic relief to the Stanley Boulevard / Valley Avenue / Bernal Avenue intersection.

On February 24, 2009, the City Council approved an amendment to the Stoneridge Drive Specific Plan which allow construction of a four-lane extension of Stoneridge Drive to El Charro Road. The timetable for opening of Stoneridge Drive extension to through traffic will depend on reaching an agreement with Pleasanton's regional partners – Livermore, Dublin, and Alameda County – for a strategic approach and funding plan for relieving traffic congestion in the Tri-Valley. That plan will include improvements to I-580, I-680, and SR 84, as well as completion of a regional arterial network that includes Dublin Boulevard, Jack London Boulevard, Portola Avenue, and Stoneridge Drive. El Charro Road will also provide relief to the Pleasanton network by providing a new roadway with direct freeway access along the eastern edge of Pleasanton. The construction of this roadway must be considered carefully and constructed to offset the congestion due to Pleasanton trips, not as a tool to alleviate freeway congestion.

2005 PLEASANTON PLAN 2025



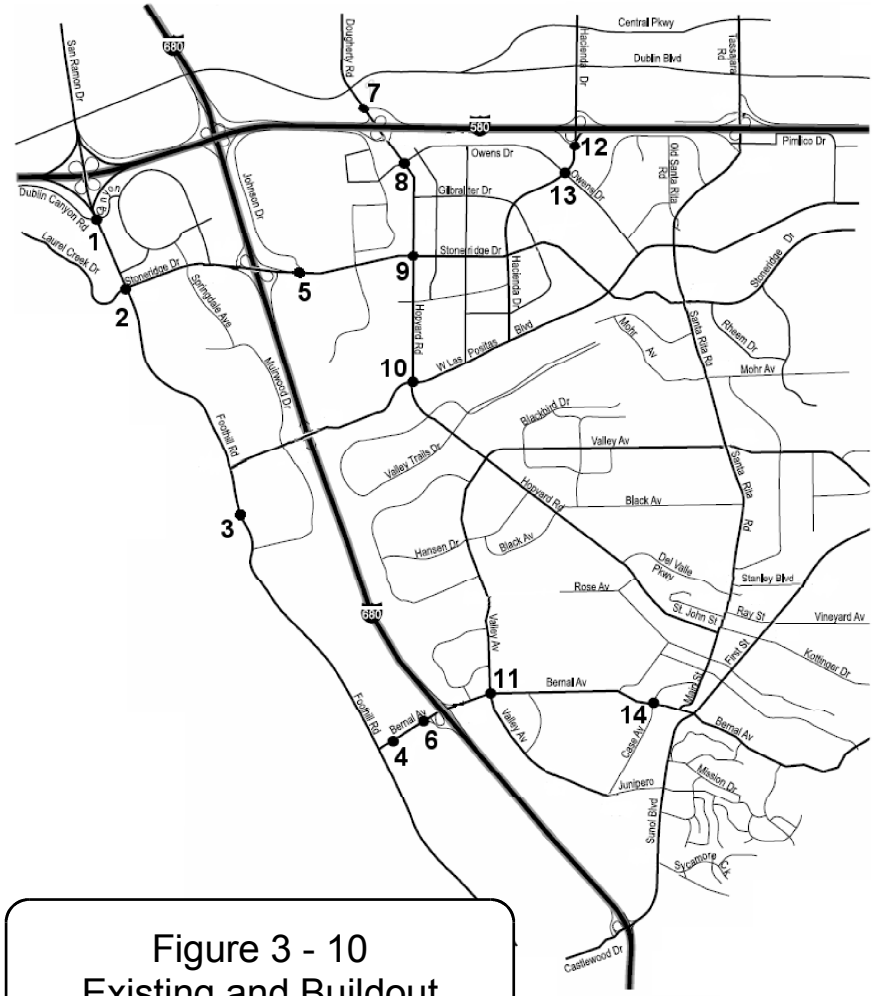
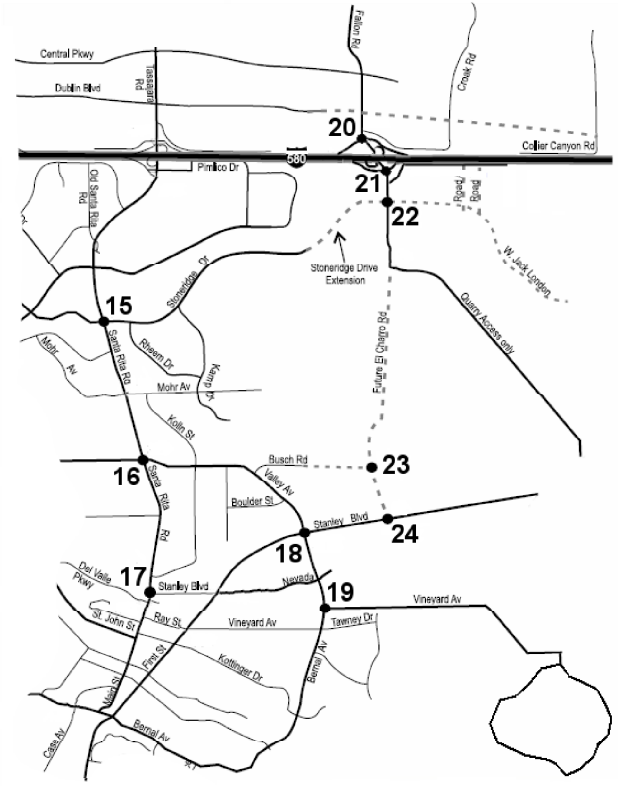


