

GOALS, POLICIES, AND PLANNING PROJECTS IN THE REVIEWED DOCUMENTS

The following table outlines the goals, policies, objectives, measures, programs, and planning projects related to transportation. It focuses on transportation's role in promoting safety, environmental sustainability, support for disadvantaged communities, and economic development within the jurisdiction and the surrounding region.

Planning Documents	Relevant Goals, Policies, Objectives, Measures, and Planning Projects
City of Pleasanton General Plan (2005-2025) Circulation Element	<p>The purpose of General Plan is to guide orderly growth, protect the environment, promote equity and public health. With a vision of preserving historical character, natural beauty, and economic opportunities.</p> <p>Alignment with PTSAP: The PTSAP will focus on safety, environmental, design, specific projects, community engagement and long-term goals in terms of transportation.</p> <p>Goals:</p> <ul style="list-style-type: none"> • Develop a safe, convenient, and uncongested circulation system • Manage a street and highway system that accommodates future growth while maintaining acceptable levels of service • Protect neighborhood quality of life from cut-through traffic, speeding, and nonresidential parking • Provide a multi-modal transportation system that offers alternatives to single-occupancy vehicles <p>Policies:</p> <p>Streets & Highways</p> <ul style="list-style-type: none"> • Complete the city's street system per the General Plan • Require developers to fund roadway improvements • Preserve rights-of-way for future improvements • Monitor and mitigate intersections exceeding LOS D • Discourage on-street parking on arterials <p>Downtown & Gateway Intersections</p> <ul style="list-style-type: none"> • Exempt from LOS D standard unless improvements align with pedestrian-friendly goals • Maintain visual character and pedestrian convenience <p>Traffic Safety</p> <ul style="list-style-type: none"> • Allocate funds for safety improvements • Separate vehicle, bike, and pedestrian traffic • Provide bike lanes and bus shelters • Monitor accidents and enforce safety laws <p>Parking</p> <ul style="list-style-type: none"> • Enforce zoning ordinance standards <p>Alternative Transportation</p> <ul style="list-style-type: none"> • Support BART extension to Livermore

Planning Documents	Relevant Goals, Policies, Objectives, Measures, and Planning Projects
	<ul style="list-style-type: none"> Promote ACE train service and high-speed rail connections Encourage transit-oriented development Expand Wheels bus service and paratransit Promote walking, biking, carpooling, and telecommuting Support Valley Link Station development <p>Pedestrian & Bicycle Facilities</p> <ul style="list-style-type: none"> Implement the Community Trails Master Plan Adopt a citywide pedestrian and bicycle master plan Require bike lanes and pedestrian paths in new developments Support bike-sharing programs and safe school routes
<p>City of Pleasanton Bicycle & Pedestrian Master Plan (2018)</p>	<p>Vision Statement: Make Pleasanton pedestrian and bicycle friendly for all ages and abilities.</p> <p>Core Goals:</p> <ul style="list-style-type: none"> Safety: Prioritize safe routes to schools and reduce collisions All Ages and Abilities: Build a comfortable, connected network Close the Gaps: Improve access to transit, schools, and destinations Clever Design: Use best practices and innovative infrastructure Promotion: Educate and encourage walking and biking <p>Goal Specific Measures:</p> <p>Goal 1: Accessible Network</p> <ul style="list-style-type: none"> Implement citywide walking and biking networks Update Community Trails Master Plan Develop maintenance programs <p>Goal 2: Best Practices in Design</p> <ul style="list-style-type: none"> Design low-stress facilities Integrate improvements into all city projects <p>Goal 3: Education & Enforcement</p> <ul style="list-style-type: none"> Promote Safe Routes to School Launch awareness campaigns and safety education <p>Goal 4: Transit Connectivity</p> <ul style="list-style-type: none"> Improve access to BART, ACE, and bus stops Install secure bicycle parking <p>Goal 5: Traffic Safety</p> <ul style="list-style-type: none"> Adopt Vision Zero policy Monitor collisions and implement countermeasures

Planning Documents

Relevant Goals, Policies, Objectives, Measures, and Planning Projects

Project Prioritization Criteria

- Connectivity
- Demand
- Feasibility
- Safety
- Safe Routes to School

Infrastructure Toolbox:

Walking Tools:

- Remove/modify slip lanes
- Reduce curb radii
- Extended crossing times
- Directional curb ramps
- Pedestrian Hybrid Beacons (PHBs)

Biking Tools:

- Separated Bikeways (Class IV)
- Bicycle Boulevards (Class III)

Support Programs:

- Safe Routes to Schools
- Education and Encouragement: Bike to Work/School Days, safety festivals
- Enforcement: Speed trailers, patrols, traffic school
- Maintenance: Trail upkeep, sweeping, striping
- Bicycle Parking: Racks, lockers, corrals
- Wayfinding: Signage and route maps
- Evaluation: Annual performance reporting

Funding & Implementation:

Sources:

- Federal: FAST Act, HSIP, TIFIA
- State: ATP, TDA Article 3, Cap-and-Trade
- Regional: OBAG, TFCA, Bay Trail Grants
- County: Measure BB, Measure WW
- Local: Impact Fees, CIP, Open Space District

Estimated Costs:

- Vision Network: ~\$70 million
- Annual Maintenance: ~\$400,000

Planning Documents

City of Pleasanton Trails Master Plan (2019)

Relevant Goals, Policies, Objectives, Measures, and Planning Projects

The City of Pleasanton has long recognized the major benefits of parks and open space and the ability to access them via trails. The city also recognizes the value of a city-wide trail system which allows people to make local trips without driving. The Trails Master Plan outlines the strategy for improving and maintaining the trails system in Pleasanton.

