

Projects completed in BPMP

From Page III of the Executive Summary - Key actions and performance metrics contained in the Plan include the following:

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Master Plan Implementation

- Assign a City employee as a bicycle and pedestrian coordinator to manage all non-motorized transportation projects and prioritize implementation
 - Not implemented
- Implement at least two Class IV separated bikeway pilot projects and at least five of the high priority projects detailed in this Plan by 2021 (page 247)
 - Stoneridge
 - WLP
 - #7 West Las Positas Boulevard W. Las Positas Boulevard Intersection with Fairlands Drive Pedestrian Enhance existing crosswalk with high-visibility striping
 - #11 Foothill Road Complete Streets Foothill Road Intersection with Oak Creek Drive Enhance existing crosswalk with ladder striping and RRFB
 - #12 Foothill Road Complete Streets Foothill Road Intersection with Highland Oaks Drive enhance existing crosswalk with ladder striping
 - #13 580 and I-680 Overcrossing Improvements Prepare bicycle and pedestrian improvements feasibility study
 - #15 Bernal Avenue Intersection with Kottinger Drive Enhance or modify slip lanes
 - #16 Bernal Avenue Intersection with Kottinger Community Park Path Enhance crosswalk with RRFBs
 - #17 Stanley Boulevard Valley Avenue/Bernal Avenue Medium term improvement – construct protected intersection
 - #20 Willow Road Intersection with W Las Positas Boulevard Reduce curb radii and install improvements to support bicyclists turning onto/off-of Willow
- Complete the low-stress "All Ages and Abilities" network by 2030 and complete the Vision Network by 2040
 - Ongoing

- Adopt a citywide, multi-modal Vision Zero policy and reduce the percentage of severe bicycle and pedestrian collisions by 50% by 2030
 - Safe System Approach replaced Vision Zero. Project underway
- Pursue all funding sources for alternative transportation, and update the Plan every five years
 - \$250,000 HSIP grant for overcrossings
 - \$62,000 Measure B quick build for St. Mary's Street
 - \$8,300,000 Measure BB grant for WLP Elevated Cycle track
 - \$1,700,000 SR2S grant for WLP Elevated Cycle track
- Prioritize maintenance of bikeways, including paved trails and separated bikeways, and ensure adequate sweeping and pavement repair
 - Updated policy/responsibility between Zone 7 and City of Pleasanton for maintenance.
 - \$100,000/year Measure BB allocated for trail resurfacing
 - \$300,000 TDA Article 3 grant for mini-street sweeper
- Improve the percentage of all walking and bicycling trips by 2030
 - Ongoing
- Improve the percentage of walking and bicycling to schools by 2030
 - Ongoing – summary of 38 intersections near schools. AM shows increase in both volume and percentage (compared to change in vehicle volume). PM shows decrease in both volume and percentage.

Bike and Pedestrian Changes from 2019 to 2024 near schools

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School PM (2 - 4 PM)					
	Pedestrian	Bicycle	Pedestrian and Bicycle	Vehicles	Percent Pedestrians and Bicycles Compared to Vehicles
2019	3822	850	4672	66416	7.03%
2024	2938	1080	4018	60214	6.67%
Change	-23%	27%	-14%	-9%	-0.36%

AM (7 - 9 AM)					
	Pedestrian	Bicycle	Pedestrian and Bicycle	Vehicles	Percent Pedestrians and Bicycles Compared to Vehicles
2019	1864	844	2708	74617	3.63%
2024	2059	1002	3061	69661	4.39%
Change	10%	19%	13%	-7%	0.76%

AM (7 - 9 AM)					
	Pedestrian	Bicycle	Pedestrian and Bicycle	Vehicles	Percent Pedestrians and Bicycles Compared to Vehicles
2017	1757	686	2443	73581	3.32%
2024	2059	1002	3061	69661	4.39%
Change	17%	46%	25%	-5%	1.07%