Figure 3 - 10
Existing and Buildout
Intersection Configurations



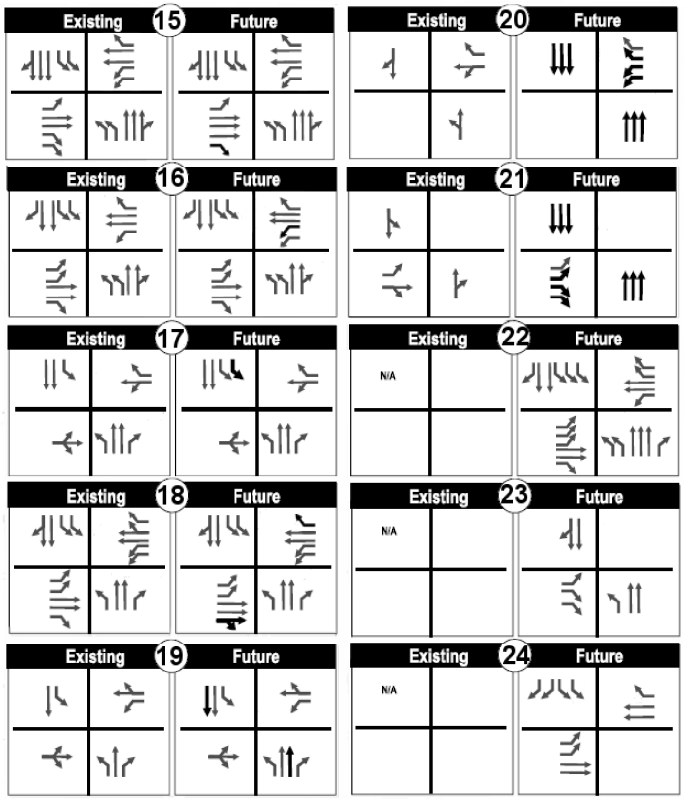


Figure 3 - 10
Existing and Buildout
Intersection Configurations

Signalized intersection of Stanley Boulevard at Valley / Bernal Avenues

Local Funding

The City of Pleasanton created a Pleasanton Traffic Development Fee (TDF) in 1998 to assure that all future development contributes its fair share towards the cost of local traffic improvements necessary for buildout of the General Plan. Prior to 1998, the City relied on large-scale development projects to construct the needed traffic improvements rather than a fee, but as the city approaches buildout, the size and number of the developments will be reduced and dispersed and will not able to directly finance construction of many of the needed projects. In addition, *Assembly Bill 1600,* enacted in 1987, requires that a nexus be established between the development and the need for improvements. The Traffic Development Fee is based on the number of evening peak-hour trips a development will contribute to the circulation network. The fee is the primary means of payment for the construction of local infrastructure improvements. However, major projects which directly create traffic impacts to identified local intersections will continue to be subject to improving those intersections or paying a pro-rata share contribution towards their improvement.

Local assessment districts can also be used to finance street improvements. Streets as well as other improvements in the Hacienda Business Park were financed through the North Pleasanton Improvement District.

Proposed Traffic Management Improvements

In order to make roadway improvements effective, additional traffic mitigations should be installed. Traffic signals, for example, are a critical mechanism to ensure the safest and most efficient flow of traffic. Figure 3-2, page 3-5, shows existing traffic signal locations and those proposed to facilitate the free flow of traffic at potentially congested intersections.

Traffic counts are also used by the City to ensure that roadway improvements are effective and that traffic is flowing according to projections. The City undertakes regular traffic counts on major arterial and collector streets throughout the community. Average daily traffic counts are conducted at over 100 locations, and peak-hour turning movement counts are taken at 57 major intersections. These existing traffic counts are then used to verify future traffic volumes and service levels throughout the community. The City also uses this information to monitor traffic increases over time and traffic flow resulting from roadway and other improvements. This information serves as the basis for analyzing the traffic impacts of individual development projects. The overriding purpose of these traffic studies is to anticipate and mitigate traffic congestion on City streets according to adopted standards.

The City has established a computerized traffic monitoring and signalization system. The Central Traffic Computer and Monitoring

System is used to produce a regular Baseline Traffic Report which depicts current and projected traffic conditions for all existing plus approved development. These projections of "existing plus approved" are a midway point between existing counts and buildout projections and help determine when new major improvements will be necessary to avoid traffic congestion. In addition to the existing plus approved projections, a five-year projection is made of those developments deemed likely to be built within the next five years.

First Street

Potential Problem Intersections and Mitigations

Table 3-8, above, lists critical intersections and needed improvements. This table and Figure 3-10 detail the needed mitigation measures identified through the traffic model run for buildout conditions. Funding for these intersections and other road widenings will be generated either by direct developer improvements/contributions or by future traffic development fees.

While the majority of these improvements are necessary to support residential and business growth in Pleasanton, some congestion is due to regional growth. Improvements in the regional system are necessary and require immediate action to limit any increase in regional traffic using surface streets to bypass freeway congestion.

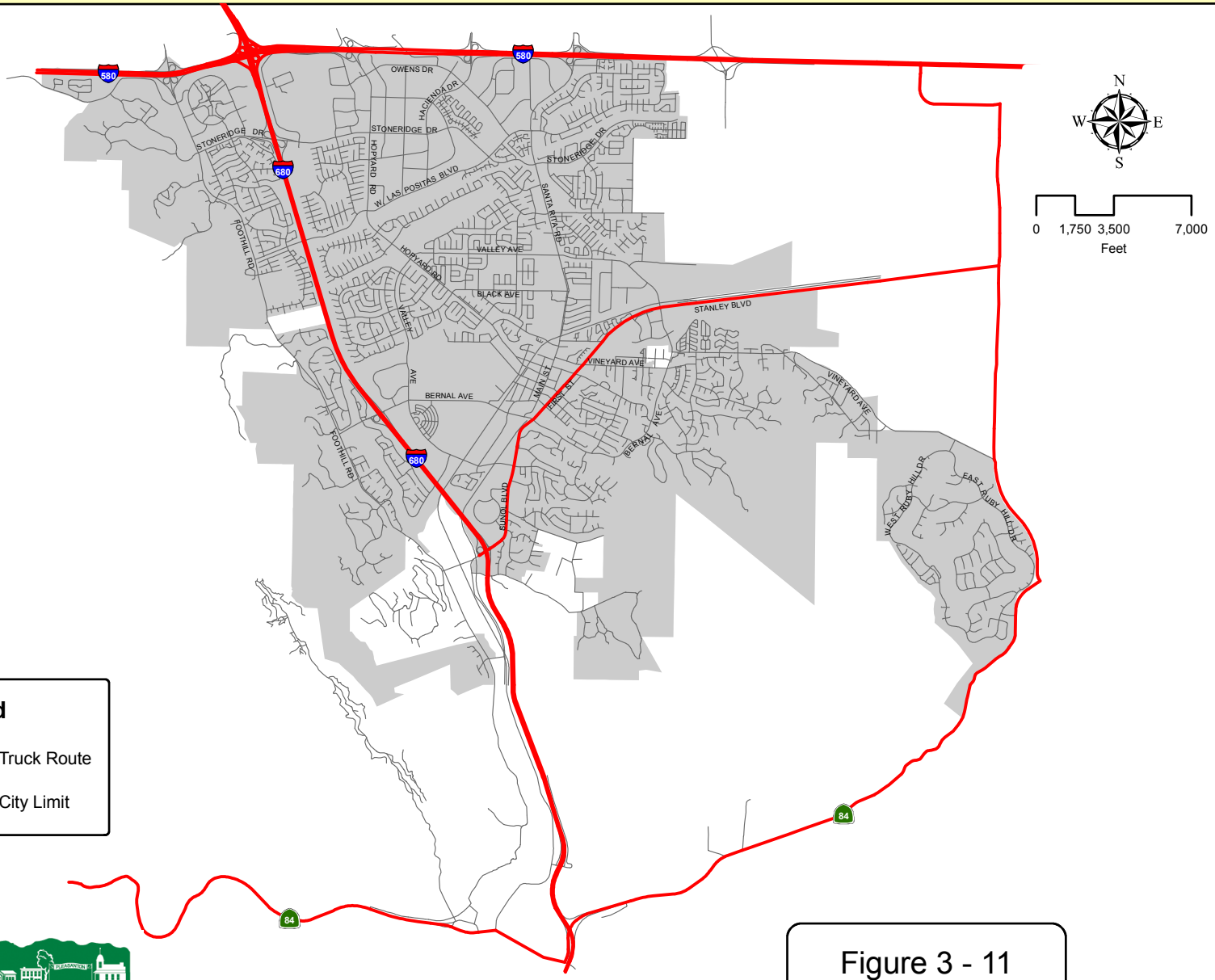
Neighborhood Traffic Calming

In 1998, the City of Pleasanton adopted a Traffic Calming Program to manage the issues of cut-through traffic, speeding, and pedestrian safety in neighborhood areas. The program is designed to provide consistent, citywide policies to neighborhood traffic management to ensure equitable and effective solutions. The program includes goals, objectives, and policies which address the need to maintain emergency vehicle access, to ensure that residents' issues and concerns are adequately addressed in the traffic-calming process, to manage traffic so that it is not shifted from one residential neighborhood to another, and to appropriately channel public resources by prioritizing traffic mitigation requests according to documentable criteria. In 2004 the City developed a Traffic Calming Toolbox to provide guidance on the use of various traffic-calming devices.