Goals:

- Develop a complete and sustainable city-wide trail system
- Ensure safe access to nature and recreation for all community members
- Improve connectivity between neighborhoods, parks, schools, and regional trails
- Promote community involvement in trail planning, building, and maintenance

Policies:

Planning:

- Designate trail improvements based on demand and opportunities
- Integrate trails into new developments
- Coordinate with regional agencies (EBRPD, Zone 7, BART, etc.)
- Update the plan regularly alongside the Bicycle and Pedestrian Master Plan

Design:

- Provide sustainable trail designs for varied users
- Include solutions for road crossings and safety
- Ensure ADA compliance where appropriate
- Install wayfinding signage and trail amenities (benches, restrooms, water stations)

Operations & Maintenance:

- Develop high-quality standards for trail upkeep
- Address safety, liability, and environmental impacts
- Encourage community participation in maintenance
- Quantify maintenance costs and staffing needs

Implementation:

- Rank and prioritize trail projects
- Identify funding sources (grants, development conditions)
- Match construction with available maintenance funding
- Promote trail use through maps and outreach

Measures & Agenda:

- Public Outreach: Surveys, workshops, hikes, and committee meetings
- Trail Evaluation: Criteria-based scoring and prioritization
- Design Standards: Class I paved trails, improved surface trails, natural surface trails
- Mapping: GIS-based inventory of existing and planned trails
- Maintenance Planning: Ownership and cost breakdowns

Planning Documents

City of Pleasanton 5 Year Strategic Plan (2023-2028)

Relevant Goals, Policies, Objectives, Measures, and Planning Projects

The component of the City of Pleasanton's 5-Year Strategic Plan is to guide transportation and infrastructure investments that enhance mobility, safety, sustainability, and connectivity for all users across the city's multimodal network.

Strategic Goals & Themes

- Investing in Our Environment: Infrastructure, public facilities, and sustainability
- Building a Community Where Everyone Belongs: Livability and community development
- Safeguarding Our City: Public safety and emergency preparedness

Community Engagement & Policy Measures:

- Community Priorities: Transportation, planning, sustainability, and infrastructure were top concerns
- Equity and Inclusion: Apply DEI strategies to increase access to transportation-related services
- Livability Index: Measure community well-being, including mobility and access

Strategies & Projects:

Infrastructure & Mobility:

- CIP:
 - Design and construction of budgeted capital projects (FY 2023–24 to FY 2024–25)
- Asset Management Plan:
 - Long-term planning for maintenance and replacement of infrastructure
- Water, Sewer, Stormwater Master Plans:
 - Address system improvements and environmental protection
- ADA Transition Plan:
 - Enhance access to community facilities and amenities
- Fiber Master Plan:
 - Improve communication infrastructure and redundancy

Active Transportation & Public Space:

- Invest in Parks, Bicycle, and Pedestrian Infrastructure:
 - Improve traffic safety and climate resilience
 - Increase equitable access to cultural and recreational opportunities
- Public Parks and Trails:
 - Maintain and renovate 40+ parks and 70 miles of trails
 - Expand pedestrian and bicycle infrastructure

Traffic & Safety:

- Traffic Management:
 - Improve streets, sidewalks, and major roadways
 - Maintain streetlights and public buildings
- Emergency Preparedness:

Planning Documents

Relevant Goals, Policies, Objectives, Measures, and Planning Projects

- Assess capabilities and plan for a new Emergency Operations Center (EOC)
- Implement hazard mitigation and cybersecurity strategies

Planning & Development:

- Stoneridge Mall Framework:
 - Complete master planning and CEQA documentation for future development
- East Pleasanton Specific Plan:
 - Advance planning for future land use and infrastructure
- General Plan Update:
 - Reflect evolving community needs and state law changes

City of Pleasanton Final EIR for the Housing Element Update (2023)

The agenda of the Pleasanton Final EIR is to support housing growth through coordinated transportation strategies that mitigate traffic impacts, enhance multimodal access, improve transit connectivity, and ensure safe, sustainable mobility options for all residents.

Goals & Policies:

- Policy 4.1: Develop guidelines and standards for residential and mixed-use development that incorporate Objective Design Standards to ensure consistency and compatibility with existing development.
- Policy 6.1: Ensure high-density housing sites (e.g., near Dublin-Pleasanton BART station) are dispersed throughout the community to avoid concentration and promote equitable access to transportation.
- General Plan Policy 2 (Circulation Element): Requires a Level of Service (LOS) analysis for transportation impacts, even though CEQA focuses on VMT.