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Best Practices Design

- Plan and design for low traffic stress facilities for bicyclists wherever feasible, with appropriate intersection treatments such as signal detection and accommodations for bicyclists making left turns.
 - Completed design for Foothill Road, West Las Positas and I-580 overcrossings.
- Routinely identify and integrate bicycle and pedestrian improvements into all standard maintenance, planning studies, roadway redesign, and auto-focused CIP projects.
 - All CIP projects must adhere to our complete streets policy and follow guidelines included in the BPMP

Education Encouragement and Enforcement

- Seek funding from Safe Routes to School grants.
 - \$1,700,000 SR2S grant received for WLP.
- Continue to develop and promote existing education and encouragement programs, including but not limited to Bike to Work Day, Bike to School Day, bicycle safety courses and a citywide bicycle user map.
 - Citywide map created (bikepleasanton.com).
 - Economic Development and Police Department promote Bike to Wherever Day and has assisted school district with bicycle rodeos
- Work toward recognition as a Silver-level Bicycle Friendly Community and Walk Friendly Community.
 - Silver-level BFC submitted but not awarded

Encourage Multimodal Transportation System

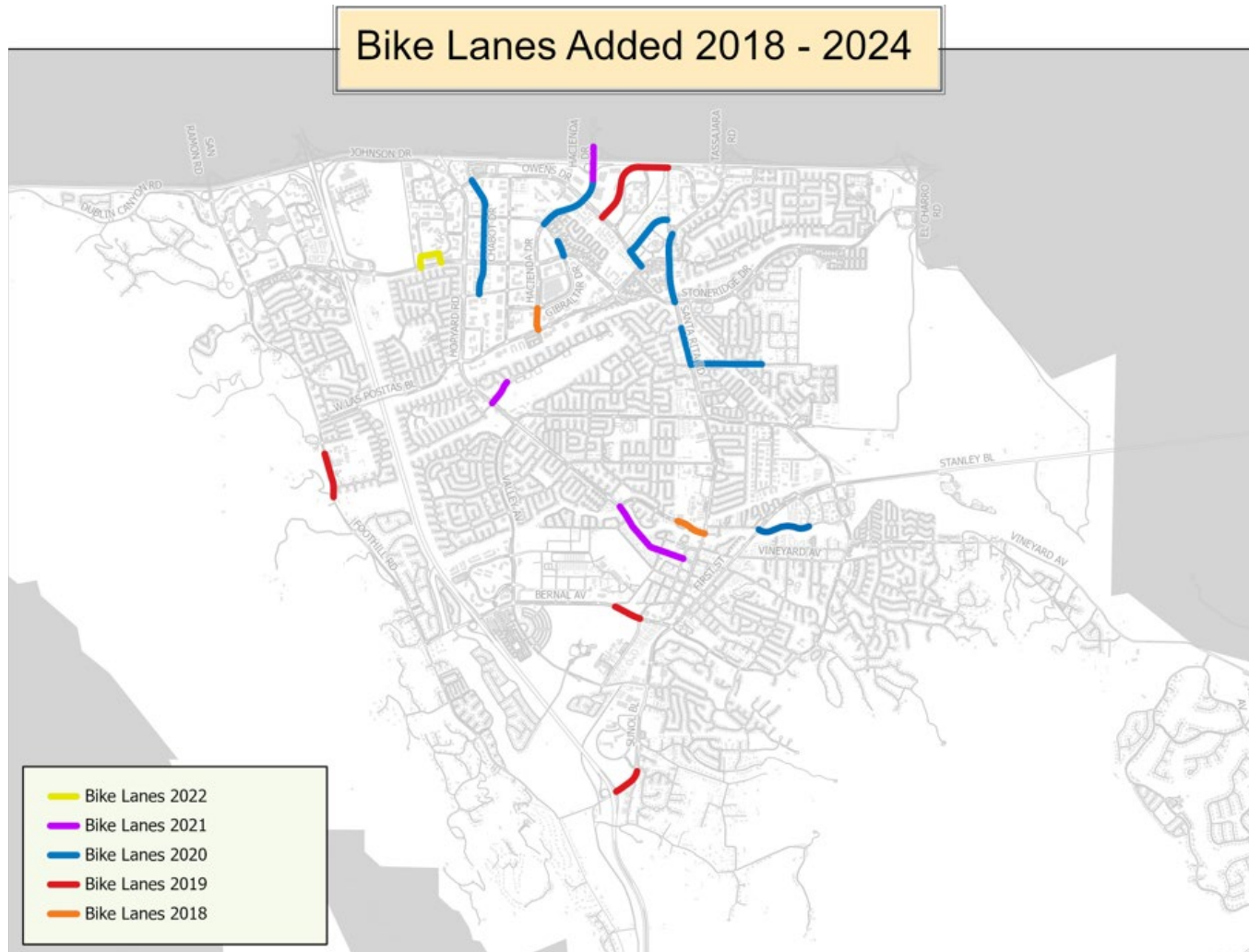
- Provide safe, comfortable, convenient, and continuous bicycle and pedestrian facilities within one mile of the BART and ACE stations, and within an eighth of a mile of Wheels bus stops.
 - Buffered bike lanes added to Willow Road, Hacienda Drive, Chabot Drive, Johnson Drive, Clorox Way, Owens Drive, West Las Positas Boulevard
 - Lane Reduction, crosswalk, RRFB and K71 bollards installed on Owens at Andrews to improve pedestrian crossing.