Truck Routes

The components of the regional roadway system (I-580, I-680 and SR 84) serve as major truck routes for the movement of goods and services to and through the area. (See Figure 3-11.) These roadways are intended to carry the bulk of vehicular freight traffic in the area. In addition to these three regional truck routes, the City's *Municipal Code* identifies the roadway of Sunol Boulevard / First Street / Stanley Boulevard as the only other truck route. This roadway traverses the south side of Pleasanton and is the only local roadway where trucks over three-tons may legally travel even if they do not have a trip origin or destination in Pleasanton. Trucks may not travel on any other city street unless that street is a direct route between a designated truck route and the truck's origin or destination. Additional local truck routes such as Hacienda Drive may be established by the planned unit development (PUD) process.

2005 PLEASANTON PLAN 2025



THE CITY OF PLEASANTON

Source: City of Pleasanton Traffic Engieering, 2007

Figure 3 - 11
Truck Route Map

Located along the eastern edge of Pleasanton are large quarry operations which require a substantial number of daily truck trips. The *Municipal Code* and a court related settlement agreement prohibit these gravel trucks (big rigs that carry sand and gravel) from using the Sunol Boulevard / First Street / Stanley Boulevard truck route. As provided in that agreement, gravel trucks serving quarry operations must use an alternate access to the interstate system via Stanley Boulevard to State Route 84.

ALTERNATIVE TRANSPORTATION MODES

Figure 3-12 shows existing public transit service in Pleasanton. BART, ACE trains, and BART express bus service (including The County Connection in Contra Costa County between the Walnut Creek BART Station and the Pleasanton/Dublin BART station) provide Pleasanton with regional transit options. Local transit service in Pleasanton and the Tri-Valley generally consists of the Livermore Amador Valley Transit Authority (LAVTA), better known as "Wheels."

Passengers at BART Station

Transportation corridors also exist along the former Southern Pacific Railroad right-of-way, which extends from Concord to Pleasanton and from Fremont to Tracy. The City of Pleasanton has purchased from Alameda County a portion of this transportation corridor, extending from Bernal Avenue to Ray Street, and the City is under contract with the County to purchase that portion of the corridor from Ray Street to Stanley Boulevard. Parking, landscaping, and a pedestrian and bike trail are planned for this portion of the corridor.

Rail

Bay Area Rapid Transit (BART)

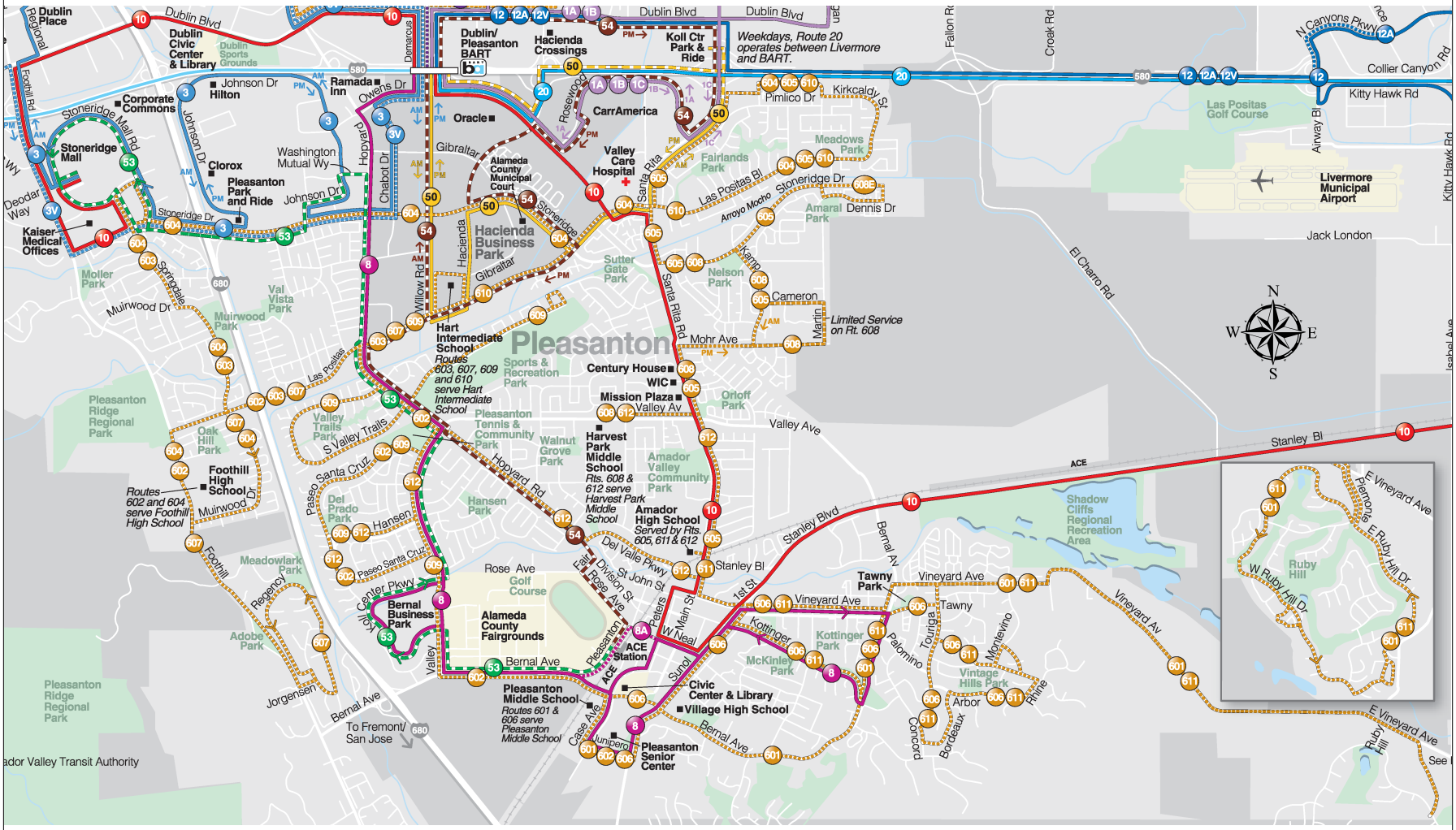
The BART line extends from San Francisco to San Leandro and then along I-580 to Castro Valley, Dublin, and Pleasanton. Stations on this BART route exist in Castro Valley and within Hacienda Business Park while an additional West Pleasanton / Dublin station is under construction near Stoneridge Mall. The BART long-range plan includes extension of fixed-rail service to Livermore.