Programs & Measures:

- Program 4.2: Implement Objective Design Standards for evaluating all housing projects, including standards for height limits, FARs, setbacks, massing, open space, and parking.
- Program 6.1: Adopt Design and Development Standards to ensure compatibility of high-density housing with adjacent uses and to support multimodal transportation.
- Mitigation Measure TRANS-2: Requires individual housing projects to conduct VMT impact analysis and implement VMT reduction strategies if thresholds are exceeded.

Transportation Agenda & Planning Context:

- Use of Countywide Travel Demand Model: To assess VMT impacts, though noted that it does not reflect post-COVID travel behavior.
- Coordination with Alameda County Transportation Commission (Alameda CTC): For compliance with Congestion Management Program and LOS analysis.
- Inclusion of Active Transportation Improvements: From the City's Bicycle and Pedestrian Master Plan (2018), including facilities on:
 - Stoneridge Drive

Planning Documents	Relevant Goals, Policies, Objectives, Measures, and Planning Projects
	<ul style="list-style-type: none"> ○ Stoneridge Mall Road ○ West Las Positas ○ Foothill Road ○ Bernal Avenue ○ Pleasanton-Sunol Road ○ Santa Rita Road ○ Iron Horse Trail
City of Pleasanton Housing Element (2023-2031)	<p>The City of Pleasanton’s Housing Element outlines strategic goals, policies, programs, and projects aimed at expanding housing access, promoting affordability, and guiding sustainable community development.</p> <p>Strategic Goals:</p> <ul style="list-style-type: none"> • Provide Adequate Housing Sites • Promote Affordable Housing • Encourage ADUs and JADUs • Enhance Housing Near Transit and Amenities • Support Special Needs Housing • Protect Tenants and Prevent Displacement • Improve Development Processes • Advance Equity and Inclusion • Address Homelessness <p>Key Policies & Measures:</p> <ul style="list-style-type: none"> • Water and Sewer Priority: Written policies to prioritize service for lower-income housing developments • Zoning Ordinance Amendments: Required for consistency with General Plan • Safety Element Update: In progress to comply with fire risk and evacuation route requirements • No Environmental Justice Element Required: Pleasanton does not contain a disadvantaged community <p>Programs:</p> <ul style="list-style-type: none"> • Program 1.1: Rezone land for residential development • Program 1.3: Implement AB 2923 standards for BART site • Program 1.5: Collaborate with Pleasanton Unified School District • Program 1.6: Flexible parking standards for affordable housing • Program 1.8 and 1.9: Promote and monitor ADU production • Program 2.1: Update Inclusionary Zoning Ordinance • Program 2.8: Enhance rental assistance and tenant protections • Program 4.2: Develop objective design standards • Program 5.1: Address homelessness through local and regional frameworks

Planning Documents	Relevant Goals, Policies, Objectives, Measures, and Planning Projects
	<ul style="list-style-type: none"> • Program 5.3 and 5.7: Accommodations for persons with disabilities • Program 5.6: Support Single Room Occupancy units • Program 7.4: Advance equity in housing access
<p>Specific Plan: Tri-Valley Local Hazard Mitigation Plan (2024)</p>	<p>The 2024 Tri-Valley Local Hazard Mitigation Plan consolidates transportation-related goals, policies, and projects focused on reducing risks from natural hazards by strengthening critical transportation infrastructure, improving emergency response routes, and enhancing regional resilience through coordinated planning across jurisdictions.</p> <p>Goals:</p> <ul style="list-style-type: none"> • Goal 6: Increase resilience of infrastructure and critical facilities • Goal 8: Develop and implement mitigation strategies that identify the best alternative to protect natural resources, promote equity, and use public funds in an efficient and cost-effective manner <p>Objectives:</p> <ul style="list-style-type: none"> • Objective 8: Incorporate risk reduction considerations in new and updated infrastructure and development plans to reduce the impacts of hazards • Objective 10: Identify projects that simultaneously reduce risk while increasing planning area resilience and sustainability <p>Policy Measures & Integration Opportunities:</p> <ul style="list-style-type: none"> • Land Use and Transportation Planning Integration: <ul style="list-style-type: none"> ◦ Hazard mitigation information is integrated into general plans, zoning, and subdivision ordinances ◦ Transportation infrastructure is considered in emergency operations and CAPs • Emergency Services and Transportation: <ul style="list-style-type: none"> ◦ Transportation routes are critical for emergency response and evacuation ◦ Redundancy and backup systems for transportation-related communications and energy are emphasized • Climate Resilience: <ul style="list-style-type: none"> ◦ Transportation infrastructure is evaluated for vulnerability to extreme heat, flooding, and wildfire ◦ Future planning includes adaptation strategies for transportation systems <p>Agenda & Planning Process Highlights:</p> <ul style="list-style-type: none"> • Steering Committee Discussions: <ul style="list-style-type: none"> ◦ Transportation accidents identified as a hazard of interest ◦ Emphasis on maintaining ingress/egress routes during disasters ◦ Recognition of economic impacts if transportation facilities are rendered impassable • Public Outreach: <ul style="list-style-type: none"> ◦ Community engagement on transportation vulnerabilities and emergency preparedness ◦ Use of social media and public meetings to discuss transportation-related risks