- Installed 2 traffic signals and ladder crosswalks at West Dublin/Pleasanton Bart station
 - Constructed Sidewalk on Canyon Way
 - Buffered bike lane and road diet on Foothill Road.
 - Required developer to construct segment of class 1 multiuse path from Stoneridge Drive to access the West Dublin/Pleasanton station
- Work with the Pleasanton Unified School District and commercial businesses to provide and actively maintain sufficient, convenient, safe, and attractive bicycle racks at all public schools and businesses, and provide a citywide bicycle rack request program.
 - No progress

Improve Safety

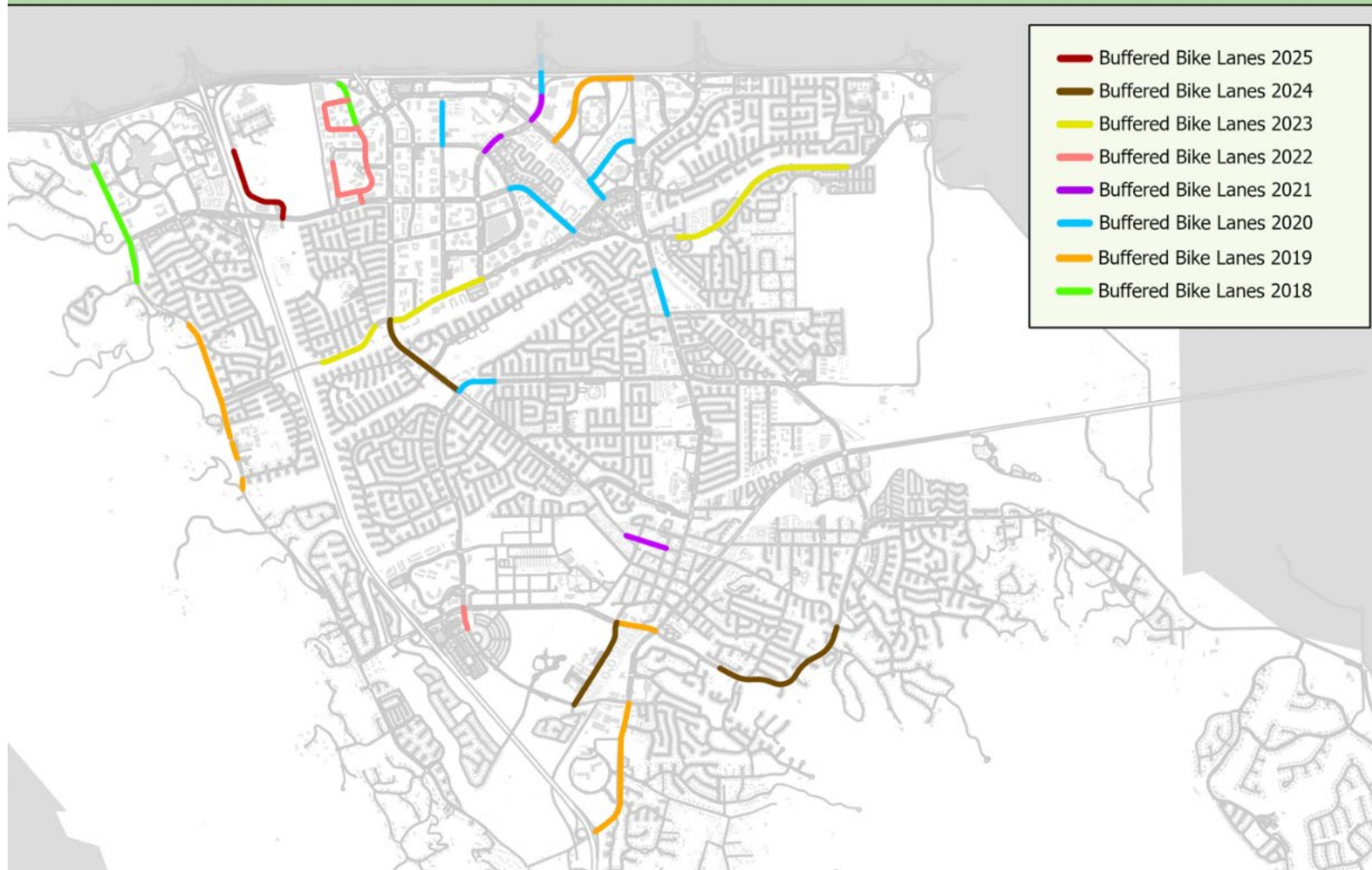
- Monitor and record bicycle and pedestrian-related collisions. At areas with high injury collisions, develop improvement plans to lower crash rates.
 - Conducted annual collision review and implemented improvements to address collision patterns.
- Adopt and implement a multi-modal safety assessment methodology for all city transportation studies.
 - All TIA's are required to review pedestrian, bicycle and transit access.
- Work with Pleasanton Unified School District to implement the school's traffic-calming and shared-parking solutions in the Rides-to-School Program.
 - City and school district work together to develop school circulation system.
 - Alisal Elementary School – added ladder crosswalk to Santa Rita at Black. Modified Signal operation to eliminate left turns and pedestrian crossing conflict.
 - Amador High School – added buffered bike lanes to Del Valle Parkway. Installed RRFB on Black Avenue at the Aquatic center (used mostly by students going to and from school).