Altamont Commuter Express (ACE) Train

The Altamont Commuter Express (ACE) provides regional rail service from Stockton to San Jose with Tri-Valley stops in both Livermore and Pleasanton. In 1998, service initially started with two westbound morning trains and two eastbound evening trains. In 2001, ACE added a third commute train, and in 2006, ACE added a fourth midday train for a total of eight daily train daily trips (four in each direction). Currently average daily ridership totals about 3,000 passengers. At the Pleasanton Station, an average of 167 people board ACE trains in the morning while 215 people get off. In the evening an average of 185 people board the trains while 137 people alight. No information is available for midday trains by station.[5]

[5] HDR Engineering, Inc. & IBI Group Inc., prepared for San Joaquin Regional Rail Com., "Altamont Commuter Express Rail Corridor Analysis Final Report," 8/24/07.

2005 PLEASANTON PLAN 2025



THE CITY OF PLEASANTON

Source: Livermore Amador Valley Transit Authority Website, System Maps, January 2008.

Figure 3 - 12
Existing Bus Routes

Measure B helps funds about two percent of ACE service operations in Alameda County.

The Pleasanton ACE Station is currently located across the street from the Alameda County Fairgrounds. A permanent location is under review for the station that will provide the transit hub type linkage to further promote regional transit.

Railroads

The two railroads, Western Pacific and Southern Pacific, which formerly owned and operated separate rail facilities in Pleasanton, have consolidated services using the former Western Pacific tracks. The consolidation (Union Pacific Railroad) has served the public in several ways by eliminating potentially dangerous crossings, eliminating the noise and traffic disruption along the old Southern Pacific tracks, and by freeing up the Southern Pacific right-of-way for other uses. The resulting consolidated rail service along the Union Pacific tracks is provided by both railroad companies for transporting freight as well as ACE Train service. Current rail usage of the track is about 12 trains per day. Freight traffic may increase in the East Bay area as the economy grows.

The City of Pleasanton has five at-grade crossings traversing the Union Pacific Railroad line. These crossings include: Santa Rita Road, Saint John Street emergency vehicle access (EVA), Saint Mary Street, Rose Avenue and West Angela Street. Each of these crossings (except for the gated EVA at St. John Street) provide adequate warning systems required by the California Public Utilities Commission including Constant Warning Time Protection and Power-Out Indicators as well as gate arms, bells and LED flashers (flashers are currently 8-inch indicators and need upgrades to 12-inch indicators which will be included in the quiet zone process). The City of Pleasanton is considering upgrades to each of these crossing locations to provide supplemental safety measures that would allow the City to apply for quiet zone status. These supplemental safety measures may include: median islands, advanced pre-emption, modified signal timing, driveway relocation, additional gate arms and pedestrian improvements at the crossings. The quiet zone upgrades are in the planning and design stage.

Regional Rail

The Metropolitan Transportation Commission, BART, CalTrain, and the California High-Speed Rail Authority, in collaboration with a coalition of rail passenger and freight operators, regional partners, and rail stakeholders, prepared a comprehensive Regional Rail Plan for the Bay Area. MTC adopted the Regional Rail Plan – Final Report on September 26, 2007. This planning document examines the future design of the regional rail system in the nine Bay Area counties and serves as the guiding document for this region's short and long-range

Ace Train station in Pleasanton

rail transportation goals. The plan identifies opportunities to expand existing facilities such as BART, CalTrain, and ACE, as well as incorporate plans for a new high speed rail system into the existing regional rail network. In the Tri-Valley Area, the Plan recommends an extension of BART to Livermore, with a connection to improved rail service over the Altamont Corridor. Improved rail service will likely be connected to the The California High-Speed Rail. The California High-Speed Rail Authority, with the Federal Rail Administration, has prepared a programmatic EIR/EIS that further examines the San Francisco Bay Area to Central Valley region. This EIR/EIS generally describes the environmental impacts of a proposed High-Speed Train system within the broad corridor between and including the Altamont Pass.

The City does not support high-speed rail running through Pleasanton. The City does support MTC's and Livermore's approach of providing a connection to high-speed rail via a BART extension and inter-modal transportation facility, including the ACE train, in Livermore.

Bus Service

Wheels provides public bus service for the Tri-Valley communities of Pleasanton, Dublin, and Livermore. The buses serve neighborhoods, businesses, and schools providing an important public transit feature for those who need or want an alternative to automobiles. With regional connections via BART, Wheels also provides local travel options.

The Livermore Amador Valley Transit Authority currently plans a modified Route 10 Bus Rapid Transit project (RAPID) along the Livermore segments of Route 10. This route runs from the Pleasanton/Dublin BART station to the Lawrence Livermore and Sandia National Laboratories. The RAPID service would substantially reduce commute times along this line.

Wheels bus on Peters Avenue

The City currently maintains a Dial-A-Bus (paratransit) service for senior and disabled residents on weekdays, providing about 60 percent of the program's operating budget. The City Department of Parks and Community Services provides drivers who operate the bus service on a regular schedule during weekday hours and by appointment during evenings and weekends. Wheels supplements this paratransit service with weekend and extended-hour weekday service.

Several regional transit companies and private shuttles also serve Pleasanton. The County Connection in Contra Costa County provides BART express bus service between the Walnut Creek BART Station and the Pleasanton/Dublin BART station. The San Joaquin Regional Transit District provides bus service from the San Joaquin Valley to the Hacienda Business Park with separate service to the BART station. The Modesto Area Express (MAX) provides bus service between Modesto and the Pleasanton/Dublin BART station

as well as between Modesto and the Lathrop/Manteca ACE train station. Several companies provide private shuttles to/from Pleasanton for their employees, while numerous taxi companies operate in the city.

Emergency Heliport

The Valley Care Medical Center operates a heliport at its hospital on Santa Rita Road. This heliport is operated on an as-needed basis for emergency medical transportation.

Pedestrian and Bicycle Facilities

The City of Pleasanton's *Community Trails Master Plan* provides general direction as to the proposed location of pedestrian and bicycle recreational facilities. The City has received funding to create a pedestrian and bicycle master plan to explicitly address on-street facilities that will complement and expand on the existing *Community Trails Master Plan.* See Figure 3-13 for existing and proposed pedestrian and bicycle trails and paths. The proposed plan will prioritize projects, establish new standards for bicycle and pedestrian facilities, and be incorporated into the *Alameda Countywide Bicycle Plan* and the *Alameda Countywide Strategic Pedestrian Plan.*