Planning Documents	Relevant Goals, Policies, Objectives, Measures, and Planning Projects
	<p>Risk Assessment & Vulnerabilities:</p> <ul style="list-style-type: none"> • Transportation Accidents: <ul style="list-style-type: none"> ○ Identified as a significant hazard due to potential blockage of ingress/egress routes ○ Includes road, rail, and air travel incidents • Flooding and Earthquake Scenarios: <ul style="list-style-type: none"> ○ Transportation infrastructure (roads, bridges) assessed for damage potential ○ Critical facility functionality includes transportation systems
<p>Specific Plan: Downtown Specific Plan (2019)</p>	<p>Downtown Pleasanton Specific Plan is aimed at enhancing mobility, accessibility, and multimodal connectivity in the downtown area.</p> <p>Goals:</p> <ul style="list-style-type: none"> • MP-G.1: Effectively manage vehicular access and circulation within downtown through traffic control and street improvements, while maintaining character and economic vitality. • MP-G.2: Expand, improve, and connect facilities for walking, biking, and transit, integrating “complete streets” for all users. • MP-G.3: Strengthen connections between commercial districts, Town Square, neighborhoods, transit stops, ACE station, and trail systems. • MP-G.4: Manage existing parking and construct new public parking to balance supply and demand. • MP-G.5: Ensure new development provides sufficient parking. • MP-G.6: Make parking standards flexible to accommodate innovations and efficient space use. <p>Policies & Measures:</p> <ul style="list-style-type: none"> • MP-P.1: Implement minimum 10-foot sidewalks with 6-foot pedestrian zones and 4-foot tree wells. • MP-P.2: Continue the roadway grid system into the Town Square District with 12-foot travel lanes and 8-foot parking lanes. • MP-P.10 and MP-P.14: Provide curb extensions (bulb-outs) at intersections to calm traffic and shorten pedestrian crossings. • MP-P.11 and MP-P.13: Enhance crosswalks with special pavement and signalization for visibility and safety. • MP-P.12: Support narrowing residential streets to slow traffic and enhance aesthetics. • MP-P.15: Add bicycle parking for special events. • MP-P.16: Make Division Street a pedestrian-friendly zone with limited vehicle access during events. • MP-P.22: Improve transit connections and amenities (e.g., shelters, seating, lighting). <p>Agenda & Programs:</p> <ul style="list-style-type: none"> • TDM: Amend ordinance to allow Pleasanton Downtown Association (PDA) to act as a “large employer” and promote commute alternatives. • School Traffic Calming Program: Expand to reduce congestion and encourage public transit to schools. • ACE Station Amenities: Enhance boarding areas with shelters, lighting, and signage.

Planning Documents	Relevant Goals, Policies, Objectives, Measures, and Planning Projects
	<ul style="list-style-type: none"> • Bicycle Facility and Trail Development: <ul style="list-style-type: none"> ○ Stripe lanes for Class II and III bike routes ○ Develop the Transportation Corridor ○ Improve pavement on Arroyo del Valle Trail • Arroyo del Valle Trail Accessibility: Upgrade to all-weather surface for year-round use. • Pedestrian and Bicycle Gateway: Designate Division Street as gateway to Firehouse Arts Center. • MP-I.2: Consult with Alameda County Transportation Commission before implementing alternative transportation programs. • MP-I.3: Evaluate new technologies (bike-share, e-bikes, autonomous vehicles, ridesharing). • MP-I.4: Develop Transportation Corridor into paved/unpaved trails connecting to Arroyo del Valle. • MP-I.6: Pursue funding to support PDA's TDM efforts.
<p>Specific Plan: Pleasanton Community Farm Master Plan (2018)</p>	<p>The plan emphasizes multimodal access to the farm site, including safe pedestrian and bicycle pathways, improved transit connectivity, and adequate parking facilities. It also promotes sustainable transportation by integrating environmentally friendly design elements and encouraging community access through non-vehicular modes, particularly from nearby residential neighborhoods and civic destinations.</p> <p>Goals & Policies:</p> <ul style="list-style-type: none"> • Goal 5.0 (Project Description): Provide sufficient public improvements to optimize farming activities, including circulation and parking. • Design Objectives (Section 4.0): <ul style="list-style-type: none"> ○ Minimize environmental and visual impacts of farming activities along Laguna Creek Lane ○ Provide vehicle access for delivery of supplies and equipment ○ Ensure trail connectivity consistent with the City's Trails Master Plan • Vision Statement (Section 3.0): Emphasizes public access and integration with local transportation infrastructure.
<p>Safe Trips to BART: An Action Plan for Safer Roadways (Public Draft) (2025)</p>	<p>The strategic plan focused on improving safety for all travelers accessing BART stations, particularly through walking, biking, and transit connections. The plan identifies high-injury corridors and outlines targeted improvements to reduce traffic-related injuries and fatalities near BART facilities.</p> <p>Goals</p> <ul style="list-style-type: none"> • Eliminate fatalities and severe injuries resulting from traffic crashes on public streets that provide access to BART stations. • Improve first-mile/last-mile safety and access for BART riders, especially vulnerable road users such as pedestrians and bicyclists. • Support local jurisdictions like Pleasanton in identifying and implementing roadway safety improvements through data-driven planning and funding opportunities. <p>Policies:</p>