 - Donlon Elementary – upgraded school crosswalks with road narrowing front and back of school.
 - Fairlands Elementary School – enhanced and added crosswalk at Santa Rita and West Las Positas. Added RRFB and ladder crossing to WLP at Fairlands. Ladder crosswalk on WLP at all way stop in front of school.

- Foothill High School – new drop off parking lot with new traffic signal. Enhanced crosswalks to the north of the school. Pedestrian sidewalk and railing installed on Foothill High to the south of the school. Buffered bike lanes added to Foothill Road.
- Hart Middle School – enhanced crosswalks and bike lanes in front of the school. Created additional parking and drop off area on Hacienda and developed new parking lot at the back of the school. Created parking protected bike lane along WLP along school frontage.
- Hearst Elementary and PMS – new crossing guard and crossing improvements at Sunol and Junipero. Parking protected bike lanes added. Ladder crosswalks added to Bernal at Case.
- Lydiksen Elementary School – developed secondary drop off loop to reduce pedestrian/vehicle conflict.
- Mohr Elementary – no changes implemented
- Valley View Elementary School – reduced crossing distances at driveways with bulb outs. Focused crossing location in front of school. Ladder crosswalks added at Vineyard at Adams and Kottinger at Adams.
- Vintage Hills Elementary – new crosswalk and crossing guard and speed lumps.
- Walnut Grove and Harvest Park – installed traffic signal at Valley and Northway. Installed ladder crosswalk at Black and Harvest Road. Added green bike lanes to Valley Avenue. Ladder striped Valley at Greenwood.



Map of bike lanes added.