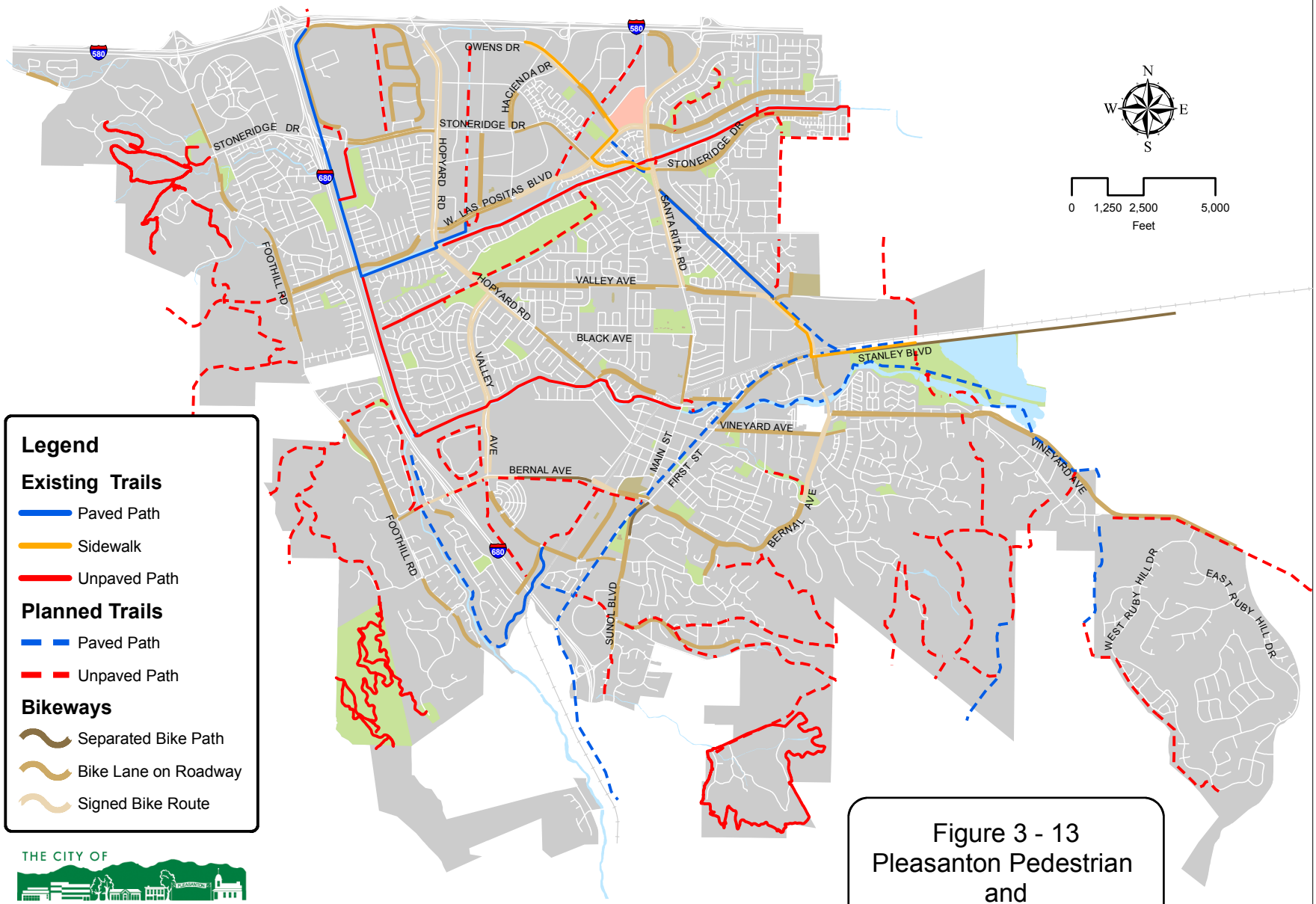
The goal of the proposed pedestrian and bicycle master plan is to make Pleasanton a city where walking and biking are viable alternatives to the automobile for daily trips. Walking and biking facilities should be a safe and pleasant means of accessing jobs, schools, major community facilities, parks, and trails. The proposed master plan will identify areas of most need for improvement that will provide the most benefit in the bicycle and pedestrian network, eliminate system gaps, and provide continuous travel lanes, an important part of promoting bicycling and walking. This master plan will also identify projects and funding priorities for both local and regional facilities. Pleasanton currently has a network of bicycle paths serving many parts of the Planning Area. It is the City's intent to provide additional bicycle paths and lanes, where sufficient right-of-way and funding exists, at the time new roadways are constructed or improved. Existing and future bicycle routes are shown in Figure 3-13.

Family exercising on the Iron Horse Trail

Transportation Demand Management

Transportation Demand Management (TDM) refers to policies and measures to reduce the total volume of traffic or to promote shifts towards more sustainable modes of transportation. The City of Pleasanton is a leader in this field and focuses on the use of commute alternatives such as walking, biking, telecommuting, carpooling, vanpooling, and the use of public transportation to help reduce traffic in our community. The City of Pleasanton is one of 44 Pleasanton

2005 PLEASANTON PLAN 2025



Legend

Existing Trails

- Paved Path
- Sidewalk
- Unpaved Path

Planned Trails

- Paved Path
- Unpaved Path

Bikeways

- Separated Bike Path
- Bike Lane on Roadway
- Signed Bike Route

THE CITY OF PLEASANTON

Source: City of Pleasanton Parks & Community Services

Figure 3 - 13
Pleasanton Pedestrian and Bicycle Trails and Paths

employers included in the EPA's fifth annual list of the Bay Area's Best Workplaces for Commuters in October 2006. The list commends Bay Area employers committed to improving the quality of life for employees, while at the same time helping to reduce traffic and air pollution. In addition to recognizing individual employers, the coalition also designated the Hacienda Business Park as one of the best districts for commuters, in recognition of the wide variety of commute alternatives available in the Park.

The City's Commendable Commutes program is a partnership between the City of Pleasanton and local employers with 75 or more employees to help reduce peak-hour traffic and air pollution through the promotion of transportation alternatives. Employers who wish to enroll in the program enter into a participation agreement with the City and agree to develop a trip-reduction program and goals, conduct a bi-annual transportation survey, and appoint a management-level employee as a transportation coordinator, who represents the employer as a member of the Transportation Committee. The requirements of this program are covered under the City's *Transportation Systems Management Ordinance.* Funds for this program are provided in part by the Bay Area Air Quality Management District's Transportation Fund for Clean Air.

The City of Pleasanton also promotes an internal employee trip-reduction program, known as pRide, which provides incentives for City employees who usually drive to try a commute alternative such as riding public transit, carpooling, walking or biking. Programs include parking cashout, prize drawings, transit subsidies, and a guaranteed ride home in case of illness, family emergency, unscheduled overtime, or missed rideshare trip.

The City of Pleasanton surveys residents and employees on a bi-annual basis to measure progress towards trip reduction goals, to

Dial-A-Ride Bus at Kaiser Medical Center

determine public awareness of the many commute programs and incentives available to them, and to learn which incentives would further encourage residents and employees to use commute alternatives. Findings of the 2006 survey include: nearly nine out of ten residents drive alone to work and eight out of ten employees drive alone to work; the average commute among residents is 19 miles and takes 32 minutes while employees travel an average of 19.9 miles and their commute takes 34 minutes; the most popular alternative commute modes among solo drivers (residents and employees) are carpooling and BART; the most popular ridesharing incentive among residents and employees is a guaranteed ride home from work in the event of an emergency; and, awareness of TDM programs is generally low, with less than one-third of residents and employees aware of each program. The report concluded that the City of Pleasanton could boost awareness among residents and employees in several ways, including: partnering with local realtors to provide information

Wheels bus crossing Main Street

to homebuyers; providing information to residents about TDM programs available, especially the Guaranteed Ride Home service; and, public service announcements on local radio and TV stations that residents use for commute information. The Economic Development Department is investigating the implementation of these strategies.