Planning Documents

Relevant Goals, Policies, Objectives, Measures, and Planning Projects

- Apply the Safe System Approach: Design streets to anticipate human error and minimize crash severity
- Prioritize safety improvements on High Injury Network (HIN) roadways within Station Study Areas
- Encourage Vision Zero principles: Safe mobility for all, with a focus on equity and vulnerable users

Objectives:

- Identify and address roadway risk factors such as high speeds, multi-lane arterials, poor lighting, and lack of pedestrian infrastructure
- Use crash data to target improvements in Station Study Areas, including Pleasanton
- Collaborate with local agencies to align safety improvements with existing plans and capacity

Measures:

- Implement systemic roadway safety measures from the toolbox, including:
 - Curb extensions
 - Protected intersections
 - High-visibility crosswalks
 - Speed safety cameras
 - Lighting upgrades
 - Raised crossings
 - Gateway treatments

Programs:

- Safe Routes to BART: A grant program supporting walking and biking improvements near BART stations.
- Roadway Safety Measures Toolbox: A resource for selecting appropriate engineering interventions.
- Focus Station Area Action Plans (FSAAPs): While Pleasanton was not selected for a full FSAAP, the methodology can be applied locally.
- The plan encourages Pleasanton to use the HIN and toolbox to develop safety improvements and apply for funding through various programs including SS4A.

LIST OF PROPOSED PROJECTS IN THE REVIEWED DOCUMENTS

Documents	Projects & Priority Plans
City of Pleasanton General Plan (2019)	<p>Roadway Improvements:</p> <ul style="list-style-type: none"> • Bernal Avenue: Widening to 4–6 lanes in segments • Busch Road: 4-lane divided roadway • Foothill Road: 6-lane divided roadway • Sycamore Creek Way: Extension to Westbridge Lane • Stoneridge Drive: Extension to El Charro Road • El Charro Road: Extension to Stanley Boulevard • Nevada Street: Extension to First Street <p>New Traffic Signals:</p> <ul style="list-style-type: none"> • Multiple intersections including Bernal Avenue, El Charro Road, Sunol Boulevard, Valley Avenue, and Stoneridge Mall Road <p>Intersection Modifications:</p> <ul style="list-style-type: none"> • Downtown: Protected left turns, lane additions • Gateway: Lane re-striping, signal timing changes • Other: Safety upgrades, turn lane additions, signal synchronization
City of Pleasanton Bicycle & Pedestrian Master Plan (2018)	<p>Opportunity Corridors & Projects</p> <p>Highlighted Corridors:</p> <ul style="list-style-type: none"> • Arroyo Del Valle Trail: Extend trail to Iron Horse Trail • Bernal Avenue: Buffered bike lanes, crosswalk enhancements • Centennial Trail to Iron Horse Trail: Low-stress east-west connection • Central Pleasanton: Bicycle boulevards on Greenwood Road and Mohr Avenue • Downtown: Sidewalk gap closures, pedestrian crossings • Dublin/Pleasanton BART to Downtown: Separated bikeways • East Side: Safe routes to schools and parks • Foothill Road: Complete streets study • I-580/I-680 Overcrossings: Multi-modal improvements • Santa Rita Road: Close gaps, improve crossings • Stanley Boulevard, Stoneridge Drive, Sunol Boulevard, Valley Avenue: Various enhancements • West Las Positas Boulevard: Separated bikeway and school access

Documents	Projects & Priority Plans
<p>City of Pleasanton Trails Master Plan (2019)</p>	<p>Trail Projects (20 Major Projects Identified)</p> <p>These focus on:</p> <ul style="list-style-type: none"> • Closing gaps in existing trails • Improving surfaces (especially gravel canal trails) • Creating narrow natural surface trails for mountain biking • Enhancing access to Pleasanton Ridge Regional Park • Pedestrian Hybrid Beacon Trail Crossing Design Guidelines (Included in Master Plan) <p>Project Locations:</p> <ul style="list-style-type: none"> • Connection through BART parking lot • EBRPD Garms Staging Area and Connection to Pleasanton Ridge • Hidden Canyon/Lester Property Trailhead • Austin Property Trail and Trailhead • Southeast Hills Trails and Connections • The Preserve and Moller Ranch Trail Connections to Pleasanton Ridge • Alamo Canal Trail to Marilyn Murphy Kane Trail Connection • Marilyn Murphy Kane Trail Northwestern Connection • Longview Drive Bypass Trail to Augustin Bernal Park • Open More Canal Trails • Iron Horse Trail to Shadow Cliffs Connection • Iron Horse Trail Connection Improvements at Santa Rita Road • Old Vineyard Avenue Trail Connection to Shadow Cliffs • Callippe Preserve Trail Signage and Multi-Use • Oak Tree Farm Drive Access to Pleasanton Ridge • Railroad Corridor Regional Trail • Happy Valley Trail/Southern Connection
<p>City of Pleasanton Final EIR for the Housing Element Update (2023)</p>	<p>Projects & Infrastructure Recommendations:</p> <ul style="list-style-type: none"> • Intersection Levels of Service Memorandum: Prepared in Dec 2022, documenting LOS, queueing, and transportation improvements. • Encouragement of Near-Term Implementation: Of best-practice active transportation projects, especially in high-activity areas like Stoneridge Mall Shopping Center. • Design Expectations: Should follow Countywide Bikeways Network: All Ages and Abilities Policy and Design Expectations (Alameda CTC, Dec 2022).