Buffered Bike Lanes Added 2018 - 2025



Map of bike lanes upgraded to buffered

Protected Bike Lanes Added 2018 - 2025



Map of protected bike lanes

Goals, Policies, & Actions

Goal 1: Provide the citizens of Pleasanton with a citywide network of bikeways, walkways, and trails that are accessible, safe, comfortable, and convenient for people of all ages and abilities who walk and bicycle.

Policy 1-1: Implement the walking and bicycling networks presented in the 2016 Pedestrian and Bicycle Master Plan

Action 1-1A: Pursue all potential and viable funding sources for active transportation, including sources such as Measure BB as well as funding for routine maintenance and Capital Improvement Program (CIP) budget for typical roadway projects that can integrate active mode components.

- \$10 million in grant funding for WLP
- \$250k in overcrossing funding from TFCA
- \$500k in overcrossing design funding from Measure BB
- \$750k in WLP phase 2 design

Action 1-1B: Implement at least two Class IV separated bikeway pilot projects by 2021

- WLP protected bike lane pilot project (2 segments)
- Stoneridge Drive protected bike lane project
- Case Avenue Protected Bike lane project

Action 1-1C: Implement at least five of the high priority projects detailed in this Plan by 2021.

- #7 West Las Positas Boulevard W. Las Positas Boulevard Intersection with Fairlands Drive Pedestrian Enhance existing crosswalk with high-visibility striping
- #11 Foothill Road Complete Streets Foothill Road Intersection with Oak Creek Drive Enhance existing crosswalk with ladder striping and RRFB
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Action 1-1D: Conduct complete streets studies on two key roadways for all modes: Foothill Road and Santa Rita Road.

- Foothill Road Complete
- Santa Rita on hold pending support for West Las Positas

Action 1-1E: Implement the *Downtown Specific Plan* and specifically all pedestrian and public space enhancements within that plan.

- Design of Lyons Wayside Park includes pedestrian and bicycle path. Project is under construction
- Completed design and construction of southern end of railroad corridor path

Action 1-1F: Continue to update the *PBMP* every five years to reflect the latest in active transportation planning and design.

- Underway. Pandemic paused the need for a 5 year update

Policy 1-2: Promote expansion and maintenance of a trail system serving Pleasanton's diverse population while respecting and protecting the integrity of its natural and cultural resources.

Action 1-2A: Update and implement the *Community Trails Master Plan*.

- Community Trails Master Plan adopted in 2019

Action 1-2B: Cooperate with East Bay Regional Parks District in completing a regional trail system, and with Zone 7 in completing its Arroyo Management Plan.

- Updated the Zone 7 trail usage and maintenance agreement to expand the number of miles of available path.

Action 1-2C: Enhance access to trails from the city's roadway network through the provision of paths, walkways, trail crossings, and other infrastructure to integrate parks, open space, and trails with the city's on-street bicycle and sidewalk network.

- In progress

Action 1-2D: Develop a citywide signage and wayfinding system for pedestrians and bicyclists, including distances to destinations and facility type indications that reflect the local culture and community.

- No progress made

Policy 1-3: Promote the development of a comprehensive system of pedestrian, bicycle, and hiking trails throughout open-space lands in the Planning Area consistent with the Trails Master Plan.

- Input needed from landscape architect

Policy 1-4: Develop a maintenance program for bicycle and pedestrian facilities by 2021.

Action 1-4A: Maintain bikeways, including paved trails and separated bikeways, with adequate sweeping, pavement repairs and vegetation trimming on a monthly basis, or as directed by the City Traffic Engineer or Director of Engineering.

- Bike lane maintenance included in existing street sweeping contract with requirement to hand sweep protected bike lanes
- Mini-street sweeper funding allocated for purchase in 2025.

Action 1-4B: Work with the city's existing maintenance reporting system and increase public awareness of the existing system as a means to report bicycle and pedestrian facilities needing repair and/or clean-up.

- Added a mobile citizen app to respond to bike/ped related complaints

Action 1-4C: Allocate a percentage of each year's CIP to trail, street maintenance and roadway improvements along bicycle and pedestrian facilities.

- CIP does not fund street maintenance, but roadway improvements include bicycle and pedestrian upgrades.