The City of Pleasanton and the Pleasanton Unified School District (PUSD) have partnered in the Rides to School program, Pleasanton's School Traffic Calming Program. This program is a joint effort between PUSD and the City to plan and manage school traffic at individual schools. Elements of the program include: enforcement and monitoring by the Pleasanton Police Department; review of signing and striping to designate speed limits, loading zones, crosswalks, and parking; a Ridematch Pooling Program which facilitates carpools, bikepools, and walkpools; site improvements including site redesign, staggered bell times, pick-up and drop-off procedures, and parking-lot modification review; "School Tripper" buses provided by Wheels which coordinate with the schedules for middle and high schools; pedestrian safety measures including crossing guards and safety education; the Safety Valet program at elementary schools; and walk-to-school and bike-to-school participation.

RELATIONSHIP TO OTHER ELEMENTS

Policies and programs established throughout the General Plan affect the circulation policies in Pleasanton.

Land Use Element

The Land Use Element integrates land-use and transportation planning in order to ensure patterns that facilitate safe and convenient mobility of people and goods, and to increase travel alternatives to the single-occupant automobiles. It also promotes mixed-use development preferably located in areas served by public transit. These policies relate to the Circulation Element. The Circulation Element promotes some land uses near transit lines and/or hubs that encourage the use of transit and proposes to design and regulate city streets to minimize traffic-related impacts on adjacent land uses. This relates to the Land Use Element.

Housing Element

The Circulation Element proposes to manage arterial and collector traffic to minimize adverse impacts on neighborhoods and to discourage encroachment of non-residential parking in existing neighborhoods. This relates to the Housing Element.

Public Safety Element

The Public Safety Element designates critical facilities for emergencies and provides for public safety during emergencies. The Circulation Element includes minimum roadway widths which also relate to public safety and would maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Public Facilities and Community Programs

The Public Facilities and Community Programs Element discusses recreational facilities and includes a program to link parks with a trail system. The Circulation Element strives to improve traffic and circulation systems throughout Pleasanton, including trails for pedestrian and bicycle travel. The Circulation Element also discusses roadways, transit stations, and other transportation-related public facilities.

Conservation and Open Space Element

The Conservation and Open Space Element discusses trails that link open space and recreational areas, and includes goals, policies and programs to preserve and enhance trails. These open-space trails relate to and are part of the pedestrian system discussed in the Circulation Element.

Air Quality and Climate Change Element

The Air Quality Element strives to improve air quality throughout Pleasanton. Some air quality objectives to reduce air emissions would also reduce vehicular trips and traffic congestion and would comply with the Circulation Element. The Circulation Element would lead to improved air quality by maintaining level-of-service standards that encourage free-flowing traffic and by continuing to encourage Transportation Demand Management programs such as Commendable Commutes and pRide, which reduce both vehicular trips and traffic congestion.

Energy Element

The Energy Element strives to reduce energy usage in Pleasanton. The Energy Element objective that saves transportation energy by implementing a more effective transportation system would comply with the Circulation Element. Circulation objectives that limit energy usage would comply with the Energy Element, including continued inclusion of Transportation Demand Management policies which reduce both vehicular trips and traffic congestion.

Noise Element

The Noise Element discusses noise from all sources while the Circulation Element briefly discusses railroad noise. The Noise Element policy to limit truck traffic in residential and commercial areas to designated truck routes, would also relate to the Circulation Element. Circulation Element policies that would result in more free-flowing traffic or that would reduce the number of vehicle trips would also reduce vehicular noise.

Community Character Element

The Community Character Element strives to preserve and enhance those aspects which make the city special and distinct. The Circulation Element strives to improve traffic and circulation systems – including pedestrian pathways – throughout Pleasanton. Community Character policies to improve street identification and traffic signage along city streets and to enhance bus shelter design relate to the Circulation element.

Subregional Planning

The Subregional Planning Element discusses circulation for the Tri-Valley Area. Pleasanton's Circulation Element discusses these same issues for Pleasanton. The Subregional Element goal and its policies to "achieve a coordinated, efficient, safe, and environmentally

sensitive system of transportation and circulation in the Tri-Valley" also relate to the Circulation Element.

CIRCULATION GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs, in addition to those contained in other Elements, constitute an action program to implement the objectives described in this Element.

Streets and Highways

Goal 1: Develop a safe, convenient and uncongested circulation system.

Goal 2: Develop and manage a local and regional street and highway system which accommodates future growth while maintaining acceptable levels of service.

Policy 1: Complete the City's street and highway system in accordance with the General Plan Map, Figures 3-7 and 3-10, and Table 3-8.

Program 1.1: Require new developments to pay for their fair share of planned roadway improvement costs.

Program 1.2: Update the Traffic Development Fee study consistent with improvements needed to implement the General Plan circulation system.

Program 1.3: Support the use of assessment districts to equitably spread the cost of new roadways and improvements and to facilitate installation of improvements with development.

Program 1.4: Continue to implement the North Pleasanton Improvement District infrastructure cost sharing fee for non-participatory properties which benefit from the District. Review and modify the North Pleasanton Improvement District for future development not anticipated when the District was implemented.

Program 1.5: Preserve rights-of-way needed for local and regional roadway improvements through dedication of land, as adjacent properties develop.

Program 1.6: Open the Stoneridge Drive extension to through traffic when Pleasanton reaches an agreement with its regional partners (i.e., the cities of Livermore and Dublin, the County of Alameda) for a strategic approach and funding plan for relieving traffic congestion in the Tri-Valley. This agreement will be embodied in a policy/plan adopted by the City Council (following a public hearing) that includes a plan which prioritizes funding for improvements to I-580, I-680, and State Route 84 and requires completion of a regional arterial network that includes Dublin Boulevard, Jack London Boulevard, North Canyons Parkway, and the Stoneridge Drive extension. As elsewhere, the City is committed to creating a safe environment on the Stoneridge Drive extension, consistent with General Plan policies as applied throughout the City.

Program 1.7: If the General Plan is amended to include on the General Plan Map the West Las Positas Boulevard / I-680 Interchange and the City Council votes to construct such Interchange, it shall do so conditionally and shall defer actual implementation for a period of one year in order to allow citizens who may disagree with the decision the opportunity to circulate an initiative measure to delete the interchange from the General Plan Map and to amend the General Plan in other respects so as to maintain internal consistency. The process for implementing construction may proceed if: (a) a Notice of Intent to Circulate Petition is not filed with the City Clerk within 30 days of the Council's decision to implement the interchange's construction; (b) a Notice of Intent is filed but a sufficient number of signatures is not gathered within six months of the filing of the Notice; or (c) the initiative measure fails.

Policy 2: Phase development and roadway improvements so that levels of service at adjacent major intersections do not exceed LOS D at major intersections outside Downtown and gateway intersections, except as noted below. [6]

Program 2.1: Monitor roadway improvements to determine if levels of service are approaching congestion according to City standards.