Documents	Projects & Priority Plans
<p>City of Pleasanton Climate Action Plan 2.0 (2023)</p>	<p>Project List:</p> <p>Ongoing Actions</p> <ul style="list-style-type: none"> • E2: Maintain zero-emissions energy for the community • E3: Bicycle and Pedestrian Master Plan • E6: Housing Element implementation • E7: SB 1383 implementation <p>Primary Actions</p> <ul style="list-style-type: none"> • P1: All-electric reach code for new construction • P2: Existing Building Electrification Plan • P5: ZEV Infrastructure Plan • P7: Electrify community small engine equipment • P10: Increase transit ridership • P13: Urban Forest Master Plan • P14: Soil management carbon sequestration projects • P15: Water efficiency and retrofits • P16: Comprehensive climate awareness and outreach <p>Secondary Actions</p> <ul style="list-style-type: none"> • S1: Refrigerant management in new construction • S4: VMT reduction for K–12 activities • S6: Embodied Carbon Reduction Plan • S8: Green Stormwater Infrastructure Plan • S9: Wildfire preparation, prevention, and education
<p>Specific Plan: Tri-Valley Local Hazard Mitigation Plan (2024)</p>	<p>Projects & Actions:</p> <p>City of Dublin</p> <ul style="list-style-type: none"> • Action DUB-11: Coordinate disaster preparation and mitigation practices with private sector and public institutions, including transportation systems. • Action DUB-13: Conduct ongoing training for City personnel, including Emergency Operations Center staff, which involves transportation coordination. <p>City of Pleasanton</p> <ul style="list-style-type: none"> • Action PLE-13: Encourage replacing aboveground electric and phone wires with underground facilities, especially along transportation corridors. • Action PLE-2: Integrate hazard mitigation into land use decisions, including transportation planning. <p>City of Livermore</p> <ul style="list-style-type: none"> • Action L-27: Incorporate grant-eligible capital improvement projects into the hazard mitigation plan annually, including transportation infrastructure.

Documents	Projects & Priority Plans
<p>Specific Plan: Downtown Specific Plan (2023)</p>	<p>Transportation Projects:</p> <ul style="list-style-type: none"> • First Street Streetscape: <ul style="list-style-type: none"> ○ Medium-degree change: Add bike/pedestrian trail, furnishings, and lighting ○ High-degree change: Introduce green-backed bike lanes, bulb-out crosswalks • Division Street: <ul style="list-style-type: none"> ○ Convert to shared pedestrian space with colored pavers, lighting, and outdoor dining • Main Street Enhancements: <ul style="list-style-type: none"> ○ Add benches, stamped asphalt, pavers, and bus stop improvements • Peters Avenue: <ul style="list-style-type: none"> ○ Add cycle track, street trees, and sidewalk pavers • Transportation Corridor: <ul style="list-style-type: none"> ○ Develop as multi-use trail and parking area • Gateway Improvements: <ul style="list-style-type: none"> ○ Enhance Main Street Bridge and Wixom Bridge with decorative elements and signage
<p>Specific Plan: Pleasanton Community Farm Master Plan (2019)</p>	<p>Transportation Infrastructure Projects:</p> <ul style="list-style-type: none"> • Sub-Area 7 <ul style="list-style-type: none"> ○ Parking Facilities: <ul style="list-style-type: none"> ▪ Build two parking lots with 70 total spaces, including accessible parking ▪ Designed with pervious surfaces to reduce runoff ▪ Overflow parking coordinated with Bernal Sports Fields and adjacent vacant land ○ Driveways & Access: <ul style="list-style-type: none"> ▪ Two new driveway cuts from Laguna Creek Lane ▪ Vehicle access for farm operations and deliveries ○ Trail Connections: <ul style="list-style-type: none"> ▪ New segment of Marilyn Murphy Kane Trail connecting to Laguna Creek Lane sidewalk ▪ Trail access to Township Square east of I-680 ○ Pedestrian Circulation: <ul style="list-style-type: none"> ▪ ADA-compliant paths between garden plots and buildings ▪ Central axis pathway for pedestrian and visual corridor • Sub-Area 16 <ul style="list-style-type: none"> ○ Parking & Access: <ul style="list-style-type: none"> ▪ 12 private parking spaces for farm workers ▪ Vehicle access via new driveway west of I-680 overpass ▪ Equipment staging area for harvest operations