Goal 2: Use best practices and innovative but tested pedestrian and bicycle designs to build continuous, safe and comfortable walking and bicycling networks.

Policy 2-1: Plan and design for low traffic stress facilities for bicyclists wherever feasible on existing streets and in new developments.

Action 2-1A: Provide and maintain signal detection for bicyclists at all signalized intersections, including on side streets.

- Camera detection provides bicycle discrimination
- Bike lane loops added to all signalized intersections that have bike lanes
- New cameras installed (45 intersections) have ability to identify bike regardless of position in the roadway. Cameras are able to execute the following bicycle specific programming.
 - o Provide Bicycles with added initial so that the green signal is long enough for a bicycle to get across the intersection at the start of the cycle
 - o Provide an extension to the yellow and all red so that bikes may clear the intersection before opposing movements turn green

Action 2-1B: At intersections of designated bikeways, provide design accommodations for bicyclists making left-turns, such as detection in turn pockets, dedicated bicycle signal phases, bicycle boxes, or two-stage turn boxes where feasible.

- New cameras do not require bicycle specific detection areas. Size and speed of approaching bicycle allows for differentiation between a vehicle and a bicyclist
- Dedicated bike signal at Hopyard and Owens for southbound should be energized in late summer 2025.

Action 2-1C: On residential Class III bicycle boulevards, provide traffic calming to reduce speeds and, if feasible, traffic volumes.

- Due to the controversial nature of traffic calming tools, the program is only used where requested by residents.

Policy 2-2: Plan and design all streets as complete streets serving pedestrians, bicyclists, motorists, and transit riders, striving to accommodate people of all ages and abilities.

Action 2-2A: Routinely identify and integrate bicycle and pedestrian improvements into all standard maintenance (such as overlays and repaving), planning studies, roadway redesign, and auto-focused CIP projects (such as new signals or signal modifications).

- All CIP projects are reviewed to ensure the Complete Streets Policy is applied. This includes the addition of bike lanes and buffered bike lanes to all resurfacing projects as well as upgrades to all ADA ramps.
- All development projects are reviewed to ensure the Complete Streets Policy is applied. This includes the addition of bike lanes and buffered bike lanes to all resurfacing projects as well as upgrades to all ADA ramps.

- The BPTC reviews and provides comments on our annual street resurfacing projects.

Action 2-2B: Require design measures and facilities to accommodate access by pedestrians, bicycles, and transit in new developments and redevelopments, including bicycle parking facilities, low stress bicycle and pedestrian facilities along desire lines, and transit-friendly designs for the site perimeter and internal circulation patterns.

- Included in the City's Traffic Impact Analysis Guidelines are requirements to review internal and external pedestrian, bicycle and transit circulation.
- Staff also reviews the pedestrian, bicycle and transit circulation.

Goal 3: Coordinate across City departments to provide education, encouragement, and enforcement programs to improve safety for all users and increase the number of walking and bicycling trips.

Policy 3-1: Increase bicycle and pedestrian mode share by increasing public awareness of the available pedestrian, bicycle, and trail facilities and programs.

Action 3-1A: Consider creating a city-sponsored self-service bicycle-sharing program.

- No action

Action 3-1B: Seek funding from Safe Routes to Schools grants.

- \$1.7 million dollar SR2S grant awarded for West Las Positas Boulevard

Action 3-1C: Continue to develop and promote existing education and encouragement programs, including but not limited to Bike to Work Day, Bike to School Day, bicycle safety courses and a citywide bicycle user map. Continue Police Department programs such as Bicycle Rodeos, bicycle and pedestrian pamphlets, and classroom education.

- City is a Bike to Work Day sponsor and use Transportation Funds for Clean Air for additional campaign, marketing and giveaways.
- City works with Bike East Bay to schedule Family Cycling Workshops for community wide elementary age children.

Action 3-1D: Evaluate the success and effectiveness of each program and introduce targeted new initiatives. Promote and accommodate bicycle events such as the Pleasanton Bicycle Safety Festival and Bike to Work and School Day.