Program 2.2: Require site-specific traffic studies for all major developments which have the potential to cause the level of service at one or more major intersections to exceed LOS D, and require developers to implement the mitigation measures identified in these studies. In general, require development to improve congested intersections adjacent to such development or to pay its pro-rata share of the cost of such improvements, and to pay traffic development fees for use in mitigating traffic impacts in other areas of the city.

Program 2.3: Exempt conditionally the Santa Rita Road / Valley Avenue intersection from the City's LOS D standard in that the mitigation of adding a third southbound left turn lane is a short-term mitigation, with buildout mitigation being the Stoneridge Drive extension. The City Council shall decide if and when this intersection modification is needed, for example, in conjunction with development projects which add traffic to it. Projects which add traffic to this intersection, but are not required to improve this intersection because of the exemption, will only pay Traffic Development Fees as mitigation for their impact on this intersection.

Program 2.4: Use the City's Baseline Traffic Report to address specific criteria to establish when a traffic impact study is required for a development proposal and to identify the scope and contents of the traffic report.

[6] Major intersections are those intersections of two or more arterials or one arterial and one collector street. Gateway intersections are intersections located at the edges of the city.

Program 2.5: Continuously upgrade the City's traffic computer and signal system to better monitor traffic flows and to translate traffic volumes into levels of service.

Program 2.6: Report intersections that have the potential to exceed level of service D in a regular baseline report to City Council and affected developers.

Program 2.7: Require feasible mitigation measures to keep intersections impacted by development to acceptable service levels, in the event that LOS D is exceeded. If there are no feasible mitigation measures and if the intersections are otherwise not exempt from the LOS D standard, withhold development approvals, including building permits, until the intersections exceeding LOS D are at an acceptable level of service.

Program 2.8: Strongly encourage public transit and regional projects that skirt traffic around Pleasanton rather than through it to mitigate LOS problems in the city.

Policy 3: Facilitate the free flow of vehicular traffic on major arterials.

Program 3.1: Continually update computer-control technology for traffic lights. Continue to coordinate and synchronize computer-controlled traffic signals on major city streets.

Program 3.2: Prohibit additional private-access driveways onto major arterials.

Program 3.3: Minimize traffic signal delays to less than 100 seconds, whenever possible.

Program 3.4: Make street improvements as appropriate to reduce traffic queuing and delay.

Program 3.5: Discourage additional on-street parking on arterials.

Policy 4: In the Downtown, facilitate the flow of traffic and access to Downtown businesses and activities consistent with maintaining a pedestrian-friendly environment.

Program 4.1: Downtown intersections shown in the *Downtown Specific Plan* are exempted from the citywide LOS D standard. Consideration may be given to improvements at Downtown intersections when it is clear that such improvements are necessary and are consistent with the pedestrian-friendly environment as established in the *Downtown Specific Plan.*

Policy 5: At gateway intersections, facilitate the flow of traffic and access into and out of the City, consistent with maintaining visual character, landscaping, and pedestrian convenience.

Program 5.1: Gateway intersections (listed in Table 3-4) are exempted from the citywide LOS D standard (constrained gateway policy) but consideration may be given to improvements at gateway intersections when it is determined that such improvements are necessary and are consistent with maintaining visual character, landscaping, and pedestrian amenities.

Policy 6: Design and regulate city streets to minimize traffic-related impacts on adjacent land uses.

Program 6.1: Provide setbacks, landscaping, frontage roads, soundwalls, and other methods to protect adjacent land uses from safety, noise, and air quality impacts associated with traffic on arterials and freeways.

Program 6.2: Restrict truck traffic to designated truck routes, except when trucks are making local deliveries (See Figure 3-13).

Program 6.3: Require all gravel trucks to use State Route 84 as the sole access road to I-580 and I-680, except for trucks from gravel operations that have direct access onto El Charro Road.

Program 6.4: Notify all residents and property owners who may be directly affected by potential street closures and traffic re-routing in advance of taking such actions.

Program 6.5: Prohibit Mohr Avenue and Valley Avenue as a truck route or primary access to industrial development to the east.

Program 6.6: Discourage residential driveway access directly onto residential collector streets.

Policy 7: Adhere to City design standards for streets in new developments.

Program 7.1: Incorporate City design standards for arterials, collectors, neighborhood collectors, and local public and private streets as part of the City's review of new developments.

Program 7.2: Provide more than one access road for emergency vehicle routes to new developments, whenever feasible.

Program 7.3: Design complete streets serving pedestrians, bicyclists, motorists, and transit riders of all ages and abilities, except where infeasible. Complete streets may include: alternative intersection control where appropriate; requiring bicycle and pedestrian connections from cul-de-sacs to adjacent streets, trails, bicycle paths, and neighborhoods; and incorporating appropriate traffic calming measures.

Program 7.4: Discourage new gated communities.

Program 7.5: Consider issues such as level of traffic, safety, vehicular noise, visual quality, and related environmental issues when reviewing new development adjacent to arterials.

Program 7.6: Design new streets and alterations of existing streets to preserve the character and safety of existing residential neighborhoods.

Policy 8: Maximize traffic safety for automobile, transit, bicycle users, and pedestrians.

Program 8.1: Allocate a share of each year's Capital Improvement Program to street maintenance, roadway improvements, pedestrian and bicycle projects, and traffic management.

Program 8.2: Monitor and record roadway accidents, and recommend safety improvements, where needed.

Program 8.3: Separate vehicular, bicycle, and pedestrian traffic, whenever feasible, especially on routes to schools.

Program 8.4: Provide bike lanes on arterials and collector streets, where feasible.

Program 8.5: Restrict parking near intersections to ensure visibility and traffic safety.

Program 8.6: Require the installation of bus turnouts and shelters along planned or potential transit routes.

Program 8.7: Develop a traffic safety methodology for traffic studies and then require that traffic studies prepared for the City include a traffic safety section.

Policy 9: Work with other local jurisdictions and regional agencies such as the Metropolitan Transportation Commission (MTC), Alameda County Congestion Management Agency (ACCMA), Alameda County Transportation Improvement Authority (ACTIA), and Tri Valley Transportation Council to plan and coordinate regional transportation improvements.

Program 9.1: Support State and regional efforts to implement the Tri-Valley Triangle Study Projects.

Program 9.2: Support State and regional efforts to improve State Route 84 including the widening to four lanes between Pigeon Pass and I-680.

Policy 10: Require adequate on- and off-street parking.

Program 10.1: Enforce the parking provisions of the City's *Zoning Ordinance.* For Planned Unit Developments with the potential for shared parking or where located proximate to transit, consider modifications to *Zoning Ordinance* parking standards, when necessary and if appropriate.

Program 10.2: Work with BART to continue monitoring the adequacy of parking supply at Pleasanton/Dublin stations.

Program 10.3: Develop the Downtown section of the Transportation Corridor with parking, a pedestrian and bicycle trail, and landscaping, consistent with the 2002 *Master Plan for the Downtown Parks and Trails System* and with the *Downtown Specific Plan.*

Program 10.4: Study potential locations for additional park-and-ride lots.

Program 10.5: In conjunction with regional agencies, explore potential locations for trailer-truck parking.

Neighborhood Traffic and Parking

Goal 3: Protect residential neighborhood quality-of-life and community character from cut-through traffic, speeding, and non-residential parking.