Documents	Projects & Priority Plans
	<ul style="list-style-type: none"> ○ Pedestrian Access Only: <ul style="list-style-type: none"> ▪ No public parking: access limited to pedestrians ▪ Emergency vehicle access provided ○ Trail Integration: <ul style="list-style-type: none"> ▪ Trail connections to Marilyn Murphy Kane Trail and Bernal Property open space <p>Design Guidelines & Measures:</p> <ul style="list-style-type: none"> • Parking Design (Section 10.0 & 21.0): <ul style="list-style-type: none"> ○ Use of pervious paving, bollards, and wheel stops ○ Avoid traditional curb and gutter ○ Hidden parking: screened from Laguna Creek Lane ○ Lighting: minimal, dark-sky compliant for safety ○ Bicycle Parking: short- and long-term per City ordinance • Stormwater Management (Section 11.0 & 21.0): <ul style="list-style-type: none"> ○ Parking lots designed for 100 percent infiltration ○ Runoff directed to adjacent landscape areas and swales • Green Building & Accessibility: <ul style="list-style-type: none"> ○ ADA-compliant paths and facilities ○ LEED-equivalent design for buildings and infrastructure <p>Operational & Maintenance Considerations:</p> <ul style="list-style-type: none"> • City Responsible for Maintaining: <ul style="list-style-type: none"> ○ Parking lots ○ Trail connections ○ Public access routes • Operators Responsible for: <ul style="list-style-type: none"> ○ Managing vehicular access for farming operations ○ Ensuring safe circulation during harvest and events
Short Range Projects (2023)	<p>Goals & Policies:</p> <ul style="list-style-type: none"> • Improve multimodal access for all users and abilities • Enhance pedestrian and bicycle safety through infrastructure upgrades • Support regional connectivity between Pleasanton and neighboring cities • Comply with SB330 and CEQA for housing and transportation integration • Pursue funding eligibility through strategic planning (e.g., SS4A, HSIP, ATP)

City-Led Transportation Projects:**Bicycle & Pedestrian Master Plan – High Priority Corridor**

- Location: West Las Positas Boulevard
- Scope: Elevated cycle tracks, quick-build paint and plastic sections
- Status: Under review
- Next Steps: Completion by May 2025; construction in summer 2025

Pleasanton Transportation Safety Action Plan (PTSAP) (On-going)

- Purpose: Comprehensive Safety Plan; eligibility for federal/state grants
- Status: Under construction
- Next Steps: Consultant kickoff July 2025

Sunol Boulevard Interchange

- Scope: Two traffic signals, ramp reconstruction, bridge section, freeway merge extension
- Status: Under construction
- Next Steps: Design phase (35–65 percent complete); \$6 million STIP funding in FY 27/28

Regional Transportation Projects (City of Pleasanton is part of TAC or Stakeholder group):**SR 84 Widening**

- Scope: Final segment from Pigeon Pass to I-680
- Status: Under construction
- Next Steps: Completion expected Fall 2024

Valley Link Rail Project

- Scope: Connect BART (Dublin/Pleasanton) to ACE via I-580 corridor
- Status: Under review
- Next Steps: NEPA and 30 percent design completion by Nov 2024; construction start ~2027/28

I-680 Express Lane Projects (Status: Approved)

- **Scope: Two segments:**
 - SR 237 to SR 84 (15 miles)
 - SR 84 to Alcosta Boulevard
- Next Steps: SB direction construction began April 2022, Completion expected Summer 2025

Documents	Projects & Priority Plans
<p>City of Pleasanton Capital Improvements Program (CIP 1)</p>	<p>Project Goals:</p> <ul style="list-style-type: none"> • Improve multimodal transportation infrastructure • Enhance safety and accessibility for all users • Support regional connectivity and sustainable mobility <p>Policies:</p> <ul style="list-style-type: none"> • Align with the 2018 Pedestrian and Bicycle Master Plan • Implement the ONE Pleasanton Strategic Plan goal: "Investing in Our Environment" <p>Measures:</p> <ul style="list-style-type: none"> • Upgrade corridors to "all ages and abilities" standards • Leverage regional and federal funding (e.g., Alameda CTC, Measure BB) • Prioritize high-impact corridors (e.g., West Las Positas Boulevard, I-580 crossings) <p>Agenda:</p> <ul style="list-style-type: none"> • Design and construct multimodal corridors • Improve pedestrian and bicycle connectivity across freeway systems • Support transit-oriented development and infrastructure upgrades <p>Projects List:</p> <p>West Las Positas Boulevard Multimodal Reconstruction (Willow Road to Stoneridge Drive)</p> <ul style="list-style-type: none"> • Project Number: 11514 • Phase: Design and Construction • Total Budget: \$35,551,339 • Scope: <ul style="list-style-type: none"> ○ Pavement reconstruction ○ Sidewalk replacement ○ Pedestrian, bicycle, and transit improvements ○ Designed to meet "all users and abilities" standards • Funding Sources: Gas Tax, Measure B/BB (Bike and Ped), General Fund, Street CIP, Water/Sewer Replacement CIP, etc. <p>I-580 Overcrossing Bicycle & Pedestrian Improvements</p> <ul style="list-style-type: none"> • Project Number: 22570 • Phase: Design • Total Budget: \$950,000 • Scope: <ul style="list-style-type: none"> ○ Design improvements for bicycle and pedestrian facilities ○ Connect Pleasanton to Dublin via overcrossings at Santa Rita Road, Hacienda Road, and Hopyard Road • Funding Sources: Alameda CTC grants, Measure BB Bike and Pedestrian