- The City previously held a Pleasanton Bicycle Safety Festival, but this program changed to an Earth Day Festival. This event may still include a bike rodeo.
- Evaluation of the community-wide Bike to Wherever (rebranded during the pandemic from Work since people work remotely) and Bike to School Days has shown good public support and plans to continue
- Bike to School Days are primarily planned through Alameda County Safe Routes to School. This is done in conjunction with Bike to School Days and in coordination with the PPD, helmet exchange events are held at the middle schools.

Action 3-1E: Work towards recognition as a Silver-level Bicycle Friendly Community and recognition as a Walk Friendly Community.

- Bicycle Friendly Community application submitted in the Fall of 2018. Unsuccessful in reaching Silver Status
- Elements needed to reach silver status have not been completed to the degree that would allow the City to reach Silver level. These key steps include:
 - o Appoint a staff member Bicycle & Pedestrian Coordinator or create a new position.
 - o Establish criteria that increases separation and protection of bicyclists based on motor vehicle speed and volume
 - Bike lane design based on roadway type which includes volume and speed
 - o Increase the amount of high quality bicycle parking throughout the community
 - o Launch a bike share system that is open to the public
 - o expand bicycle safety education to be a routine part of education for students of all ages
 - o Expand bicycle education opportunities for adults
 - o Adopt a comprehensive road safety plan
 - This project is underway
 - o Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress

Policy 3-2: Promote traffic safety, bicycle safety, and pedestrian safety education in Pleasanton.

Action 3-2A: Coordinate across city departments and with community partners such as Bike East Bay and the Alameda Safe Routes Partnership to promote safety education and awareness for all modes in Pleasanton.

- Not Started

Goal 4: Maximize multi-modal transportation options for people who live, work, and/or play in Pleasanton by enhancing walking and bicycling connections to transit including BART, ACE, and bus connections, as well as parks, schools, shopping, and other key destinations.

Policy 4-1: Provide safe, comfortable, and convenient bicycle and pedestrian connections and support facilities at transit stations.

Action 4-1A: Provide safe, comfortable, convenient, and continuous bicycle and pedestrian facilities within one mile of the BART and ACE stations, and within an eighth of a mile of Wheels bus stops.

- The 2018 BPMP did not focus on major pedestrian generators and as a result did not elevate these types of projects.
- Several overlay projects did provide improvements within 1 mile of Bart stations and a private development project added class 1 bike path as part of a larger multiuse access path to Bart

Action 4-1B: Provide short-term bicycle racks and longer-term secure bicycle parking, such as bicycle lockers or a bicycle station, at the two BART stations and the ACE station.

- Not started

Policy 4-2: Ensure secure, adequate and easily accessible bicycle parking at destinations throughout Pleasanton.

Action 4-2A: Provide a citywide bicycle rack request program, siting racks in locations out of the pedestrian through zone and in highly visible locations, as described in the PBMP Design Guidelines. Consider Pleasanton-specific branding of the bicycle racks.

- Not started

Action 4-2B: Update the Municipal Code to provide adequate and secure bicycle parking (i.e., a combination of outdoor racks, covered or indoor storage at workplaces and residences, etc.) with new development and at existing locations where long-term parking

is desirable, such as in Downtown and near the three transit stations, consistent with the PBMP Design Guidelines.

- Municipal code includes bicycle parking provisions.
- The 2023 Objective Design Standards have covered and secure parking requirements for new residential developments

Action 4-2C: Request the Pleasanton Unified School District and commercial businesses provide and actively maintain sufficient, convenient, safe, and attractive bicycle racks.

- Not started

Action 4-2D: Implement a pilot on-street bicycle parking corral in Downtown.

- Pilot program installed on Angela Street and includes repair station
- Program expanded to include second location on St. Marys Street

Policy 4-3: Integrate land-use and transportation planning to ensure patterns facilitate safe and convenient mobility of people and goods at a reasonable cost, and to increase travel alternatives to single-occupant automobiles.

Action 4-3A: Prioritize projects that provide bicycle and pedestrian connections at BART, ACE, and major bus stops.

- No project prioritization in place

Goal 5: Improve traffic safety for all modes, and particularly the most vulnerable roadway users - bicyclists and pedestrians.