Policy 11: Manage arterial and collector traffic to minimize adverse impacts on neighborhoods.

Program 11.1: Implement the City's Traffic-Calming Program

Program 11.2: Minimize traffic impacts and cut-though traffic in new developments by incorporating traffic-calming elements and other design features.

Program 11.3: Discourage non-local and commercial traffic from using streets through residential areas.

Policy 12: Discourage encroachment of non-residential parking in existing neighborhoods.

Program 12.1: Implement the residential parking permit program where necessary.

Program 12.2: Work with Pleasanton Unified School District to implement the school's traffic-calming and shared-parking solutions in the Rides-to-School Program.

Program 12.3: Study and evaluate the need for additional regulations pertaining to the on- and off-street parking of recreational vehicles (including motor homes, trailers, boats, jet skis, etc.)

Alternative Transportation Modes

Goal 4: Provide a multi-modal transportation system which creates alternatives to the single-occupancy automobile.

Policy 13: Phase transit improvements to meet the demand for existing and future development.

Policy 14: Encourage coordination and integration of Tri-Valley transit to create a seamless transportation system.

Program 14.1: Work with transit agencies to meet transit needs based on development and commute patterns.

Program 14.2: Continue to monitor regional rail and high-speed rail plans and consider impacts on and benefits for Pleasanton.

Program 14.3: Encourage a car-sharing service at the Pleasanton BART stations if residential development is added to these areas.

Policy 15: Reduce the total number of average daily traffic trips throughout the city.

Program 15.1: Promote the use of transit, ridesharing, bicycling, and walking through the City's Transportation Coordinator and encourage employers to participate in the City's Commendable Commutes Program. Increase bicycle and pedestrian mode share by increasing public awareness of the available bicycle and trail facilities and programs and encourage employers to participate in the City's Commendable Commutes Program.

Program 15.2: Continue to provide incentives to City of Pleasanton employees to participate in the pRide commute-alternatives program, and seek to increase the number of employees participating.

Program 15.3: Maximize transportation opportunities, enabling more people to live close to their places of work, such as with transit-oriented development (TOD).

Program 15.4: Pursue all potential funding sources for alternative transportation.

Program 15.5: Encourage mass transit in the Tri-Valley area by a variety of means, including private investment.

Program 15.6: Encourage the use of fuel-efficient buses within the city.

Policy 16: Reduce the percentage of average daily traffic trips taken during peak hours.

Program 16.1: Promote the use of flextime and other measures to employers and employees through the City's *Transportation Systems Management (TSM) Ordinance.*

Program 16.2: Encourage employers to allow employees to telecommute.

Policy 17: Support the continued and expanded operation of the Livermore Amador Valley Transit Authority (LAVTA).

Program 17.1: Provide City representatives on the Livermore Amador Valley Transit Authority Board and seek State funds to support local transit.

Program 17.2: Work with the Livermore Amador Valley Transit Authority to monitor bus ridership and adjust schedules and routes as needed, and seek LAVTA input on new development.

Program 17.3: Encourage the expansion of Wheels bus service to synchronize with BART train schedules, to the extent feasible.

Program 17.4: Encourage Wheels bus service to provide incentives and discounts to school-age children, and work with the Pleasanton Unified School District on service and routing to reduce congestion.

Program 17.5: Support Livermore Amador Valley Transit Authority's Rapid Bus Program.

Policy 18: Encourage the extension of BART from Pleasanton to Livermore and beyond.

Program 18.1: Require developers of property adjacent to the proposed BART alignment to reserve adequate acreage for future BART facilities.

Program 18.2: Encourage CalTrans to preserve right-of-way in the I-580 median for the extension of BART to Livermore and beyond.

Program 18.3: Encourage a more direct and convenient connection of BART with ACE rail service.

Policy 19: Support the continued and expanded service of the Altamont Commuter Express.

Program 19.1: Continue to work with the San Joaquin Rail Commission to improve Altamont Commuter Express (ACE) service.

Program 19.2: Seek a permanent location in Pleasanton for the ACE train station.

Program 19.3: Support the study of a high-speed rail spur from the Central Valley into Livermore where East Bay travelers can connect with the existing Altamont Commuter Express (ACE) train and an extension of BART from Pleasanton/Dublin.

Policy 20:	Support paratransit services to elderly and disabled residents of Pleasanton.

Program 20.1: Fund capital and operating expenditures for the City's Dial-A-Bus program.

Policy 21:	Support the use of alternative fuel vehicles.

Program 21.1: Encourage the construction of infrastructure for and use of alternative fuel vehicles.

Policy 22:	Create and maintain a safe, convenient, and effective bicycle system which encourages increased bicycle use.

Program 22.1: Implement the *Community Trails Master Plan.*

Program 22.2: Prepare and adopt a citywide pedestrian and bicycle master plan. Identify areas where additional bicycle parking facilities are needed.

Program 22.3: Integrate bicycle lanes or separate bikeways into street projects, wherever feasible.

Program 22.4: Require design measures and facilities to accommodate access by pedestrians, bicycles, and transit in new developments, including bus shelters and turnabouts, bicycle parking facilities, bicycle and pedestrian trails, and transit-friendly designs for the site perimeter and internal circulation patterns.

Program 22.5: Require appropriate bicycle-related improvements (i.e., work-place provision for showers, bicycle storage, bicycle lanes, etc.) with new development.

Program 22.6: Maintain bicycle routes with adequate sweeping and pavement repairs.

Program 22.7: Incorporate bicycle detection at signalized intersections.

Program 22.8: Strongly encourage the Pleasanton Unified School District to provide convenient, safe, and attractive bicycle racks at all public schools.

Program 22.9: Work with the East Bay Regional Park District to complete the Iron Horse Trail through the Hacienda Business Park.

Program 22.10: Develop the Downtown portion of the Transportation Corridor for pedestrian, bicyclists and parking, consistent with the 2002 *Master Plan for the Downtown Parks and Trails System* and with the *Downtown Specific Plan.*

Program 22.11: Consider creating a City-sponsored self-service bicycle-sharing program.

Policy 23: Create and maintain a safe and convenient pedestrian system which encourages walking as an alternative to driving.

Program 23.1: Require developers to finance and install sidewalks and pedestrian and bicycle pathways, where appropriate, in future developments.

Program 23.2: Develop a pedestrian trail system which connects all major portions of the Planning Area.

Program 23.3: Cooperate with East Bay Regional Parks District in completing a regional trail system and with Zone 7 in completing its Arroyo Management Plan.

Program 23.4: As part of the pedestrian and bicycle master plan, perform a comprehensive review of factors to improve the walkability and safety of pedestrian corridors.

Program 23.5: Improve the safety of bicyclists and pedestrians by educating all residents about bicycle and pedestrian safety and by enforcing bicycle and motor vehicle laws and regulations affecting bicyclist and pedestrian safety. Continue programs of the Police Department such as bicycle rodeos, bicycle and pedestrian pamphlets, and classroom education.

Policy 24: In cooperation with the Pleasanton Unified School District, explore ways to reduce automobile traffic related to schools.

Program 24.1: Working with the Pleasanton Unified School District, continue to implement the Rides to School program.