Documents	Projects & Priority Plans
	<p>West Las Positas Boulevard Multimodal Reconstruction (Owens Drive to Santa Rita Road)</p> <ul style="list-style-type: none"> • Project Number: 26514 • Phase: Design • Total Budget: \$1 million • Scope: <ul style="list-style-type: none"> ○ Design phase for reconstruction of roadway and sidewalk ○ Includes pedestrian, bicycle, and transit improvements ○ Aligns with “all users and abilities” standards • Funding Sources: Miscellaneous CIP Grants, Measure BB Bike and Pedestrian
<p>City of Pleasanton Capital Improvements Program (CIP 2)</p>	<p>Project Goals:</p> <ul style="list-style-type: none"> • Maintain and improve transportation infrastructure • Enhance multimodal safety and accessibility • Support sustainable mobility and ADA compliance <p>Policies:</p> <ul style="list-style-type: none"> • Align with: <ul style="list-style-type: none"> ○ Bicycle and Pedestrian Master Plan ○ Complete Streets Policy ○ Safe Streets for All (SS4A) Plan • Prioritize high-impact corridors and intersections <p>Measures:</p> <ul style="list-style-type: none"> • Annual inspections and data-driven prioritization • Integration of bike lanes and ADA upgrades • Traffic signal warrant analysis for safety <p>Agenda:</p> <ul style="list-style-type: none"> • Maintain Pavement Condition Index (PCI) • Improve pedestrian and bicycle infrastructure • Enhance traffic safety and intersection performance • Support regional connectivity and accessibility <p>Projects List:</p> <p>Annual Street Resurfacing & Reconstruction</p> <ul style="list-style-type: none"> • Project Number: FY503 • Scope: <ul style="list-style-type: none"> ○ Asphalt resurfacing and reconstruction ○ Base repairs, crack sealing ○ Traffic loop detectors and signal cameras

Documents

Projects & Priority Plans

- Updated striping for bike lanes per Bicycle and Pedestrian Master Plan
- Funding Sources: Gas Tax, Measure BB (Bike and Ped, Streets), Measure F, General Fund

Annual Slurry Sealing of Various Streets

- Project Number: FY504
- Scope:
 - Slurry seal treatment to extend pavement life
 - Updated striping for bike lanes per Complete Streets Policy
- Funding: Gas Tax

Annual Traffic Buttons & Line Marker Installation

- Project Number: FY507
- Scope:
 - Pavement markings and signage revisions
 - Enhances traffic safety and visibility
- Funding: Gas Tax

Annual Curb & Gutter & ADA Ramp

- Project Number: FY509
- Scope:
 - Replace curb and gutter during street resurfacing
 - Upgrade ADA ramps to current standards
- Funding: Gas Tax

Annual Sidewalk & ADA Ramp

- Project Number: FY512
- Scope:
 - Inspect and repair sidewalk offsets
 - Ensure ADA compliance and pedestrian safety
- Funding: Gas Tax

Bi-Annual Traffic Signal Installations

- Project Number: FY532
- Scope:
 - Install signals at high-priority intersections
 - Based on annual signal warrant analysis
- Funding: Traffic Impact Fees

Documents

Projects & Priority Plans

Annual Safety Improvements at Various Locations

- Project Number: FY541
- Scope:
 - Intersection safety upgrades at:
 - Hopyard Road and North Valley Trails Drive
 - Hacienda Drive and I-580 EB Off-ramp
 - Hopyard Road and I-580 EB/WB ramps
 - Stoneridge Drive and I-680 NB ramp
- Funding: Gas Tax

Annual Bicycle & Pedestrian Improvements

- Project Number: FY543
- Scope:
 - Improvements per Safe Streets for All (SS4A) Plan
 - Includes bike/ped infrastructure on prioritized streets
- Funding Sources: Measure BB (Bike and Ped), TDA Grant

City of Pleasanton Capital Improvements Program (CIP 3)

Project Goals:

- Maintain safe, accessible, and sustainable pedestrian and bicycle pathways
- Enhance recreational mobility and connectivity across Pleasanton

Policies:

- Align with the Trails Master Plan
- Support the ONE Pleasanton Strategic Plan goal: *Investing in Our Environment*

Measures:

- Prioritize trail segments based on condition, usage, and community feedback
- Integrate repairs with broader pedestrian and bicycle infrastructure planning

Agenda:

- Annual inspection and resurfacing of priority trails
- Improve trail safety and usability for all ages and abilities
- Coordinate with other transportation and park improvement projects

Project List:

Park Trail & Pathway Resurfacing Program:

- Project Number: FY546
- Department: Public Works – Engineering
- Phase: Construction
- Total Budget: Not specified (Annual Program)
- CIP Rating Score: 90

Documents

Projects & Priority Plans

- Scope:
 - Resurfacing or replacing pathways and trails in city parks and properties
 - Includes crack sealing, spot repairs, and new trail surfaces
 - Trails scheduled for updates:
 - Sutter Gate Park
 - Marilyn Murphy Kane Trail
 - Iron Horse Trail
 - Arroyo Mocho Trail (east of Santa Rita Road)
 - Bernal Community Park Oak Woodland trail
- Funding Sources:
 - Measure BB - Bike and Pedestrian: \$30,000–\$220,000 annually
 - Miscellaneous CIP-General Fund: \$89,000–\$95,000 (first two years)