Policy 5-1: Work to reduce the number of severe injury and fatal bicycle and pedestrian crashes to zero.

Action 5-1A: Adopt a multi-modal citywide Vision Zero policy and systemic safety strategy to proactively identify safety issues and implement safety countermeasures, utilizing best practice engineering, enforcement, and public education tools.

- The City received a grant in 2023 through the Federal Safe Streets for All grant program to complete a City of Pleasanton Safety Systems Action Plan. The consultant is expected to begin development of the Plan in June of 2025.

Action 5-1B: Monitor and record bicycle and pedestrian-related collisions. At areas with high injury collisions, develop improvement plans to lower crash rates.

- City conducts Weekly, Monthly and Annual review of pedestrian, bicycle and vehicle collisions and develops improvement plans to address any collision patterns identified.

Action 5-1C: Implement the continuous network of low-traffic stress bicycle facilities proposed in this PBMP with high levels of protection (such as Class IV separated bikeways) on arterials, and shared lanes with traffic calming on low-volume residential streets (such as residential bicycle routes).

- This is an ongoing process. Most recently the City designed and installed a new elevated and separated bike lane on Stoneridge Drive as part of the Costco development. Included with this design is a new signalized pedestrian and bicycle crossing at the I-680 northbound on ramp.

Action 5-1D: Allocate staff time to applying for and developing improvement plans for Caltrans Highway Safety Improvement Program (HSIP) or other grant funding to install walking and bicycling safety improvements at areas with high numbers of high injury collisions in order to lower the crash rate.

- HSIP grant received to construct the improvements identified at the I-580 overcrossing. This \$250,000 grant will be used following Caltrans approval of the design plans which will be funded through an Alameda CTC grant.

Policy 5-2: Proactively improve safety for bicyclists, pedestrians, transit users and drivers.

Action 5-2A: Implement the proposed Vision Zero Strategy and monitor and evaluate on an ongoing basis.

- Although an official Vision Zero program was not developed or adopted by the City, the fundamental aspects of Vision Zero are already incorporated into the daily design and review process at the City.

Action 5-2B: Adopt and implement a multi-modal safety assessment methodology for all city transportation studies.

- Not started

Action 5-2C: Provide sidewalks on both sides of arterial streets, as detailed in the PBMP design guidelines.

- The requirement of sidewalks on both sides of ALL public streets is included in the City's design standards.

Action 5-2D: Restrict parking near intersections to ensure pedestrian visibility.

- Ongoing. Most recently the City reviewed the downtown core to ensure the 20 feet of clear zone was present. 1 location was identified where a parking space encroached on the 20 feet. The space was removed and the area painted red.

Action 5-2E: Explicitly prohibit parking in bicycle lanes and work with the Police Department to provide enforcement.

- The Pleasanton Municipal Code was amended in 2019 to restrict parking in the bike lane
 - o "Within any bicycle lane in such a manner that the parked vehicle will impede or obstruct the ability for bicyclists to safely use the bicycle lane. Parking a vehicle such that four feet or less of the bicycle lane is available for bicycle use shall constitute impeding and blocking the bicycle lane;"

Action 5-2F: Work with Pleasanton Unified School District to implement the school's traffic-calming and shared-parking solutions in the Rides-to-School Program.

- Not started

Action 5-2G: Provide marked crosswalks to serve key desire lines where demand and engineering considerations in **Appendix A Crosswalk Policy** are met.

- The City has upgraded all school crossing guard locations to Ladder Crosswalks
- The City regularly reviews high volume locations to evaluate need for supplemental markings

Action 5-2H: Where feasible, tighten corner radii at arterial intersections to slow turning vehicular traffic and improve pedestrian and bicycle safety at intersections.

- This design practice is included in the West Las Positas design and has been implemented at various locations when ADA ramp modifications are made.

Action 5-2I: Routinely consult the Crosswalk Policy in **Section A.2** to identify crosswalk improvements at signalized, stop controlled, and uncontrolled locations for all development review, planning studies, signal modifications and new signal projects.

- Ongoing